



Homes  
England

# Welcome

## Today's consultation

Homes England is committed to delivering appropriate and timely infrastructure to support sustainable development at Chalgrove Airfield, as well as delivering or helping to fund a package of transport measures to ensure the proposed development is sustainable and delivered at the right time.

As part of this transport package, we are proposing significant investment for new village bypasses at Stadhampton, Chiselhampton and Cuxham to unlock proposed development at Chalgrove Airfield, as well as addressing widely recognised issues on the local road network.

The purpose of the consultation event today is to ask for your feedback on our preferred bypass routes for Stadhampton, Chiselhampton and Cuxham.

Detailed information about the proposals is presented on these consultation boards and further information is available from members of the project team today.

## Homes England – who are we?

Homes England is the Government's national housing agency working closely with partners to unlock land to accelerate housing delivery. We ensure more people in England have access to better homes.

To make this happen, we intervene in the market to get more homes built where they are needed. We acquire public land and invest in enabling infrastructure to unlock and bring forward developable sites. We accelerate delivery, tackle market failure where it occurs and help to shape a more resilient and diverse housing market.

## Why are we consulting?

Today's consultation follows a series of public engagement events for the development proposals at Chalgrove Airfield which took place last year, as well as ongoing discussions with the local community, South Oxfordshire District Council, Oxfordshire County Council, surrounding parish councils and landowners.

We have carefully considered this feedback to finalise our transport strategy and identify preferred bypass routes. We would like to hear your views on our preferred bypass routes today.

Following this consultation event, we will undertake a programme of surveys, detailed design, formal pre-application engagement and environmental assessments.

## Proposed development at Chalgrove Airfield

Our emerging proposals for Chalgrove Airfield, which we began consulting on in 2017, include approximately 3,000 new homes (40% affordable housing), employment space, community, education and health facilities and public green space.

For more information about our plans for Chalgrove Airfield please visit:

[www.chalgroveairfield.com](http://www.chalgroveairfield.com)

## Next steps

To ensure we can unlock land and accelerate the delivery of housing, we will be submitting an outline planning application for development at Chalgrove Airfield in Summer 2019.

- This will be followed by a planning application(s) for bypasses at Cuxham and Stadhampton / Chiselhampton in Autumn 2019;
- This will ensure the timely delivery of necessary infrastructure and provide an opportunity for the bypasses at Cuxham, Stadhampton and Chiselhampton to be delivered earlier than might otherwise be the case;
- While no decision on either application is expected until after the public examination of South Oxfordshire District Council's Local Plan, the submission of planning applications for both the main site and offsite highways infrastructure will allow the proposals to be considered alongside the Local Plan Examination, providing certainty that the necessary highway mitigation can be delivered;
- Alongside the planning applications, we will work with other delivery partners to progress work on the rest of the highways package to ensure there is a robust delivery plan in place.

## Your feedback

Please take the time to complete a comments card to share your views on our preferred bypass routes.

If you would like to take a copy of the comments card away with you, please return it by 29 March 2019 to Sarah Ward, AECOM, Aldgate Tower, 2 Leman Street, London E1 8FA (please ask if you need a freepost envelope).

You can also submit your comments by email to: [sarah.ward2@aecom.com](mailto:sarah.ward2@aecom.com)



# Transport strategy

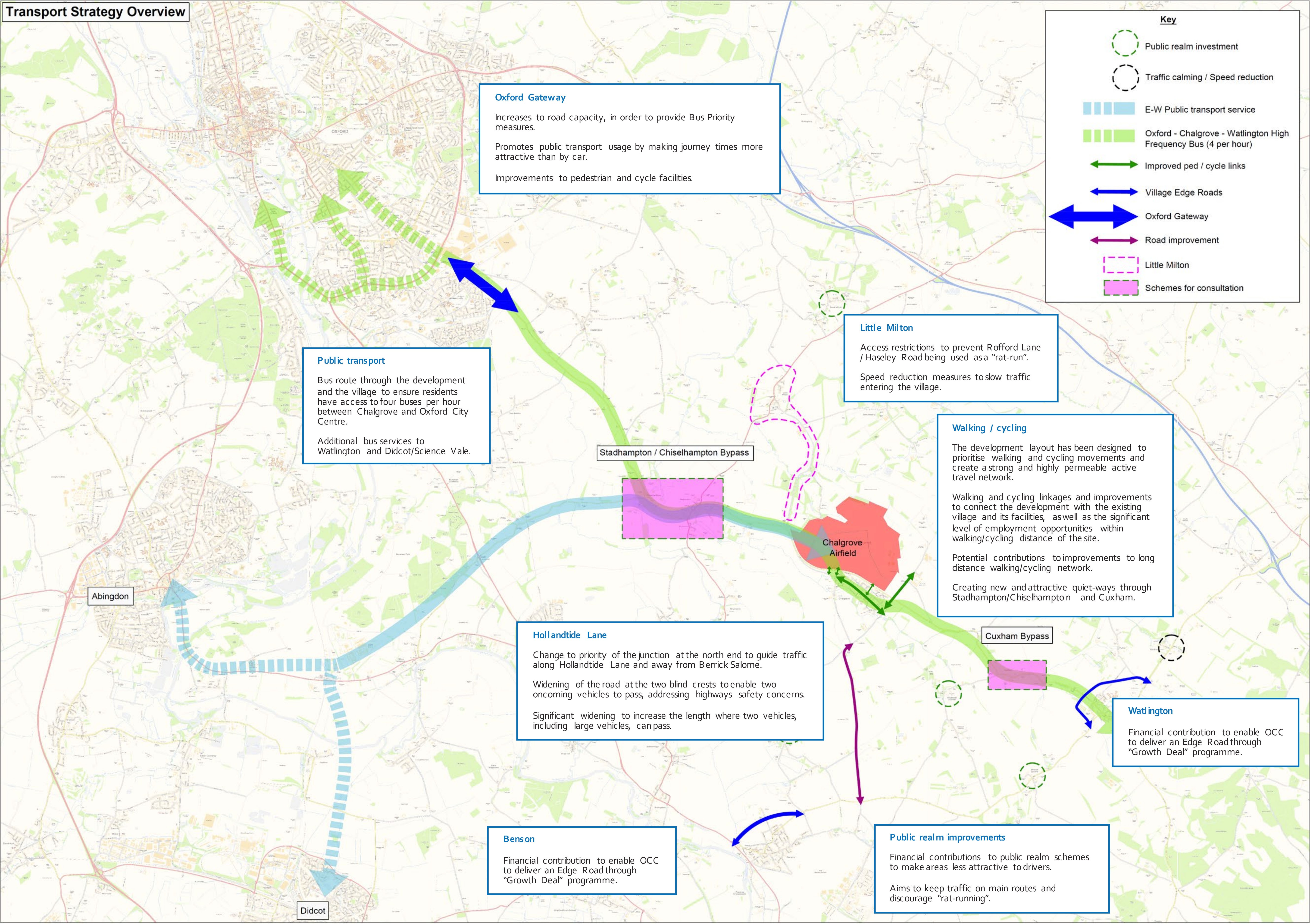


Fig. 1 Chalgrove Airfield proposed transport strategy overview

## Overview

We have been working with key stakeholders for over two years to develop our transport strategy, which is linked to our proposed development at Chalgrove Airfield. Our strategy has been developed to respond to local concerns and meet the requirements set out by Oxfordshire County Council and South Oxfordshire District Council.

## Our transport strategy

Our strategy has been informed by extensive traffic analysis which includes collecting traffic survey data, forecasting future year traffic flows (both with and without the proposed development), assessing the capacity of the local road network and identifying improvement schemes where mitigation is needed.

It has also been informed by the infrastructure plans prepared by Oxfordshire County Council and South Oxfordshire District Council.

As a result, our plans for Chalgrove Airfield are underpinned by a detailed transport strategy which seeks to:

- Reduce travel distances by providing new, high quality local employment, education, leisure, community, social and retail facilities;
- Promote and enhance sustainable travel by encouraging local people to cycle, walk and use public transport;
- Provide significant improvements to the local road network to accommodate car travel and meet the needs of existing communities.

This strategy commits us to supporting the delivery of a multi-million-pound package of highways improvements to ensure that our plans for Chalgrove Airfield are supported by the appropriate infrastructure, delivered at the right time.

We will deliver some of this infrastructure directly, while for the rest we will provide the necessary financial contributions and support which will allow Oxfordshire County Council or other partners to bring it forward.

## Bypass proposals – Cuxham, Stadhampton and Chiselhampton

We will deliver these bypasses directly and early in the delivery of development at Chalgrove Airfield through commissioning design and survey work, achieving planning consents and carrying out the construction work ourselves.

To date we have met with local stakeholders, landowners, South Oxfordshire District Council and Oxfordshire County Council to discuss options for alternative routes for traffic to bypass Stadhampton, Chiselhampton and Cuxham.

Following this initial engagement, we have carried out further feasibility analysis and design work to assess the suitability and deliverability of potential options.

In this consultation, we are explaining how we arrived at our current proposals following engagement with key stakeholders and asking for your feedback on our preferred options.



# Cuxham

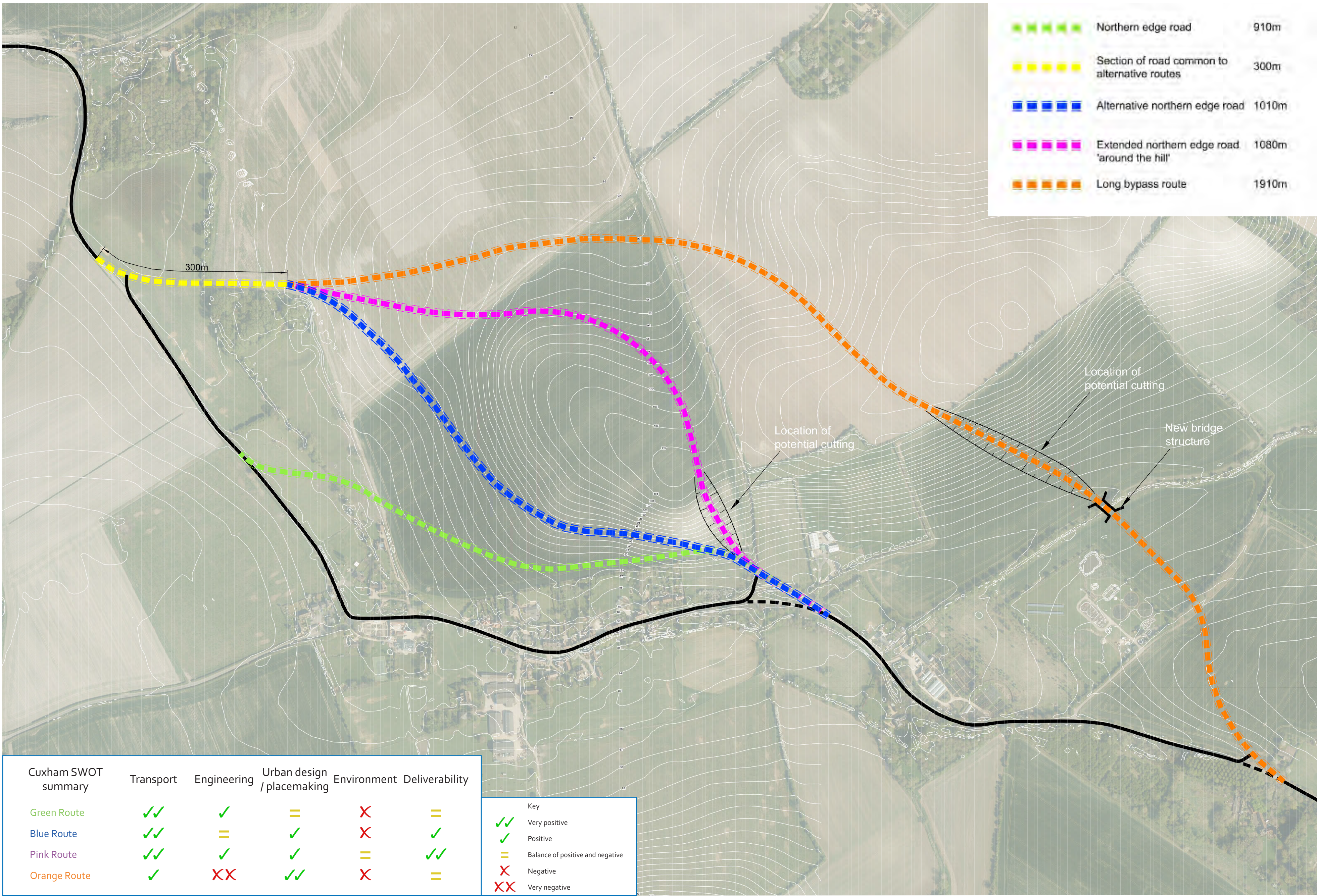


Fig. 2 Stage two route options

## The need for a bypass

We have assessed the number of vehicles that pass through Cuxham on average per hour. Our survey data shows that two-way traffic flows through the village are currently approximately 350 vehicles per hour at peak times (8am-9am / 5pm-6pm).

By 2034, even without development at Chalgrove Airfield, this is expected to increase to almost 500 vehicles per hour. With development at Chalgrove Airfield, 2034 peak hour traffic flows could be approximately 750 vehicles per hour in a worst case scenario.

Cuxham village is sensitive to traffic flows due to narrow roads, limited and sometimes unavailable footpaths, and properties directly abutting the road. This means that the level of traffic flow needs to be addressed and therefore doing nothing is not an option.

We investigated providing pedestrian improvements in the village, however this was ruled out due to engineering challenges and limited benefits in comparison with other alternatives. The need for a new bypass was therefore identified.

## Options assessment

### Stage 1

Our early engagement with local stakeholders and landowners considered a full range of route bypass alignments to both the north and south of the existing B480 as well as the use of diversionary routes.

A route to the south of the village was considered, which would provide a one-way gyratory loop linking with Manor Farm. This was discounted for a range of reasons, in consultation with stakeholders and council officers, including:

- Insufficient traffic benefits as many cars would still pass through the village;
- Potential driver confusion;
- Manor Farm Road unsuitable for use as part of the B480 route.

A northern route using part of the B480-A40 via Stoke Talmage Road was also considered at this stage. This route would have been indirect and taken longer than passing through the village. The route was therefore discounted as its effectiveness in taking traffic away from the village would have been limited.

We developed an "Edge Road" option, however parish meeting representatives and those likely to be directly affected by the scheme raised concerns with this option, primarily due to its proximity to the village.

At this stage it was considered that a northern bypass would be preferable as this would be most effective in addressing existing traffic flows through the village and mitigating any future increase in traffic movements. It was resolved to look at options which were sufficiently direct to be effective, but far enough away to ease local concerns over proximity to the village.

### Stage 2

In assessing a northern bypass option, we identified four alignments (please refer to Fig. 2). There was broad agreement that the route options furthest from the village would likely be preferable to the local community (ORANGE and PINK).

Each of the options were assessed against a wide range of criteria and discussed with local stakeholders (refer to the Strengths, Weaknesses, Opportunities and Threats [SWOT] analysis in Fig. 2).

- Each route would provide benefits in taking through traffic away from the village. As a longer route, ORANGE would be less effective as some drivers may choose to remain on the B480;
- The topography of the landscape through this area, the watercourse crossings and the requirement to connect the routes back into the existing B480 were engineering considerations for all the route options;
- Level changes and additional water course crossings would be required for the ORANGE route, which would significantly increase the complexity of construction and would be unlikely to meet highways standards;
- ORANGE scores well in urban design terms, as connections are well away from the village centre. However, it also has a worse scoring for environmental considerations due to the greater impact on agricultural land and hedgerows, and potential greater visual impact. In terms of deliverability, we understand that the route benefits from a reasonable level of local support. However, it requires land from a number of different ownerships and it would be difficult to make the case that it is the best option given available alternatives;
- GREEN has fewer engineering challenges, but proximity to the village means that the benefit of removing traffic from the village would be offset by urban design, environmental and deliverability issues such as visual impact and lack of local support compared with alternatives;
- The BLUE and PINK routes would require level changes, however not to the same degree as the ORANGE route and can meet the required highways standards;
- BLUE and PINK score well in urban design terms as they take traffic away from the majority of the village but connect at the eastern end;
- PINK scored higher than BLUE as it is considered to have more local support due to having lower visual impact and being a greater distance from the village.

Overall, the SWOT analysis showed the PINK route to be the best option to proceed with based on a wide range of considerations.

## Stage 3 - our preferred bypass route (PINK)

We identified the PINK alignment as our preferred option and have progressed further design and feasibility work to:

- Ensure that the necessary highways design standards can be met;
- Reduce the visual impact of the route from the village;
- Ensure that junctions with existing B480 through Cuxham village can be designed in a way that prioritises sustainable transport and reduces traffic flow through the village;
- Provide Public Rights of Way crossings;
- Maintain agricultural access.



# Cuxham preferred option

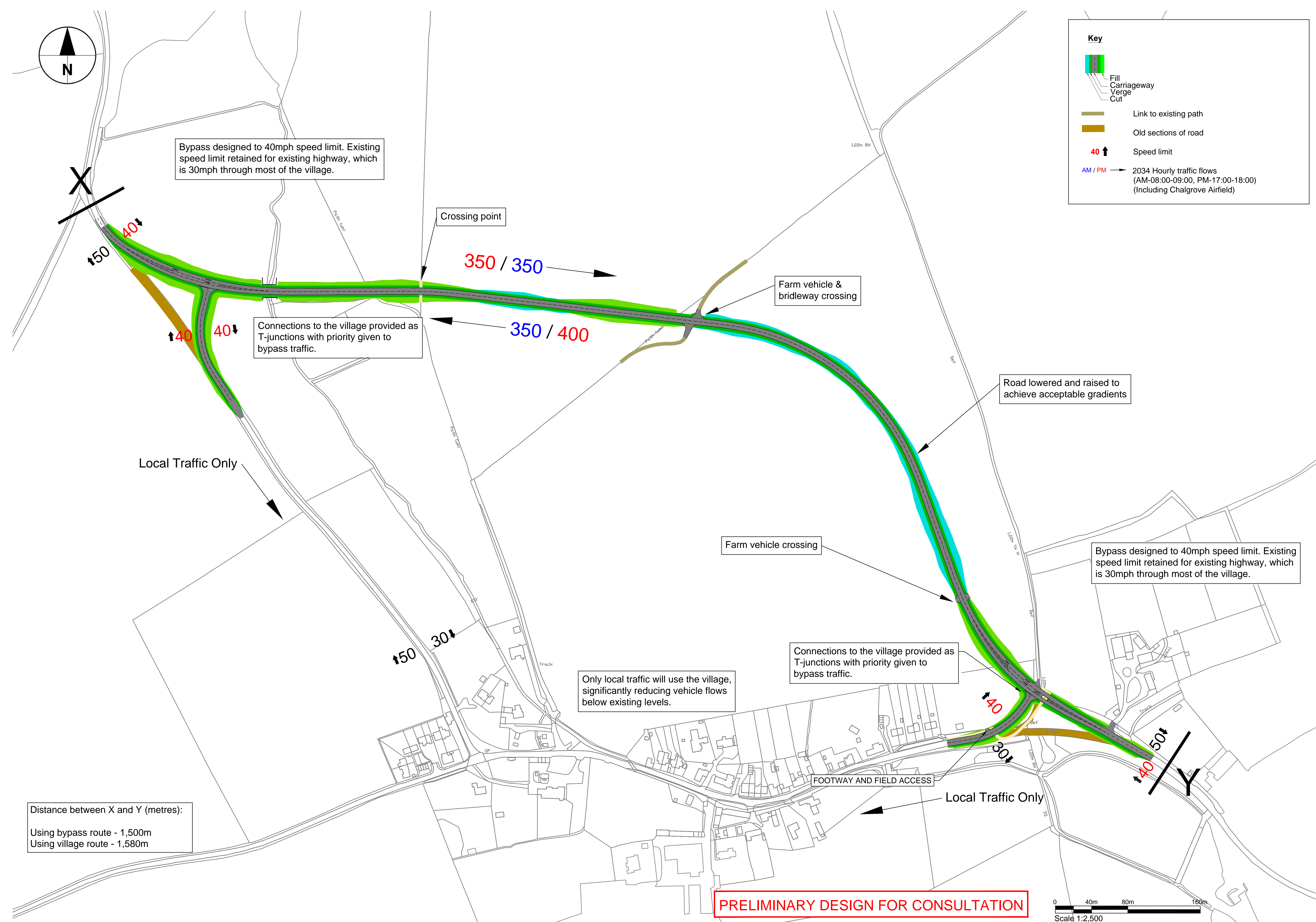


Fig. 3 Preferred route option plan (PINK)



Fig. 4 Preferred route sketch



Fig. 5 Preferred route aerial

## Key benefits

- Provides an attractive alternative route to reduce traffic passing through the village, including any traffic associated with Chalgrove Airfield and future growth in traffic.
- The reduction in traffic through the village will improve the local environment in terms of air quality, noise and landscape/setting for residents, pedestrians and cyclists.



# Stadhampton and Chiselhampton

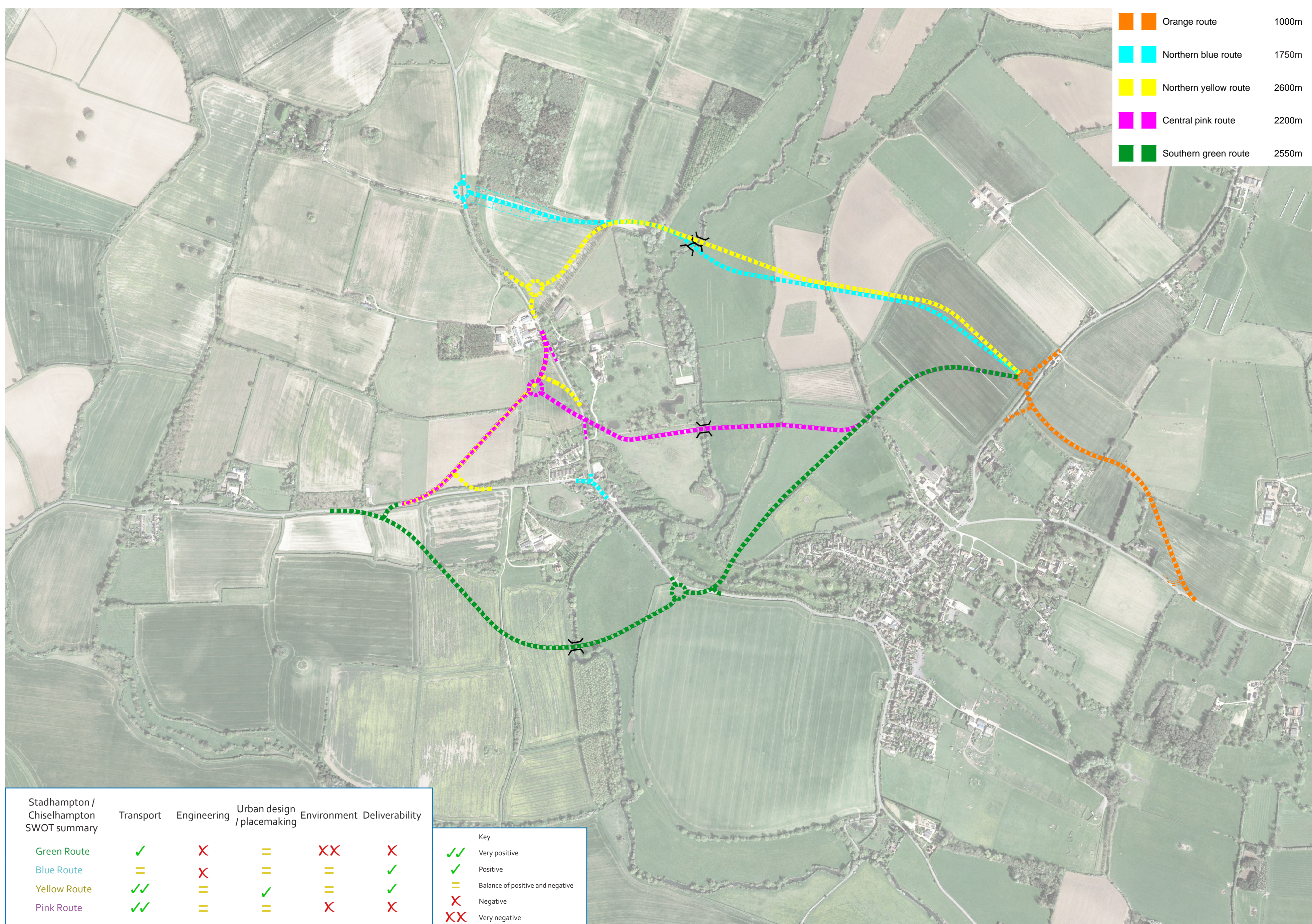


Fig. 6 Stage two route options

## Bypass proposal – Stadhampton / Chiselhampton

### The need for a bypass

Our traffic modelling and the Local Plan strategic modelling demonstrates that major traffic challenges will occur in Stadhampton and Chiselhampton in future years, even without the proposed development at Chalgrove Airfield. The following junctions already experience congestion issues and will significantly exceed capacity in future years:

- B480/B4015 T-junction at the Coach and Horses Pub in Chiselhampton;
- B480/A329 T-junction by the petrol station in Stadhampton;
- B480/A329 Mini-Roundabout by the Village Hall in Stadhampton.

We have considered options to improve local junctions to alleviate this congestion. However, there is insufficient road space to deliver meaningful improvements to junctions and high levels of traffic would still pass through the village, exacerbating existing safety and congestion issues.

This identified the need for a bypass as it was considered the most effective solution to address existing and future traffic issues and unlock much needed housing growth at Chalgrove Airfield and across the district.

### Options assessment

#### Stage 1

Initially the proposal was to only bypass the village of Stadhampton. The starting point was to consider the suitability of the Safeguarded Option identified in South Oxfordshire District Council's emerging Local Plan, but also consider alternative alignments to the north and south of the village.

Following further traffic assessment, it was determined that a route to the north of Stadhampton, broadly in line with the Safeguarded Option, would be the only route that would effectively divert enough traffic from the centre of the village. This route was "safeguarded" in the emerging Local Plan.

However, the assessment also showed that a bypass at Stadhampton did not adequately address the full existing and future capacity issues regarding the B480/ B4015 junction at the Coach and Horses pub. The scope of the bypass was therefore extended to alleviate traffic at Chiselhampton.

#### Stage 2

We met with local stakeholders and discussed a wide range of potential options for separate bypasses for Stadhampton and Chiselhampton.

Through initial highways design work, stakeholder consultation and traffic analysis, four combined route options were developed to provide a bypass for both Stadhampton and Chiselhampton (please refer to Fig. 6).

This assessment covered each of the options against a wide range of criteria including environmental and placemaking factors, as well as traffic performance (please refer to the SWOT analysis in Fig. 6).

- The BLUE route was discounted because it would not provide sufficient traffic benefits;
- The GREEN route would provide enough traffic benefits, but would not perform as well as either the PINK or YELLOW routes in that respect;
- The GREEN route also has greater potential to impact on prehistoric archaeological assets than other routes. GREEN was therefore not taken forward for further consideration;
- Both YELLOW and PINK routes would provide substantial benefits in terms of reducing traffic through Stadhampton and Chiselhampton and addressing congestion issues that would occur regardless of the development at Chalgrove Airfield;
- At this stage, it was considered likely that YELLOW would perform better than PINK in terms of impact on archaeological features, placemaking, visual impact and the effect on the setting of listed buildings;
- It was necessary to take both YELLOW and PINK routes forward for design and feasibility assessment to inform this analysis.

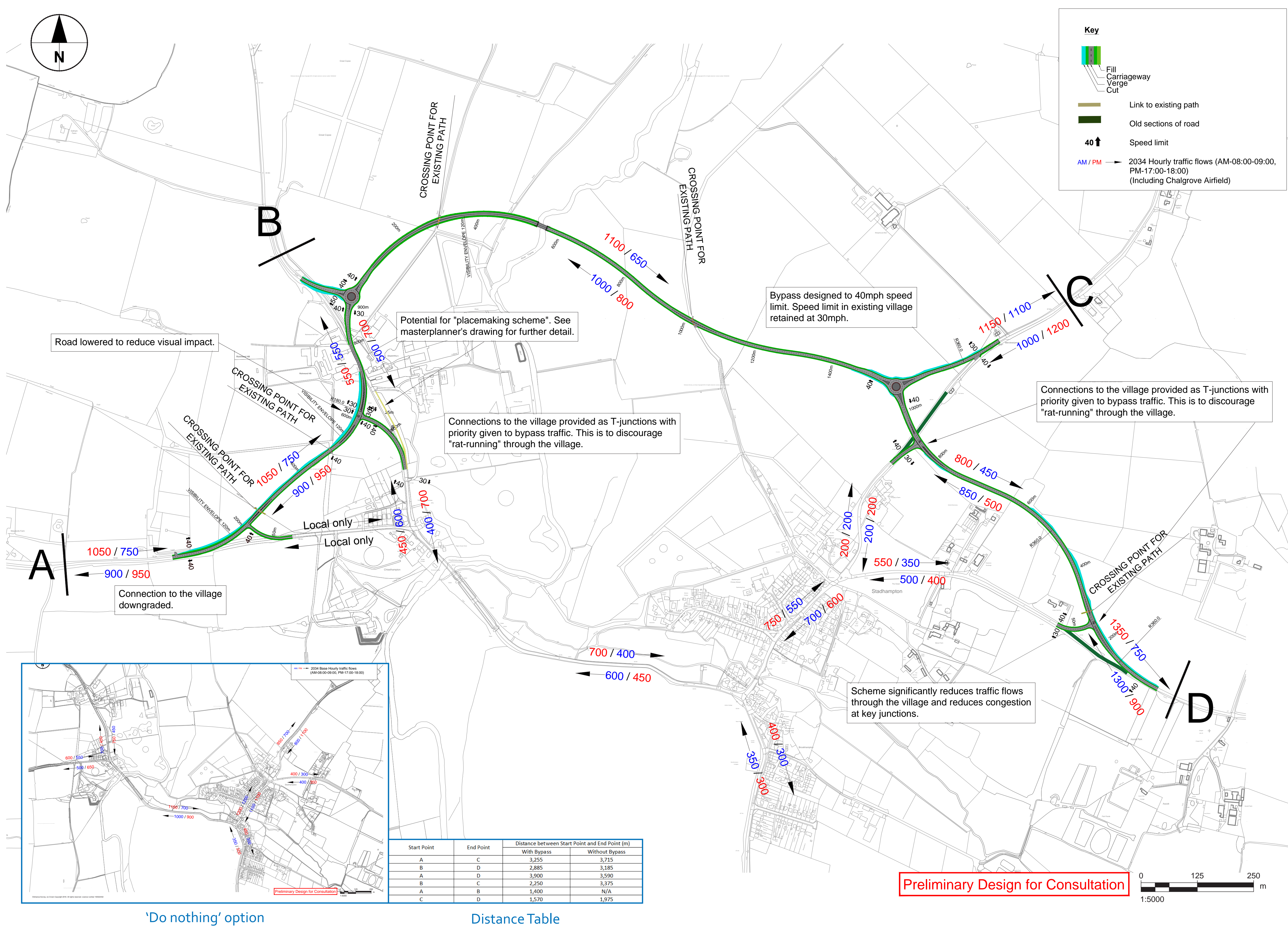
## Stage 3 - our preferred bypass route (YELLOW)

Following the Stage 2 SWOT analysis we undertook further design work on the YELLOW and PINK route options in order to inform the decision on which would be the preferred route. This design and feasibility work included consideration of:

- Traffic flow benefits of each route;
  - Location, size and form of junctions required;
  - Ability to meet highways design standards;
  - Placemaking and urban design opportunities;
  - Public Rights of Way;
  - Environmental considerations including landscape, heritage, ecology, flood risk, water resources, air quality, noise and ground conditions.
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- The PINK and YELLOW routes were presented to South Oxfordshire District Council / Oxfordshire County Council officers and the above points were discussed;
  - The YELLOW route will deliver substantial traffic benefits and is less likely to impact on archaeological features;
  - The YELLOW route should generally be less visible than the PINK route from local properties and businesses;
  - YELLOW was therefore chosen as Homes England's preferred route.



# Stadhampton and Chiselhampton preferred option



'Do nothing' option

Distance Table

Fig. 7 Preferred bypass route



Fig. 8 Preferred route sketch



Fig. 9 Preferred route aerial view

## Key benefits

- Traffic levels will be significantly lower than they would otherwise be in the future, with or without the development at Chalgrove Airfield;
- The reduction in traffic through the village will improve the local environment in terms of air quality, noise and landscape / setting for residents, pedestrians and cyclists.