

Long Marston Airfield SPD

Stakeholder meeting 14 November 2017

Notes of Break-Out Group 1

The following main points were made regarding the contents of the SPD:

- The approach taken in respect of the masterplan consisting of 4 distinct settlements is considered to be a positive approach
- Public transport provision and the range of facilities (shops, restaurants etc) to be provided on site were considered to be the correct approach. Also the range of employment options detailed in the SPD were considered to be appropriate.
- Long Marston Parish Council expressed concern that the Garden Village should not 'consume' the existing Long Marston village. A definite buffer between the two should be maintained. Concerned that the land that is part of the Garden Village site and is located on the western side of the Greenway (i.e. away from the main site) might be built on in the future which could result in coalescence. Would like confirmation as to how this land is proposed to be used.
- Need to ensure that any highway works required in respect of the Campden Road and the immediate surrounding area (including surrounding villages), are carefully assessed so that the development does not result in increased congestion with the resultant detrimental impact on highway safety.
- In respect of Green Infrastructure, proposals relating to cycling and walking should be included in the masterplan.
- Train link to Honeybourne was supported.
- The demographics of the future residents of the development need to be carefully considered to ensure that the development does not become a commuter village.
- Police facilities need to be provided on site given the significant increase in population that will result from the development.
- Design of the development will be important and consideration should be given in respect of a Design Code.

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Notes of Break-Out Group 2

The following main points were made regarding the contents of the SPD:

- There are too many assumptions and not enough certainty regarding the expected design and layout of the development, ie. need to establish quality of housing design in advance of planning applications being submitted
- Specify range of appropriate building materials and design features, eg. porches, chimneys
- Specify need for variation of design and use of landmark buildings at key points
- More detail is needed on provision of schools, retail, etc.
- More detail is needed on the design and nature of highways, eg. provision of roadside trees
- Provision should be made for off-road parking for visitors
- Should identify the specification for public transport vehicles
- Design and impact of public transport interchange should be addressed
- Need to make emphasise legibility of development – particularly to assist people with dementia
- Need to identify connections between LMA and Meon Vale and other existing settlements, eg. Quinton
- Identify views between development and countryside beyond, eg. Meon Hill
- Provide open space connection to Pillboxes

The following general points were made:

- Need to consider who is likely to live at LMA and provide a range of homes, particularly for families – should be predominantly 2, 3 and 4 bedroom dwellings
- Unclear how many jobs will be provided – risk that new settlement will be a dormitory.
- Sufficient services need to be provided to reduce the need to travel elsewhere
- Bus operators need to be satisfied with road network/design
- Should provide fibre optic broadband to all properties
- Need to improve public transport links to Honeybourne station
- Need to improve car parking at Honeybourne station
- Need to clarify situation on reopening the railway
- Consider provision of ground source heating
- Developers should engage with community in advance of applications being submitted

It was suggested that developers should produce a 3D virtual model of proposed development at key points (eg. from main access points, village centre), to help people visualise what is proposed.