

South Oxfordshire Local Plan 2034

Page 3: Part A - contact details

Q1. Are you responding as an:

Individual

Page 4: Individual contact details

Q2. Due to the plan-making process including an independent examination, a name and means of contact is required for your comments to be considered:

Title	Mr
Full name	Graham Bell
Business / Organisation name (if relevant)	-
Job title (if relevant)	-
Address line 1	██████████
Address line 2	██████████████████
Address line 3	-
Postal town	██████████
Postcode	██████████
Telephone number	-
Email address	██████████████████████████████

Page 7: Part B - your comments

Q5. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph: 4.65

Q6. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q7. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

Specifically in relation to Chalgrove Airfield I do not consider the plan to be sound. The Local Plan is clear in that for a site to be considered as 'deliverable' it should be available now - Chalgrove Airfield IS NOT deliverable now. The entire site is held under lease by Martin Baker until into the 2060's, and they are not willing to surrender any/all of the lease. Compulsory purchase, if sought, would in my opinion fail - and take a very significant period of time. For these reasons the site fails the definition of 'deliverable' - it is not available now and will not be at the time of the Planning Inspectors review.

It is arguable whether or not it offers a suitable location for development. I argue strongly that it does not. It is remote, distant from employment, leisure, hospitals and retail centres. It will force a car to be owned, no practical public transport proposals are made and potential infrastructure costs are obscene - it is not suitable on so many fronts.

The plan also states 'deliverable', if the above points are dismissed, includes a 'realistic prospect that housing will be delivered on the site within 5 years. The Local Plan (4.65) states 'no completions have been identified on the site until 2026/27 at the earliest'. This is outside of the 5year window of 'deliverable'

With the above clearly demonstrating that Chalgrove Airfield is NOT deliverable, this renders the plan unsound.

Q8. Please set out any modifications you consider necessary to make the Local Plan legally compliant or sound, having regard to your comments above. (NB - any non-compliance with the duty to co-operate is incapable of modification at examination). It will be helpful if you could put forward your suggested wording of any policy or text as precisely as possible.

I recognise and support the requirement for housing, but it must be in the right place and supported (initially) by existing infrastructure. If in the right place (i.e. proximate to employment, leisure, hospitals, public transport, retail outlets) and additional infrastructure is required (at public or developer expense) it must be cost effective and not promote a car owning necessity (rail, tram etc).

Chalgrove Airfield is in the wrong place for such a development for so many reasons. Cost of CPO if required (public money) and compensation to MBL would be huge and cannot be justified.

Removal of Chalgrove Airfield from the Plan would make it sound in my opinion.

Q10. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q11. Would you like to comment on another policy or paragraph?

No