

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	Ms
Full name	Clare Hutchings
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: Policy STRAT 5 – Strategic Development

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.

Chalgrove and the surrounding villages do not face a housing shortage. Each village has prepared its own Neighbourhood Development Plans (NDP) which will satisfy the need for housing into the future. Chalgrove's residents voted overwhelmingly in favour of the NDP in November 2018 which has now been adopted.

Chalgrove agreed to build 320 new homes built, which is 60% greater than the 200 new homes actually required as part of the Local Plan for larger villages. This clearly demonstrates that Chalgrove residents are not opposed to development as long as it is sustainable. The issue with the proposals for Chalgrove Airfield is that they are completely unsustainable and the 2,000 houses planned are not needed.

The need for homes is at sites in and adjacent to the City of Oxford which faces a housing crisis which has been fuelled due by rapid economic growth and a growing population whilst new development has not been possible due to the constraints of Green Belt which surround this geographically small city. This has culminated in some of the highest house prices in the UK, and a chronic shortage of housing including one of the highest rates of homelessness in the UK.

Allowing development on sites adjacent to Oxford, including those in the Green Belt will do a great deal to address Oxford's housing problems. In contrast, development at Chalgrove Airfield which is some 12 miles from Oxford and has poor road and public transport connections will do nothing to solve these issues. Oxford City Council has been very clear about this and has consistently maintained that any strategic development needs to be adjacent to the city, not Chalgrove Airfield.

District Councils in neighbouring Cherwell and West Oxfordshire have been very supportive of Oxford's unique issues and have taken a joined up approach and consulted with local residents to put forward sites adjacent to the city including Green Belt in their Local Plans. In contrast SODC have ignored the extensive opposition to proposals for Chalgrove Airfield through the previous rounds of consultation on this Local Plan. This opposition has come from residents, businesses, planning experts and other local authorities alike, with the key point being that the site is not deliverable or sustainable, however SODC have continued to include it in the Local Plan.

The issue of deliverability arises as the leasehold to Chalgrove Airfield is not owned by Homes England who want to develop the site. The leasehold is held until the year 2063 by Martin Baker Aircraft Ltd who have extensive operations there manufacturing and testing lifesaving equipment used in aircraft for military and civilian customers. The company have built their operations in Chalgrove over many years and are strongly opposed to Homes England's plans for the site because of the disruptive impact it would have on their important and unique business. If development proceeds they will be forced to close their operations as it is clearly not safe to operate a business which requires an active runway and the use of live explosives right next to new homes.

Martin Baker insist that they will contest any attempt by Homes England to Compulsorily Purchase the site through the courts and they have already appointed a barrister who has set out their objections at SODCs cabinet meeting on the Local Plan in December. Homes England would need to prove through the formal legal process that the development is necessary and in the public interest. This means that the development at Chalgrove Airfield definitely cannot be delivered in years 1 to 5 of the Local Plan which is a requirement of the Government's National Planning Policy Framework and is also one of the criteria set-out by SODC themselves in this Local Plan.

As long as Martin Baker hold the lease to Chalgrove Airfield, it is highly unlikely that development can ever be delivered at the site. Homes England are doomed to fail in an attempting to pursue Compulsorily Purchase action through the courts since this Local Plan already provides for significantly more homes than are required by the Strategic Housing Market Allocation without and development at Chalgrove Airfield. It cannot therefore be legitimately argued that it is necessary under the Local Plan.

Given the strategic importance of Martin Baker's operations at Chalgrove, it also cannot be legitimately argued that development of the site for new housing is in the Public Interest, particularly when as above, there is no necessity for development as the requirements under the SHMA can already be fulfilled by other sites in the Local Plan.

As the site does not meet these criteria it should not have been included in the local plan Sustainability is another key issue for the proposals for Chalgrove Airfield. Chalgrove is too far from and has insufficient infrastructure linking it to Oxford and other main areas of employment growth, Didcot and the Science Vale (Culham & Harwell). Chalgrove is a rural community serviced only by a 'B' road and unclassified lanes. Public transport connections are very poor with the nearest railway station some 25 minutes' drive and the planned improvement are totally inadequate. This has been recognised by Oxfordshire County Council who are responsible for the transport infrastructure and have insisted that the plans are "undeliverable".

If development were to proceed it would be run completely against the obligations around sustainability set-out in the NPPF. With few job opportunities nearby, little prospect of attracting new employers due to the disadvantaged location and poor public transport, then it is obvious that it would become a commuter settlement dependant on private vehicles. This would result in longer journeys than necessary and cause congestion and pollution, both at a local level impacting air quality and

public health through NOx emissions and at a global level impacting climate change through CO2 emissions.

I believe that SODC have also failed to co-operate properly with it's residents through what has to date been a flawed consultation process. Chalgrove Airfield should never have been included in SODCs Local Plan as the land is not available for development due to the fact that the entire site is subject to a lease with Martin Baker Limited until 2063. This was pointed out by many respondents to the previous rounds of consultation with a clear request that Chalgrove Airfield should be removed from SODC's Local Plan but this has been overlooked by SODC.

There are also major safety issues associated with the proposals which have not been addressed. As highlighted above, these include public safety issues from building new homes directly next to both an active runway and live explosive testing facilities, both of which will be used frequently by Martin Baker. There is also an issue of road safety from the plan to close the Chalgrove B480 bypass and instead force cars and lorries to drive directly through the new town past pedestrians and cyclists. The current bypass avoids this hazards so planning to close it is negligent and nonsensical.

Finally, development at Chalgrove Airfield would clearly have an adverse impact on the local community. Chalgrove is a friendly village community, but the proposal would mean a tripling and eventually a quadrupling of the turning it into an urban settlement of approximately 10,000 inhabitant over a very short timescale. The proposals is one of revolution, not evolution and it does not meet the requirements of the NPPF or even the criteria used by SODC to respect the scale and character of existing communities, nor does it respect Neighbourhood Development Plans which SODC claim to champion.

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.

Remove Chalgrove Airfield from the Local Plan. The proposals for the site do not comply with the NPPF and the site is not deliverable due to the disput between Martin Baker Ltd as the leaseholders and the promoters (Homes England). There is no prospect of this dispute being resolved and development cannot be delivered in the required timeframe set out for Local Plans.

Given these issues and the fact that the Local Plan already provides for significantly more homes than are required by the Strategic Housing Market Allocation without and development at Chalgrove Airfield, so the only logical action is to remove the site from the Plan.

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: 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 fully support the intention to allow development on Green Belt sites close to Oxford and areas of planned major employment growth such as Culham.

The need for homes is at sites in and adjacent to the City of Oxford which faces a housing crisis which has been fuelled due by rapid economic growth and a growing population whilst new development has not been possible due to the constraints of Green Belt which surround this geographically small city. This has culminated in some of the highest house prices in the UK, and a chronic shortage of housing including one of the highest rates of homelessness in the UK.

Allowing development on sites adjacent to Oxford, including those in the Green Belt will do a great deal to address Oxford's housing problems. In contrast, development at Chalgrove Airfield which is some 12 miles from Oxford and has poor road and public transport connections will do nothing to solve these issues. Oxford City Council has been very clear about this and has consistently maintained that any strategic development needs to be adjacent to the city, not Chalgrove Airfield.

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.

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Given these issues and the fact that the Local Plan already provides for significantly more homes than are required by the Strategic Housing Market Allocation without and development at Chalgrove Airfield, so the only logical action is to remove the site from the Plan. Compliance/soundness

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

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 STRAT 1 – The Overall Strategy - Clause 4.14

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 support the overall strategic of the Local Plan except for the inclusion Chalgrove Airfield,, which is not deliverable or sustainable.

If this site were to be removed from the Local Plan then I would fully support it.

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.

Remove Chalgrove Airfield from the Local Plan. The proposals for the site do not comply with the NPPF and the site is not deliverable due to the disput between Martin Baker Ltd as the leaseholders and the promoters (Homes England). There is no prospect of this dispute being resolved and development cannot be delivered in the required timeframe set out for Local Plans.

Given these issues and the fact that the Local Plan already provides for significantly more homes than are required by the Strategic Housing Market Allocation without and development at Chalgrove Airfield, so the only logical action is to remove the site from the Plan.

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?

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