

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 & Mrs |
| Full name | Mike & Rachel Craven-Todd |
| 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: STRAT6

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.

Although greenbelt land is there for a reason and should be protected, in this situation we believe the inclusion of greenbelt land adjacent to the city of Oxford should be considered due to exceptional circumstances.

These circumstances include the fact that: the housing is near employment, transport (both existing road and rail networks), shops, entertainment, schools, hospitals and medical facilities.

The Grenoble Road site is in a particularly good strategic position to deliver these benefits to Oxford's growing need for new housing. Whereas the Chalgrove proposal, although not in the greenbelt, offers none of these benefits, in fact it would be destructive to the surrounding rural communities.

For these reasons we are pleased to see the inclusion of sites within the greenbelt, particularly Grenoble Road, due to the "very special circumstances" created by the housing needs in and around the city of Oxford.

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.

None

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: STRAT7

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.

We disagree to STRAT7 and feel it is inappropriate because the site proposed by SODC for major housing development at Chalgrove is unsound as it is fundamentally in the wrong place to serve the residents who would live there. It is in a rural setting surrounded by small village communities with very little public transport, narrow country roads and poor communications. The traffic congestion that a large development such as this would create due to road bottlenecks, in particular at Watlington, Stadhampton, Little Milton and Benson in each direction from the proposed site, would ruin the rural aspect of all the surrounding villages. Although there are proposed edge roads for Watlington and Benson, the other pinch points are ignored. The narrow lanes through my parish of Berrick Salome would become rat runs for commuter traffic. These historic Oxfordshire rural communities are a vital part of the history and culture of Oxfordshire and should be protected. The Chalgrove site might not be on green belt land but the negative impact it would have on the surrounding areas of outstanding natural beauty would be immense.

As per government guidelines, major housing developments should be integrated with sustainable public transport systems. They should also support existing rural communities and their way of life. They should sustain and respect neighbourhood plans, they should contribute towards the reduction of carbon emissions. At Chalgrove, none of the above would be supported - there are no rail connections, residents would be totally reliant on road transport, increasing the carbon footprint for the area. The fact that up to 3,000 houses would be built in the middle of surrounding villages would decimate rather than support rural communities and it would over-ride local village plans.

The Chalgrove site would also mean a compulsory purchase order served on the historic company of Martin Baker who have a long lease on the land, and do not wish to move. This, to us, seems destructive to a local industry and non-sensical. Added to this, the Chalgrove site is at present an emergency landing strip for RAF Benson who have not been consulted.

There would appear to be an over-allocation of the housing need in the SODC's plan. Due to the houses which have already been built, plus the houses with permission to be built, the short-fall for houses still to be built is around 7,049. However, the total supply on SODC's strategic sites would provide 14,400 which reflects a contingency and non-delivery of over 100% - this means that the proposed 3,000 houses at Chalgrove's unsuitable site are not required.

Q15. 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.

Completely remove the Chalgrove site from the plan.

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

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: STRAT11

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.

We welcome the inclusion of the Grenoble Road site.
National government guidelines say that green belt sites should be considered if it makes sense to do so (as per STRAT6) Grenoble Road is surely a case in point.
The advantages of the Grenoble site are: sustainable transport links already in place, in fact the site is so adjacent to local employment, and all facilities and amenities needed by new communities, it would promote walking and cycling thereby decreasing carbon emissions.
We also agree with the higher density of housing per hectare in this strategically appropriate area, as it would help the City of Oxford with it's housing needs.

Q22. 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.

None

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

Q354. As explained in our data protection statement, in line with statutory regulations you will be contacted by the programme officer (and where necessary the council) with relevant updates on the Local Plan. South Oxfordshire and Vale of White Horse District Councils have a shared planning policy database. If you would like to be added to our database to receive updates on other planning policy consultations, please tick the relevant district box(es) below:

I would like to be added to the database to receive planning policy updates for South Oxfordshire