



Homes
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Making homes happen

Update Report on Bypass Proposals at Stadhampton/Chiselhampton and Cuxham

Chalgrove Airfield – Off-site highways public consultation events, progress and next steps

Date: June 2020

OFFICIAL

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1. Update – June 2020

This report provides an update on Homes England's preferred bypass routes at Stadhampton/Chiselhampton and Cuxham, to support development at Chalgrove Airfield.

Firstly, we would like to take the opportunity to thank all of those who provided feedback on our preferred bypass route proposals as well as thanking the numerous landowners who have co-operated with Homes England whilst we undertook the surveys, which have been necessary to inform our proposals. This report provides a summary of the feedback gathered through discussions and formal consultation for Homes England's offsite highway proposals for Stadhampton/Chiselhampton and Cuxham (Section 3 and 4).

The report sets out three distinct stages of consultation that Homes England has undertaken (Section 3). The feedback we received is summarised by theme (Section 4) and we outline how Homes England has responded or intends to respond to the feedback (Section 4). The report also sets out how we are looking to progress the bypass alignments to a more detailed design stage to inform a planning application for the two bypasses.

It is noted that we received some more general feedback on our development proposals at Chalgrove Airfield at the offsite highways public consultation events held in March 2019. Prior to this, Homes England undertook its formal consultation on our development proposals at Chalgrove Airfield in January/February 2017 and July/August 2018 where stakeholders had the opportunity to provide feedback on our proposals as well as having had the opportunity to respond formally to the various stages of the South Oxfordshire District Council (SODC) Local Plan. While views on the wider development are important, this was not the purpose of the consultation in March 2019 and therefore not reported here. Please refer to the Chalgrove Airfield project website for more information on the consultation process associated with the masterplan and outline planning application. www.chalgroveairfield.com

Homes England acknowledges that some time has passed since formally consulting on the Stadhampton/Chiselhampton bypass and Cuxham bypass proposals and follow up engagement with stakeholders which took place over spring/summer 2019. In May 2019, the new council administration in South Oxfordshire took the decision to review how it was planning to proceed with the emerging Local Plan. Homes England took the decision to pause progressing any further work on the bypass proposals until there was more clarity around how the local plan was to be progressed.

This time has enabled us to fully reflect on the feedback provided and ensure that we have fully considered the implication of the wider discussions that have been ongoing in relation to the emerging South Oxfordshire Local Plan.

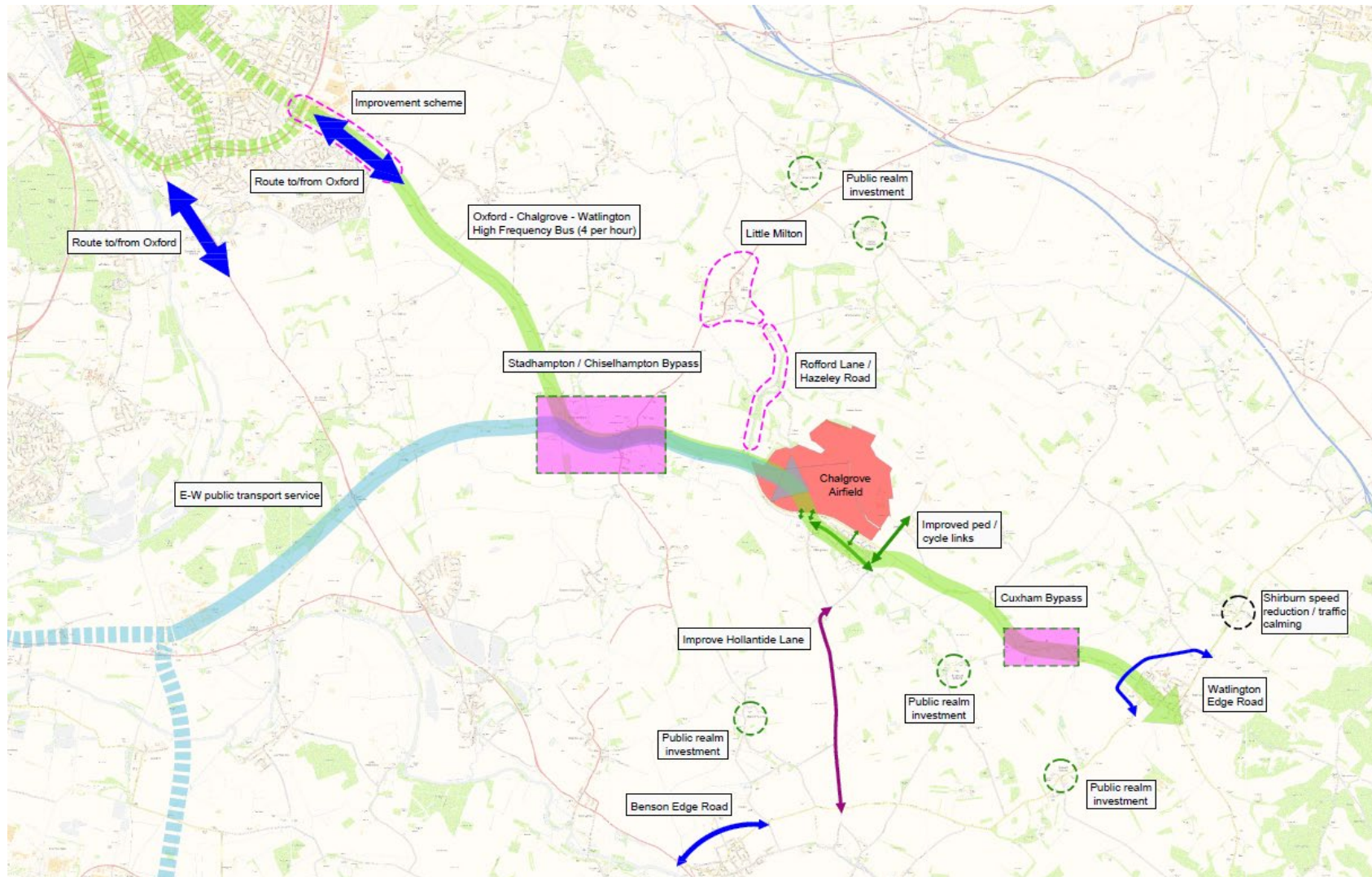
In March 2020 the Secretary of State for Communities and Local Government wrote to South Oxfordshire District Council directing them to progress the emerging Local Plan through examination and adoption by December 2020. Following this direction, Homes England now considers it an appropriate time to update the local communities on the feedback we received on our bypass proposals, how we have responded to feedback and what our next steps are.

Formal consultation was followed by an extensive programme of surveys and other baseline assessments on the preferred alignments (April – October 2019) which were necessary to understand better the environmental conditions along the preferred alignments.

Since the consultation events, the project team are now in the final stages of completing the necessary technical work that will allow us to progress the detail of the highway design so that we can then submit an application later this year.

Homes England has appointed consultants to progress the detailed design of the offsite highways, prepare a detailed planning application and complete the necessary assessments. The consultants are also appointed to provide support to Homes England to procure a delivery contractor to ensure that we can deliver the offsite highways schemes early in the development phase.

Figure 1: Chalgrove Airfield Transport Strategy Overview



2. Why are Bypasses at Stadhampton/Chiselhampton and Cuxham needed?

A key part of the Transport Strategy for Chalgrove Airfield is to deliver bypasses around Stadhampton, Chiselhampton and Cuxham. These bypasses are necessary and appropriate to support our development proposals at Chalgrove Airfield and will help address existing highway issues, provide additional highway capacity and improve the local environments of the existing villages.

Publication Version of the South Oxfordshire Local Plan 2011-2034

The need for bypasses around Stadhampton/Chiselhampton and Cuxham is supported by the emerging South Oxfordshire Local Plan. Policy STRAT 7 'Land at Chalgrove Airfield' in the emerging Local Plan establishes the policy requirements for residential led mixed-use development at Chalgrove Airfield. This policy includes the provision for the delivery of the necessary transport infrastructure which is likely to include the Stadhampton/Chiselhampton and Cuxham bypasses.

Traffic Modelling

Stadhampton and Chiselhampton

Our traffic modelling demonstrated 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.

Cuxham

Cuxham village is sensitive to traffic flows due to its narrow roads, limited and sometimes unavailable footpaths, in addition to the many properties that directly abut the road.

Therefore, as part of our Transport Strategy, it was imperative that we considered options for Cuxham to address future traffic flows.

Local Engagement

Homes England engaged extensively with Oxfordshire County Council and stakeholders in Stadhampton, Chiselhampton and Cuxham in 2018 where we considered a number of options for transport improvements to mitigate the potential highway impacts from the development proposals at Chalgrove Airfield. While a number of options were discussed, the technical modelling and local engagement demonstrated that the most appropriate intervention was for bypass options to be progressed ahead of more localised pedestrian and junction improvements due to environmental and delivery constraints which are discussed further in Section 3 of this report.

3. Our Consultation

Through 2018 and 2019, we engaged with local stakeholders and the local communities on a number of potential route options in order to identify a preferred solution for Stadhampton/Chiselhampton and Cuxham.

The purpose of this engagement and consultation was to obtain feedback from stakeholders, landowners and the local communities on the preferred bypass routes in Stadhampton, Chiselhampton and Cuxham, explain the process for arriving at these preferred options as well as address any new suggestions and concerns about the routes.

The three stages of engagement and consultation are set out below.

Stage 1 – Identifying and Assessing Options

Stadhampton / Chiselhampton: Homes England initially considered options to improve the existing highway network to alleviate congestion. However, our analysis concluded that there is insufficient road space to deliver meaningful improvements to these junctions and high levels of traffic would still pass through Stadhampton and Chiselhampton villages exacerbating existing safety and congestion issues.

The preferred solution was to bypass the village of Stadhampton, and the starting point was to consider the suitability of the safeguarded option for a bypass, identified in South Oxfordshire District Council's emerging Local Plan, but also to 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 route, would be the only one that would effectively divert enough traffic from the centre of the village.

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 in Chiselhampton.

Therefore, a bypass around both villages is deemed the most appropriate intervention to support our development proposals at Chalgrove Airfield and address the existing and future traffic issues.

We then met with local stakeholders and walked each of the potential route 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 one bypass for Stadhampton and Chiselhampton.

Cuxham: Homes England investigated providing pedestrian improvements in the village. However, following a site walkover with local residents and further analysis, this was ruled out due to engineering challenges and having limited benefits. The need for a bypass was therefore identified.

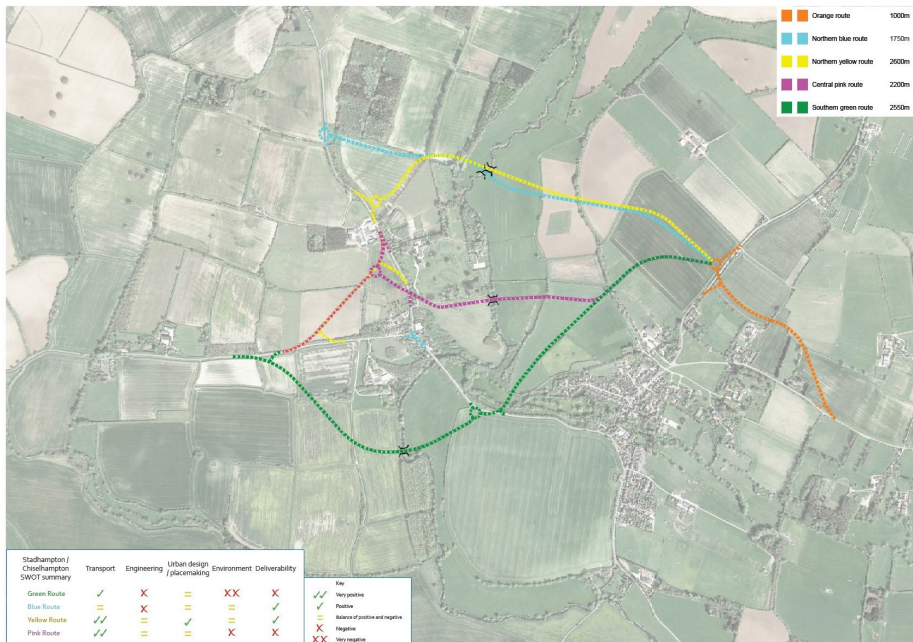
Engagement with local stakeholders and landowners considered a full range of bypass route alignments to both the north and south of the existing B480 through Cuxham village.

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 movement.

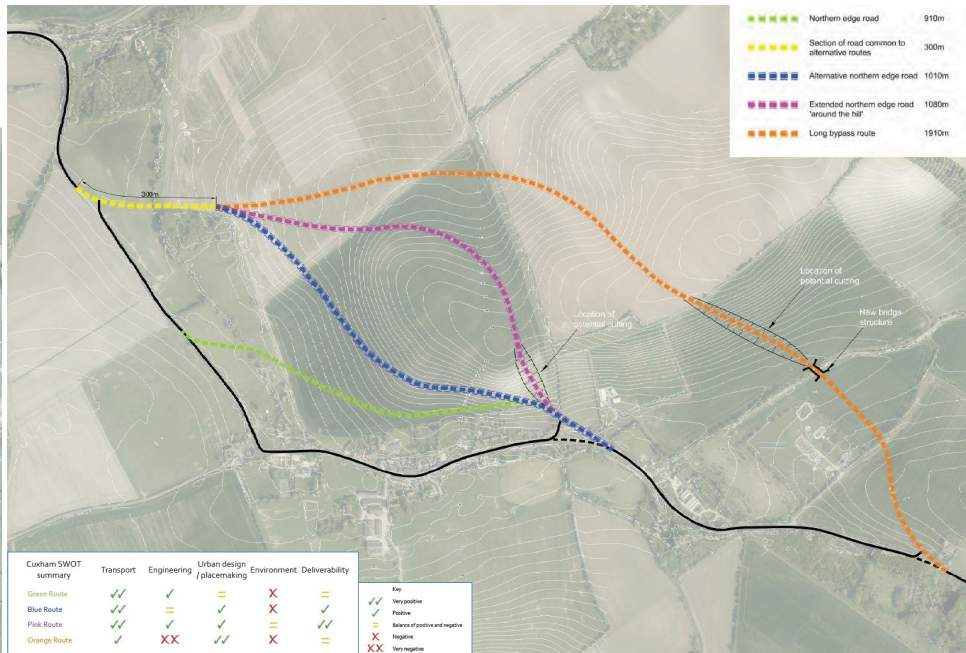
Homes England developed an 'edge road' as an initial option for a bypass to the north of Cuxham and presented this back to parish representatives and local residents. However, this alignment was generally not supported by members of the local community we engaged with due to its close proximity to the village. It was agreed to look at four other options to the north of Cuxham which were sufficiently direct to be effective, but far enough away to ease local concerns about proximity to the village.

Figure 2: Bypass Options in Stadhampton/Chiselhampton and Cuxham progressed to Stage 2 Technical Consultation

Stadhampton/Chiselhampton



Cuxham



Stage 2 – Technical Consultation of Bypass Options

A detailed technical review and analysis was undertaken for each of the route options (shown in Fig 2 on pg) for both Stadhampton/Chiselhampton and Cuxham against a wide range of assessment criteria.

The assessment criteria included the consideration of transport benefits, archaeological constraints, environmental and placemaking factors, as well as the potential effects on landowners. This analysis was followed by a workshop with South Oxfordshire District Council and Oxfordshire County Council officers to consider the benefits and constraints of each option. The objective was to come to a consensus on the preferred alignments which Homes England would then take forward to formally consult landowners and the local communities on before progressing further technical work and detailed design of the alignments.

Homes England’s Preferred Bypass Alignments

Figure 3: Cuxham route alignment:

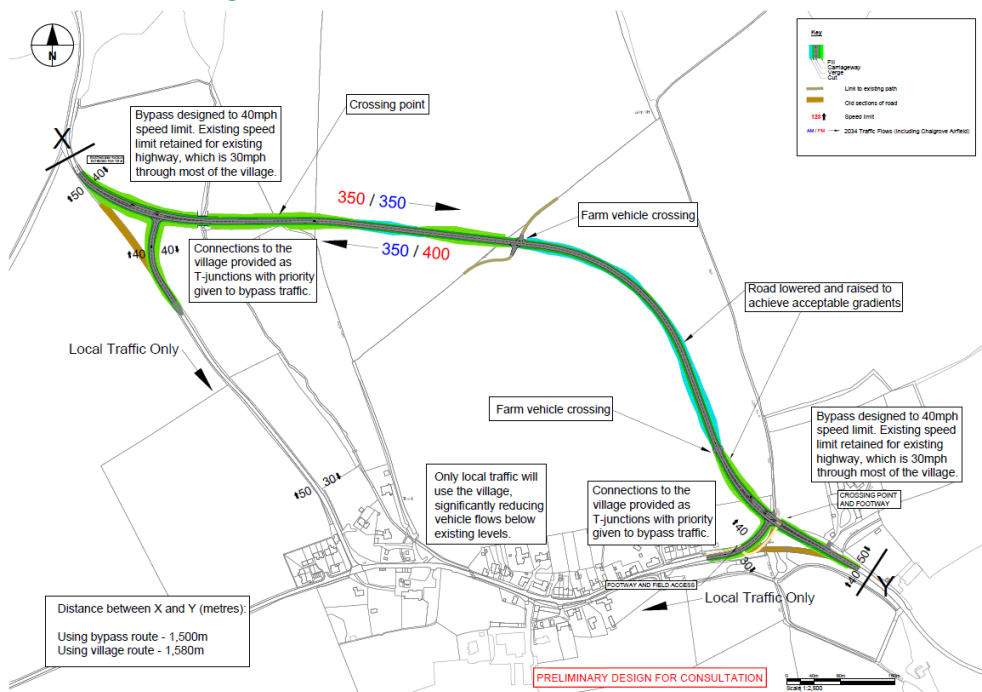
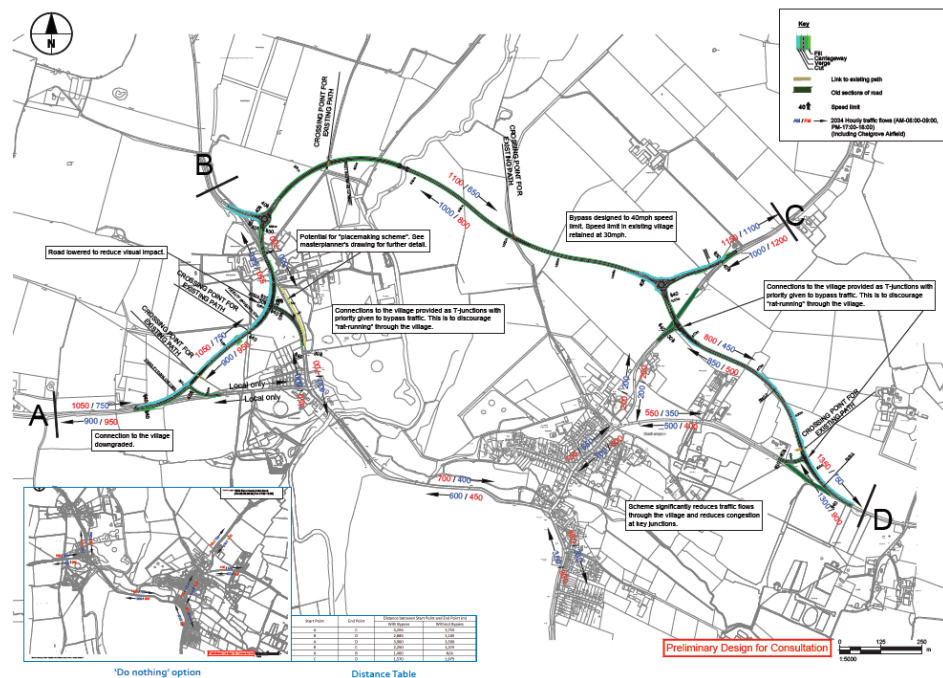


Figure 4: Stadhampton/Chiselhampton route alignment



Stage 3: Public Consultation

The consultation period opened on Monday 11 March 2019 and concluded on Friday 29 March 2019.

Five consultation events were held in total:

- **Session 1: Cuxham landowner and parish meeting workshop**, Monday 11 March 2019, 10am – 12pm, Cuxham Village Hall, Watlington, Oxford OX49 5NF
- **Session 2: Stadhampton / Chiselhampton landowner and parish council workshop**, Monday 11 March 2019, Stadhampton Village Hall, The Green, Stadhampton, Oxford OX44 7UA
- **Session 3: Stakeholder preview session**, Thursday 14 March 2019, 2.30pm – 3.30pm, Cuxham Village Hall, Watlington, Oxford OX49 5NF
- **Session 4: Cuxham public consultation event**, Thursday 14 March 2019, 4pm – 8pm, Cuxham Village Hall, Watlington, Oxford OX49 5NF
- **Session 5: Stadhampton / Chiselhampton public consultation event**, Friday 15 March 2019, 4pm – 8pm, Stadhampton Village Hall, The Green, Stadhampton, Oxford OX44 7UA

The landowner and parish workshops were advertised via a letter that was issued on Monday 18 February 2019, and a reminder email that was issued on Wednesday 6 March 2019.

The public consultation events were advertised via letter, issued by Royal Mail two weeks in advance of the first event, to over 1,850 residential and business addresses. The distribution area covered every residential and business address in Cuxham and Easington, Chalgrove and Stadhampton civil parish areas. Posters and flyers publicising the events were also sent for display at a number of high-footfall locations in Cuxham, Chalgrove, Stadhampton and Chiselhampton, including village halls, local shops and post offices.

A newspaper advertisement, which provided the consultation event details, was placed in the Oxford Mail and Oxford Times on Thursday 7 March 2019.

A press release was issued to the Oxford Mail and Oxford Times, Henley Standard and Watlington Times on Monday 4 March, all of which generated newspaper coverage. Further coverage was also featured in the Didcot and Wallingford Herald.

The final number of attendees at the public consultation events were:

- **14 March stakeholder preview session – 15 attendees**, including:
 - Seven from Chalgrove Parish Council
 - Three from Little Milton Parish Council
 - One from Britwell Salome Parish Council
 - One from Pyrton Parish Council
 - One from Stoke Talmage Parish Council
 - One from the office of John Howell MP
 - Councillor Caroline Newton (South Oxfordshire District Council ward councillor for Stadhampton)
- **14 March public consultation at Cuxham** – 89 attendees
- **15 March public consultation at Stadhampton** – 180 attendees

35 comments cards were collected across all consultation events:

- 13 at the Cuxham event (Thursday 14 March 2019)
- 22 at the Stadhampton/Chiselhampton event (Friday 15 March 2019)

Two comments cards were received via Freepost.

The comments card consisted of two open-ended questions:

- Question 1: based on the material on display, please find space below to leave any comments on our bypass proposals for Cuxham.
- Question 2: based on the material on display, please find space below to leave any comments on our bypass proposals for Stadhampton / Chiselhampton.

4. What you told us and how Homes England has responded

A total of 284 people attended the consultation events with 35 feedback forms and 45 email enquiries received. The following summarises the feedback received from discussions at the consultation events, comment cards and emails as well as subsequent meetings with stakeholders. The feedback received has been categorised under the following themes:

- General feedback
- Feedback themes common to both Stadhampton and Cuxham bypasses
- Feedback themes specific to Stadhampton/Chiselhampton bypass
- Feedback themes Specific to Cuxham bypass
- Feedback themes on other surrounding villages

General feedback

Facilitation of Consultation Events

Feedback Received:

- Events were informative.
- Presentation boards could be made clearer to the general public.
- Higher level of technical detail to be included within the presentation boards.
- Maps difficult to understand and orientate.
- It would be useful to have graphics showing what impact the bypasses will have on views from public rights of way.
- Presentation Boards to be made available online.
- Requests to be kept up to date on Homes England's infrastructure proposals and added to the mailing list.

Homes England's Response:

- **Display Material** – Homes England has taken on-board comments received about the legibility of the display material. These comments have been noted and will inform improved quality of display material at future exhibitions and consultation events and presentation of material through the planning application.
- **Technical Detail** – the consultation in March 2019 was undertaken following the optioneering work. The purpose of the consultation was to obtain feedback on our preferred bypasses and taking onboard feedback which would inform the final preferred alignments before commencing the detailed

technical work and design. Homes England is committed to providing more technical information later this year through the submission of the detailed planning application for both bypasses. Once the planning application is validated by South Oxfordshire District Council, this will be available to view via the Chalgrove Airfield website and on the Council's planning portal. Homes England will also facilitate an exhibition of the proposed bypasses in advance of submitting the planning application.

- **Chalgrove Airfield Website** – the website details and how to find more information on our bypass proposals was promoted in the display material and the feedback forms provided at the consultation events. Electronic copies of the display boards were uploaded onto the Chalgrove Airfield website www.chalgroveairfield.com on 18th March 2019 following the final consultation event to ensure the consultation material was available online and has remained on the website since.
- **Mailing List** - Homes England has added those who have requested it to our mailing list. Those who sign up will be sent updates on the project as necessary, including when Homes England can provide an update on the bypass proposals.

Development at Chalgrove Airfield

Feedback Received:

- Some residents expressed opposition to the principle of development at Chalgrove Airfield.
- The presentation did not set out or explain the current difficulties with the deliverability of Chalgrove Airfield.

Homes England's Response:

- **Purpose of the March 2019 Consultation Events** – Homes England consulted specifically on our development proposals at Chalgrove Airfield in January/February 2017 and July/August 2018. The feedback received was vital in helping to shape the masterplan and our proposals for a 21st century market town. The principle of development has also been consulted on by South Oxfordshire District Council as part of its emerging Local Plan. Once Homes England submits planning applications for development at Chalgrove Airfield and the offsite highways work, this will provide further opportunity to make comment on our proposals to the District Council.
- The purpose of the consultation which this report is providing feedback on, is the consultation in March 2019 which was specifically seeking the views and feedback from local communities on our bypass proposals at Stadhampton/Chiselhampton and Cuxham which we consider are necessary to support development at Chalgrove Airfield.

Feedback themes common to both the Stadhampton/Chiselhampton and Cuxham bypasses

Some of the feedback received at the consultation events and subsequent meetings with stakeholders was common to both the Stadhampton/Chiselhampton and Cuxham bypasses and is summarised below.

Support for Homes England's Bypass Proposals

Homes England acknowledges that although a number of respondents were opposed in principle to development at Chalgrove Airfield, they engaged in the consultation process to ensure a positive outcome in the event that the development of the airfield does progress.

The following provides some feedback on the process Homes England has adopted in engaging with stakeholders in progressing our bypass proposals.

Feedback received:

- 'This I must say is well overdue.'
- 'I echo thanks for what I consider a much-improved proposals for new roads around our Parish as part of the Chalgrove Airfield development proposals'.
- 'It was absolutely clear to me, and I think to those present, that you had taken on board the comments that had arisen from previous meetings and had done your best to address the legitimate concerns that had been raised'

Homes England's Response:

- The preferred alignments that we displayed were a result of significant engagement with landowners and local communities. Homes England considers this co-operative approach with local communities to be a positive example of the Agency's collaborative working, which is a key value of Homes England and critical to unlocking and bringing forward large scale development sites.

Environment and Ecology

Feedback Received:

- How does Homes England propose to mitigate any potential impact on the local environments in both Stadhampton, Chiselhampton and Cuxham?
- A main concern was on the potential environmental impact on the river and associated flood plain and what measures were proposed to minimise any impact.
- Access to land to undertake surveys - some feedback received was asking for more detail on what the landowner surveys would entail, their purpose and how it would affect them and how they would be contacted.

Homes England's Response:

- **Detailed Analysis** - before consulting on the preferred bypass alignments, Homes England undertook a detailed analysis of each of the bypass options against a wide range of environmental considerations – ecology, landscape, heritage, flood risk, water resources, air quality, noise and ground

conditions. Homes England's preferred bypass alignments are considered to most appropriately respond to these environmental considerations as well as other important placemaking and landowner considerations.

- **Ecological Surveys** - to better understand the environmental conditions along and within the vicinity of the proposed bypass alignments, Homes England commissioned an extensive programme of ecological surveys to inform an Extended Phase 1 Habitat Survey and preliminary bat roost assessment (April/May 2019) to identify ecological factors along the proposed bypass alignment areas.
 - The preliminary ecological appraisal took account of relevant wildlife legislation as well as local and national planning policy.
 - The results of these surveys will be shared as part of our planning application submission and reported in the Environmental Statement.
- **Access to land to undertake Ecological Surveys** – Homes England has engaged extensively with landowners and early in the process of progressing the bypass proposals along the preferred alignments.

Following the formal consultation events, Homes England wrote to each of the landowners within the ecological appraisal study areas for the bypass routes, advising of the upcoming surveys. Homes England also corresponded directly with landowners who were sent a S174 Notice (Housing and Planning Act 2016), which is a statutory Notice and a requirement for Homes England to serve on landowners to provide certainty in accessing third party land during the time sensitive periods to undertake the surveys.

In advance of the surveys commencing, Homes England provided landowners with the contact details of Homes England project managers working on the project to liaise directly with as well as sending a package of information about the ecological surveys which included:

- Details on the arrangements for accessing land.
- A survey schedule, including times and locations.
- The type of surveys that will be carried out.
- The method statement to set out how the surveys will be undertaken.
- Risk assessment.

Placemaking – landscape, visual and noise

Feedback Received:

- Concern raised about the potential visual impact and noise of the bypasses in close proximity to residential properties.
- Appropriate screening required to reduce noise and fit with environment.

- No environmental assessment in respect of noise and emissions was presented at exhibition.
- Impacts of bypasses will have on views from public rights of way.

Homes England's Response:

- **Landscape and Visual** - Homes England has undertaken initial field work and identified draft zones of theoretical visibility in relation to both bypasses which have informed early discussions with SODC's landscape officer.
 - To inform the detailed design of both bypass alignments, Homes England will undertake a detailed Landscape and Visual Assessment (LVIA) which will identify potential effects of the new bypasses on views and the surrounding landscape. It will identify key landscape and visual sensitivities which need careful consideration and identify how we propose to mitigate any impact. This LVIA will be undertaken in accordance with the latest national technical guidance which will need to be incorporated into the design. We will identify and address the visual constraints, for example, assessing the views from surrounding sensitive areas and Areas of Outstanding Natural Beauty (AONB), close range residential properties and Public Right of Ways (PROWs). This may, for example, include a new hedgerow and trees to reflect the former park land landscape around Cuxham and well vegetated rural landscape between Stadhampton and Chiselhampton.
 - For the Cuxham route, the landscape design will need to respond to the elevated position of the route and proximity to residents, by new planting to reflect the hedgerow and woodland patterns, whilst not demarcating the alignment of the route across Cuxham Hill, particularly in views from the AONB.
 - For the Chiselhampton to Stadhampton route, the landscape design will need to integrate and reduce the perceived scale of the new roundabout junction and woodland structure adjacent to Chiselhampton House through new woodland, retain habitat connectivity and vegetation patterns across the valley floor and provide visual screening for residents in proximity to the route at Stadhampton and visiting Ascott Park.
- **Noise** – Homes England will undertake a Noise and Vibration assessment to assess the existing noise levels which currently exist as well as undertaking a comparison assessment of the predicted noise from the proposed bypasses. The assessment will identify noise and vibration sensitive receptors and identify any necessary mitigation measures required to reduce the impact of noise on the identified noise sensitive areas. The Noise and Vibration Impact Assessment will be undertaken in accordance with up to date policy and guidance. This assessment will also take account the likely noise and vibration impact during the construction phase of the bypasses.

Flood Risk

Feedback Received:

- Concerns about impact on the river Thame and associated floodplain and how we propose to manage any impact.

Homes England's Response:

- **Flood Risk** – Homes England has undertaken a preliminary site walk over of the potentially impacted water bodies for both bypass schemes and has been liaising with the Environment Agency and undertaken preliminary work on the potential impact on water bodies. Homes England will be undertaking more detailed assessment of the road drainage, water environment and a Water Framework Directive assessment to inform our bypass proposals to inform a Flood Risk Assessment and Drainage Strategy as part of the EIA.
- **New Bridge Crossing** (Stadhampton/Chiselhampton) – Homes England has agreed with the Environment Agency that we will undertake comprehensive river channel surveys to inform detailed hydraulic modelling along the river Thame to inform the design of a future bridge. Surveys to inform the hydraulic modelling were carried out in March 2020.

Air Quality

Feedback Received:

- No environmental assessment presented in terms of emissions at the exhibition.

Homes England Response:

- It's not possible to undertake an Air Quality Assessment until after more detailed assessment on a preferred alignment has been undertaken. Homes England will undertake an Air Quality Assessment as part of the Environmental Impact Assessment. This assessment will focus on the air quality effects during the construction phase as well as potential effects of the change of road alignment/route of a new bypass around the three villages.
- The Air Quality Assessment will include a desktop study using traffic data to define the baseline air quality in the vicinity of the proposed bypasses, including a review of air quality background concentrations, Environment Agency pollution inventory and Defra pollution compliance monitoring information.
- Consultation will be undertaken with Oxfordshire County Council to obtain the most recent Local Air Quality Management reports and potential monitoring data for the area.
- The assessment will also assess the level of traffic that would use the new bypasses instead of the need to drive through the villages and the associated potential benefits the local amenity and reduced traffic through the three villages.

Climate Change

Feedback Received:

- No environmental assessment presented in terms of emissions at the exhibition.

Homes England's Response:

- Homes England proposes to include a climate assessment within the Environmental Impact Assessment which will consider the following two aspects of climate change in relation to the proposed bypass schemes:
 - **Greenhouse Gas Impact Assessment** will be undertaken to understand the potential impact of the bypass schemes on the climate during construction, operation, maintenance and decommissioning.
 - **Climate Change Risk Review** will be conducted to identify potential risks and where necessary, identify and agree appropriate adaption measures.

Safety

Feedback Received:

- Concerns about accidents on local roads and speed limits (which is addressed in the detailed feedback on our preferred bypasses below) along the proposed bypasses.

Homes England's Response:

- In preparing the detailed design for the bypass alignments, a Road Safety Audit will be undertaken which will check the road safety implications of the proposed bypasses to minimise future road accident occurrence and severity once the bypasses have been constructed and come into use.
- There is further response to speed limits which is detailed in the specific feedback received for both bypasses (pgs 22 and 26).

Construction

Feedback Received:

- It is important that the roads and infrastructure are completed before any work starts on housing in Chalgrove.

Homes England's Response:

- Through our detailed transport analysis and modelling to inform our Transport Strategy as well as on-going discussions with stakeholders, Homes England has carefully considered the planning and phasing of infrastructure delivery to support the development of Chalgrove Airfield. A key objective of our proposals is that the right infrastructure is in place at the right time to reduce the impact of development on the surrounding area.
- Homes England is committed to funding and delivering both the Stadhampton/Chiselhampton bypass and Cuxham bypass during the first phase of development at Chalgrove Airfield.

Environmental Impact Assessment

- Homes England will prepare an Environmental Impact Assessment (EIA) to accompany the detailed planning application which Homes England will submit to SODC for the bypasses later this year. The scope of the EIA will need to be agreed with SODC and as a minimum is likely to include all of the environmental themes identified in sections above.
- The appraisals, surveys and technical studies for the themed areas identified above will inform the preparation of the EIA. The EIA will evaluate the potential environmental impact against each of the environmental theme areas in accordance with EIA requirements. Homes England will comprehensively evaluate the likely environmental impacts against each environmental topic area and how we propose to mitigate any potential impacts.

Themes Specific to the Stadhampton/Chiselhampton bypass

Stadhampton and Chiselhampton Bypass

- Following the detailed analysis of each of the bypass options, Homes England invited and met with many of the landowners we had previously engaged with on the route options considered around Stadhampton and Chiselhampton on Monday 11th March 2019. The purpose of this was for Homes England to present the preferred bypass alignment and the rationale for selecting the preferred alignment was presented to the numerous landowners who attended this meeting.
- There was a general support and appreciation for the process Homes England had undertaken, engagement with landowners during the optioneering and how we had selected our preferred alignment.
- The themes and issues raised at the meeting, which were common to both the Stadhampton/Chiselhampton and Cuxham bypasses, is detailed in pages 15-20.
- The suggested changes which were specific to the Stadhampton/Chiselhampton bypass alignment were analysed by Homes England in terms of the benefits, risks and cost implications. Careful consideration was given to and recommendations on whether the proposed change should be agreed or rejected.
- The following summarises the issues raised and the subsequent positive changes we have made to our bypass proposals as a direct result of the feedback received while discussing our proposals to the events, the email and feedback comment card responses as well as follow up meetings which were requested following the formal consultation events.
- The number reference (below) is cross referenced on the plan of Homes England's preferred alignment below on page 23.

Feedback Received and how Homes England has responded:

- 1) **Provision of additional footway** – some of the feedback we received was for additional footway to be provided in this location. Homes England has subsequently amended our proposals to include a 2m wide footway along the section of the bypass (730m of footway in total) which we agreed has a wider benefit of creating a 3.5km circular countryside route and access to the surrounding countryside.
- 2) **Removal of a westbound only access** – in Homes England's preferred alignment, we were providing a westbound only access in this location. Following the feedback received at consultation events, Homes England agrees that this should be removed for the following reasons:
 - It will make the Chiselhampton village a less attractive route for the B480-B4015 traffic.
 - It will significantly reduce traffic volumes on the B4015 in Chiselhampton.
 - It will reduce severance of Shakespeare Way.
 - The removal of a westbound only access was supported by the majority of residents that we spoke to and those at the landowner sessions.
 - Removal of a westbound access was also supported by OCC Highways.

Our proposals now include the removal of the westbound only access and instead now providing the following in this location:

- Turning space for vehicles.
 - Rural gateway feature, to include prevention measure for fly-tipping, such as lowerable bollards.
 - Carriageway downgrade to be more akin to a rural Bridleway.
 - Cycle access onto the realigned B4015, to be useable by emergency vehicles.
- 3) **Traffic calming measures to be provided in Stadhampton and Chiselhampton Villages** – the aim of the bypass is to discourage traffic going through the Stadhampton and Chiselhampton villages. The plan below shows an indicative option for traffic calming measures in both villages to discourage traffic using the villages. Subject to approval by OCC, it is considered that a traffic calming scheme like this would make the village route a less attractive option to use. It would facilitate the introduction of 20mph speed limits as well as supporting the use of Stadhampton village as part of a wider strategic cycling route.

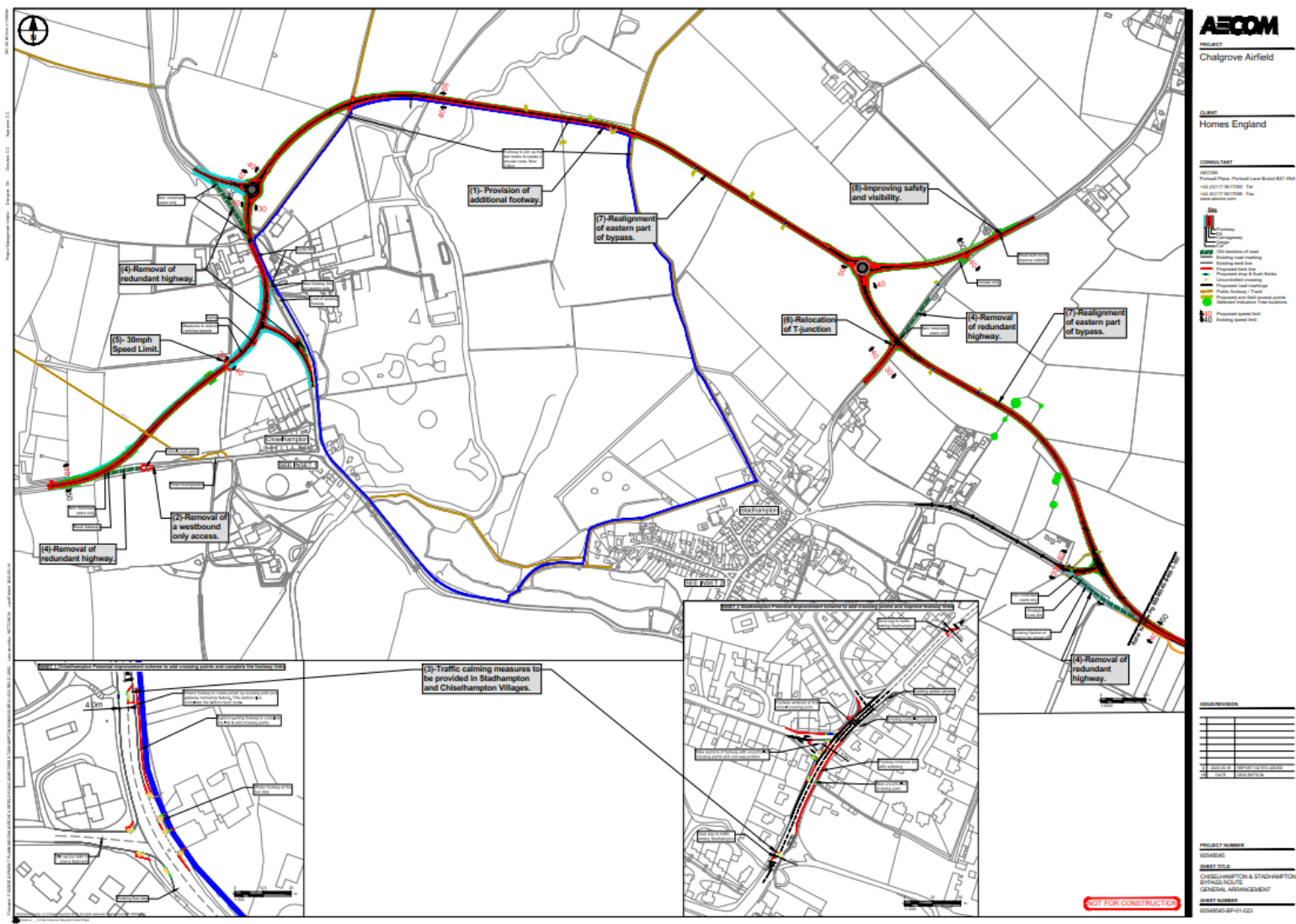
To promote and progress traffic calming schemes in both villages, we would recommend early engagement and consultation Stadhampton Parish Council prior to the submission of the detailed planning application being submitted for the Stadhampton/Chiselhampton bypass.

- 4) **Removal of redundant highway** – Homes England identified 5 locations (totalling 950m) along the alignment where existing highway is no longer required. In these locations a Traffic Regulation Order (TRO) will be required to prohibit driving, although access for pedestrians and cyclists will be retained. Following the formal consultation events, Homes England is proposing that these carriageways be resurfaced to provide a 4m wide path similar to a Bridleway which

would provide benefits of being suitable for walking, cycling, horse riding and resurfaced paths in these locations would be in keeping with the rural character of the area. Rural gateway features are also proposed to be included which would provide physical measures to avoid vehicle access for fly-tipping.

- 5) **30mph Speed Limit** – as discussed in section 4 on page 19 of this report, concerns were raised at the consultation events about safety and speed limits on the bypasses. In this location a 30mph speed limit is proposed to be implemented which would be consistent with speed limit of the existing section of road, directly to the south of the proposed roundabout. We also propose to introduce a lay-by to enable use of mobile speed enforcement in this area.
- 6) **Relocation of T-junction** – at the consultation events and subsequent discussions with landowners, a request was made to move the location of this proposed T-junction further north to avoid a landowners' property which we have accommodated in our amended plan. This is seen as a positive amendment which Homes England has implemented, reducing the impact upon nearby landowners and reducing the extent of third party land required for the new bypass.
- 7) **Realignment of eastern part of bypass** the alignment of the bypass in this location has been amended as a result of consultation with landowners which has the benefit of the proposed bypass being setback further from properties/buildings/notable trees as well as limiting the severance of farmland and reducing the impact on farming operations by creating more uniform and viable field shapes.
- 8) **Improving safety and visibility** – in this location the alignment has been reconfigured slightly, without the need for any further third party land. This will provide more visibility and improve safety for vehicles entering and exiting the bypass at this farm entrance.

Fig 5: Plan incorporating comments from consultation. Numbers correspond to be points above.



Feedback Received on Stadhampton/Chiselhampton bypass which Homes England will consider at the detailed design stage of the proposed bypass alignment:

The feedback below which we received at the consultation events and subsequent meetings with some of the landowners has not been incorporated into our current proposals. However, it will be considered as we progress the more detailed design stage as well as in consultation with Oxfordshire County Council:

Footway to be incorporated to west of B480 – some of the feedback received was suggesting the track to Gotham Farm should be linked by a pavement/pathway to the existing footpaths in Chiselhampton. Following the consultation events, Homes England considered this request. The track to Gotham Farm is a PRow which finishes at the B480 in the east. There were some requests at the consultation events for the provision of a 300m section of footway to be incorporated to the west of the B480 to link the existing PRow with the village of Chiselhampton. Although our proposals do not affect access to this PRow and the B480, Homes England considers that this suggestion has benefits to the scheme and to the local community and wider area in terms of connecting the wider PRow network and improving access to the countryside. Homes England will therefore engage with the landowner at Gotham Farm and with OCC at detailed design stage to explore this further.

Additional access tracks points and improvements to existing access tracks -Homes England will consider the provision and improvement to a limited number exiting access tracks to farm fields which will assist the continued farming of fields adjacent to the proposed bypass. This will be considered at detailed design stage and subject to agreement with OCC.

New screening and gapping up existing hedges – as part of the Environmental Impact Assessment and specifically the Landscape and Visual Assessment, Homes England will consider the appropriate locations to minimise the visual and noise impacts on surrounding properties by providing additional screening and gapping of exiting hedge rows so they are integrated within the existing landscape.

Golden Balls Roundabout – some concern was raised about potential additional traffic in this location. Some traffic which uses the bypass will also use the B4015 and Golden Balls Roundabout. The Golden Balls Roundabout is identified as requiring a capacity improvement scheme within the Emerging SODC Local Plan, and land is safeguarded in the Local Plan for such a scheme. It is understood that OCC is in the process of developing a capacity improvement scheme and will lead on the delivery of that scheme, which will be designed to mitigate the cumulative effects of Local Plan development.

Rat-running through the village – Some feedback received considered Stadhampton still being used as a rat run even with a new bypass. The choice of route alignment has been carefully determined to balance environmental effects and the key function of reducing traffic levels through the village. The analysis shows that, with the bypass, traffic levels will be significantly lower than they would otherwise be in the future, with or without the development at

Chalgrove Airfield, with the reduction in traffic through the village improving the local environment in terms of air quality, noise and landscape / setting for residents, pedestrians and cyclists. The following features of the scheme will minimise the risk of Stadhampton still being used as a rat run even with the bypass in place and ensure these benefits can be achieved:

- It is intended that the bypass will be subject to a 50mph speed limit along the majority of its length. The speed limit through the existing villages will be maintained at 30mph, although the bypass presents the opportunity to reduce the speed limits in the existing villages to 20mph if desired by OCC. Supporting measures to improve the pedestrian / cycle environment, reduce vehicle speeds, and make the villages less attractive to through-traffic will be proposed. Details of such measures will be subject to local consultation as the scheme progresses.
- Bypass junctions will be high capacity roundabouts, which will limit the delay to traffic using the bypass routes. Conversely, connections into and out of the village will be priority T-Junctions where traffic travelling to / from the village will give way to bypass traffic. These junctions will have sufficient capacity to allow access to / from the village for local trips but will be less attractive to through movements.
- The bypass represents a shorter journey distance than the route through the village for all through trips with the exception of the B4015 to / from the B480 East. It will also allow for higher vehicle speeds and be subject to less delay at junctions. It is therefore expected that the majority of through traffic will use the bypass route, with access only, and A329 (S) traffic using the existing alignment. Some traffic travelling between the B4015 and B480 East is expected to use routes through the villages, however this will be limited, and even with this there will be significant benefits in terms of traffic reduction in the village. Whilst the village route is shorter in terms of distance, the Bypass route will be more attractive and is likely to be quicker.

Use of the A329 (S) for traffic to Newington/Wallingford – concern was raised about traffic from the north going through these villages. It is appreciated that traffic using the A329 (S) will continue to travel through the village. An Automated Number Plate Recognition (ANPR) traffic survey was undertaken to identify the origins and destinations of traffic going through the village. This was used to determine the potential effectiveness of different options for bypass routes in removing traffic from the village. This showed that a route around the northern edge of the village would be more effective than around the southern edge, primarily due to greater volumes of traffic using the B480 (N) than the A329 (S). The route chosen will result in traffic levels in the village being significantly lower than they would otherwise be in the future, with or without the development at Chalgrove Airfield. Furthermore, it is appreciated that the A329 (S)/B480 junction in the village experiences queuing on the A329 (S) at busy times, which is likely to worsen in future without the scheme. However, the removal of significant levels of through traffic from the route through the village will address this issue through reducing the level of traffic which opposes traffic exiting the A329 (S) arm of the junction.

Themes Specific to the Cuxham bypass

- Homes England's preferred alignment in Cuxham was the result of an extensive period of optioneering with landowners, local residents and Parish representatives where a range of options for a bypass alignment were considered to the north and south of the existing B480 through Cuxham village.
- On March 11 2019, Homes England met with representatives of the Cuxham Parish and community to present its preferred bypass alignment and to receive feedback directly from those we had engaged with from the outset of the optioneering for a bypass around Cuxham to support our development proposals at Chalgrove Airfield.
- Homes England appreciates that there is in principle opposition to our development proposals at Chalgrove Airfield from some of the residents in Cuxham. However, there was general support for Homes England's preferred bypass alignment, should development at Chalgrove Airfield proceed.
- Some of the feedback received was in support another alignment on display (the 'orange' alignment), which was the option furthest from Cuxham village. Although this route scored highly when we analysed this option on urban design and placemaking criteria. However, it was discounted because it was the longest alignment and was deemed to be less effective and likely to result in some traffic choosing to stay on the B480 through Cuxham village. This orange alignment would also require more level changes and additional water course crossings which would significantly increase the complexity of construction and unlikely to meet highway standards. It would furthermore require more land in more third-party ownership.
- Some of the feedback received at consultation considered Homes England's preferred alignment to be sensible as it was a considerable distance further away than initial options under consideration. Although there was general support for Homes England's preferred alignment, the following issues and concerns were raised which have been considered and will be addressed throughout the detailed design stage and planning application which will be prepared for the proposed Cuxham bypass.

The following feedback received is specific to Homes England's preferred bypass alignment for Cuxham and how Homes England has responded:

Phasing – Homes England's detailed traffic analysis and modelling undertaken to inform our Transport Strategy identified additional traffic measures in Cuxham village being required in phase 2 of our build programme for Chalgrove Airfield (years 5 – 8).

Feedback received at the consultation events was that a bypass should be delivered in advance of or as earlier as possible during the construction of new homes at Chalgrove Airfield. Homes England have carefully considered this through our detailed business planning, phasing and infrastructure delivery strategies. Following the feedback received and confirmation of our business case, Homes England is now committed to funding and delivering the Cuxham bypass in the first phase of the Chalgrove development (Years 1-4). This is confirmed in Homes England's Business Plan and Infrastructure Delivery Plan for the Chalgrove Airfield site.

Placemaking – a common theme of engagement with landowners and local residents was that any bypass should be set back as far as possible from the village. As detailed on pg 8, a number of bypass options were considered with landowners and local residents. The preferred alignment which was

developed with local parish and community representatives was considered to be a sufficiently direct route which would take traffic away from the majority of the village to be an effective bypass whilst being far enough away from the village.

Noise and Visual Impact – the potential visual and noise impacts were common themes from feedback. As detailed on pg 17, the alignment is considered to be set back a sufficient distance from the village and on the northern side of a ridge which was a key consideration of this route to reduce the visual and noise impact on the village.

The planning application for the bypasses will include a comprehensive assessment of the local environment through the preparation of the Environmental Impact Assessment (EIA) which will be undertaken to evaluate the likely environmental impacts including noise, as detailed on pg 20 'Environmental Impact Assessment'.

Speed Limits – concerns were raised about the proposed speeds on a new bypass. The proposed bypass has been designed to 40mph which is the acceptable and agreed speed limit with OCC. The existing speed limit is retained for the existing highway (30mph) through most of Cuxham Village.

Public Rights of Way – it is recognised that the bypass crosses PRoWs, including Bridleways and footpaths. This has been a factor considered in the route optioneering process including, amongst other factors, proximity to the village, environmental considerations and effectiveness in terms of traffic removal. It has not been possible to "design out" the need to cross the PRoWs whilst delivering an optimal route across a range of design considerations. The exact forms of crossing will be detailed at the next stage of design, taking into account Best Practice and Design Standards, as well as feedback from this process, in consultation with the community and statutory consultees.

Walking from Brightwell Baldwin – potential to provide a footway on the B480 linking Bridleway 186/2/10 with the bypass and hence the footways/bridleways to the north of Cuxham village for the benefit of wider countryside connectivity was raised. Preliminary investigation shows that there to be limited space alongside the carriageway of the B480, with dense hedgerow on both sides. The section is also on a curve in the road. The opportunity for attractive provision alongside the B480 is likely to be relatively limited. Alternatively, the removal of significant volumes of traffic through Cuxham itself will improve the pedestrian environment and make it attractive for walkers/cyclists/equestrians. In itself, this will create an attractive connection to the wider countryside, delivering on the aim of the suggestion made.

Feedback themes on other surrounding villages

Little Milton

Feedback Received:

A common theme from the consultation events was that our Transport Strategy should consider improvements in Little Milton.

Homes England's Response:

- Our Transport Strategy was developed in consultation with key stakeholders over a two-year period and informed by extensive traffic analysis and includes measures to reduce the impact of development, which includes measures in Little Milton.
- Following the formal consultation events, we met with both Little Milton and Great Haseley Parish Councils on 20 June 2019 to update on our proposals, Transport Strategy and traffic surveys undertaken to inform our Transport Assessment.
- The interventions that Homes England are proposing in this area include the stopping up of Rofford Lane to limit its usage as a 'rat run'. This will need to be agreed with OCC and if agreed may include the likes of a physical barrier to vehicle movements which would still allow pedestrian, cycle and equestrian passage. It is likely that such a barrier would be able to be lowered to allow use of the route under specific circumstances such as emergency vehicle access. By reducing the traffic in this location would also have benefits of improving the attractiveness of part of the Oxford Cycling Network to cyclists.

Watlington

Feedback Received:

- The Cuxham bypass could improve traffic flow problems to the east/west and help the Watlington congestion.
- The B480 between Watlington and Cuxham is not fit to take this increase in traffic.

Homes England's Response:

- The delivery of the Watlington Edge Road is being led by Oxfordshire County Council. Homes England has committed to making a proportionate financial contribution to the Watlington Edge Road which will also be delivered during the first phase of the Chalgrove Airfield development.

Pyrton

Feedback Received:

- There has been limited engagement with Pyrton Parish.
- The proposed route in Cuxham would have a major impact on local amenity. It would cross Cuxham footpath 6 and Pyrton Bridleway 11.
- The proposed plans for a new bypass at Cuxham would seriously affect the only access route to Pyrton Heath House.

Homes England's Response:

- Whilst preparing our Transport Strategy and undertaking our Transport Assessment, Homes England liaised directly with the Parishes we were proposing transport interventions in. In many instances, Homes England liaised directly with the landowners whose land we were proposing to cross and more widely liaising with the Parishes chairperson in terms of co-ordinating wider attendance of residents and community representatives.
- The purpose of the consultation events in March 2019 was following identification of a preferred alignment, and before progressing the more detailed design was to consult on our proposals more widely, where all parishes in South Oxfordshire were invited to consultation events.
- The proposed route in Cuxham has been subject to an optioneering exercise incorporating a wide range of factors and is considered to be the optimal solution to existing and future traffic issues in Cuxham. It has not been possible to "design out" the need to cross the PRowS whilst delivering an optimal route across a range of design considerations. The exact forms of crossing will be detailed at the next stage of design, taking into account Best Practice and Design Standards, as well as feedback from this process, in consultation with the community and statutory consultees.
- The route to Pyrton Heath House referred to is a track which joins the existing B480 at a priority junction to the eastern end of the village. With the bypass in place, this track will join the bypass rather than the existing B480, with the majority of the traffic which would have used the existing B480 diverting onto the bypass. The junction of the track and the B480, as well as the scheme as a whole, will be designed to ensure that safe and suitable access will be provided for all users. This will need to be agreed with OCC as the Local Highway Authority and will be subject to Road Safety Audit as part of the design process.

5. What Next?

The following sets out Homes England's next steps in progressing the Stadhampton/Chiselhampton and Cuxham bypass proposals:

- **Engagement with Stakeholders** – Homes England will engage with landowners and Parish Council representatives once we have prepared the preliminary detailed designs.
- **Submission of Planning Application**– prior to submitting the detailed planning application for the two bypasses, Homes England will hold public exhibitions for the bypasses which will be submitted for planning permission. Formal responses to these can be made to South Oxfordshire District Council through the planning determination process.

Appendix one

Copy of Comment Card



Making homes happen

Bypass proposals for Cuxham and Stadhampton / Chiselhampton | Comments Card

About you: Postcode _____

We would be grateful for your comments on our bypass proposals to support development at Chalgrove Airfield

Based on the material on display, please find space below to leave any comments on our bypass proposals for [Cuxham](#)

Based on the material on display, please find space below to leave any comments on our bypass proposals for [Stadhampton / Chiselhampton](#)

Getting in touch

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.

This information will be used by Homes England and its partner consultants as data controllers to collate views from the general public that will inform the planning application(s). The feedback received will be anonymised to create a summary of all views received and submitted to South Oxfordshire District Council as part of the planning application(s). It will not be shared with any third parties.

Your information will be processed in line with the Data Protection Act 2018 and the General Data Protection Regulation (GDPR) and will be kept for two years from the final determination of the planning application and any linked appeal or legal proceedings.

Phone: Sarah Ward on 07776 527 643

Email: sarah.ward2@aecom.com

Website: www.chalgroveairfield.com



Appendix two

Question 1: based on the material on display, please find space below to leave any comments on our bypass proposals for Cuxham

The information below collates the feedback obtained from the comment cards received at the public consultations and via email and categorises them into themes. Example comments from each theme are presented in the second table.

Response to questions about Cuxham proposals

Comments related to the preferred bypass route at Cuxham

Theme	Number of comments
Support for preferred bypass option	6
Comments related to Watlington	5
Placemaking (including visual impact and noise)	4
Comments related to Little Milton	4
Comments related to Chalgrove	3
Comments related to Pyrton	3
Bridleway crossings and links	2
Connections to the M40	2
Comments related to Britwell Salome	2
Support for the orange route option	1
Support for yellow route option	1
Footpath connections	1
Sustainable travel	1
Opposition to the principle of development at Chalgrove	
Airfield	1
Phasing of infrastructure and housing	1

Question 2: based on the material on display, please find space below to leave any comments on our bypass proposals for Stadhampton and Chiselhampton

22 Comments Cards Received

Comments related to the preferred bypass route at Stadhampton / Chiselhampton

Theme	Number of comments
Support for preferred bypass option (yellow)	11
Comments related to Little Milton	8
Footpath connections	7
Overall traffic flows	7
Comments related to Wallingford	5
Noise impact	3
Connections to the M40	3
Comments related to Stadhampton	2
Support for orange route option	2
Safety considerations	2
Opposition the principle of development at Chalgrove	2
Comments related to Chiselhampton	1

General comments related to the proposals

Some comments were received where respondents provided general comments rather than comments specifically relating to Cuxham, or Stadhampton and Chiselhampton. The comments have been summarised below:

Theme	Number of comments
Public consultation presentation material	5
Taking onboard feedback	2

Appendix three

45 email enquiries were received. 10 were received following the distribution of the resident letter on Thursday 28 February 2019 and 35 were received following the public consultation events.

The email responses gave feedback on the topics summarised below:

- Public consultation – many respondents said they found the events informative while some said they did not find the events useful and questioned the level of technical detail included within the presentation boards. Several residents asked for links to the online version of the presentation boards.
- Cuxham preferred option – one resident supported the preferred bypass option (pink route), with one other supporting the orange route.
- Stadhampton preferred option – four residents said they supported the preferred bypass option (yellow route).
- Little Milton – four residents said the wider transport strategy for Chalgrove Airfield should consider infrastructure improvements in Little Milton. We have since met with representatives of Little Milton to discuss this further and address their comments and concerns.
- Development at Chalgrove Airfield – some residents expressed opposition to the principle of development.
- Watlington – two residents raised concerns around the impact of traffic increase and congestion around Watlington village.
- Public Rights of Way (PRoW) – some residents asked for more information regarding the impact the proposals will have on public rights of way.
- Landowner surveys – some respondents asked for more detail on what the landowner surveys would entail, their purpose, and how it would affect them.
- Safety – two comments included concerns about accidents on local roads.
- Noise – four residents raised concerns about the increase of noise pollution from increased traffic.

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