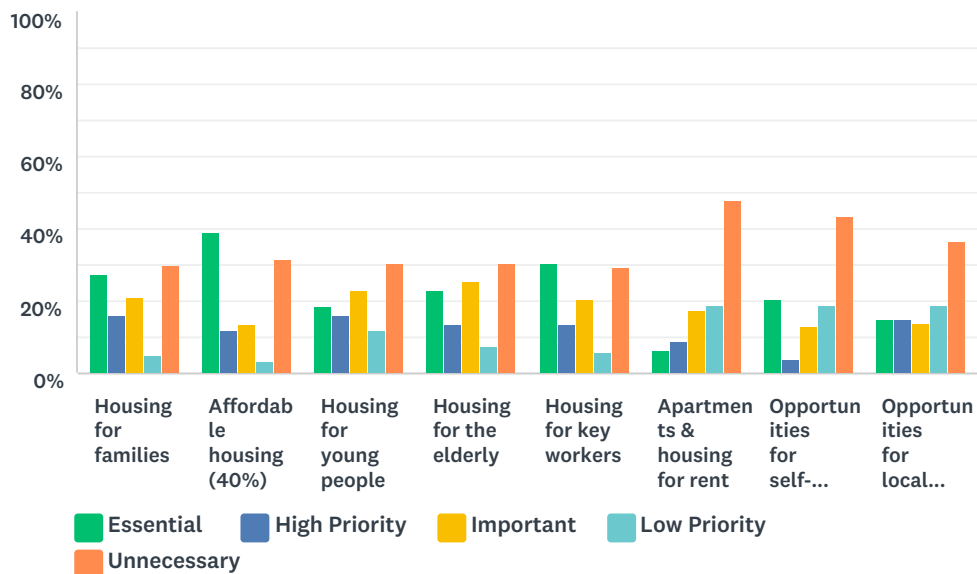


## Q1 Homes (up to 3,000 homes, 20% of identified need in South Oxfordshire)

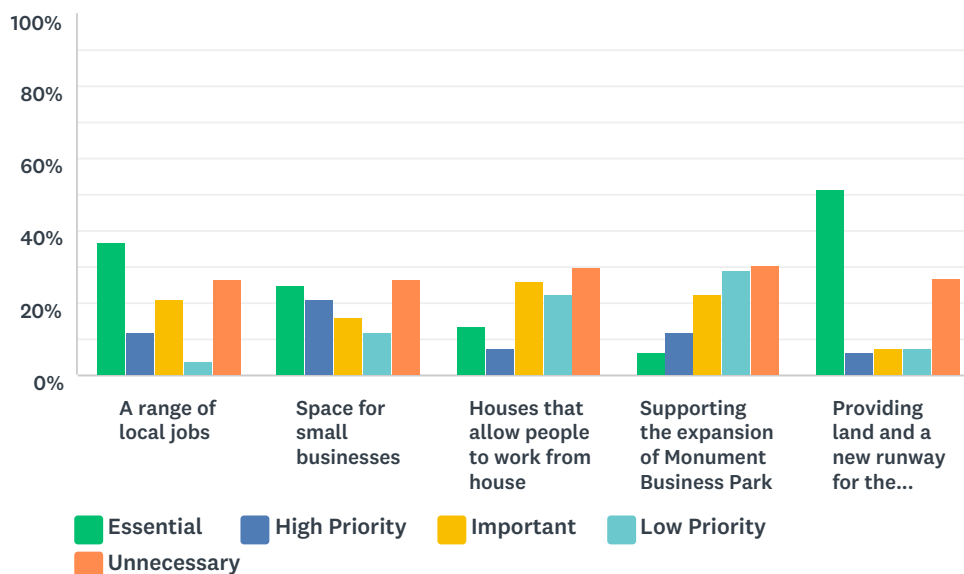
Answered: 84 Skipped: 52



	ESSENTIAL	HIGH PRIORITY	IMPORTANT	LOW PRIORITY	UNNECESSARY	TOTAL	WEIGHTED AVERAGE
Housing for families	27.50% 22	16.25% 13	21.25% 17	5.00% 4	30.00% 24	80	2.94
Affordable housing (40%)	39.02% 32	12.20% 10	13.41% 11	3.66% 3	31.71% 26	82	2.77
Housing for young people	18.29% 15	15.85% 13	23.17% 19	12.20% 10	30.49% 25	82	3.21
Housing for the elderly	23.17% 19	13.41% 11	25.61% 21	7.32% 6	30.49% 25	82	3.09
Housing for key workers	30.49% 25	13.41% 11	20.73% 17	6.10% 5	29.27% 24	82	2.90
Apartments & housing for rent	6.33% 5	8.86% 7	17.72% 14	18.99% 15	48.10% 38	79	3.94
Opportunities for self-build & custom-build housing	20.51% 16	3.85% 3	12.82% 10	19.23% 15	43.59% 34	78	3.62
Opportunities for local house-builders	15.19% 12	15.19% 12	13.92% 11	18.99% 15	36.71% 29	79	3.47

## Q2 Jobs (up to 1,000 within the offices, workshops, shops, schools and local services)

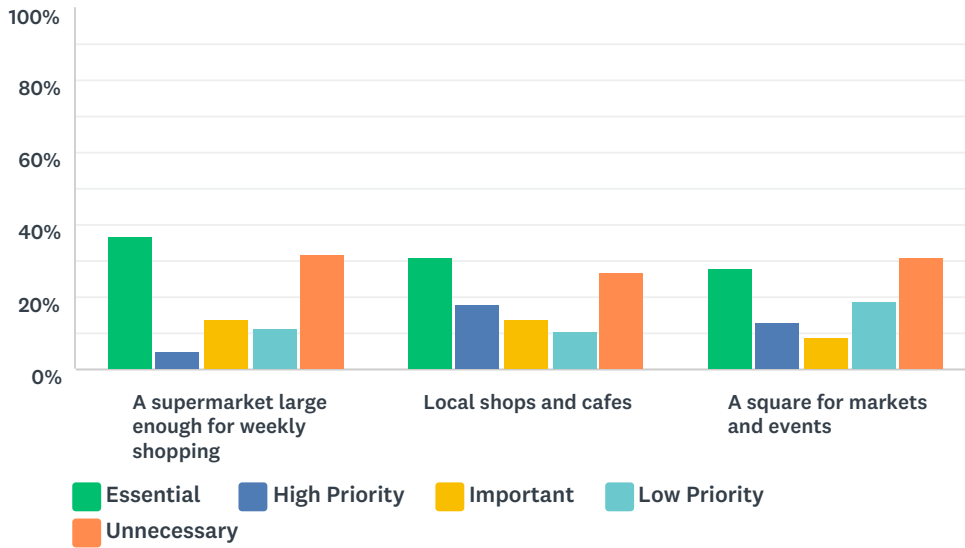
Answered: 81 Skipped: 55



	ESSENTIAL	HIGH PRIORITY	IMPORTANT	LOW PRIORITY	UNNECESSARY	TOTAL	WEIGHTED AVERAGE
A range of local jobs	36.84% 28	11.84% 9	21.05% 16	3.95% 3	26.32% 20	76	2.71
Space for small businesses	25.00% 19	21.05% 16	15.79% 12	11.84% 9	26.32% 20	76	2.93
Houses that allow people to work from house	13.75% 11	7.50% 6	26.25% 21	22.50% 18	30.00% 24	80	3.48
Supporting the expansion of Monument Business Park	6.58% 5	11.84% 9	22.37% 17	28.95% 22	30.26% 23	76	3.64
Providing land and a new runway for the growth of Martin-Baker	51.28% 40	6.41% 5	7.69% 6	7.69% 6	26.92% 21	78	2.53

## Q3 Shops and Services (we want to create a sustainable and attractive 21st Century Market Town)

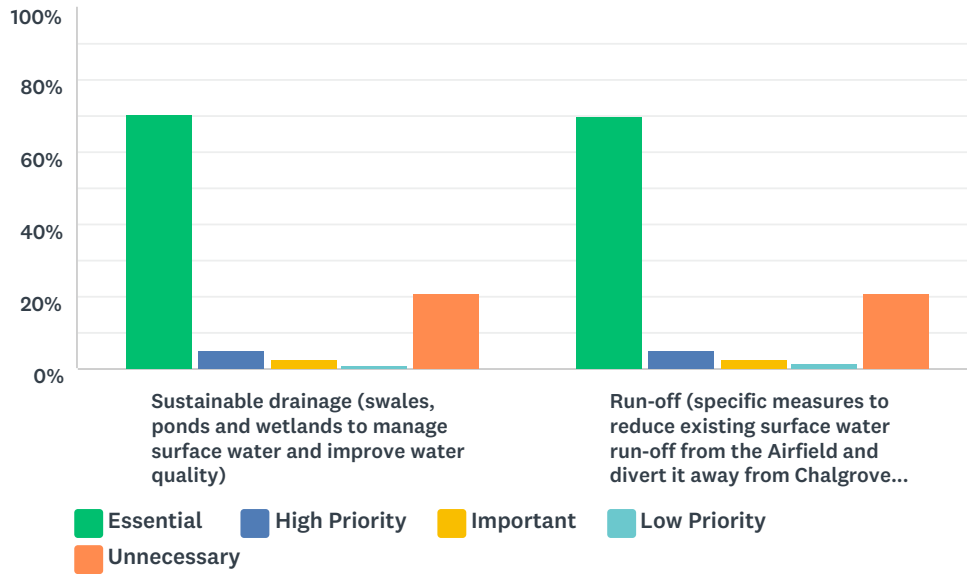
Answered: 79 Skipped: 57



	ESSENTIAL	HIGH PRIORITY	IMPORTANT	LOW PRIORITY	UNNECESSARY	TOTAL	WEIGHTED AVERAGE
A supermarket large enough for weekly shopping	37.18% 29	5.13% 4	14.10% 11	11.54% 9	32.05% 25	78	2.96
Local shops and cafes	30.77% 24	17.95% 14	14.10% 11	10.26% 8	26.92% 21	78	2.85
A square for markets and events	28.21% 22	12.82% 10	8.97% 7	19.23% 15	30.77% 24	78	3.12

## Q5 Drainage

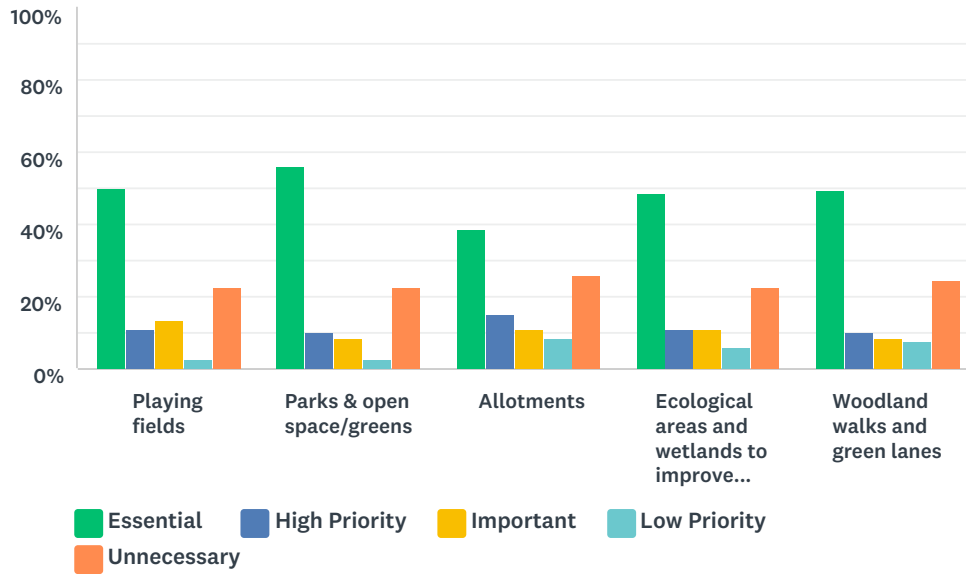
Answered: 81 Skipped: 55



	ESSENTIAL	HIGH PRIORITY	IMPORTANT	LOW PRIORITY	UNNECESSARY	TOTAL	WEIGHTED AVERAGE
Sustainable drainage (swales, ponds and wetlands to manage surface water and improve water quality)	70.37% 57	4.94% 4	2.47% 2	1.23% 1	20.99% 17	81	1.98
Run-off (specific measures to reduce existing surface water run-off from the Airfield and divert it away from Chalgrove village)	70.13% 54	5.19% 4	2.60% 2	1.30% 1	20.78% 16	77	1.97

## Q6 Green Space (40ha/100acres)

Answered: 81 Skipped: 55



	ESSENTIAL	HIGH PRIORITY	IMPORTANT	LOW PRIORITY	UNNECESSARY	TOTAL	WEIGHTED AVERAGE
Playing fields	50.00% 40	11.25% 9	13.75% 11	2.50% 2	22.50% 18	80	2.36
Parks & open space/greens	56.25% 45	10.00% 8	8.75% 7	2.50% 2	22.50% 18	80	2.25
Allotments	38.75% 31	15.00% 12	11.25% 9	8.75% 7	26.25% 21	80	2.69
Ecological areas and wetlands to improve biodiversity	48.75% 39	11.25% 9	11.25% 9	6.25% 5	22.50% 18	80	2.42
Woodland walks and green lanes	49.38% 40	9.88% 8	8.64% 7	7.41% 6	24.69% 20	81	2.48

## Q7 Movement

Answered: 83 Skipped: 53



	ESSENTIAL	HIGH PRIORITY	IMPORTANT	LOW PRIORITY	UNNECESSARY	TOTAL	WEIGHTED AVERAGE
Traffic-free cycle routes and walkable neighbourhoods with 20mph areas to prioritise walking and cycling	24.36% 19	7.69% 6	11.54% 9	16.67% 13	39.74% 31	78	3.40
A network of safe, traffic-free routes to schools	38.75% 31	16.25% 13	15.00% 12	1.25% 1	28.75% 23	80	2.65
Improved bus services and connections to Oxford and Science Vale	55.00% 44	11.25% 9	8.75% 7	0.00% 0	25.00% 20	80	2.29
Reducing traffic speeds on this stretch of the B480	18.99% 15	7.59% 6	11.39% 9	10.13% 8	51.90% 41	79	3.68
Investment to reduce traffic congestion in surrounding communities	56.96% 45	6.33% 5	3.80% 3	3.80% 3	29.11% 23	79	2.42

## Q8 Other (please specify) and general comments

Answered: 127 Skipped: 9

#	RESPONSES	DATE
1	<p>HOMES ENGLAND "CONSULTATION" RE: CHALGROVE AIRFIELD, JULY 2018 This was in no way a consultation, since there was no wish to listen to concerns, discuss the basis of their plans, visit the village, or answer any questions on which they had not been briefed, or had not yet done any research. I am completing it on line in an effort to control the input, since tick boxes are always designed to achieve the aims of the form commissioner. Para 1 – there has only been lip-service to 'working with' local stake-holders – suggestions were ignored, hazards dismissed, and plans presented as having been 'agreed' when they were not, even to the extent of printing a photo of people dissenting captioned as being co-operating. There are now stickers available so that all those who find themselves in the company of HE photographers can wear them back and front to prevent this occurring again. Para 2 – I tried to get responses out of your team – most of my questions apparently referred to matters which had not as yet been researched. Para 3 – could you please indicate where the on-line consultation option was been publicised, except verbally to those present. Homes - Chalgrove did a housing survey alongside the NDP questionnaire, which demonstrated that fewer than 40 homes affordable were needed locally. Currently, planning applications have been granted on 320 homes in the village of which one can only hope the statutory proportion of 'affordable' homes will be provided. I think even at 20% that should suffice. Key workers will not be able to afford the commuting cost into Oxford on their low wages, the elderly will not be able to access the Hospitals (the village has an overstretched volunteer force, which will be unable to service the town residents). I am unable to locate any local housebuilders, and any local competent tradesmen have 3-month waiting lists as it is. Previous promises to regarding entertainment facilities such as cinemas, pubs, bowling alleys have vanished, to be replaced with community-run film club and a field (first find your volunteers). Jobs – There would have to be a vast number of jobs created in this place, to prevent a huge commuting traffic problem. But none of this employment can need the use of articulated or similar large transport vehicles, as there is no road bigger than the B480, and the plan would seem to be to set up a lorry park in a non-specified place for transferring goods into and out of smaller vans. How very odd. There is no point in providing land and a new runway for Martin-Baker Ltd. Their explosions are loud and frequent. Ejected seats may land anywhere on the airfield, so they would not be permitted to continue their business on this site, and would have to take their essential defence and civil business abroad and that would lose Chalgrove itself 80 jobs. Shops and Services – all these plans are designed to destroy those facilities in the village of Chalgrove, leaving it a mere dormitory area, and killing the village centre. There is however no mention of a pub, so the village pubs would be crowded out, and with the distance between, there would be a related increase in drink driving in the area. Promises of shops proved false in Didcot, where retail premises have been refurbished into housing. Monument Business Park has no plans for such huge expansion, it is a place for small industry. Community Facilities – A cemetery would be good on this site. Other facilities promised are designed to rob Chalgrove of its amenities, and I note only 'space' provided for a community theatre. All their plans for facilities seem to be predicated on vague market research and a vast dependence on volunteers – which are not easy to come by, especially since most of residents (per Thame's experience) will be distance commuters, with no energy or time to volunteer for anything. Drainage – If reason does not prevail then this place must retain its own water waste. Directing it away from Chalgrove will just flood Stadhampton, especially as there is a plan to build a road over its water meadows, thereby forcing the water to find another destination – the houses. There was an complete ignorance in the room of war-time drainage arrangements – this should be properly researched, and all drainage of spring water from the airfield down into Chalgrove Brook must be blocked. Green space – yes, all very nice, all presumably covering enormous water retaining facilities, which will of course be fully and frequently serviced throughout the centuries of the life of this town. Do you really think so? Who will be responsible for this? Indeed who will govern this town? Movement – Surrounding communities are to be bypassed, but not Chalgrove. Through traffic, including all the heavy traffic from the Business Park, and from the industrial estate in Watlington, and from the motorway when it has a blockage, is to be diverted either through the town, or through the village, since there is still a plan to remove the Chalgrove bypass and turn it into a slowly draining bog, attracting mosquito, and of course the Blandford Fly, prevalent in this area, and expensive to the health service. Not to mention generally noxious smells from standing and then stagnant water. These 3000 were originally declared to be designed to serve Oxford City, or alternatively, when that was challenged, to serve the Science Vale. Public transport is inadequate, and promises to 'pump prime' the bus service(s) required until demand manages to make the routes financially viable is liable to be extremely expensive, and a deadline of 5 years will then leave the town without adequate transport again. (The simile is wrong, as when I had to prime my grandmother's</p>	8/13/2018 12:14 PM

## Chalgrove Airfield Feedback

pump, it took only a cup of water.) This will be a vast amount of taxpayers' money for years before routes become viable, (if ever), as the purchasers of these properties will be more distant commuters in the main, relying on their cars to get them to London, Heathrow, Birmingham, etc.) For the putative (I can assume no more) 40% social housing, (which I think was supposed to be affordable housing, mis-spoken) the time and cost of the bus journey to Oxford for the core workers desperately needed at the hospitals will be prohibitive. There is no need for this amount of housing in this area – 320 homes will far exceed local demand – most work is in the city, which is too far away. “Connections to the Science Vale” is too vague to be taken seriously – yes, that would be the T1 into Oxford and then a bus out to the Science Vale – probably a journey of 2 hours, so they will drive. We already have seen the history of HCA/HE transport promises being rapidly withdrawn. Cycling within the town may well be safe (apart from all the heavy through traffic that is too big to get through Chalgrove), but beyond the boundaries, the lanes will become even more deadly with 6000 extra cars travelling to work in all directions. And of course, basic error, only one route in and out of a town of 3000 homes, on a narrow and winding B road. Market towns have historically grown at road convergences, and have multiple ways out and in. When the road is flooded at Stadhampton and Cut Mill, there will be no way out for 6,000 cars except over the narrow single lane bridges and down the single track lanes south of Chalgrove, through the Mill Lane and the top of Berrick Road floods. DATA HARVESTING Tick Boxes I am a home owner I would not wish to live in a town – that is why I live in Chalgrove. I am providing only sufficient data in order to be verified for this consultation, after which my personal data should be destroyed. You have not my permission to use this data for any other purpose concerning this town. Your reply to my previous communication is puzzling. I do not wish my comments to be deleted once my identity has been verified – they are valid, but I like to control my data wherever possible. If you are saying you cannot delete my address without deleting my comments, then they will just have to stand. But if I find this data relayed for any other use, I will inform the authorities. you need a new proofreader. I trust you mean the data will be 'held' securely. I have sent an e-mail with my full comments - on this document I have marked everything (except the cemetery) as unnecessary, since the housing in this area is unnecessary and therefore the rest is too.

2	If this goes ahead which will be against the community's wishes the the priorities must be: a. Keep the new settlement physically separated from chalgrove b. A lot more investment than currently proposed in transport infrastructure in Chalgrove including keeping the bypass open and a new link to Hollantide Lane which bypasses Chalgrove for traffic heading South towards Benson, Wallingford, Reading, etc c. Ensure that Martin Baker have all the space and facilities that they need for current and future growth.	8/10/2018 7:53 PM
3	The Chalgrove Airfield site is totally unsuitable for housing, Chalgrove, Watlington, Benson, Chinnor and other local communities already have proposals for additional housing. The additional housing required by Oxford should be provided on the outskirts of Oxford and not dumped in the middle of the countryside.	8/10/2018 3:21 PM
4	The proposals are a gross over development of this area. The road proposals will still not deal with the congestion and demand of this scale of development. The limitations of the existing areas will lead to traffic congestion and bottle necks There is no guarantee that bus companies etc will be able to provide ongoing transport to the demand at all times of the day. I have major concerns regarding the potential for flooding once the airfield is built on and we lose the possibility of run off from the roads etc. onto the existing airfield land. Martin Bakers have provided the area with employment and I would hope that they can continue their work. However, I have concerns that once the building starts, residents of the new development will find the work of Martin Bakers', particularly the flights and testing of ejector seats etc to be unacceptable in terms of noise and perceived safety to local residents. It is also not clear how this will impact on the MOD helicopter training flights which frequently utilise the airfield.	8/10/2018 2:17 PM
5	The proposals still does not address the fact that the airfield and its location are not suitable for a major development. I would suggest that it would be better to develop an area closer to Oxford or the main road networks, rather than one which is poorly located in terms of access and impact on the local area. If the proposals are given permission go ahead, then it is essential to ensure sufficient and continued investment/funding to be put in place to create and support the infrastructure to support a large increase in local population. It is essential that measures are put in place to ensure that water and drainage systems can be managed for higher demands, changes in development and higher population together with the potential impact of climate change. The proposals do not appear to sufficiently address the potential high volumes for traffic in all directions including Oxford, the Science Vale, Thame or links through to Watlington, Lewknor and the local M40 junctions. There is need for ongoing funding, not just for 2-3 years, for public transport to be vastly improved throughout the area to meet the increased requirements.	8/10/2018 1:49 PM



## Chalgrove Airfield Feedback

6	<p>The only reason you want to develop on Chalgrove airfield is because of some dodgy back-room deal in which the cash-strapped M.O.D. handed the land over to the Homes England for a pound! Follow the money... something stinks here. You are proposing to forcibly remove Martin Baker, one of only two companies in the world to make ejector seats. Why needlessly kill off a highly specialized, world-renowned, profitable business? The b-roads that feed our village and beautiful surrounding villages like Cuxham will be heavily congested, even with the handful of extra small bypass roads that have been proposed. An extra 3000 houses means an extra 7000 more cars and the new residents will all be commuters. There won't be any new business brought to the area. In fact there will be less business with the loss of Martin Baker. I know that the proposal includes an area-for-business, but lets face it, it's only going to be local business for local people, a hair dressers and dog grooming for instance, who's going to put a tech company in a town in the middle of nowhere without a train station? The residents of Chalgrove have nothing to gain from this development. The village of Chalgrove is already set for expansion of 30% in the next decade. This proposal will expand Chalgrove by a whopping 300% turning it from lovely community village into a soulless grid-locked commuter town.</p>	8/10/2018 10:41 AM
7	<p>Please confirm how this proposal could be delivered, as Martin Baker have sole rights to break the lease on the land. If Martin Baker do give up the lease, does the land have to first be offered back to original land owners under Crichel Down rules? How can the airfield be considered as a deliverable project when all 15 sites are once again under review? Infrastructure to ease traffic round Cuxham, Stadhampton, Watlington and through Chalgrove would have to be delivered before work can commence. Who will pay for this? Oxfordshire County Council and SODC? Homes England? How will you acquire the land, more compulsory purchase orders? How will the development avoid Chalgrove High Street becoming a rat run for vehicles that do not want to go through the 20mph limit of the new development? How can this development be considered as delivering Oxford's housing needs? It is 10 miles outside of Oxford and most people would consider it too far away. The business park next to the airfield already struggles to employ people who have to travel from Oxford, as they say it is too far away from them. What happened to the plans for a dedicated bus lane into Oxford? This has been watered down into just an improved service. The language of the opening question of this survey is designed to show acceptance of the development. Nowhere do you ask the question "Should we build a new town of 3000 homes next to the picturesque village of Chalgrove, to serve the housing needs of Oxford". How does it make sense to have a runway and an explosives test facility next to a town of 3000 houses? This development is undeliverable in this location. Other sites, such as Harrington and Grenoble Road, have better infrastructure and do not have sitting tenants that require CPO in order to build around them.</p>	8/10/2018 9:18 AM
8	<p>The value of investment proposed is frankly laughable. Much more investment by Homes England, not the local authorities is needed in public transport and new road infrastructure in the Chalgrove area, not Watlington, Benson, Chiselhampton, etc. The B480 Chalgrove bypass needs to be kept open to avoid congestion, pollution and road safety problems. Diverting the road through the New Town would be a disaster.</p>	8/9/2018 8:11 PM
9	<p>Build new homes on the outskirts of Oxford where they are actually needed and where the City Council have been campaigning for. Chalgrove is unsustainable and unsuitable. Investment in infrastructure proposed by Homes England is derisory. Needs to be at least three times the value to make it sustainable.</p>	8/9/2018 7:59 PM
10	<p>1. Must keep B480 open. 2. Much more investment than planned needed in new roads and public transport. New road to Wallingford to take traffic away from Chalgrove. 3. Must ensure Martin Baker have the land and resources they require to meet their current and future business needs. 3. Must keep New Town separate from Chalgrove and Little Milton. Use green spaces to achive a buffer between the two. 4. Sports centre must have a swimming pool. No swimming facilites nearby. 5. A settlement of this size must have a bank and a library.</p>	8/9/2018 7:48 PM
11	<p>No one supports this proposed development locally. If Homes England is really committed to listening to the views of the local community it should cancel its' plans. Failing that the very least is that it should commit to keeping the Chalgrove bypass open and cease the idiotic proposal to divert the B480 through the New Town. It should also comit to keeping the New Town separate from Chalgrove by locating either the new runway for Martin Baker or allotments, grenspace etc at the southern end of the site to create a barrier between the New Town and Chalgrove. The proposed investment in new infrastructure is derisory. At the very least there needs to be improved links to the M40 and for journeys south towards Wallingford a road by-passing Chalgrove as Berrick Road and Mill Lane are indenably unable to accomodate the volume of new traffic that the new town will generate. Development should instead be closer to Oxford where there actual need for new housing is and where there are good employment opportunities.</p>	8/9/2018 7:34 PM

## Chalgrove Airfield Feedback

12	Having visited your Chalgrove exhibition on Friday & spoken to your traffic engineer, it's totally obvious that your minor bypasses around Cuxham & Watlington are completely inadequate to cater for the larger number of vehicular movements that will be generated, particularly outcommitting to iron work. Unless a new link to the m40 is built and paid for by the development, the project is totally unsustainable. I object vehemently to this proposal.	8/9/2018 11:40 AM
13	Your leaflet said "delivery of sufficient homes where they are needed.", They are clearly not needed in Chalgrove. We already have 320 new homes allocated through the planning process. The homes are needed on the edge of Oxford where the jobs of Oxford people are and the agencies exist for the many deprived people there are in Oxford. They do not exist in rural South Oxfordshire. Chalgrove is a rural area & unsustainable. You will force Martin Baker to leave. They are clear on this + you know it. Please concentrate your efforts elsewhere where this is a need for homes. It is now time for you to accept Chalgrove Airfield is a non-starter. Please see that this makes sense.	8/9/2018 11:06 AM
14	Don't want this development but IF it proceeds then at least keep it separate from Chalgrove so as not to completely ruin the community and keep the B480 bypass not route traffic through the middle of the new town which is unsafe, harmful to health and simply a ridiculous idea.	8/8/2018 8:57 PM
15	Keep the bypass open!	8/8/2018 8:51 PM
16	Like almost everyone in the area I am opposed to this proposed new town. New homes are needed close to Oxford, Culham and Didcot where employemt is, not in Chalgrove which would be environmentally unsound and unsustainable, particularly as there are no rail links. Priority must be given to Martin Baker as the major employer in the area and such a strategic business. If the new town does go ahead the B480 bypass must be kept open and the new town kept as far apart from Chalgrove itself as possible so they are 2 separate communities.	8/8/2018 8:45 PM
17	The proposals by Homes England are very unwelcome. This has been billed as a strategic site but in reality it is anything but. Chalgrove has poor transport infrastructure and the improvements put forward by Homes England are totally inadequate. It's location over 15KM from Oxford with no rail links to centres of employment means that it would be completely unsustainable. If the development does go ahead despite strong opposition from the local community, Oxfordshire County Council and Oxford City Council, then the priority should be to keep the it completely separate from the exisiting village of Chalgrove and other local communities such as Little Milton. There should be no road links from the new town to exisating communities and the B480 bypass must be kept open and not diverted through the new town. That would cause pollution, congestion and severe road safety issues. Priority must be given to Martin Baker Aircraft Limited who hold the lease over the site. The needs of a succesful British Manufacturer who supply crucial life saving equipment to our Armed Forces must rank above new housing when there are far more suitable sites for residential development much closer to Oxford.	8/8/2018 4:37 PM
18	I wholly object to these proposals which do not provide housing to address the acute shortage in the City of Oxford some 10 miles away. There are far more suitable sites closer to Oxford including Grenoble Road which would actually help solve their specific needs. If development at Chalgrove Airfield does go ahead which is completely against the will of the community then the most important thing is that the new town is kept completely separate from Chalgrove. Keep the B480 bypass open and restrict development to the north of the site. Use allotments, green space etc to create a barrier between the new town and Chalgrove village.	8/8/2018 1:49 PM
19	This represents an ideal location for new housing and should be included as such in the local plan	8/7/2018 3:58 PM
20	This development is not wanted or needed but if it does go ahead it must be kept separate from the village of Chalgrove. No road links or cycle links and limited pedestrian routes between the two separate communities.	8/6/2018 8:52 PM
21	These proposals by Homes England are unnecessary. There is a dire need for homes in Oxford, not 10 miles away in Chalgrove where there are very limited employment opportunities. The impact on Martin Baker would be severely detrimental and is likely to bring an end to operations in the UK for what is a highly successful British manufacturing company which supplies critical equipment to British Armed Forces and that of our allies. If the proposed development does proceed against the will of the local community then it is essential that the new town is kept entirely separate from Chalgrove, Little Milton and other neighboring communities. This monstrosity will never be part of the local community.	8/6/2018 8:36 PM

## Chalgrove Airfield Feedback

---

22	<p>Even with the proposed investments to reduce traffic congestion in surrounding communities, the additional traffic that this development would bring to the area is unsustainable. It is a B road and not designed for the level of traffic this development would bring. We do not have the infrastructure to cope. Especially with existing approved developments that will be built in the next year or so. RE plans to move the B480 to the centre of this new town, this is foolhardy. People do not wish to drive through a busy town, they prefer a bypass. It will only push people through the existing village. It should also be noted this is a rural area and wants to remain a rural area. I would object to this development. The opinions I have given in this feedback are based on this going ahead. I would prefer it didn't.</p>	8/6/2018 11:08 AM
23	<p>The proposed development at Chalgrove Airfield is completely unwelcome and unnecessary. The proposed infrastructure is woefully insufficient and the development would do nothing to address the housing needs of the city of Oxford, some 10 miles away. There are far more suitable sites closer to Oxford such as Grenoble Road which is where the need for housing actually is and where there are employment opportunities. The proposed development by Homes England is completely unsustainable. Development at Chalgrove Airfield would also be disastrous for Martin Baker Limited who are the major employer locally and who provide vitally important products for our armed forces and our national defence. Chalgrove Airfield is by far the worst option of all 15 sites currently being considered by SODC.</p>	8/5/2018 8:46 PM
24	<p>Development on this scale in this location is totally inappropriate given its location. The site is in a totally unsustainable location and in contravention of nearly all of Oxfordshire County Council's planning and transport policies. While hopefully some people who moved in to houses here would be able to find local employment, the vast majority of residents would need to travel some considerable distance for employment, education, retail and leisure purposes. The site is currently so remote from centres of activity that virtually no bus service exists and the suggestion that people would choose to cycle significant distances in large numbers on the adjoining road network is absurd. The list of transport measures proposed in an attempt to make the development acceptable is astonishing both in its size, scope and impact across the wider area of Oxfordshire. Cost and land acquisition issues would be immense. The environmental damage resulting from all the extra vehicular traffic would be immense and lead to a deterioration in air quality, increased noise and accidents, an adverse impact on CO2 emissions and irreparable damage to the local landscape. Provision of a high frequency, quality bus network linking to main centres of activity across Oxfordshire would be unaffordable and could never be sustained in the medium and longer term. This development should be refused without hesitation and the housing that is deemed necessary to meet the County's needs must be located close to centres of activity where high quality public transport can be provided and there is a realistic possibility of people accessing a cycle network.</p>	8/5/2018 7:08 PM

---

## Chalgrove Airfield Feedback

25	<p>1) Broadway will not have sufficient traffic capacity if the B480 is closed. In your continued ignorance of the local area, you have again failed to take into account the number of bus/coach traffic, HGV traffic, farm machinery (including Combine Harvesters) and other traffic that will need to use the road. You will remove a purpose-built bypass and replace it with a 20mph zone which will significantly increase the journey time for commuters. You will put this in a canyon of 4 and 5 story buildings which will increase air pollution. The site will generate circa 7000 traffic movements in the peak hour, and yet you want it to all flow through the centre of the new town. The realignment of the B480 will destroy the effectiveness of the bypass and create a giant traffic bottleneck. Town centres should be traffic free, not have an entire bypass directed through the centre. 2) Market Square - this is a blatant lie. If it was really modelled on South Oxfordshire's Market Towns, there would be a natural crossing point of major routes at which a Market would form. This is not. In addition, if you look at the nearest market towns such as Wallingford or Thame, they have two things which this does not: multiple routes in and out of the town, and a BYPASS. The constant references to Waitrose are deliberately misleading, implying a scale and type of supermarket that will not serve the 40% affordable housing population. In addition, no supermarket chain has actually been approached. It is almost certain, given the current footprint of supermarkets in the area, that Waitrose would even consider this site. There is NO provision for the lorries that would need to serve the supermarket, and deliveries typically take place at night, disturbing residents. The statement regarding bus access is simply fluff; every bus company in the area has looked at the size of development and consider that it will never be sustainable. Once the initial subsidy ceases, OCC have no money to subsidise, and the bus companies know it will never be sustainable. Community and Arts located within the secondary school will not be available to the public during school term time or exam time due to safeguarding issues. Wishful thinking. 3) Education Provision - the plans for a secondary school in Phase 1 are farcical. This would mean building a school and housing pupils adjacent to or within the danger zone of the main runway on site. The location of the school would require huge numbers of bus journeys in the town centre at rush hour, as the majority of pupils at Icknield come from the other side of Watlington. This would cause further congestion with the loss of the bypass. The theatre/auditorium/cinema would not be available to the public during term time or exam time due to safeguarding issues. Earlier proposals which promised a swimming pool have been dropped, along with so many other promises which have been broken. 4) Green Spaces - Strategy - the only walking and cycling network that will be created will be within the new town. Nothing will be done for the existing village. The supposed connections to the "wider countryside" do not exist; there are no cycle paths in the area. 5) Green Infrastructure - Linear Park - an absolutely asinine idea filled with marketing waffle and no facts. The statement that "all residents are within a 10 minute walk" is an provable lie. The Wetlands Park is an astonishingly foolish idea, as it will create habitat for wildfowl next to an Airfield that uses jet aircraft, significantly increasing the risk of bird-strike. 6) Green Infrastructure - Swale Streets - congratulations! You have provided a perfect breeding grounds for midges, mosquitos, and Blandford Flies. It absolutely does not reflect the identify of villages in Oxfordshire with running water channels - because the water in these channels is not part of any river system so they will not flow; these will be stagnant pools that will require a huge and expensive maintenance program. The only increase in biodiversity will be the addition of the "cloud cuckoo", which is the land in which the designers clearly live. The proposals conveniently omit many of the facts. The site is leased to Martin-Baker, who are diametrically opposed to this development, and believe it will destroy their business. They are the world-leaders in the technology they produce, so it is surely incumbent on the developer to listen to the tenant. The plan was rejected EIGHT MONTHS prior to this consultation, and yet the masterplan does not reflect this in any way. This entire consultation is based on a flawed premise. The site does not meet any of the Deliverability criteria in the new NPPF, and should be shelved immediately before any more money is wasted.</p>	8/3/2018 12:51 PM
26	<p>This proposed development is extremely unwelcome. It is completely the wrong location for a development of this scale and reliance on private motor vehicles for transport to local centres of employment and essential services would render the development completely unsustainable. It would also have a devastating impact on Martin Baker Aircraft Limited who are a strategic manufacturer providing essential services to the the UK Armed Forces and a major local employer. They are whole heartedly opposed to this development as am I.</p>	8/3/2018 10:32 AM
27	<p>The concern is the huge pressure on the roads and infrastructure that cannot cope with the occupancy numbers associated with the volume of proposed houses/flats</p>	8/2/2018 3:39 PM
28	<p>There is no rational argument for creating a new town at Chalgrove. The current infrastructure is woeful and the site is 13 miles away from Oxford which is where the housing is required. Furthermore, Martin Baker do not wish to move their business and have continually made this known. If it wasn't for the fact that Homes England have been 'given' this land, there would be no question of considering building a town in the middle of effectively nowhere!</p>	8/2/2018 12:54 PM

## Chalgrove Airfield Feedback

29	The Government committed to building the right homes in the right places. Chalgrove is the wrong place. There is zero infrastructure to support such a development and if the only means to getting to it is via multiple bypasses, or by bus, it shouldn't tick any box as far as sustainability is concerned. This is a poorly selected site. I can't think of anyone that would want to live somewhere with a runway in their back garden. Shame on you Homes England. Go and look at the sustainable sites with rail networks that could be re-opened and sites that are closer to Oxford where the opportunities for work are greater. There are so many better sites, it's unfathomable to understand why you are so utterly determined to push this through.	8/2/2018 9:45 AM
30	The questionnaire is very misleading in the way that the answers can be manipulated to suit the proposal going ahead. I would have expected this from a private sector company, but not from a government department who should be completely unbiased and neutral. I don't believe that this questionnaire can be relied upon to provide accurate feedback and therefore have little faith that it can be used in a consultation of this magnitude.	8/1/2018 12:48 PM
31	This is a totally unnecessary proposal and there are far better places to build houses, most of all near the Kassam Stadium in Greater Leys.	7/31/2018 11:19 PM
32	The proposed Masterplan is highly unnecessary and will ruin Chalgrove and the surrounding area, increase the risk of flooding, noise, traffic and sound pollution, as well as robbing Chalgrove of the village life and community it has maintained for centuries. The number of planned houses is unwarranted and the proposed traffic infrastructure will do little to mitigate against huge increases in traffic into and out of Oxford. Flooding, which is already a risk in the area, will become of graver concern. I intend to strongly oppose these plans.	7/31/2018 8:09 PM
33	Preferably the development should NOT go ahead	7/31/2018 7:50 PM
34	Our priority would be to keep Chalgrove as Chalgrove and to move this plan to a sustainable location that isn't dumped in the middle of countryside. 500 or 700 houses are sustainable, 3000 is a brand new town with atleast 6000 new cars running through the area daily. Grenoble Rd has the roads and infrastructure ready built, why even contemplate another location when Grenoble makes absolute sense?	7/31/2018 7:40 PM
35	I think this is a misleading survey and the results will be wide open to abuse. The issues with this settlement have been covered many times but include it's distance from Oxford and the lack of infrastructure and/or a big enough infra structure budget to ensure ease of movement rather than a gridlock on local rural roads. I understand that Martin Baker have stated that they are not prepared to move until their lease expires. The "if" in your opening statement would be key in my response to any of your questions and I'm concerned that you could publish the responses without any reference to that all important "if".	7/31/2018 2:33 PM
36	Development at chalgrove airfield is not essential as a strategic site within the local plan as there are around 15 other strategic sites available which will meet the housing needs of the local plan. The alternative sites are better located for the housing needs of Oxford, employment, transport links and road infrastructure. Chalgrove airfield is in an isolated rural location and Oxford highways have stated there is insufficient funds to meet the road infrastructure needs. Martin Baker ltd. do not want the development as it will have a negative impact on their internationally important business and it is abhorrent that homes England are contemplating compulsory purchase and completely unnecessary as there are numerous other options.	7/30/2018 10:19 PM
37	Questions relate To chalgrove where there is not a need - the need is only required if this silly proposal continues	7/30/2018 8:49 PM
38	I do not agree with you building 3500 houses on our doorstep This will no longer be a village , it will be a massive town and this is not what I paid to live in Your imposing this on people who do not want it Your infrastructure plan is diabolical , the roads can't are in a disgusting state as it is , let's add another 7-10,000 cars in the area , imagine what the roads will be lije then. We suffer with floods when the weather is bad. Build the houses where they are needed as there are a lot more suitable options then this one! This is purely being built for commuters I suggest you go back to the drawing board And be realistic with your options This is not a realistic site and you know it!! And personally I would like to say how appalled I am on the amount of mo way you have wasted trying to put through this site as an option when you know dam well it's not the best site or solution!!	7/30/2018 6:45 PM
39	I believe that building on the airfield will not be beneficial to me in any form so therefore I have not made any hypothetical answers on your tick list.	7/30/2018 6:09 PM

## Chalgrove Airfield Feedback

40	<p>• 'Broadway Main Street': Whilst other villages are told they are getting edge roads or by-passes, you are actually re-routing our existing bypass, the B480, which will only slow down the traffic, create congestion and increased air pollution. This will lead to drivers using alternative routes, such as the existing Chalgrove High St, which will become a rat-run. o The alleged cycle path will only take cyclists through the developed area. Encouraging them to go beyond the environs will be dangerous, since surrounding lanes are already perilous and your idea will only exacerbate this with the increase of traffic associated with this proposed 'Town' • 'Market Square' When challenged at the consultation, it was admitted that Waitrose have not been consulted about opening a store in this 'Town' o 'well served by buses' – Oxford Bus Company are not interested in setting up new routes since the area is too rural and would make a loss. Existing bus services are scant and there is no plan for this to be changed. This statement is ingenuous. • 'Educational Provision:' how can you build a secondary school BEFORE you have even moved the runway??? You are potentially putting teachers and pupils at risk by locating a school so close to a live ejector test site where explosives are regularly in use. Also you will increase the traffic flow even more by bringing children into the 'Town' – this could only be achieved by putting more strain on the existing B480 and the surrounding unclassified roads in the area, some of which have weight restrictions and should not be used for school buses o There is no need for another theatre/cinema as these facilities are already accessible in Oxford • Strategy: we already have green space, it's called the open countryside! Your strategy is to tear it up and create damage to the local environment which will take decades to mend. • Linear Park: same comment as above – you're deluded! • Swale Streets: the surrounding land is gault clay which is entirely unsuitable for the construction of such schemes. Also the land historically has been used for storage of armaments and ammunition, so is deemed unsafe in its current state – this would take years and even more tax payers' money to clean it up Same old same old. YOU ARE STILL NOT LISTENING! Instead you continue to spend millions of tax payers' £££s on your blinkered view of a mythical Nirvana.</p>	7/30/2018 5:11 PM
41	Totally unnecessary development, ridiculous plan to run the B480 through any new development - who wants articulated lorries through town centres?	7/30/2018 4:39 PM
42	<p>Point by myself re the bus service – 3 buses per hour as stated by HE? Answer: No confirmation of this, or agreement, is in place from any of the bus companies. The route is considered to be unviable by the local bus companies and an extended service therefore not realistic. Even if in place, it would not be sufficient for the number of people potentially wanting to access Oxford and the surrounding area. (Reference the conversations Simon had with the Chair of the local bus group). I was told "the route would be commercially viable when the development is finished and that there would be 13 years of a subsidised bus service during the 3 construction phases". We were further told that they would be extending bus routes to other areas. No details available. Question: 21st Century Market Town with state of the art business facilities and technologies for working from home - Answer: No detail or information as to where services will be linked to/from; or whether services will be available/upgraded for existing residents of Chalgrove. Question re Bypasses elsewhere Answer: HE have not yet secured the land needed and are in the process of writing to those concerned (particularly in Stadhampton; Chislehampton; and Cuxham). Stadhampton bypass would be constructed during Phase 1 and finished by 2025. It may be necessary in Chislehampton to obtain land via CPO's. Question: Upgrades to local roads (Berrick Rd and Mill Lane)? No answer to the problems these roads will have. I had to identify the location of the 2 bridges for HE! Nothing is being done to these roads so as "not to encourage anyone to use them"! Question - What benefits will Chalgrove get? Apparently HE have been discussing this, but nothing was on show for the presentation/consultation! HE must concede that there is no benefit shown for Chalgrove what so ever. HE said they would look into extending cycle routes into the existing village and widening our pavements, there are no plans. The traveller requirements as set out in the draft Local Plan was not part of the consultation. There was nothing on any of the presentation boards regarding the traveller requirements as set out in the draft local plan. I was told they were waiting for confirmation from SODC as to exactly what will be required. They queried pitches or plots and the area each one would need. They had not received a reply and admitted that they should have still included the requirement for traveller provision on the boards. HE stated they had undertaken some 'soft marketing research' and were informed that it would be hard to market the new town with travellers at one end and a cemetery at the other! I agree. I question the position with Martin-Baker. HE continue to misinform and mislead people by stating that negotiations are continuing, despite being expressly asked not to. The cost of a CPO over Martin-Bakers lease Estimated to be at £200m. Full details/information not given by HE.</p>	7/30/2018 4:02 PM
43	I moved to Chalgrove from a town as I wanted to live in a village. I do not want to be part of a town, I do not want the small businesses that are already here to disappear. The village and surrounding villages will become a rat run and bottle neck for the additional traffic that will be generated. We are already building new houses in this village. Also very interested to know why these plans didn't come up on any searches when I moved here.....	7/30/2018 3:49 PM

## Chalgrove Airfield Feedback

44	<p>Before any housing can be built the transportational infrastructure surrounding the site needs to be put in place first. There are major bottlenecks around the site which need to be alleviated before the addition of construction traffic. Watlington is at a stand still at certain times of the day. A bi-pass for it has been rumoured for years. Cuxham, Great Milton and Stadhampton are small villages with the unfortunate position of being enroute to the site. Bi-passes also need to be in place before they can handle any extra load. The smaller surrounding villages will be used as cut throughs. Diverting a fast busy road through the new development and reducing the speed limit doesn't seem to be a sensible solution as it will cause another traffic bottle neck. It doesn't matter how Eco/cycle/bus friendly you make things, people will still get into their cars and drive. The location of the site makes it too far to cycle into Oxford and also very commutable for London and I'm sure that that's what it will become. Hence, will put more stress on the road infrastructure. The plan of creating a community that lives, works and does everything within the new development seems idealistic and not necessarily realistic.</p>	7/28/2018 12:13 PM
45	<p>I do not understand why the main traffic route (the B480) is being put through the middle of the proposed development when all the surrounding villages are being promised edge roads. Is it not sensible to do the same for the proposed development at Chalgrove to keep traffic out of the built up areas, the schools and shops rather than have all the HGV's travelling through the centre. As a local farmer we would have to bring our large farm machinery through a town centre rather than bypassing the development as we do now using the B480. I do think the proposed re-routing of the B480 needs to be reconsidered.</p>	7/25/2018 10:25 PM
46	<p>I do not believe the proposal to develop Chalgrove airfield is viable or necessary. Any housing that is 'supposedly' for Oxford should be built in or around the city confines. NOT IN THE COUNTRYSIDE AND NOT TO THE DETRIMENT OF THE EXISTING COMMUNITIES. I do not believe that Homes England is considering the implications of massive housing developments such as this on the existing residents or the infrastructure. Have any of your staff actually visited the area?</p>	7/24/2018 7:50 PM
47	<p>I do not agree with the new site. It is the wrong location. Removing the bypass is nonsensical. Traffic will be congested and lead to pollution. The road infrastructure cannot support all the new cars. There is no need for all the facilities. Our existing village has everything we need. Please listen. Please reconsider. Please allow Chalgrove to remain separate with its own identity. Please remember this is not a done deal and keep an open mind. You will create a town isolated in the middle of the countryside and I very much doubt any of the housing will actually be affordable.</p>	7/23/2018 10:20 AM
48	<p>Detailed answers were not available for a number of questions because "Sorry I am not a specialist in that area" or "that's a future development for the OCC to commit to" etc. So we are left with possible may be - How can we build trust without detail.</p>	7/23/2018 10:17 AM
49	<p>Where will you get GP's and Teachers from there isn't many in the country and no they will not move here then train a GPs and Teacher like one gentleman said, go to Grenoble road every thing is in place just need house's. If build need a police station as crime will go up look at thame.</p>	7/23/2018 10:14 AM
50	<p>We do NOT want this development. We are a village, not a market town. We need our bypass - on your plans all lorries will come through our village &amp; not pass the schools etc on your development to run over people there. Marking Baker &amp; the use RAF Benson make of this Airfield must be protected.</p>	7/23/2018 10:10 AM
51	<p>There are better sites than Chalgrove on which to build more houses; Sites which will not require so much infrastructure. Chalgrove is a lovely village which has built up over the years and still maintains a 'village' identity which will disappear if the airfield is built on. We have already been told that land is being built on at the east and west side of the village - WE DON'T WANT MORE.</p>	7/23/2018 9:59 AM
52	<p>There are many good reasons why this proposal should not go ahead: Your recent public "Consultation" in the village community center had a display board entitled "Chalgrove Airfield, a C21st Century Market Town". What do you think the keyword there is? The leaseholders, Martin-Baker, will be flying their ancient jet within metres of the development. The drainage of the village is already an acute issue, and will be made intolerable by the additional requirements of this huge development. The B480 (not the B4080 as quoted on your website) cannot cope with an extra 5-6,000 cars, nor can the village, nor can the local area, nor can Oxfordshire. It is environmental suicide. Spend the money on fixing the potholes. There are insufficient funds to create this "community". You have identified fourteen other sites offering equal or better infrastructure, access, and land. We have already have 320 homes imposed - thereby increasing the village size by 33%. You have consistently ignored all Local Plans and Planning Decisions - how is that democratic? Don't waste any more of our time and money by pushing through a development that nobody wants and will incur untold anger. I didn't have time to go through the whole website, but you should be aware that there is a difference between affect and effect, according to context. I don't know how many more errors there are.</p>	7/23/2018 9:50 AM

## Chalgrove Airfield Feedback

53	This development should NOT be undertaken at all. The site is unsuitable and the infrastructure suggested is totally insufficient. The disruption and danger to surrounding villages would be disastrous for livelihoods and environment.	7/23/2018 9:43 AM
54	Development of Chalgrove is not appropriate as it is not sustainable. Access is inadequate and the proposed road improvements are in no way sufficient. If housing is required to meet Oxford's demand, it needs to be adjacent to the city and not in a remote rural location free from public transport links and and such a poor and overcrowded road network.	7/23/2018 9:39 AM
55	This form is totally biased. You have completely failed to grasp anything be they pros or cons of anything we have said as a village.	7/23/2018 9:28 AM
56	This development plan is far too large for the area and will result in a significant reduction in standard of living for all the people that currently live in the surrounding area, especially Chalgrove village, and Cuxham and Bightwell Baldwin	7/20/2018 6:58 PM
57	In my sincere opinion, this development should absolutely not proceed, for the following reasons: 1, The idea of displacing one of UK Plc's few genuinely world class companies (Martin Baker) from the very base that serves as the foundations for their global (and vital to post-Brexit Britain) success, is beyond crass: it would be NOTHING SHORT OF CRIMINAL ! 2, There are alternative brownfield sites closer to already suited and built infrastructure either around Wallingford or Thame or Oxford south, for the selection of an otherwise still reasonably greenfield location that absolutely does not have (and will not be given by this planned development) the infrastructure appropriate to the purpose and impact of the proposed development; Any planning body, with a modicum of holistic vision and wisdom, should 'run a mile' from this proposed development and instead focus their important efforts on more intelligent and aligned options. Paul Schenk (pschenk@hotmail.com)	7/20/2018 5:40 PM
58	A new community of this size should be built elsewhere - not somewhere that will swamp an existing village. Build it somewhere else, where the infrastructure already exists - like grenoble road, somewhere where you don't need to bully an important local employer	7/20/2018 12:00 PM
59	We don't need or want this development, especially given your 'bully boy' tactics against a strategically + globally important local employer - Martin Baker. Its threatening them with Close!! Build this oversized town elsewhere.	7/20/2018 11:56 AM
60	Your questionnaire is biased towards Chalgrove airfield being a foregone conclusion - it is not. There are better more sustainable sites than Chalgrove. Why should Chalgrove lose their bypass when all villages around get one? If you use bully boy tactics and compulsory purchase the land, Martin Baker has said they will close - not a sensible outcome for the UK after brexit when manufacturing & exports became absolutely essential.	7/20/2018 11:53 AM
61	I am totally against this project as are all the village. We already have our quota of houses going up shortly. This massive scheme will not only affect our village but so many small villages around us + spoil forever this part of Oxfordshire. Badly thought out.	7/20/2018 11:50 AM
62	This is a survey constructed with bias as it makes a wrong assumption that the project will go ahead. All the above are positives if the best location is selected. Chalgrove is a totally wrong choice. You will destroy a special quiet part of the county, suburbanise it, when you should select a site adjacent to major roads. Go away. This is not wanted.	7/20/2018 11:48 AM
63	Build the development where it is needed and wanted - Don't destroy all our local villages dont put a world leading business out of business. Disaster. I chose to live in a village not a town.	7/20/2018 11:44 AM
64	I find it incredulous that this has got this far and it's considered an option. It should be placed at Grenoble Road where it makes sense to house people who will be working and moving ground in to OXford. Not from chalgrove. This will be people from London/working in london. It's not going to help local people one bit.	7/20/2018 11:34 AM
65	This proposal completely destroys the fundamental nature of Chalgrove Village and will remove all resources & facilities from the existing locations.	7/20/2018 11:31 AM
66	Taking the constraint of the flooding and creating the swale avenues is a real success. If this was a non-flood site would we have such an interesting market centre.	7/20/2018 11:28 AM
67	This is entirely the wrong place this development. Transport lines are inadequate and it will do little for the existing village. So called affordable housing will not be affordable to local people. It will be a town plonked in the middle of rural oxfordshire.	7/20/2018 11:21 AM
68	Stop this nonsense - if you want to - grow some trees. This dev is unsustainable. You ought to be ashamed of yourselves.	7/20/2018 11:18 AM
69	Chalgrove is not the right location for a super town/village. Why haven't you asked this on this form in question form?	7/20/2018 11:17 AM



## Chalgrove Airfield Feedback

70	I think the complete removal of the bypass is a terrible idea. This project should not have not got this far you do not have the land. It should only continue once you obtain permission from Martin Baker.	7/20/2018 11:14 AM
71	The questions are too simplistic & some depend on me getting answers to questions I have that aren't covered here. The blurb talks of historic market towns & swales. The pictures show modern buildings with no feel of 'historic'. The question here all relate to the development and not the surround traffic, cycle, pedestrian routes.	7/20/2018 11:12 AM
72	I see no attempt to connect the village to external footpath & bridling network. There is with access to the countryside. The planned infrastructure changes do not include traffic free cycle routes to Oxford, Aberydon, Didcot etc where people will be working. Its not clear that the money available will be used for the planned infrastructure, can the council be trusted to use the many in the chalgrove area.	7/20/2018 11:08 AM
73	What housing are you providing for the elderly home owner who needs access to facilities? What provision will there be for electric cars? Why does the new development have to be joiner to Chalgrove!	7/20/2018 11:00 AM
74	Development must not process. All these questions are therefore void. 3000 Homes on Chalgrove Airfield is environmentally unsustainable. 3 buses per hour will not stop it pouring cars onto the m40. You want to hasten the death of our planet, why not repeal the climate change act while you are about it?	7/20/2018 10:58 AM
75	Awful - A complete mess of a plan - Please consult locals before deciding such stupid ideas.	7/20/2018 10:55 AM
76	Much of this proposal detracts from Watlington's current position as a community feels and will wreck Watlington's special feel.	7/20/2018 10:53 AM
77	Good presentation - comprehensive. But overwhelming + depressing. I am now going to have a glass of wine! + consider moving.	7/20/2018 10:39 AM
78	Occ want houses "close by" at Grenoble Rd. Build there. Not Chalgrove.	7/20/2018 10:36 AM
79	I have concerns as to the priority of the ring road time table as I think they should start before commencement of site to allow for the construction traffic.	7/20/2018 10:33 AM
80	This is a very weak scheme: noise + Martin Baker move is farcical. It's really for the metropolitan development of London (not Science Vale). Lacks connection to rail services. Ignores consequences for Watlington and Stadhampton (and Foxham). Cowardly not to detail at public meetings.	7/20/2018 10:31 AM
81	This questionnaire is biased and weight to provide a postivie response. It assumes the development will go ahead. The village is heavily against it and if it did go ahead with [illegible] to retain the bypass - This is more positive spin!	7/20/2018 10:20 AM
82	Ensuring flood alleviation/prevention essential. Other proposed development sites should be given consideration. Public transport is vital to main this rural environment. Funding for flood alleviation and transport needs to be long term and sustainable.	7/20/2018 10:17 AM
83	1. "Phase 1" includes a bypass for Stadham, but it is not mentioned in the next details poster. 2. I cannot agree with the concept of a new town in the countryside - as well as demanding for houses + assoc - infrastructure it removes countryside for the new roads that will be needed - more country covered in tarmac 3. Drayton St. Leonard will suffer terribly from pressure from traffic (7000 cars etc). It is already a "rat road"	7/20/2018 10:13 AM
84	This questionnaire is wholly biased and presumes development. The first question should be 'Overall, do you support these proposals'?! There is a complete lack of detail available - this is not consultation, this is charade.	7/20/2018 10:06 AM
85	I simply cannot believe that the plan to divert the B480 through the new town is still being pursued! This is a vital road for nearby villages to avoid driving through Chalgrove, and will be a horrendous bottle neck at rush hours and will force rat-runs through nearby villages such as min	7/20/2018 10:01 AM
86	The overall development does seem to be too large to fit the description of 'Market Town'. A smaller development would be more appropriate	7/20/2018 9:59 AM
87	Why not develop where it is needed and the infrastructure basic. e.g Grenoble Rd?	7/20/2018 9:54 AM
88	Use Grenoble Road site if extra housing is really needed	7/20/2018 9:51 AM
89	Infrastructure has still not been addressed properly - insufficient money for all the road schemes now. Rerouting B480 - how will all the HGVs be managed travelling through the development? How will you show necessary for the CPO? How much more money are you going to spend on this development (tax payers money)?	7/20/2018 9:48 AM

## Chalgrove Airfield Feedback

90	No where have i seen reference to the local village plan. Why? You carry on as though it is a done deal when you don't even have planning permission. We don't want to become a town! Oxford university have announced they are building 1000 houses for worker and 1000 more for student. I am going to move to Somerset!	7/20/2018 9:39 AM
91	70% of the population completed this information for the village plan including the mention of homes + types that are needed for the village so this is available to you. It will also be with the NDP. As you are aware we need to establish that the site is available and that the SODC are considering it before this detail. Your major question is the village roads - one in and one out for a town involving 1000 people. Where is that question and answer?	7/20/2018 9:34 AM
92	- Heavily weighed questions. - How much will the affordable housing cost? - Location inappropriate to provide it when there are sites closer to infrastructure etc. - Lack of detail regarding roads etc. - WHO will buy these houses next to airfield which uses explosives? - The consultation raised more questions than it answers.	7/20/2018 9:30 AM
93	These homes are not needed on this site. Transport plans are not mockable. All major traffic going through middle of town - dreadful idea - noise, pollution etc. Primary school alongside 400 homes is not viable as too few children in each age group. Martin Baker will close not relocate if this development happens.	7/20/2018 9:28 AM
94	lovely pictures but £90 million is not enough. Stop spending public money on a scheme that can not process, focus on other areas.	7/20/2018 9:25 AM
95	How about just leave Chalgrove alone. We are [illegible] on houses we do not need more! You have put lies on all your boards. This is not the only site, stop this, its a done deal, it's disgusting to be honest	7/20/2018 9:21 AM
96	Profit over necessity is biased	7/20/2018 1:17 AM
97	I do not support this scheme in this location.	7/19/2018 8:50 PM
98	We do not want this development there	7/19/2018 8:11 PM
99	- New town not wanted. - Martin Baker do work of national importance and their [illegible] etc feel they cannot work elsewhere. - You cannot provide assurance that the 6000 approx vehicle on the development will have adequate "escape route" i.e Roads let alone PARKING SPACES. + you haven't enough proper main roads.	7/19/2018 5:15 PM
100	The chalgrove airfield is not the best site. The amount of disruption your proposals will cause is definitely not on. Grenoble ROad site has already many advantages. We are opposed completely to this application. The infrastructure is not suitable.	7/19/2018 5:11 PM
101	Having studied your drawings and plans I have the one thing you have ignored. The cost! The plans are totally unaffordable. There is no way here from the M40 without masiff re-routing.	7/19/2018 5:09 PM
102	Ridiculous unattainable costs involved when better and more accessible sites are available. Anticipate Martin Baker growing in the area for his "expansion" when so much building of homes and educational premises would be so close to what is already a frequently used runway seems incredulous. totally unacceptable.	7/19/2018 5:07 PM
103	1. I would like bypass to be retained. 2. I am worried about the amount of traffic the will be forced to use mill lane - the bridge is lethal with current volumes. - Keep speed up of B480 to get traffic past village otherwise we'll end up like watlington with air pollution probs. - Don't invest to reduce traffic congestion in surrounding communities as this will mean we get more traffic. - Very few people cycle or walk in Chalgrove - Supporting expansion of Monument Business Park will cause more flooding. - If a supermarket large enough for weekly shopping isnt as good as Tesco/Waitrose will still need to travel. - No affordable housing or apartments & housing for rent as this will mean rural poverty. - Swimming pool and cinema needed	7/19/2018 5:03 PM
104	Consider how current & future explosive [illegible] @ Martin Baker will affect development, as well as increased art traffic & test activities on the airfield.	7/19/2018 4:54 PM
105	What is the point in spending time and money in this development plan when there are better suitable locations which already have rail links and [illegible] and indeed roads to link them to oxford/reading or other main centres	7/19/2018 4:51 PM
106	There are so many reasons the airfield is not a viable proposition. The infrastructure of this and surrounding areas is not suitable without ruining our villages. The proximity of a runway and explosives so close to houses and schools is dangerous. All the land is needed for martin bakers life saving work. You must stop wasting tax payers money on a project that doesn't work and look to other, better sites to build on.	7/19/2018 4:45 PM

## Chalgrove Airfield Feedback

107	I am unable to answer any of the questions because no agreement has been made with Martin-Baker and there is not likely to be. Compulsory purchase is not viable because other sites are available. The cost of changing the road system would be at least double what you have allocated	7/19/2018 4:41 PM
108	- Hope this does not go ahead. - Concerns closing GP surgery "The Brook Surgery" means "village proper" has to travel + elderly population. -B480 bypass "mad to get rid of it and have road running through new development. Villagers don't mind keeping some separation as we do not want Chalgrove to be incorporated into a Town. - Concerns flooding along Brinkfield Rd Housing from new development. - Are you are the drains in Chalgrove were built by Bullingdon Council and do not reach Thames water specification, so will not sustain a large housing estate. - If you do build, please consider historical name + local well known people rather than names like "broadway"	7/19/2018 4:37 PM
109	There are 14 other possible developments to meet the needs for new homes. There is no justification for compulsory purchase of an internationally important company's land when they need for operational purposes. There is insufficient monies to meet the road infrastructure needs. The B480 replacement through the development at 30mph will cause [illegible] issues for HGVs traveling from the motorway. The development is not ideally located for development being isolated and not having rooad of transport infrastructure. Chalgrove has planning approval for 320 homes including 128 affordable homes which is sufficient for sustainable development of a larger village.	7/19/2018 4:30 PM
110	The plans put forward are not convincing me. Where is the huge shortfall in funding to come from? Why are 'they' not listening to Martin Baker and for that matter the local community? Why this particular site? because its there? the road infrastructure alterations will alone cost millions as attempts to bust Martin Baker (a sufficient local employer)	7/19/2018 4:25 PM
111	- Decent road with no pot holes. - We have 2 developments in the village plan, that is enough! You will CRUCIFY the village, is it going to be called "COTTONVILLE"? - The roads cannot take anymore traffic	7/19/2018 4:12 PM
112	development ill conceived, not needed and will cost too much in infrastructure which includes c.40 miles of road upgrades and bypasses... a real piece of wasteful bureaucratic nonsense	7/19/2018 12:29 PM
113	This is an ill conceived and ill considered proposition. The local community of Chalgrove AND surrounding villages do not want this. The tenant, who holds a lease until 2063, does not want this. Oxford City Council do not want this, nor do West Oxfordshire or Cherwell Districts. Oxfordshire County Council has told you your proposals are underfunded for infrastructure. Chalgrove Parish Council, Chalgrove's District Councillor and Chalgrove's County Councillor are all against this. The only people in favour of this are Homes England, who have wilfully wasted almost £2m of public money on this fiasco. Stop wasting money, and spend it in areas where development is wanted and needed.	7/19/2018 11:35 AM
114	Lose of highly paid jobs poor roads and empty houses. Are not required.	7/19/2018 11:34 AM
115	Investment to ensure that through traffic doesn't cause congestion in the new town centre at Chalgrove, ideally by retaining the B480 as a bypass.	7/19/2018 9:16 AM
116	You're making an urban extension 10miles from employment in oxford. Along a 3ml cul de sac. Its a sink estate. And the design is normally one which is to "discourage through traffic" not encourage it. Shops in rural and market towns rely on local destination shoppers not passing trade. You're cutting off through traffic anyway as you want it to reroute. This is not a market town design Leave us the bypass. Youve cut the village off from headington and the a40 - major emplymnet sites at the hospitals Thereis no proer open space for games and play. Where's the play area?the cricket and football pitches? These currently fashionable linear park things are not recreation spaces. Theyre a fudge. The allotments on the B480 will become unsafe to access from the village. There is an isolated hous on the b480 with no road access Green lanes take traffic. The odd stuck hgv. Motorbikes doing 70mph. Quad bikes. 4by4ss. If its not a green lane it cant be used as a cycleway Emergency vehicles can currently traverse the length of the village in 60s. Have you considered the impact on response times. havent started on lack of community space. And design. And lack of connectivity and transport. 3 buses at peak times to move 1000 workers? Look at the original Berinsfield plans and resulting problems. This is a repeat. Please dont. Why do you need to know if i own my home or rent? What purpose does this serve? Chalgrove is one of the least Nimby places i know of.	7/19/2018 8:20 AM
117	Why don't you get the message. We do not want your new town here. We have already given extensive feedback on your proposals. The whole plan is just another con. Part of your designs for the Cambridge Oxford Expressway which will just destroy beautiful countryside and agricultural land. Go and annoy someone else!	7/18/2018 9:49 AM

## Chalgrove Airfield Feedback

118	Without vast investment in public transport this will end up being a commuter town. I never use the current bus service as it doesn't go the the places I regularly visit I.e. Wheatley, Abingdon, Wallingford, Swindon, High Wycombe, Amersham. The B480 needs to remain open to preven5 the current village becoming a rat run. We are surrounded by woodland and country walks and I see no need to manufacture more, when nature has done a perfectly good job.	7/17/2018 11:18 PM
119	There is a need to ensure that current services in Chalgrove do not move to the new development. So there needs to be a commitment that the current surgery remains in its current location and does not move, as the NHS are on record as saying that there only needs to be one for both areas. The infrastructure to support all the additional traffic should be guaranteed to be in place by the end of phase 1 and not by the end of the development as has been suggested. To date every suggestion on transport has ended up being put to one side, that leaves me to believe that the area will be gridlocked as the pace of development will not have the required infrastructure in place. Initially we were told there could be a guided bus service, then an express service to Oxford, then it was only an express to the outskirts of Cowley. As the majority of these house are required for Oxford City, if the buses cannot get the people into the city within 30 minutes, then they will drive, this will then shatter your current planning assumptions and the roads will become far too busy. There is also the issue of diverting the B480, this is probably the most ridiculous idea and is purely to get people into the shops of the new settlement, this is the complete opposite of what current residents want. Funnelling and slowing what is a busy and fast road makes no sense at all and will only lead to frustration for all drivers. Why, when most villages and towns want by-passes to keep through traffic away from town centres would you plan to do the opposite, it makes no sense at. I suspect that the reason you are having to do so, is because you cannot not mitigate any flood risk to the current village without this, if so it proves that any future development will increase the flood risk not alleviate it. I believe that this is no the place for housing for Oxford City, and that allowing Martin Baker to remain ( I do not work for them) is more important. If you have to bring businesses in to create jobs for the people moving in, don't build the houses, then you won't to have to worry about bringing employment,	7/17/2018 7:42 PM
120	Scandalous waste of public money, other sights closer to infrastructure, hospitals, leisure facilities and employment are available and far better suited. You are NOT listening to what the community are saying!!! Shame on you.	7/17/2018 5:34 PM
121	There are many other, better placed, sites that afford access to employment, leisure, hospitals and infrastructure. This whole consultation has been a sham - you are not listening to the community and these proposals would destroy a quiet, rural village.	7/17/2018 5:33 PM
122	Basically this land should have been offered back to the original landowners, there has not been any answers satisfactory answers on infrastructure it appears to be made up as you go along. Threatening to compulsory purchase martin martin off the site puts 100 locals out of work.	7/17/2018 5:22 PM
123	Sell the homes already up for sale 1st More than 10000 in Oxfordshire	7/17/2018 2:54 PM
124	The roads around the local area woud not be able to cope with such a development, you state affordable homes they never are affordable, houses are not wanted in this area i hope martin baker win there battle and remain on all of the site	7/17/2018 1:58 PM
125	There is a fundamental weakness in the plan which demonstrates that we haven't learnt from history. In Watlington, a significant contribution to the traffic problems is that the industrial estate is on the opposite side of town from the main access roads with the result that HGVs have to traverse the town to reach their objective. Exactly the same problems will arise with the current plan for Chalgrove Airfield. It is also essential that the local road network is improved BEFORE the developments starts. The area already has significant traffic problems which will only become worse with more development.	7/17/2018 11:45 AM
126	Bearing in mind that currently the quickest route to the M40 is through Watlington NONE of this should be considered without the building of the edge road.	7/17/2018 9:06 AM

## Chalgrove Airfield Feedback

---

127

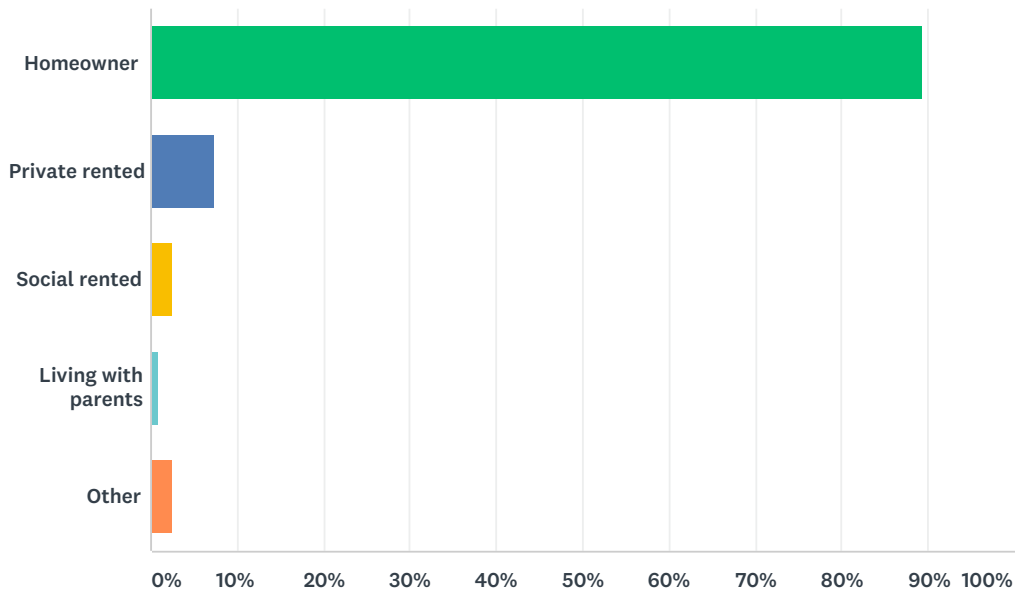
I do not agree with this development and strongly object to it. As a larger village we are more than providing for new housing (320 homes, growth of over 30%) and a development of the size suggested is just not sustainable. There are very serious concerns regarding many matters, not least, traffic, air pollution, flooding (for both Chalgrove but also other areas down stream), health & safety, and lack of infrastructure. The rural and unique setting of Chalgrove should be protected and preserved. The development would turn us into a town. It will be a dormitory town which heavily relies on cars in order to get about. The cycle provision is not sufficient and provides no means of getting anywhere other than around the site itself. The bus companies have confirmed on many occasions they are not interested in running extra services from Chalgrove. The route is simply not viable. The housing is intended to serve those working in Oxford City Centre, but it is too far out. Housing for city workers needs to be near to Oxford. We simply do not have the infrastructure needed to make such a site work. There is no rail route, main road, or other suitable forms of transport. It will be a car based settlement. The financial viability of the site is also seriously in doubt. The costs for this site will be staggering. Not only for the bypasses proposed, but also for the legal fees and compensation that may be payable to Martin Baker should a CPO be granted. There are other sites much more suited to the level of development proposed, all of which are under review with SODC.

---

7/16/2018 5:58 PM

## Q9 Tenure

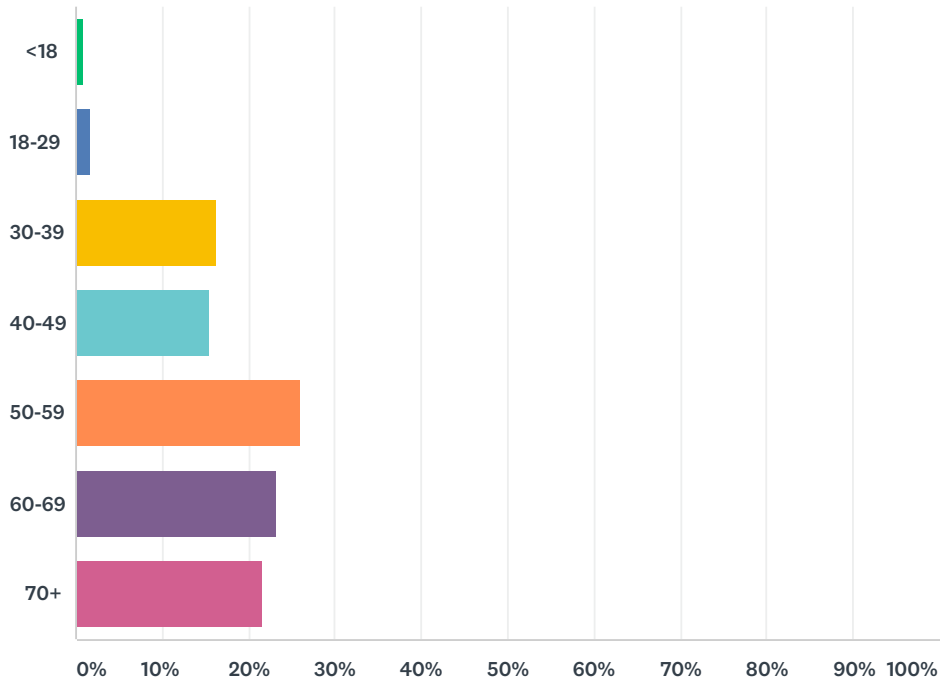
Answered: 123 Skipped: 13



ANSWER CHOICES	RESPONSES	
Homeowner	89.43%	110
Private rented	7.32%	9
Social rented	2.44%	3
Living with parents	0.81%	1
Other	2.44%	3
Total Respondents: 123		

## Q10 Age Range

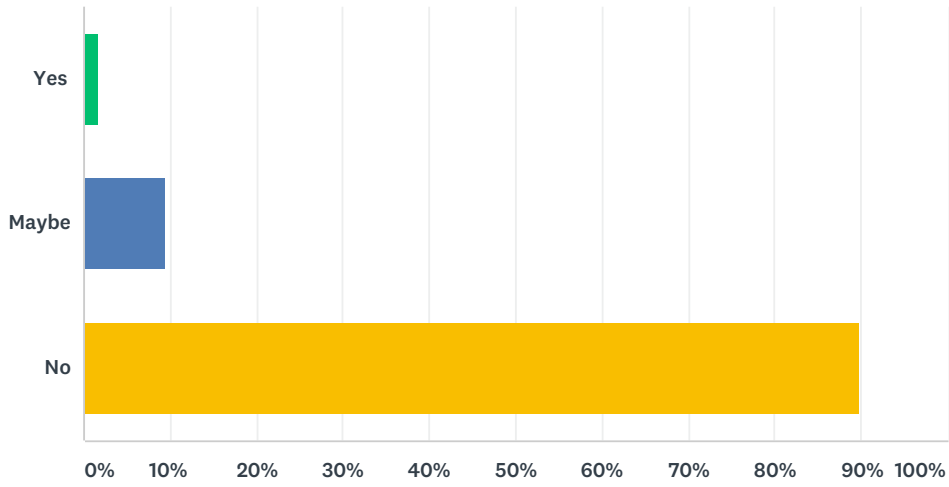
Answered: 116 Skipped: 20



ANSWER CHOICES	RESPONSES	
<18	0.86%	1
18-29	1.72%	2
30-39	16.38%	19
40-49	15.52%	18
50-59	25.86%	30
60-69	23.28%	27
70+	21.55%	25
Total Respondents: 116		

# Q11 Would you consider living at the new development?

Answered: 116 Skipped: 20



ANSWER CHOICES	RESPONSES	
Yes	1.72%	2
Maybe	9.48%	11
No	89.66%	104
Total Respondents: 116		



