

# 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:

<b>Title</b>	Mrs
<b>Full name</b>	Julia Emma Lawrence
<b>Business / Organisation name (if relevant)</b>	-
<b>Job title (if relevant)</b>	-
<b>Address line 1</b>	████████████████████
<b>Address line 2</b>	-
<b>Address line 3</b>	-
<b>Postal town</b>	████████
<b>Postcode</b>	██████
<b>Telephone number</b>	██████████
<b>Email address</b>	████████████████████████████████████████

## 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: STRAT1

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	

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.

I support our local plan that has been shaped to support oxford's housing need. Placing housing near employment locations, close to Oxford itself, where it can use the existing infrastructure and reduce unnecessary commuting.

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: STRAT6 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 appreciate the need for green belt areas, but use of It has not been updated in decades and I feel the increased housing needs require a review of green belt use. I'm encouraged that SODC are looking at green belt areas close to the city centre.

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:** 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 do not support STRAT7 For numerous reasons, detailed below:

Objective 1.2 refers to supporting rural communities.

Chalgrove has developed its own neighbourhood plan and are readily accepting reasonable growth for Chalgrove and its size. STRAT7 will have a detrimental impact on the setting and feel of Chalgrove as a village, engulfing it with a town that can't be integrated.

Objective 4.2 talks about sustainable transport.

Chalgrove is a rural village with small access roads in all directions. The planned infrastructure is unsuitable as these roads are not suitable for walking or cycling, nor increase in buses. Areas of employment are not easily accessible from here and most people will continue to use their cars, for which the increase in cars on the road will cause bottlenecks of traffic and huge decrease in quality of life for residents of surrounding villages. SODC cannot fund the amount of infrastructure development that would be necessary.

Redirecting the B480 seems like madness when Chalgrove currently has a bypass to prevent HGV's going through the village, imagine these going through the airport development where schools and children are located, plus the pollution.

Objective 5.2 refers to supporting development that respects scale and character of towns and villages.

Building a town 3 times the size of Chalgrove, on top of Chalgrove will engulf and destroy Chalgrove's community. The Strategic site selection talks of regenerating Chalgrove, but this is not something the community supports, we want to remain a village as that is why many of chose to live in a village and not in a town. NPPF paragraphs 12-14 are contracting of this strategy.

As does the proposed growth of >30%. Chalgrove already has 320 houses being built to meet needs.

Objective 8.2 talks about minimising pollution.

Due to Chalgrove's rural location car journeys will be more necessary and increase pollution. It would also put Chalgrove at more and of a flood risk with its lower location for flood run off.

Martin Baker

The land would have to be obtained via a CPO, this would be a huge blow to MB and the UK employment, as they will likely have to move abroad. Doing this would also breach the five year deliverability of housing, as paragraph 4.65 states that completion of the site would not be until 2026/27.

Building a community so close to an active runway and MB's pyrotechnic test facility would be dangerous and produce noise pollution, contradicting NPPF Paragraph 95b.

The fact that the site requires a CPO throws much uncertainty for success. Given that even without Chalgrove airfield being used the plan over-provides by over 5000 homes, it renders the site usage completely unnecessary.

The local plan cannot be considered sound while Chalgrove airfield remains in 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 so that it becomes sound.

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