

**Updates to the Cabinet report, provided by planning officers at the Cabinet meeting on 18 December 2018**

**UPDATE 1:**

Appendix 2 to the Cabinet report contained a log of changes required to the draft local plan. The following changes are additional to appendix 2:

<p>The housing trajectory requires an up to date replacement in Appendix 8 of the plan with an up to date version.</p>
<p>Policy EMP1 - Additional text needs to be added to refer to the 'Distribution proposed within the strategic allocation at Grenoble Road for approximately 10 hectares to extend the Oxford Science Park'.</p>
<p>STRAT13: Land North of Bayswater Brook - additional wording to be added to refer to either: Section ix: provide for all necessary highways infrastructure as set out in the infrastructure delivery plan, which is likely to include a new road access between the site and the A40/B4150/Marsh Lane junction, and either <u>a new road link between the site and the A40 between the Thornhill Park and Ride junction and the Church Hill junction for Forest Hill</u>, or significant upgrades to the existing A40 Northern Oxford Bypass road including at the A40/A4142 Headington Roundabout.</p>
<p>There needs to be an update to table 5F in the local plan. The Completions and commitment figure for Crowmarsh Gifford requires updating to state 570 rather than 494. As Crowmarsh had met its growth target already, this does not affect the number left to plan for.</p>
<p>Scrutiny Committee made the following recommendations to Cabinet:</p> <ol style="list-style-type: none"> <li>1) that the Wheatley Oxford Brookes University site remains in the Green Belt and the requirement for "at least 300 homes" be amended to "300 homes" on this site;</li> <li>2) request officers to amend the text in Chapter 5 of the draft Local Plan regarding Land at Chalgrove Airfield to more accurately reflect (i) the activities on the airfield and (ii) Martin Bakers Ltd's unwillingness to negotiate with Homes England</li> </ol> <p>Officers would advise that such a recommendation like 1 above, would be inconsistent with other strategic allocations which the council seeks to remove from the Green Belt. This was not supported by the evidence base. There was no evidence to support the site's retention in the Green Belt.</p> <p>Regarding recommendation 2 above, officers circulated proposed wording, which Cabinet supported; this is appended to this decision notice.</p>

**UPDATE 2:**

Appendix 3 to the report, the Draft Sustainability Appraisal, requires a correction to Table 7.10. The reasons for selecting Lower Elsfield / Wick Farm as a combined site were put in the row for the Thornhill site in error.

Existing insertion in the Draft Sustainability Appraisal:

Option	Reason for Rejection	Reason for Selection
Thornhill		The site provides an opportunity to deliver new homes in a sustainable location adjoining a major urban area, within close proximity to employment and other services and facilities. This site is considered in conjunction with the adjoining site at Lower Elsfield.

to be amended to:

Option	Reason for Rejection	Reason for Selection
Thornhill	The council is of the view that exceptional circumstances do not exist for the release of this site from the Green Belt.	

**UPDATE 3:**

Paragraph 30 of the Cabinet report explains that the housing supply is 28,459 homes between 2011 and 2034. A table is provided setting out the components of housing supply. The table is missing the allocations at Nettlebed. The same table is included in the local plan, Table 5c. This missing element for Nettlebed is one of the proposed changes listed in the log of amendments (the updated version). The amended table is below:

Supply of new homes to come forward	New number of dwellings
<b>Committed components of housing supply</b>	<b>15,726</b>
Completions 1 April 2011 to 31 March 2018	4,364
Commitments as at 30 September 2018 <i>(Sites under construction, with planning permission and allocations carried forward from the Local Plan 2011 and Core Strategy)</i>	11,362
<b>New components of housing supply in this Local Plan</b>	<b>12,739</b>
New strategic allocations delivering in the plan period *	10,375

Outstanding market town allocations to be made through Neighbourhood Development Plans	519
Outstanding larger village allocations to be made through Neighbourhood Development Plans	499
Nettlebed allocations	46
Windfall allowance	1,300
<b>Total</b>	<b>28,465</b>

\*The strategic allocations will continue to deliver housing beyond the plan period, and will deliver a total of 14,400 homes

**UPDATE 4:**

Paragraph 10 of the Cabinet report referred to a number of letters being received by the Planning Service before consultation has been approved. These letters were primarily related to the Northfield proposed allocation and now total in excess of 300 letters.

## Land at Chalgrove Airfield – amendments to the Local Plan text

4.59 Chalgrove Airfield is a former Second World War airfield located directly north of the village of Chalgrove, north east of the b480, approximately 11 miles to the east of central Oxford and approximately 5 miles south of junction 7 of the M40 motorway.

4.60 The airfield opened in 1943 and was closed in July 1946 when it was leased to the Martin-Baker company for development and testing of aircraft ejection seats. Martin-Baker Aircraft Company Limited ("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. The site contains three runways and a perimeter track surrounded by security fencing, with managed grass across the rest of the site. buildings, including the war-time t-2 hangers, are located to the east of the site. The site is currently owned by Homes England, but leased and used by Martin-Baker Ltd. Chalgrove Airfield has a CAA Ordinary Licence (number P683) that allows flights for the public transport of passengers or for flying instruction as authorised by the licensee (Martinbaker (engineering) Limited). The site of the Monument Industrial estate to the southeast of the airfield was once part of the airfield. The Local Plan safeguards land for Martin-baker's continued operations and it supports opportunities for increased employment at Monument Business Park.

RAF Benson were consulted on the disposal of the airfield site and its transfer from the Ministry of Defence to Homes England. The MoD has confirmed that it has not held flying or landing rights since Martin Baker's occupation of the site. Any existing arrangements has been agreed between RAF Benson and the tenants Martin-Baker, not the landowners. It has also stated that its disposal would not have proceeded if operations at Benson were impacted.

4.61 Homes England, as land owner, had been working with their tenant Martinbaker aircraft Company Limited (MbacL) to bring forward proposals for development. Homes England has confirmed that they Homes England will continue to try to work with Martin-Baker to agree terms to facilitate the development. In the event that this continues to be unsuccessful, they will seek to use their statutory powers of Compulsory Purchase Order (CPO) to bring this site forward for development. They have advised that their objective is to retain Martin-Baker on site. Martin-Baker have advised that they will resist Chalgrove Airfield being allocated as a strategic housing site and will resist any use of compulsory purchase.

It is recognised that there exists uncertainty of this site and the outcome of a CPO. The housing trajectory clarifies that the Plan is not reliant on development coming forward on this site in the first five years of the Plan period and indeed, no completions have been identified on the site until 2026/2027 at the earliest. The future of this site and the allocation will be monitored, and if circumstances change the allocation can be revisited through the first review of the Local Plan.