



Options for Objections

Clause	Comment
<p>Policy STRAT 1 – The Overall Strategy - Clause 4.14</p>	<p>South Oxfordshire is a largely rural district with a number of centres of development. However, development at Chalgrove does not recognise the rural nature of this area. The resulting conurbation will be larger than Henley, Wallingford or Thame, but the associated critical infrastructure in terms of roads has not been considered properly or sufficiently. Including the existing village, the new town will have circa 4500 houses, served by a single “B” class road and unclassified country lanes. There are inadequate plans to address the increase in traffic on such roads, particularly in Cuxham, where no serious proposals have been made.</p> <p>SODC have not demonstrated that there is a need for this number of houses specifically in Chalgrove or in the Chalgrove area.</p>
<p>Policy STRAT 5 – Strategic Development</p>	<p>This strategy sets out that proposals must ensure that necessary supporting infrastructure is provided. However, there are areas around Chalgrove that cannot be upgraded or changed by the implementation of new infrastructure. For example, Cuxham lies between Chalgrove and Watlington, and the B480 runs through the centre of the village. The vast majority of homes in the village have a direct exit onto the B480. The road is bounded on one side by an ecologically important brook, and on the other side by listed buildings. The main road is currently not wide enough for two HGVs to pass each other. There are no options available to widen the road, and the increase in traffic from the new development will bring the village to a standstill. Proposals have been seen to provide bypasses for Stadhampton and Watlington, but neither of these will solve the issue of the bottleneck at Cuxham.</p> <p>This strategy further requires appropriate vehicular, cycle and pedestrian access, including safe and attractive connections with nearby communities and employment areas. Apart from the village of Chalgrove itself, there are no options for cycle paths or footways between this development and any of the surrounding villages. The B480 is too narrow for cycle paths. The only response to date from SODC is that there will be cycling and walking opportunities only within the new development (see consultation responses March 2017)</p> <p>The opportunities for public transport have been overstated. A single bus route to Oxford exists, but is very limited, and it will not be financially viable to increase the frequency of buses until very late in the development. There are no options for any other form of transport other than private cars.</p> <p>Employment opportunities have been overstated. The owners of Monument Business Park have capped further employment on their site.</p> <p>The Chalgrove element of the plan is therefore not considered effective, as it does not meet the requirements of this strategy.</p>

<p>Land at Chalgrove Airfield – 4.58</p>	<p>This clause does not include the fact that Martin Baker Ltd does not just “use” the airfield, but hold a lease on the entire site that runs until 2063. Without the agreement of Martin Baker Ltd the site is not available for development at all.</p> <p>The District Council’s own criteria for Deliverability states that “To be considered deliverable sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and, in particular, that the site is viable.”. Under this definition, Chalgrove should not be included in the Local Plan at all, as the site is not available now, and does not offer a suitable location for development now, as there is no agreement in place with Martin Baker, despite the assurances of the HCA.</p> <p>Further, the plan is not achievable in planning terms, as without a formal agreement on amendments to the Martin Baker lease, the land is not available.</p>
<p>Policy STRAT9 Land at Chalgrove Airfield</p>	<p>Sub Clause 1 – the site plan requires the moving of an active runway such that the new flight path will be much closer to the site of Rofford Hall and Rofford Manor, and directly over the Registered Battlefield. This does not respect the setting of the listed buildings or historical site.</p> <p>Sub Clause 2 – SuDS is proposed. This will create lakes under existing flight paths and adjacent to the runway. This will increase risk of bird strike and is a safeguarding issue. Runoff from the south of the site is proposed to be released into Chalgrove Brook to the west of Chalgrove. No mitigation has been proposed for Stadhampton, the next village downstream. Whilst the site itself is in Flood Zone 1, the land adjacent to the south and west is in Flood Zones 2 and 3, and will be directly affected, contrary to the provisions of the National Planning Policy Framework.</p> <p>Sub Clause 3 – the entire site is leased by Martin Baker and there is no agreement with Martin Baker to move. The land is therefore not available for development.</p> <p>Sub clause 7 – the most ecologically important habitat nearby is the airfield itself, as it is largely undisturbed land, with nesting lapwings and curlews. This is contrary to the provisions of the National Planning Policy Framework.</p> <p>Sub Clause 9 – the highway infrastructure proposed to date is wholly inadequate. There are no provisions for Cuxham, Little Milton, Chiselhampton or any of the routes north or south of the site. There are no proposals for the route into Oxford itself across the Eastern Bypass. There is a proposal to remove the Chalgrove bypass, unanimously opposed by the Chalgrove Neighbourhood Plan and the Chalgrove Parish Council. This is contrary to the provisions of the National Planning Policy Framework which require adequate infrastructure.</p>
<p>Employment and Economy – 6.5</p>	<p>This clause is misleading, as it overstates the available employment options at Monument Business Park, which are very limited. The major employment sites are in the major conurbations and Science Vale. This is contrary to the National Planning Policy Framework in terms of minimising journey lengths for employment</p>