

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	Alex Gooderham
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	████████████████████

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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 1 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.

It seems sensible to me that the majority of future development is located as close as possible to areas where people will find work. This is to minimise additional traffic from satellite dormitory towns villages on any already congested local road system. Also a lot of the infrastructure is already extant in the areas close to Oxford.

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

Yes

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

Yes

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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: STRAT 4

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.

Infrastructure identified as being required to make any development sustainable should be commissioned and provided at the earliest opportunity and not left until the development is nearing completion and the existing infrastructure is (quite likely) overloaded.

In my opinion if developments are started without infrastructure being provided at the same time, then that demonstrates to me a possible lack of intent to actually provide that infrastructure.

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.

Developers, local authorities and other interested bodies such as Homes England, should create an infrastructure fund (ring fenced for each development) which will ensure that essential infrastructure is funded in advance so that should the developer "go bust", then the finance is still available to complete any or all infrastructure projects which are not complete.

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

Yes

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

Yes

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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: STRAT 6

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.

The green belt is important, but perhaps of greater importance is trying to reduce travel times and distances for people who work. By building further away from large conurbations, just as much land is covered over and areas of beauty are diminished. I am also of the opinion that some land designated as part of the green belt, is anything but green, whereas a lot of the proposed developments are on farm land.

Chalgrove airfield for example regularly sees flocks of grazing sheep and crops being grown within its perimeter fence, the same cannot be said for many green belt areas.

Far more effort should be made to increase housing density (and the size of each residence) in areas as close as possible to where people work and where shopping and leisure facilities are located.

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

Yes

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

Yes

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Q26. 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

Q27. 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	

Q28. 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 do not believe that Chalgrove airfield is a suitable site to develop in excess of 3000 dwellings for the following reasons:

1. Lack of existing infrastructure - roads, rail, bus water supply, sewage treatment
2. Remoteness from Oxford - journey times at peak times are not good now, so how bad would it be if Chalgrove airfield is developed.
3. Increased traffic on inadequate roads for those that do want to travel to Oxford (which is already bad).
4. High probability that any development would become a dormitory town for people working in west and central London, due to the proximity to junctions 6 & 7 of the M40. This would not help meet any housing need that Oxford may have.
5. Martin-Baker the world leading manufacturer of military aircraft ejection seats and an essential component of the UK defence industry in this country would I believe leave Chalgrove and possibly the UK if the development were to proceed, costing the economy both local and nationally many millions.....
6. Having reviewed the development proposals for Chalgrove airfield, I am amazed that despite many reasoned arguments against closing the B480 by-pass and routing traffic (including articulated and container lorries) through the centre of the development the idea is still being promoted by Homes England and their consultants. I was told that this was so that the development and businesses would be viable. If having "artic's" go through the new town centre is the only way to make the development viable, then perhaps the development is actually not viable in the first place.
7. If Chalgrove is developed (and as has happened in Thame, where a significant number of new properties were bought by people who now commute into London), then traffic to junction 6 (via Watlington) and junction 7 at peak travel times would aggravate an already difficult situation along narrow roads through old villages that were never intended to cope with such volumes of traffic, and such large vehicles, the lives of people living in those villages would be made far worse and unpleasant.
8. Existing developments in Didcot and Thame are being constructed slower than originally planned due to the fact the developers only build at the rate they can sell houses, and at the moment, it would seem that fewer people are buying. This is not surprising when a 2 bed semi in Stadhampton costs around £425'000.
9. It is a complete illusion that any development would go towards helping essential workers in any meaningful way, as Homes England at their "road shows" have made clear, commercial developers would buy the land and build the houses, and they do not build house for philanthropic reasons, but to make money, and as we have seen many times in recent years in Oxford, planning approval is given, building starts, then the builder informs the local authority that there will be no low cost or social housing as to provide that would make the development uneconomical, and the local authority always appears to accept this argument.
10. Should Chalgrove airfield not be sold back to the original land owners, and if the B480 Chalgrove by-pass is closed as Homes England wants, then should that land not be offered back to the original owners or their descendants?
11. If the B480 Chalgrove by pass is closed then Chalgrove high street, which is unsuitable for either high volumes of traffic or large vehicles would become a "rat run" creating a very dangerous road at risk of traffic chaos.
12. If Chalgrove airfield development is approved, then Chalgrove would be consumed by the new development. I fear that the doctors surgery would close, the post office and shops too, quite possibly all that would be left would be the war memorial, with Chalgrove as a thriving village a thing of the past.
13. Chalgrove is already subject to unwanted and unnecessary speculative development with over 250 dwellings approved (with construction underway on one site already). These developments will soon be stressing existing infrastructure, which due to the small size of the developments means that the developer does not need to contribute to infrastructure improvements.
14. Planning control appears to have completely broken down in Oxfordshire, and before any more developments are authorised, those already underway should be completed, and then a new housing needs assessment should be carried out. This is especially relevant as recently the assessed housing need figures have been revised and in a downward way at that, and the impression that a lot of people have is that no one really knows what is being built, and what the actual and anticipated need really is.
15. Including Chalgrove airfield in STRAT 7 does not support the rural community, it will destroy it (SODC objective 1.2), and ignores objective 8.2
16. It does not come any where near meeting SODC objective 4.2)
17. It completely contravenes SODC objective 5.2
18. It ignores SODC objective 6.1
19. I have been informed that Martin-Baker will fight any compulsory purchase order with all they have. is a CPO and the legal wrangling it will entail truly good use of public funds?

I could go on, and would welcome the opportunity to appear personally and state my case.

Q29. 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.

Chalgrove airfield is unsuitable as a future residential development location for the reasons I've listed in the field above, and as a result should be removed from future consideration for development.

Q31. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

Yes

Q32. Would you like to comment on another policy or paragraph?

No