



Day 2

Site Visit

Design Session 2: Graphical Interpretation

NB: these notes have been updated following feedback from attendees.

Purpose: This note provides a summary of information and findings from Day 2 of the Chalgrove Airfield Enquiry by Design event on 20 January 2017. Day 2 included the following:

- Guided site visit around the Airfield site
- Design Session 2

Site Visit

The site visit took place from Monument Business Park in a minibus. The bus drove attendees around the Airfield site along the peri-track. There were four stops along the route where attendees were invited to get off the bus to look at the site from the ground.

Key features identified were:

- The existing unused runways and the active runway running in an east-west direction on site
- Boundary features including hedgerow and trees
- The remaining track of the former Oxford road, which enters the site from Rofford and from the B480
- Structures and buildings associated with Martin Baker
- The broadly flat topography of the site with sloping land towards the B480 in the southwest part of the site
- Views from the site to the Chilterns, Chalgrove village and
- Nearby heritage assets including Rofford Manor, Rofford Hall and Hampden Monument

Design Session 2

The design session sought to focus on comments and findings from the site visit. Attendees were invited to share views on what features could influence the design of the development. Discussion focussed on:

- How to address the Registered Battlefield
- The B480 and the historic Oxford/Watlington Road
- Wider infrastructure to support a development at Chalgrove

Chalgrove Battlefield

Comments: Historic England commented that the key concern would be the effect on the registered battlefield. HE confirmed that it is reassuring that the developable area shown for the Enquiry by Design process does not include the Battlefield but that the Battlefield should be recognised. This should seek to enhance or acknowledge viewpoints that extend from the Battlefield. A hedgerow further north along Warpsgrove Lane is an important feature of the Battlefield as this indicates the boundary.



HCA response: there are opportunities for planting and screening between the development and the Martin Baker site. This would potentially screen the Battlefield. Notwithstanding, depending on other constraints, there could be opportunities to break some of the screening to open up key views. Further analysis of the Battlefield would take place to understand this further prior to the submission of a planning application.

Construction and phasing

Comments: there will be a significant amount of construction and material required for the new runway. Will this be one of the first things to be constructed? The phasing will need to be considered as construction will need to take place whilst keeping the existing runway open.

HCA Response: as part of the planning application, the HCA will need to prepare a Construction Management Plan to include access and construction routes, phasing and methods of construction. This would also form part of an Environmental Impact Assessment of the development proposal and would be assessed through a planning application.

Route of the B480

Comments: concerns were raised about moving the B480 into a proposed development. The view of the attendees was that if a B road goes through a new development, this will impact upon the centre of a development in terms of air quality and traffic. The route of the current B480 would provide a clear boundary between Chalgrove village and the airfield. This would provide the opportunity for a community in a new development to grow on its own. There would also be a cost associated with providing a new road that isn't going anywhere different.

HCA response: traffic speeds along the existing B480 is a concern and there is a need to provide connections between Chalgrove village and a new development to allow for access to the proposed schools and facilities. The centre of the development will also need a level of passing trade to create a place that is active through its high street or market square.

Comments: the speed limit along the existing B480 has recently been reduced and the current proposals for the Neighbourhood Plan sites include roundabouts, which would provide traffic calming. This proposal needs to consider journeys to work for those travelling from Watlington and a route through a development would slow them down.

HCA response: the HCA is seeking to create a place that respects the surrounding character of the area but also provides a mix of uses with more than only housing. The current edge of Chalgrove village is relatively urban in nature as housing abuts the road. The downgrading or rerouting of the existing B480 would allow for the creation of a greener, more rural village edge that separates the existing village from a proposed development. This could take the form of a green lane to be used for cycling, walking and horse riding and to provide connectivity between the two places.



Viability and infrastructure

Comments: there will be substantial infrastructure costs associated with the development but there is no evidence of what this is. The development needs to be viable and at this stage it appears that the costs of infrastructure to support a proposal would not make the development viable.

There is a need to have a feel for how much all the infrastructure is likely to cost and what that means for the quality of the settlement that is considered to be financially viable, for example, one attendee commented that they would like to see this as an opportunity for a garden or eco village, however, until infrastructure costs are known, it is unclear how much money there is to spend to make it of high quality.

HCA response: the HCA is the Government's housing and regeneration Agency and has been tasked to look at delivering housing on Chalgrove Airfield. As part of this, the HCA is aware that there will be investment required in infrastructure to mitigate the impact of the development.

Part of the work that is being done during the Enquiry by Design event is to understand the level of development on the site so that this can be factored into the viability modelling for the proposals.

Transport

Comments: The Enquiry by Design event needs to also focus on the external wider issues for a proposed development including how vehicles move away from the development into the surrounding area. This also needs to factor in construction traffic. There was discussion around the traffic figures and the number of vehicles a new development could generate. Discussions also focused on modelling and how this is factored into the development of a proposal.

OCC response: Oxfordshire County Council (OCC) were present during the session and advised that SODC are seeking to assess the impacts of the proposals within the Local Plan through the strategic traffic model for Oxfordshire. This is part of the next steps for the Local Plan process and would take into account growth in traffic as a result of all development proposed within the Local Plan.

HCA response: The HCA is working with OCC and SODC to review movement and transport at a sub-regional level. This has included a number of individual meetings and workshops with Parishes in the area to understand existing transport issues and develop a strategy to deal with these issues into the future. The purpose of the Enquiry by Design is to focus on the design of the site itself so that the impacts can then be assessed as part of an iterative process to refine a proposal, for example, design factors that could be incorporated might include a car club, pedestrian and cycle links, local schools and small-scale employment space or spaces to work from home, which would all impact upon traffic movements to be factored into the model. This is what needs to be tested and analysed as we move through the process.