

# Supplementary Papers



Listening Learning Leading

Contact Officer: Steven Corrigan  
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FOR THE MEETING OF

## Council

held on Tuesday 27 March 2018 at 7.00 pm  
in The Fountain Conference Centre, Howbery Park, Crowmarsh Gifford

Open to the public including the press

- 5 **South Oxfordshire Local Plan**  
To receive the attached documents.



From the Joint Managing Directors' office

**Martin-Baker Aircraft Company Limited.**  
Higher Denham, near Uxbridge,  
Middlesex,  
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England.

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22<sup>nd</sup> March 2018

Mr Mark Stone  
Chief Executive  
South Oxfordshire District Council  
135 Eastern Avenue  
Milton Park, Milton  
Oxfordshire  
OX14 4SB

Dear Mr Stone,

We understand that at the SODC Cabinet meeting on Tuesday 20<sup>th</sup> March, Homes England inferred that they were still negotiating with Martin Baker for the sale of our lease on part of Chalgrove Airfield. We want to make it absolutely clear that nothing has changed since the letter from our solicitors, Gowling WLG, dated 5<sup>th</sup> December 2017 ( a copy of which is attached) and that negotiations are finished without agreement.

The reason for not reaching agreement relates solely to Martin-Baker's operations as set out in the attached letter and expanded in the attached note. Our operational requirements are not going to change and therefore, there is no prospect that a negotiated agreement can be reached. Martin-Baker has no intention to continue discussions with Homes England.

We will strongly and rigorously oppose any attempt to Compulsory Purchase any part of our lease on Chalgrove Airfield on technical and strategic defence grounds.

We will also challenge the allocation if pursued through the Local Plan process on the same grounds. Chalgrove airfield is not a site which is available as a strategic housing site and to continue with its inclusion makes the Local Plan unsound in terms of housing delivery.

Yours sincerely

A handwritten signature in black ink that reads 'James W Martin'.

James W Martin CBE FREng MA BAI FRAeS CEng  
Joint Managing Director

A Corporate Partner of



Registered No 868042 (England) Registered Office, Higher Denham, near Uxbridge, Middlesex UB9 5AJ



Your Reference



Our Reference  
2603095/VJF01/VJF01

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London  
EC4R 9HA

Gowling WLG (UK) LLP  
4 More London Riverside  
London  
SE1 2AU

DX 132076 London Bridge 4

5 December 2017

Dear Mark

### **Chalgrove Airfield**

I write further to the Killinchy Aerospace Holdings Limited's shareholders meeting held on Friday 1 December. Following the Homes and Communities Agency's presentation on Monday 20<sup>th</sup> November the shareholders were given the opportunity to vote on whether discussions should continue with the Homes and Communities Agency with a view to part of the airfield being developed for a new housing settlement.

I confirm that the majority of the shareholders of Killinchy Aerospace voted not to continue discussions and to reject the offer made by the Homes and Communities Agency. The reasons for the rejection relate solely to the operational requirements of Martin-Baker Aircraft Company Ltd (Martin-Baker), both present and potential future operations as set out below.

As you are aware Killinchy's operating subsidiary, Martin-Baker, undertake the development and testing of aircraft ejection equipment and the operation of a pyrotechnic facility at Chalgrove Airfield and also use the runway at Chalgrove for the landing and take-off of its own aircraft as well as the aircraft of customers. Pyrotechnics plays a large part in the design and production of Martin-Baker's ejection seats and, most importantly their ejections. Martin-Baker manufactures and tests all of its own pyrotechnics at Chalgrove Airfield.

As explained in the representation to the emerging Local Plan, the business operations undertaken by Martin-Baker have not just national importance but also global importance in terms of the centre being approved by defence departments around the world and being only one of two such testing facilities in the world.

The shareholders of Killinchy are not convinced about having such a large population near an important pyrotechnic facility nor that by having such a larger number of people near the facility that this would not lead to disruption, particularly if the number of firings were increased. The prospect of the number of firings increasing would occur if the volume of work undertaken at Chalgrove increases which cannot be ruled out.

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LETTER TO  
Mark Mallon  
Berwin Leighton Paisner LLP

SHEET NO  
2

DATE  
5 December 2017

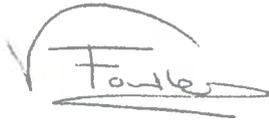
The shareholders are also concerned about restricting Martin-Baker's development of future products. If Martin-Baker's operations extended to other products then the company could require the whole airfield to undertake the related activity. The shareholders of a globally important company are naturally keen to ensure that they are not restricting the ability for Martin-Baker to develop new products.

The number of airfields across the country has been declining. Chalgrove Airfield currently has three runways albeit at this point in time only one is used. Chalgrove Airfield should, however, be seen as a strategically important facility. We live in uncertain times and were it to be necessary for Martin-Baker to ship its products by air to its customers it would need to have the longer runway.

I am keen to stress, as I know there has been a suggestion within the council, that this is not just Killinchy holding out for a better financial offer. The rejection has nothing to do with the financial offer but from a genuine and real concern to protect both Martin-Baker's existing operations and importantly those which could come forward in the future.

I would like to take this opportunity to thank you and the Homes and Communities Agency on the work which went into the presentations and discussions.

Yours sincerely



**Vicky Fowler**

**Partner**

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cc Adrian Duffield, Head of Planning  
John Cotton, Cabinet Member for Planning



**Chalgrove Airfield support to UK MOD, UK Industry and Western defence Interests**

Chalgrove airfield makes a very significant contribution both to the UK MOD Helicopter force and wider Western defence interests. As a UK licensed airfield, Chalgrove provides a relief landing ground (RLG) on a daily basis to UK MOD heavy lift helicopters, who enjoy flexible use of the airfield by both day and night. Helicopter operations at RAF Benson require RLG capability close to Benson for the execution of cost effective, efficient training. Without such a facility, transits to airfields further afield would be required with attendant negative effects on quality of training, efficiency and cost.

Chalgrove also provides Martin-Baker a location for airborne ejection seat testing from military fast jet aircraft and testing is carried out under a safety case agreed at UK CAA Director level. The safety case is dependent upon a significant safety trace specific to Chalgrove and military radar support provided by RAF Benson. Construction of housing within the airfield boundary would entirely prohibit the activity whilst Martin-Baker's capability to execute airborne ejection tests is unique in the world and a critical factor in securing foreign sales - Martin Baker seats are installed in approaching 200 military aircraft types across the globe. A statement that "Chalgrove is the only location in the UK where Martin-Baker Aircraft Company Ltd could execute airborne seat test activity efficiently, if at all" would stand technical scrutiny.

The current 1800m tarmac runway also provides runway capability for large military transport aircraft (eg C130 Hercules) which have previously landed at Chalgrove to transport explosives for use by other Western Air Forces. This capability has been pivotal to ensuring continuous military capability to allied forces in normal peacetime operations, whilst in times of increased tension, such a capability could be vital. The provision of a well maintained 1800m runway, close to London and available for various kinds of non-standard and emergency operations forms part of a UK aviation capability port-folio. Chalgrove has supported many overnight flights in support of NHS transplant operations as one of the few airfields apart from Heathrow/ Luton in the West London area that is fully available at short notice in the small hours when many of these missions occur. Chalgrove has facilitated ~80 aircraft movements per year over the last decade in support of life saving NHS transplants and many of these movements would have been impossible without the capability that Chalgrove provides. As an example, over the 2017 Christmas period, 22-28 Dec, Chalgrove was operational at short notice on 5 separate days in support of life saving flying. As the UK approaches Brexit, the importance of maintaining specialist UK infrastructure such as airfields, which cannot be simply be dismantled and re-assembled elsewhere, represents an important capability which cannot be easily replaced once it has been lost.

# Cholsey Neighbourhood Plan

c/o Cholsey Parish Office, The Pavilion, Station Road, Cholsey OX10 9PT

John Cotton - Leader of the Council

[John.cotton@southoxon.gov.uk](mailto:John.cotton@southoxon.gov.uk)

Dear John

I am writing on behalf of the Cholsey Neighbourhood Plan steering group to urge the council to submit the South Oxfordshire Local Plan for examination at the earliest opportunity. Cholsey like many other communities in South Oxfordshire is under siege by developers making speculative proposals for further housing to the serious detriment of the environment, infrastructure provision and the wellbeing of local communities. Returning to planned growth as quickly as possible is essential to ensure that South Oxfordshire remains an attractive place for people to live and businesses to locate.

The emerging South Oxfordshire Local Plan is a well-crafted document providing a multi-faceted and sustainable strategy for growth (not all of SODC's choosing). In particular it provides urban extensions in a variety of locations which will give homes in range of price options including lower cost market and affordable housing and appropriate levels of growth in existing towns and larger villages to support facilities and improve sustainability.

I understand that the deliverability of the Chalgrove option is a concern and that a delay to the plan is being considered to enable reserve sites on the edge of Oxford to be explored. Whilst the delivery of the plan does need to be secure, an undoubtedly controversial reserve plan proposing further sites in the Green Belt on the edge of already congested parts of Oxford seems to have its own risks and would complicate the plan's examination. In any event, work on alternatives can continue in parallel with the plan submission ready to be quickly slotted in if the Inspector raises a concern, this route would be likely to involve less delay and complexity and would give the plan added weight in the short term.

Whilst the overall focus of the emerging Local Plan's strategy is on growth related to Science Vale the total number of new homes in that area will be more than enough to meet the forecast economic growth there. Two further elements of the strategy are to use development to improve the sustainability of the rural areas and to support the needs of Oxford. The Chalgrove option does this well.

New homes in Chalgrove will be close to the large employment area in Chalgrove itself, and at only around 5 miles from Oxford, the Cowley employment area, Oxford hospitals and Oxford Science Park will also be readily accessible. Existing public transport services will undoubtedly become more frequent to serve a community of this size also benefitting other villages (Garsington, Chiselhampton, Stadhampton, Watlington and others) on the route. The significant education, health, road improvements and other community facilities to be provided will also benefit these rural communities.

The South Oxfordshire community has been waiting patiently for the new local plan to progress and provide a secure environment for growth. Please submit the plan for examination as soon as

# Cholsey Neighbourhood Plan

c/o Cholsey Parish Office, The Pavilion, Station Road, Cholsey OX10 9PT

possible and do not delay with the consequent harm to existing communities that such a decision will involve.

Yours sincerely

Beryl Guiver

Cholsey Neighbourhood Plan Steering Group

NB As I have retired from planning any views on planning matters expressed here are my personal views.



**Our Reference:** SH/JC/RS/CD131  
**Your Reference:** LM5147

Holly Jones  
Planning Policy Manager  
South Oxfordshire District Council  
135 Eastern Avenue  
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OX14 4SB

**Communities  
County Hall  
New Road  
Oxford  
OX1 1ND**

**Susan Halliwell  
Director for Planning & Place**

**20 March 2018**

**By Email Only**  
[Holly.Jones@southandvale.gov.uk](mailto:Holly.Jones@southandvale.gov.uk)

Dear Holly

### **Proposed Development of Chalgrove Airfield**

Thank you for your letter dated 27th February 2018 and apologies for the delay in responding. I thought it important to have had the follow-up meetings with Homes England to see if indeed any of the improvement challenges we collectively gave Homes England would be met. We have been encouraged by the “joined up” approach we have taken with the South Oxfordshire District Council on this site, and indeed the whole Local Plan; this will need to continue as to date the response from Homes England has been disappointing.

The County Council response to the Local Plan consultation is concerned with infrastructure strategy in spatial terms and has at all stages sought to secure supporting evidence to all proposals presented through the emerging Plan – a consistent narrative to justify and provide the basis for the infrastructure we are seeking. In terms of the Chalgrove Airfield proposed allocation, the County Council indicated its opposition in our initial response in August 2016. At Second Preferred Options stage and on the basis that new infrastructure as promoted by the developer might be agreed with Homes England to facilitate east-west connectivity, we were able in May 2017 to adopt a more positive position. It is the case however that, at Publication Stage (Regulation 19), sound highway infrastructure evidence to support this allocation remains incomplete. Officers continue to work with District colleagues and the applicant providing pre-application advice for this proposed allocation site.

I am not able to provide you with a definitive list of matters that require resolution such that we might be able to withdraw our objection to the proposed Chalgrove Airfield allocation. There are a myriad of contributing factors to take into account when considering how a strategic proposal fits within an existing and proposed infrastructure framework in spatial terms; it is not simply a case of putting together a list of infrastructure schemes that may help un-lock one individual proposed allocation. You will of course have considered the spatial fit of this allocation and will understand that it presents some considerable challenges in all aspects of infrastructure provision. I can confirm though that there are three major areas of concern that to date, simply have not been addressed:

As stated above, there is no convincing narrative as to how this site fits into the Plan's spatial strategy. We have stressed that this site, without major supporting infrastructure will be quite remote from the main local growth and activity centres it could potentially serve, and will lead to unsustainable impacts – most notably in highway and public transport terms;

The lack of clarity about the need to properly link this site into the Science Vale, has led to a less than satisfactory list of mitigation measures – made worse by a lack of ability or commitment to deliver those elements where third-party land or funding is required;

On the deliverability aspect, as highway authority in particular, this raises major concerns with us about a deficient package of mitigation and potentially no timely provision of even that level of infrastructure; leaving the existing and new populations under-served for the near and long-term future.

There are of course many technical aspects of these major issues which need to be addressed; but I am trying to summarise to make clear that in principle, not just detail, we are unable at present to withdraw our objections. Officers will continue to work closely with District colleagues in relation to both Evaluation of Transport Impacts (ETI) and cumulative impact assessment (CIA) for whatever options it decides to take forward. You state your belief that all testing has been carried out in relation to the direct mitigation proposals presented in relation to the Chalgrove Airfield allocation. It is correct that developer proposed solutions have been included within the ETI. However, as noted in our Regulation 19 response, questions still exist around the suitability/functionality and viability of these proposals; indeed, subsequent to ETI, additional proposals/amendments to transport infrastructure have been tabled by the HE. Further work on these options and consideration of the impact on the wider network/east west corridor is essential. Understanding the ETI work including checking and challenging its assumptions is an important function of the evidence base. Without further scrutiny the County Council cannot give assurances, nor can the developer, over the delivery of the strategic site.

The above backs into your question about the level of detail required to allay our concerns about the impact of Chalgrove allocation in transport terms. The transport mitigation currently proposed in relation to the Chalgrove Airfield development is somewhat more significant than 'traffic management measures'. Currently proposed, are potentially 5 bypasses and multiple interventions elsewhere on our highway network; all of which will have a fundamental impact on the network function and therefore must be tested accordingly. We, as partnering authorities, would prefer not to find ourselves in a position where, later down the line, we are at appeal due to highway related objections to an allocated site. Failing to be confident of the highway mitigation interventions required to facilitate delivery of an allocated site cannot be a sound approach or basis for future development management of subsequent planning applications. Therefore, we consider it quite reasonable and proportionate to seek clarity and confidence now as part of the Plan-making stage.

I'm afraid that I cannot agree that it is usual for the County Council to deliver direct mitigation required to support a strategic site allocation. Strategic infrastructure included within Vale of White Horse LP is required to support housing growth, economic development and to broadly improve the function of both the local and strategic highway network; these significant highway schemes are not required for, or solely tied to any one development site. Oxfordshire County Council as the highway authority plan spatially through the Local Transport Plan. The development of our highway network is founded on sound strategic forward planning and not only upon the needs of individual development sites. To this end, the County Council does not consider it likely that we

will be bringing forward the direct mitigation schemes currently proposed by the development at Chalgrove Airfield and we have no plans for acquiring land required in this respect. The work undertaken for OXIS identifies the existing infrastructure deficit and we are not looking to support new allocations which add to that.

It remains the case that the County Council seeks that Homes England brings forward the offsite direct highway mitigation schemes, both in terms of funding and securing of the land required. This is quite aside from our questions on suitability of mitigation proposed. Homes England's most recent letter of 18th March 2018 lists again highway infrastructure mitigation proposals. This list is little changed from previous iterations and there remains a lack of confidence in Homes England ability to assure delivery of any mitigation. It is also the case that detailed transport modelling has not to date been provided. A key example being modelling of Watlington. Homes England's recent letter notes completion of 400 homes by 2023 and completion of Watlington edge road by this same date. Oxfordshire County Council has not been provided with any evidence, despite persistent requests, to prove how many homes can be occupied at Chalgrove ahead of Watlington Edge Road completion.

We do not wish to be in a position where we need to rely on a planning application and seeking contributions through S106. We note that there are likely to be concerns regarding compliance with CIL regulations.

The County Council has made it clear that it does not believe that there is sufficient development planned around Chalgrove to adequately contribute to the infrastructure requirements of the Airfield development and it is unlikely that it can be reasonably proven that small scale development will be required to contribute proportionally to major highway mitigation schemes remote from their development sites.

Given the above, you will appreciate that our confidence in the ability of Chalgrove Airfield and Homes England to provide suitable highway infrastructure mitigation remains low and to date, we have seen little that improves this situation. Indeed, following our meeting our confidence has quite considerably reduced. May I suggest that absolute clarity is required in relation to what infrastructure Homes England intends to fund, by when and through what legal mechanism. This is information that Homes England must provide and is essential in understanding whether an allocation is viable and deliverable within the plan period. Again, Homes England's most recent letter does not provide said clarity and simply reiterates its previous assertions.

Whilst I don't think that this letter is the correct forum to set out our education requirements, I can confirm that the recommended 10.55ha is required for the 1500 place secondary school. There are on-going discussions with the developer and our education team in this respect and Homes England, together with their design team seem to be including these requirements within their emerging masterplan.

Homes England has not yet provided any further information or data in relation to their wider development aspirations or impact, as requested in the meeting. Neither have they provided, as promised, their viability report.

In conclusion, the County Council will continue to work collaboratively with South Oxfordshire District Council in relation to development of your Local Plan, but remains less than confident that the Chalgrove Airfield development represents a spatially sound, viable and deliverable solution as a strategic allocation. We have consistently reflected that this proposed allocation must demonstrate that it fits within the wider development strategy and that it must provide suitable infrastructure to mitigate its impact. To date, adequate supporting evidence has not yet been provided. We are acutely aware of time constraints surrounding your plan development and will take all reasonable measures to ensure that we provide suitable resource accordingly.

Yours sincerely



Jason Sherwood  
Locality, Infrastructure & Road Agreements Manager  
Infrastructure Innovation and Development  
Communities

Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND

Council Members  
South Oxfordshire District Council  
135 Eastern Avenue  
Milton Park  
Milton  
Abingdon OX14 4SB

26th March 2018

Dear Councillor,

**SOUTH OXFORDSHIRE LOCAL PLAN - LAND AT WICK FARM, OXFORD**

We would like to update you on our proposals for Wick Farm.

The site, adjoining Barton Park, was one of the options considered in earlier versions of your Local Plan and highly rated by the Oxfordshire Growth Board.

In view of the recent information from Martin-Baker and ongoing concerns about the sustainability of the Chalgrove site, we believe the District Council will need other sites in the Local Plan to ensure that the housing needs of the area can be delivered in full during the plan period, and demonstrate that the Local Plan's spatial strategy is the most sustainable option against the alternatives.

We think there are very compelling reasons why Wick Farm should form part of any revised Local Plan, and I thought it would be helpful to summarise them. While the land currently forms part of the Green Belt, there are exceptional circumstances that would justify development in this location. These include:

- **c. 1,400 homes of which 48% will be affordable** – in excess of SODC's current policy – in a highly sustainable location on the edge of Oxford to meet unmet housing need;
- **200 of these affordable homes reserved for NHS staff** of the John Radcliffe, Churchill, and Nuffield Hospitals where a lack of real affordable housing (to match the NHS salary bands) is leading to staff recruitment and retention issues;
- **250 beds for the planned Oxford College of Nursing and Midwifery** and a 100 bed rehabilitation & convalescence facility that will reduce bed blocking within the hospitals;
- **new community facilities and high quality open space for the existing community** in Barton;
- **a high proportion of trips by walking, cycling and public transport** due to the proximity to major centres of employment and services (a clear advantage of this location versus other alternatives such as the land at Harrington);
- **a long term parking facility** for the Headington hospitals which, together with a shuttle bus service, could reduce congestion;
- **public access and biodiversity improvements** on 80 acres of Green Belt land in the same ownership adjoining, but beyond, the proposed development;
- **and a badly needed new burial ground site** for South Oxfordshire and Oxford City.

Berkeley Strategic Land Limited, Berkeley House, 19 Portsmouth Road, Cobham, Surrey KT11 1JG  
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[www.berkeleygroup.co.uk](http://www.berkeleygroup.co.uk)

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### **Technical Evidence and Engagement**

We have now developed a technical evidence base, including infrastructure, ecological, heritage and landscape appraisals, as well as a concept masterplan for the site and the key information was submitted to the Council as part of the recent Regulation 19 Local Plan consultation in November 2017.

We have also progressed initial discussions with the County Council in relation to transport. We are confident that a sustainable access strategy can be agreed without the site needing the kind of complex and costly infrastructure required for the land at Chalgrove and Harrington.

In addition, we are continuing with technical work and engagement including considering the scope of a future Environmental Impact Assessment (EIA).

If the land were to be allocated in the Local Plan, we would follow a positive and collaborative masterplanning process working closely with SODC and other stakeholders. In this regard, the land could be delivered on its own or in conjunction with the adjacent land being promoted by Christ Church at Lower Elsfield which also proposes a high level of key working housing.

### **Delivery**

The land at Wick Farm is controlled by Berkeley and we have an agreement with the landowner for the duration of the development. There will be no quick exit to maximise land receipts which differentiates us from almost all the other proposed strategic sites.

Berkeley itself has a proven track record of building communities and delivering high quality mixed use development. Should an allocation be forthcoming, we are absolutely committed to delivering the site in full during the Local Plan period.

Wick Farm is sustainable, deliverable and has a limited impact on the wider Oxfordshire landscape.

Against the alternatives, and particularly now that the Chalgrove site is unavailable, this land represents the best option for the Local Plan and will address the pressing issues facing Oxfordshire's hospitals.

I hope this information is helpful in relation to the Council's forthcoming decision-making and look forward to our future discussions.

Yours sincerely,



**Adrian Brown**  
Managing Director, Berkeley Strategic

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T: 01932 584598

CC.

Mark Stone, Chief Executive – South Oxfordshire District Council

Adrian Duffield, Head of Planning – South Oxfordshire District Council

Bev Hindle, Strategic Director for Communities – Oxfordshire County Council

27th March 2018

For the attention of Beryl Guiver, Cholsey Neighbourhood Plan Steering Group

and

John Cotton, Leader, South Oxfordshire District Council

Please include in Agenda Item 5 for the Council Meeting, 27th March 2018

Dear Ms. Guiver,

Reference your undated letter to Cllr. John Cotton in support of the Local Plan, I would like to point out some factual inaccuracies.

The concerns over the deliverability of Chalgrove are manifest, and include a highly critical statement of the viability of the site from Oxfordshire County Council; a letter from the Managing Director of Martin-Baker stating their absolute opposition to any approach from Homes England, and their commitment to fight in the courts any attempt at Compulsory Purchase, and a significant funding gap between the proposals from Homes England and the requirements of Oxfordshire County Council for the necessary road infrastructure.

You have also commented on the use of the strategy to improve the sustainability of the rural area. Chalgrove is already a large village, and supports a variety of shops and businesses, and is highly sustainable as it stands. Adding houses to the point where the village effectively quadruples in size significantly affects the sustainability of the area, primarily due to the lack of road infrastructure and public transport options. For example, Homes England plans include creating rat-runs through single track lanes in the existing village.

The biggest error in your letter, however, is in regards to the way this development may support Oxford. The fact that you believe that Chalgrove is only five miles from Oxford shows how ill-informed your letter is.

Chalgrove is nine miles from the Eastern Bypass, nine and a half miles from Cowley, and fourteen and a half miles from the John Radcliffe hospital.

We may well differ also on the supposed benefits. What we know is that the proposals for public transport systems have been significantly downgraded by Homes England from a comprehensive Guided Bus Lane to a slightly more frequent bus service that will terminate at Cowley. The education benefit will be the closure of Icknield secondary school, and the relocation of their pupils to Chalgrove. The health benefit will be the closure of the Brook Surgery, relocating it over a mile away from the elderly and infirm of the existing village. The road improvements will be a couple of bypasses for neighbouring villages, the removal of our existing bypass, and no improvement whatsoever to the existing village roads.

We all heartily support the Local Plan because we need it to succeed in order to prevent speculative development. This is the main reason why we are objecting to the Chalgrove allocation; it is not deliverable, it is not sustainable, and it risks increasing the flood threat to the existing village. With Chalgrove in the Local Plan, the chances of the entire Plan being rejected are significant, and the risk of loss of control of the Plan are also significant. The selection of an alternative site would give SODC many more opportunities to actually deliver the Local Plan.

The rush to meet an arbitrary deadline brings huge risk to all communities in South Oxfordshire. We need a Plan that works for the Council AND the local residents, and it is imperative that the Plan is sound or it will fail.

Paul Boone  
Chair, Chalgrove Airfield Action Group.