

MINUTES

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CHALGROVE AIRFIELD – HIGHWAYS MEETING WITH CUXHAM AND EASINGTON PARISH

Held on:	10:00 – Thursday 12 th July 2018 Cuxham Village Hall
Present:	Ian Goldsmith (Cuxham Parish) Debbie Proctor (Cuxham Parish) Ann Voss (Cuxham Parish) Rob Voss (Cuxham Parish) Blair MacDonald (Cuxham Parish) Dougie Barr (Cuxham Parish) Miles Balfour (Cuxham Parish) Lindsey Richards (Homes England) Gareth Adam (Homes England) Andy Ward (New Masterplanning) Chris Carter (AECOM) Max Goode (Carter Jonas)

1. Ian Goldsmith (IG) outlined the background to the meeting and advised that meetings between Cuxham and Easington Parish and Homes England were held in July 2017 and October 2017 and that this was the first meeting since this date which Lindsey Richards (LR) and Gareth Adam (GA) both confirmed as correct. GA then explained the work that had been undertaken since the last meeting in October 2017. This included examining an option requested by Cuxham Parish in October 2017 meeting to develop alternative proposals. It was explained that this meeting had been set up to discuss the highway options for Cuxham. This meeting would focus on the two highways options being presented to the Parish, namely, Option 1 – the edgeroad proposal, or Option 2 – improvements to the existing road and highways, of which plans had been provided in advance of the meeting. It was made clear at this point by IG that it was requested that Jason Sherwood (Oxfordshire County Council (OCC)) be in attendance (GA invited Jason Sherwood), but that he was unable to make it and also that the edge road proposals had been met by strong opposition to the road in the village.
2. Andy Ward (AW) proceeded to present the constraints to the Parish members identifying the rationale for the options presented today and explained how any potential impacts to the residents of the village, and the village itself would be mitigated were an edgeroad to be progressed. This included using landscaping proposals and acoustic fences, alongside planted areas, to mask the edge road from view and reduce any acoustic impacts to acceptable levels. AW also confirmed any impact on the setting of listed buildings would be reduced by a separation distance of 80-100m between the listed buildings and the proposed edge road. Additional landscape banks and planting could be used to further mitigate against any impact. It was also confirmed at this point that no further housing development (other than that proposed at Chalgrove Airfield) was required to fund the mitigation for the Cuxham, which addressed a question on this matter from IG.
3. Ann Voss (AV) stated that part of the route proposed was located in an area of floodrisk and that as a result the route would not be suitable, and this was followed by Blair MacDonald (BM) requesting confirmation where the flooding data used to progress the route had been obtained from. Chris Carter (CC) explained that feasibility work, including flood risk and drainage, had been undertaken which identified that the route was deliverable. The detailed design of the road would need to ensure that it would not increase flood risk. IG requested further clarification of the separation distances to the non listed buildings in the village, and AW confirmed that this would be 40m at the lowest. AV considered that should the edgeroad option be progressed, views into, and out of, the Conservation Area would be affected and believed that the route had been planned with commuters, and not

residents, in mind. CC explained that with the edgeroad route in place, the actual number of vehicles moving through the village would decrease substantially and as a result, this would be a positive to the Conservation Area which would be part of the planning balance.

4. AV requested clarification of why an edgeroad was being progressed, and especially one that did not follow the 'preferred' route provided by Cuxham Parish at the previous meeting. CC explained that the edge road as currently proposed would remove traffic from the B480 in the centre of the village and was supported by OCC. OCC did not support the Parish's preferred edgeroad route and CC had concerns about whether drivers would continue to use the B480 through the village rather than taking a longer and less direct route. IG summarised the position of the Parish stating that they considered the impact upon the character of the village is unacceptable whilst he considered the proximity to the village to be the biggest issue. There was concern amongst the Parish members that the edgeroad would create an 'island, surrounded by traffic'. Miles Balfour (MB) provided background to a recent planning application that he had submitted, and was subsequently refused by SODC for a 3 foot high hedge that would surround his private tennis court. MB explained that the application was refused due to impacts upon views into, and out of, the conservation area and advised that SODC's Conservation Officers opinion was that these views should be protected.
5. Dougie Barr (DB) requested clarification on the options for the edgeroad being located further north and believed that the separation distances being discussed were inaccurate as they should be taken from the edge of residents gardens and not from the buildings. DB also raised concerns that HGV's would use the edgeroad, passing by the end of peoples gardens. BM claimed that the impacts to the villages will be worse with the road was currently proposed and queried the lack of strategic approach and asked what the approach was for the next 20/30/40 years and AV stated that a better approach would be to have a strategic route from Chalgrove to Watlington. CC spent time explaining Homes England's, and OCC's, strategic approach to infrastructure within South Oxfordshire.
6. It was queried why a route over the top of the hill had not been considered, and when it was explained that the technical details such as gradient meant that this would not be feasible. It was then stated that Hollentide Lane was located on a hill with a similar gradient and that this could be used as a precedent, and that engineering solutions could be prepared by spending further money to which LR confirmed that planning required a due process to be followed and confirmed that other streams of funding, for example the housing deal, was not linked to the application for strategic development at Chalgrove. CC then proceeded to explain the current position with regards to discussions with OCC, and the position OCC had been in when they objected to the previous allocation and reiterated that work was continuing to come to an agreement that OCC would support.
7. CC confirmed that current traffic modelling suggested that an increase in traffic numbers from circa 300 per peak hour to in the region of 700 per peak hour. CC confirmed that Homes England and OCC's preferred option was the edge road, although improvements through the village were also being progressed as alternative options. The purpose of options through the village would be to improve pedestrian safety. One option for this which was tabled was to provide a minimum 1.2m continuous footway through the village, with footway increases using highways land rather than private land. There is a circa 100m section through the centre of the village where it would be necessary to widen the carriageway towards the brook and introduce "hard" engineering solutions to achieve this. CC explained that he didn't feel that this was the right option for the village in comparison with the edge road and that this was also the view of OCC. OCC has promoted a 'shared surface' approach, which was negatively received by members of the Parish.
8. A discussion was then held regarding the level of detail to be shown at the public exhibition, and upon being advised that an edgeroad around Cuxham would be shown on the boards, it was agreed after back and forth that it would be made clear that the road schemes being presented were still in early stages of preparation and were to be agreed with OCC and SODC. Further technical questions were asked regarding weight limits, street lights and on a strategic point, the link between the A40/M40 and the area not being progressed. CC offered a response to these points and explained the strategic rationale once again.
9. It was agreed that a workshop would be arranged to be attended by Homes England's technical team, members of the Parish and OCC and this would be arranged ideally within the next 2-4 weeks. This workshop would include a walkthrough of the proposed route. This meeting would be arranged by Homes England.