

## MINUTES

### CHALGROVE AIRFIELD – HIGHWAYS MEETING WITH STADHAMPTON PARISH COUNCIL

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<b>Held on:</b>	14:30 – Thursday 12 <sup>th</sup> July 2018 Stadhampton Village Hall
<b>Present:</b>	Sarah Davis (Stadhampton Parish Council) Doug Struthers (Stadhampton Parish Council) Lindsey Richards (Homes England) Gareth Adam (Homes England) Andy Ward (New Masterplanning) Chris Carter (AECOM) Max Goode (Carter Jonas)

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1. Lindsey Richards (LR) and Gareth Adam (GA) provided an update on the work undertaken to date whilst Chris Carter (CC) provided further background to the alternative route alignment options for Chiselhampton. Sarah Davis (SD) and Doug Struthers (DS) queried the current position of Chalgrove Airfield and their understanding of the current situation. LR and GA provided clarification on this matter, and advised that Homes England were working to submit a planning application towards the end of 2018.
2. CC explained the now discarded options (initial roundabout proposals, larger roundabout proposals, new junction north) and the reasons why these had been discarded. CC then explained the preferred option (south of the existing village). AW and CC provided the strategic context for the preferred option and CC explained that due diligence on the preferred route alignment had been undertaken and that no showstoppers had been identified at this time.
3. SD and DS explained that in principle they understood the rationale for an alternative route to the south of Chiselhampton, and the reasons for not progressing a capacity solution at the junction itself. They advised that their view may not be shared with the rest of the Parish and that the next Parish meeting was currently scheduled for September 2018. DS queried whether the recent proposals to extract gravel at Drayton St Leonard had been taken into consideration and CC confirmed that the gravel extraction proposals would not affect the alternative route proposals, but that the alternative route proposals would be able to cope with HGV movements which may arise from gravel extraction. SD and DS also queried whether flood risk would be increased were the preferred route alignment be progressed, and CC confirmed that the detailed design of the road would need to ensure that it would not, and that feasibility work undertaken to date suggested that it would be achievable. Phasing of the proposals was then discussed, and it was confirmed that it was intended to deliver the alternative route Stadhampton around 2024 with Chiselhampton to follow slightly later.