

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	Mrs
Full name	Linda blackmore
Business / Organisation name (if relevant)	-
Job title (if relevant)	-
Address line 1	██████████
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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: Policy STRAT 1 – The Overall Strategy - Clause 4.14

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.

I can not comment whether the local plan is legally compliant or duty to cooperate, as I do not know whether they are. However, here are my comments to each area of the policy where I have concerns.

I agree that major new developments should focus on development within the science vale which includes Didcot garden town and area surrounding Culham, as these areas are focused on areas of employment, and therefore this does impact and assist towards sustainability, as people will be travelling less far to work, if they can live and work within a small radius.

Didcot Garden town has some improved facilities in place in the centre with already existing infrastructure. There are main line train facilities including Didcot and Culham operate on a wider network. There are also major A roads with transport links by car in this vicinity. If development was to proceed in Culham road networks around Abingdon can not sustain this development particularly over Abingdon Bridge area. Most of these strategic sites for allocation are very close to employment and road links.

It needs to be considered however that the road transport links are vital in any development due to the need to travel by car to commute to work.

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?

Yes

Page 9: Part B - your comments

Q12. 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: Policy STRAT 6 – The Green Belt

Q13. 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	

Q14. 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.

I would support the intention to primarily build houses within a close proximity to employment hubs. However, we can not get back green belt land once it has been developed and therefore this would impact on retaining areas current characteristics and appeal.

Q17. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q18. Would you like to comment on another policy or paragraph?

Yes

Page 11: Part B - your comments

Q19. 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: Policy STRAT7 - Land at Chalgrove Airfield

Q20. 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	

Q21. 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.

I can not comment whether the local plan is legally compliant or duty to cooperate, as I do not know whether they are. However, here are my comments to each area of the policy where I have concerns.

Objective 1.2

Refers to supporting local communities, as it is how it attracts people to work and live within these communities. Recently, Chalgrove as a village as supported by majority to adopt a neighborhood development plan. (see comments below on further comments on the NDP).

The plan has set out strategic sites which can maintain sustainable development in keeping with the rural community, by developing Chalgrove airfield. this would without a doubt have an impact on the setting, character and community in a small village.

4.2 Sustainable transport

Currently the major road linking Chalgrove to other areas is the B480, which runs from Watlington to

Oxford. This is not part of a major link, but also unsafe to encourage cycling to Oxford and the proposed employment hubs.

Chalgrove is a remote site, compared to most of the other areas of proposed development. Chalgrove is currently mainly a car based settlement, with some employment in the area, but typically currently a settlement where the community currently travel to work by car and have to travel for other facilities including libraries, hospitals, shops, vets, secondary schools, and access to most sports facilities. In Chalgrove, with support from the community, there is still a childrens centre which provides necessary support for children's services for early years.

There is one local school which in addition takes preschoolers after 3. There is also a nursery on monument park running privately. There is a doctors surgery, and a few local amenities such as a post office, but this would be insufficient to cope with any large development and with the development of smaller dwellings currently being built, these essential facilities would not be sufficient without the further need to travel.

It is still fortunate thanks to effort by the district councillors to continue to support the bus service but current links are mainly either towards Watlington, or towards Oxford and therefore without a car other areas are not accessible without the use of a car. It is safe to walk around the village and current development. This is contrary to NPPF paragraph 8c, 102c, 104b, 104d, 108a, 108b, 108c, 110a, 110d.

Objective 5.2, Scale and Character

Proposals for the NDP for the 15% growth is for 248 houses / dwellings. The plan currently has proposals for 339 which have been committed or completed. Therefore any further developments would be against this objective of 5.2 for scale of development along with the character.

With proposals for 2025 by 2024 and a further 975 beyond 2034, this is not in line with the NDP to either scale accordingly and to take into account existing character of the village. It is also important to note that this would have negative effects for the community.

Objective 6.1, which champions Neighbourhood Planning.

The current NDP (as indicated above) represents a sustainable increase in housing which would meet the needs of the local community and this large development therefore is not in line with the NDP.

Objective 8.2 Minimise carbon emissions

It needs to be considered that development will increase levels of pollution and other factors notably flooding and climate change. Flooding has been an issue in the village.

There is no rail network in close proximity if people are working outside of this proposed development with the nearest rail network being Didcot, Culham, Haddenham and Thame Parkway or Princes risborough or further away High Wycombe or Reading. These are all ove 10 miles of travelling. This is contrary to NPPF paragraph 8c, 102c, 104b, 104d, 108a, 108b, 108c, 110a, 110d.

With regards to the proposed bus service, it would not meet the needs of the current commuters. This is contrary to NPPF paragraph 103 and 104.

Martin Baker

It is proposed that the Martin Baker site would be used for development with a compulsory order to purchase the land. It is proposed that a new runway will be built around the proposed development, which would impact on operations of the site.

As I understand it, the operations of Martin Baker to test equipment at this site, would be an area of concern for residents of this proposal from a safety aspect, this is would be in close proximity to the development of houses, with current housing of the Chalgrove Community primarily not being impacted.

The plan proposes to build additional infrastructure with regards to schools, medical facilities which would be placed right by the active runway.

Infrastructure is fundamental to any new development, and should be considered in planning not as an after- thought, or "make do and manage". It would be necessary for highway infrastructure development, to incorporate by- passes as current the current road network would not support such as large development of housing, as above. Currently, very few areas of land have been secured for the proposed highway infrastructure projects, and one of the proposed bypasses is located almost entirely in Flood Zone 3b, on the River Thame flood plain.

In paragraph 67a, it states that policies should supply sites between 1 and 5 years of the local plan period. Due to the compulsory purchase order, it is unlikely that work could be completed on the Martin

Baker site until 2026 (as the earliest time)and therefore it couldn't meet the definition set out in the plan and therefore this can not be deliverable in this local plan to proceed.

In addition, the Local Plan significantly currently over-provides housing for the plan period by over 5000 homes, therefore if Chalgrove was removed from the plan for housing, it would still meet demand for government housing need.

Q24. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

No

Q25. Would you like to comment on another policy or paragraph?

No