

# 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** Greg Daubney  
**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:** STRAT 7 Land at Chalgrove

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.**

As someone who was born in Chalgrove and has lived here for the past 47 years, I believe the Chalgrove airfield site STRAT 7 would be unsuitable for development for several reasons. The current village facilities - School, Doctors surgery, shops, leisure facilities etc would not be able to cope with an additional 3,000 + homes and the massive increase in population resulting. There seems little information on when any proposed new schools and facilities for the new site would be in place. This runs counter to SODC Objective 5.2 which seeks developments that respect the character of our towns and villages. STRAT 7 proposes tripling the size of the village, which would necessarily destroy its character.

I recognise that some development is necessary, especially genuinely affordable housing within reach of local people. To that end, the village already has a local Neighbourhood plan which has been passed and will provide a growth of almost an additional 30% (320 houses) to the village. By proposing development of Chalgrove airfield, the council is thus NOT supporting the neighbourhood plan (SODC objective 6.1 and NPPF paragraphs 12-14).

Any building on the Airfield site would also dramatically increase the risk of flooding for the village of Chalgrove. Paragraph 4.66 states the land is flat, however it sits on higher ground than Chalgrove village. Flooding is a major problem for Chalgrove and has increased in severity in recent years. The land adjacent to the south and west of the site is in flood zones, and having lived here all of my life can testify that flooding is an increasing problem for the village. With climate change and more unpredictable weather, building on an area which sits on nearby higher ground (ie the airfield) can only increase these flooding incidents to the adjacent village of Chalgrove. There is also no mention of the effect of additional runoff from the site on the next village downstream (Stadhampton).

STRAT 7 states that land will be safeguarded for Martin Baker Ltd. This company holds a lease on the entire site until 2063, and without their agreement (which I understand is not forthcoming [para 4.64]) the site is not available for development. I believe that to locate housing close by to their active operations would be foolish mainly due to safety considerations of it being an active runway and noise pollution of their essential operations for ejector seat development. They have been a good employer for the past 50 years and have supported the village in that time. Also to call the site 'previously developed land' (Para 4.66) is a misnomer.....much of the site (especially the western portion) is open fields, used for grazing and pasture and small copses of trees, which has never been built upon.

By its very position as a separate entity, this amount of housing would be more suited to another site closer to more major roads. This amount of housing on the Chalgrove Airfield site would place even more stress on existing B routes into Oxford, especially through the town of Watlington and villages of Cuxham, Stadhampton, Benson and Little Milton, which are already an extremely congested rat run to the M40 and Oxford. Most people of working age DO commute either to local towns or further afield, therefore a site with better access to the transport network is the more obvious choice. This is where STRAT 6 and a sensible evaluation of other sites on current Green Belt which are closer to areas of employment and facilities should be considered. The land near Grenoble road (although in the Greenbelt area surrounding Oxford) and Culham, is far more suitable with existing facilities nearby, proximity to major roads, vastly superior public transport links, Park and Ride facility nearby and the railway line into Oxford. The option of an urban extension to Oxford offers the greatest scope for moving people by public transport.

The road network around Chalgrove and surrounding villages would not I believe be able to cope with that increased number of houses. Assuming each house would have approximately 2 cars that would be almost 7,000 additional vehicles on these B roads which are often single track (eg road to Benson and Ewelme). There are no strategic transport links, no train station nearby and public transport links are already inadequate (with little prospect for commercially supportable services in at least the medium term). This leaves car usage as the only option. There is no option for cyclepaths to other villages as the B480 is too narrow. I have cycled the 10 miles to Oxford along this road on several occasions and it is NOT a safe or pleasant experience. This is counter to Government planning guidance on locating development in places that encourage sustainable travel by public transport, walking and cycling. This will not 'minimise carbon emissions' and is not environmentally sustainable. This makes STRAT 7 and the land at Chalgrove airfield contrary to SODC objective 4.2. and NPPF paragraphs 8c,102c,104b,104d,108a,108b,108c,110a and 110d.

Currently the plans for any improved infrastructure to support the development of Chalgrove airfield seem to be at a very basic and ill-defined stage. Some of the proposed upgrading to routes (such as around Stadhampton) run directly across flood plains and areas which I know flood at least several times a year. These new roads would also drastically increase traffic in the surrounding areas to the detriment of a large part of rural South Oxfordshire. The promise of increased bus services also makes me question where the money for that would come from as its unlikely to be funded by the County Council..This is contrary to NPPF paragraph 103.

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.

Basically the removal of STRAT 7 and the land at Chalgrove Airfield as a place of major development. As stated, the village is already set to grow by an additional 320 houses, and the creation of a new town here would ruin not only the village of Chalgrove but also a large section of the surrounding area of South Oxfordshire.

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

## Page 106: Future contact preferences

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