



WEST EYNESHAM STRATEGIC DEVELOPMENT AREA



Masterplan Document



February 2022
Submission Draft



Foreword

This Masterplan Document has been produced by Turley Design, on behalf of Jansons, Berkeley, Vanderbilt Strategic and Oxfordshire County Council (Property and Facilities Team). This document responds to the requirements of West Oxfordshire Local Plan (WOLP) Policy EW2(b) and Eynsham Neighbourhood Plan (ENP) Policy ENP14a (A). It provides an agreed masterplan to guide the comprehensive and co-ordinated development of the West Eynsham SDA.

It sets out an indicative masterplan for the site, explains the principles behind its development and provides a vision for the overall progression and delivery of the masterplan. The initial technical and design work that has been undertaken to inform the vision has demonstrated that the land at West Eynsham is available, suitable and achievable for the scale of development proposed.

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COUNTY COUNCIL**

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1. Introduction



Our Vision

Our aspiration is to create a sustainable and healthy neighbourhood for West of Eynsham.

Development of the West Eynsham Strategic Development Area will create a distinctive and well connected community, capturing and reflecting the attributes of the site and its surrounding area.

A fundamental aspiration is to enable residents to enjoy a healthy and active lifestyle by making it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. The masterplan will create compact and walkable neighbourhoods with a mixture of community uses, all set within attractive, easily accessible open spaces, focussed around a new linear park along the Chil Brook.

New development will complement Eynsham through the delivery of high quality new homes, supported by a local centre, a new primary school, extensive open space, and improvements to infrastructure set within a rural landscape context.

High quality green space
in the right place



A place for all ages



Community and
health facilities

CONNECTING TO THE THE GARDEN VILLAGE

Diverse and affordable homes



Education at the heart of the community



Well connected paths, streets and spaces



INTEGRATION WITH EYNSHAM

THE CHIL BROOK LINEAR PARK



Local Food production



Keeping jobs and money local





Purpose of the Masterplan Document

Comprehensive Development Strategy

The purpose of this masterplan is to respond to the requirements of West Oxfordshire Local Plan (WOLP) Policy EW2 and Eynsham Neighbourhood Plan (ENP) Policy ENP14a (A) by demonstrating how the SDA will be developed in a comprehensive and coordinated manner. It will identify the constraints and opportunities of the site and set how these will be addressed in the design to demonstrate the deliverability of the SDA.

This document bridges the gap between both the Local and Neighbourhood Plan and the implementation of development, in order to ensure high quality place making design.

This document establishes a clear vision for the SDA from the outset and through a series of key design principles this document will set out how the development framework will knit together as a whole.

The masterplan also sets out a phasing strategy which is coherent and allows comprehensive development of required infrastructure. The masterplan is accompanied by a site-wide assessment of infrastructure requirements and a strategy for the delivery of this infrastructure.

The SDA will come forward through a number of planning applications, and the masterplan will set out how comprehensive development will be achieved through the implementation of the subsequent permissions. This includes the mechanisms for how infrastructure will be delivered in a co-ordinated manner.

The masterplan will be used to guide the determination of future planning applications and will form a material consideration in their determination.





The Site

The site is circa 88ha in size and is currently primarily in agricultural use. It is allocated in the WOLP as a suitable location for residential-led development of around 1,000 homes. The site was allocated to help meet an increase in West Oxfordshire's housing need, as well as a proportion of unmet housing need from Oxford City and was chosen in part because of its locational characteristics.

Two parts of the site already have planning permission for 160 and 77 new homes respectively with a further planning application (ref: 20/03379/OUT) for 180 homes currently pending determination.

The West Oxfordshire Local Plan (WOLP) allocates the site as a suitable location for residential-led development. The site was allocated to help meet an increase in West Oxfordshire's housing need, as well as a proportion of unmet housing need from Oxford City and was chosen in part because of its locational characteristics.



Figure 1: Site Location within West Oxfordshire





Figure 2: Aerial photography of the site



INTRODUCTION

The site is bound to the north by the A40, to the east by existing residential development, and by open countryside to the west and south.

The site itself is fairly closed in its character and is bound in its entirety by existing hedgerows and mature trees. An existing Bridleway and several Public Rights of Way run through the site.

The Chil Brook runs through the site and is a key feature of the site that forms a good starting point for the delivery of the blue / green infrastructure across the site.

The current site use is primarily agricultural farmland, which is divided by well-developed hedgerows and trees. There are multiple farm complexes across the site, as well as the former Eynsham Nursery and Plant Centre in the north (which now has planning permission for 77 dwellings). A residential scheme of 160 units known as Thornbury Green is currently under construction on the land west of Thornbury Road which falls within the SDA boundary – see Figure 3.

Other land uses within the SDA boundary include the playing fields of St Bartholomew’s School in the north-east, Merton House Assessment Centre in the east and the Horizon Technology Park Advanced Engineering Campus in the south. These uses will be retained.



Figure 3: Southern edge of Thornbury Green development



Figure 4: Agricultural land in the north of the site, facing south



Figure 5: The Grade II Listed Chil Bridge, facing northeast with Thornbury Green houses in the background



Figure 7: View looking west from Station Road Carpark towards the eastern boundary of the site



Figure 6: View along Chilbridge Road PROW



Figure 8: Southern boundary of the site facing north



Figure 9: View from bend of Chilbridge Road PROW facing west



Figure 10: Southern boundary from old Railway PROW facing north with Thornbury Green development visible to the right of the view



Land Ownership

The masterplan area is covered by a number of different landownerships. Most of the land is being promoted by the landowner or by a developer on behalf of the landowner. The diagram to the right shows the extent of control for each landowner/developer.

These parties have worked together in preparing the masterplan and will continue to do so in bringing the development forward.

The masterplan provides a framework which allows for each parcel to come forward on its own accord whilst still contributing to the wider framework.

An integral approach to phasing will be implemented in order to bring forward the framework in an efficient / effective manner (see section 5 for further detail).

This document will set out how each landowner/developer will be able to implement a cohesive design approach to future proposals.

The masterplan will be designed to integrate with The Taylor Wimpey scheme at Thornbury Green (ref: 15/03148/OUT), the Thomas Homes scheme at the Nursery Site (ref: 15/00761/FUL) and the Horizon Technology Park Advanced Engineering Campus (16/02369/FUL & 17/01114/FUL). The land owned by OCC and leased to Bartholomew School will not be affected by the development.

Long Barn
An area of land outside the SDA Site Boundary is required in order to deliver the northern access and Central Residential Boulevard onto the A40. The location of the access is in line with the A40 HiF2 proposals and the Park and Ride junction. Delivery of the access does not impact upon the Long Barn itself.

KEY

-  Site Boundary
-  Berkeley Land
-  Jansons Land
-  Thomas Homes Land
-  Pye Homes Land
-  Oxfordshire County Council (OCC) Land
-  OCC Land - Merton House Assessment Centre
-  OCC Leasehold - Bartholomew School
-  Vanderbilt Strategic Land
-  Thornbury Green development
-  Polar Technology
-  Unregistered Land
-  Other Third Party Land

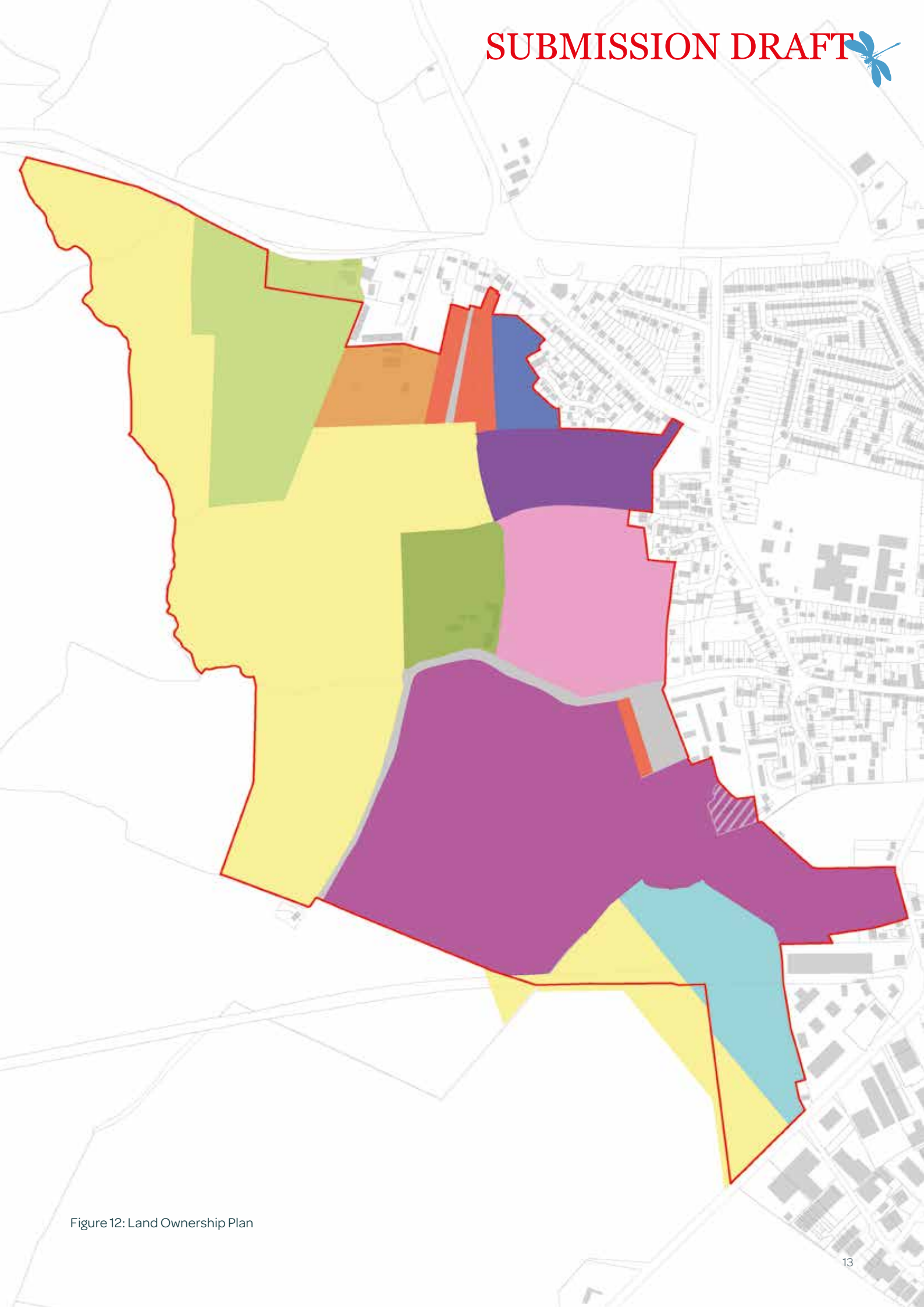


Figure 12: Land Ownership Plan



2. Planning Context





Planning Policy

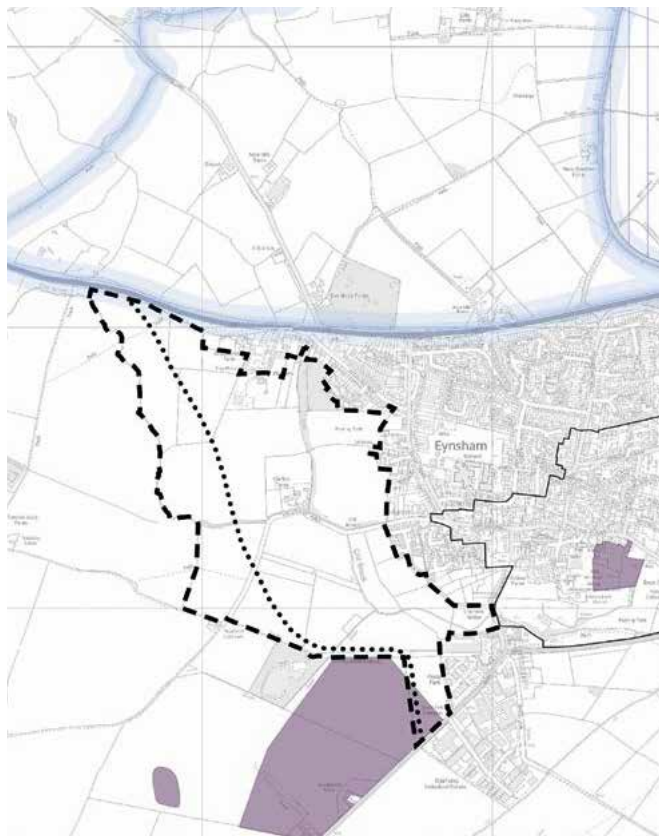
The site is allocated in the adopted West Oxfordshire Local Plan (WOLP) 2031 (adopted September 2018) and the allocation policy (Policy EW2) requires comprehensive development to be led by an agreed masterplan.




Policy ENP14a criterion a) of the Eynsham Neighbourhood Plan 2031 (ENP) (made February 2020) also states that the SDA should be brought forward in a “comprehensive and coordinated manner”. Full copies of both policies are set out on the next page.

This Masterplan document has also been informed by a number of other policy considerations including the policies of the WOLP and the ENP, Government’s National Planning Policy Framework (NPPF) and associated Planning Practice Guidance as well as the National Design Guide and National Model Design Code.

More locally, the Masterplan Document has drawn on various documents including the West Oxfordshire Design Guide, the Oxfordshire Energy Strategy, Oxfordshire County Council’s Local Transport Plan (LTP4 – Connecting Oxfordshire) and Climate Action Framework the Joint Health and Wellbeing Strategy, the SPD Issues document and the recently adopted Oxfordshire Strategic Vision for Long Term Sustainable Development.

The masterplan has also had regard to the emerging Salt Cross Garden Village Area Action Plan (AAP).



- KEY**
-  Site Boundary
 -  Scheduled Monument
 -  Indicative alignment of Central Residential Boulevard through allocation.

- KEY**
-  Site Boundary
 -  West Eynsham SDA
 -  Salt Cross Garden Village

Figure 13: WOLP 2031 Figure 9.5e: Eynsham inset

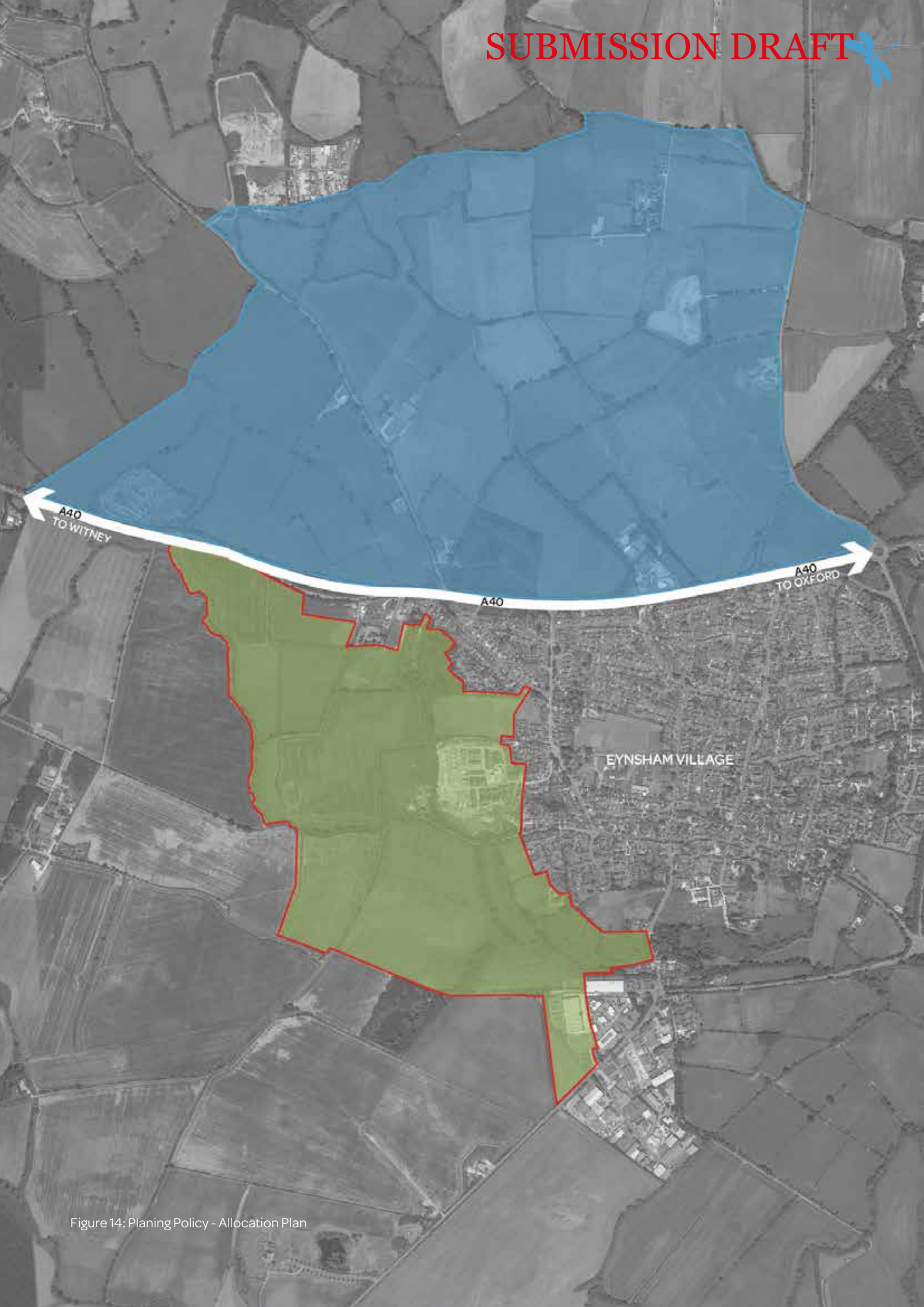


Figure 14: Planing Policy - Allocation Plan



The West Oxfordshire Local Plan (WOLP) 2031

Policy EW2: West Eynsham Strategic Development Area.

Land to the west of Eynsham to accommodate a sustainable integrated community that forms a positive addition to Eynsham, including:

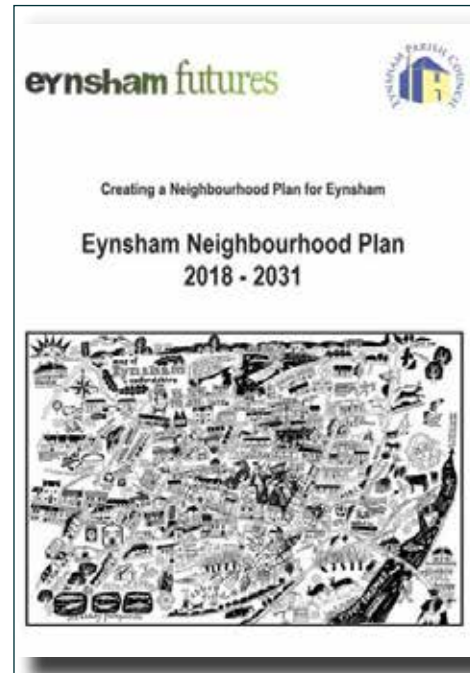
- a) About 1,000 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing.
- b) Comprehensive development to be led by an agreed masterplan.
- c) Provision of a new western spine road funded by and provided as an integral part of the development and taking the opportunity to link effectively with the existing road network on the western edge of the village.
- d) The provision of a new primary school on-site (1.5FE including nursery) on a 2.22 ha site to enable future expansion together with financial contributions towards secondary school capacity as appropriate.
- e) The provision of other supporting transport infrastructure, including mitigating the impact of traffic associated with the development; appropriate consideration of the proposed park and ride, wider A40 improvements and the Oxfordshire Cotswold's Garden Village SLG; the provision of appropriate financial contributions towards LTP4 transport schemes such as the A40 Strategy; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas, including the Proposed Park and Ride, Eynsham Village, the Oxfordshire Cotswolds Garden Village, Hanborough Station and into the surrounding countryside.
- f) Development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities.
- g) The provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.
- h) Biodiversity enhancements including arrangements for future maintenance.
- i) masterplanning that takes adequate account of open space and green infrastructure networks and needs, and maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared).
- j) The investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be deposited in a public archive. Particular consideration will need to be given to the scheduled monument adjacent to the B4449 including when determining the most appropriate alignment/access arrangements for the western spine road. All feasible route options and junction arrangements must be explored to ensure that any harm to or loss of significance of the scheduled monument by crossing of or encroachment upon the monument or its setting should be avoided if at all possible, and that any unavoidable harm or loss of significance is minimised, as far as possible mitigated and justified in accordance with Policy EH15.
- k) Appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- l) Connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- m) Demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- n) The developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

The Eynsham Neighbourhood Plan (ENP) 2031

ENP14a Strategic Development Area and “Garden Village”

In addition, development in Strategic Development Areas and the proposed “Garden Village” should:

- a) Be brought forward in a comprehensive and coordinated manner, in the case of the Garden Village, through the Area Action Plan and in respect of the Strategic Development Area, through another appropriate mechanism such as a Supplementary Planning Document including a masterplan agreed with WODC and in consultation with the Parish Council. Requirements for supporting infrastructure and services shall be established through the masterplan and, where necessary, through legally binding agreements.
- b) Include an assessment of the impacts of the new development on residents of Eynsham Village, particularly the impact on local services and facilities such as education and healthcare.
- c) Include a mechanism to ensure the timely provision of adequate community facilities.
- d) Where appropriate, make provision for new employment opportunities as part of the overall mix of development.
- e) Make provision to mitigate infrastructure constraints including the main access roads (A40, B4449, B4044), where necessary.
- f) Include an appropriate assessment of any impact on A40 and Toll Bridge traffic.
- g) In respect of the garden village, ensure that development is taken forward in accordance with garden village principles (as set out by DCLG).
- h) Have regard to the need to provide extensive and high-quality green infrastructure to include opportunities for walking, cycling and riding.





Planning History

The Story so far and next steps

The planning history of the site and the surrounding local area includes several approved and pending planning applications since 2015. The masterplan integrates these existing schemes into the strategies for delivery. These sites are identified on the plan opposite and the adjacent time line.

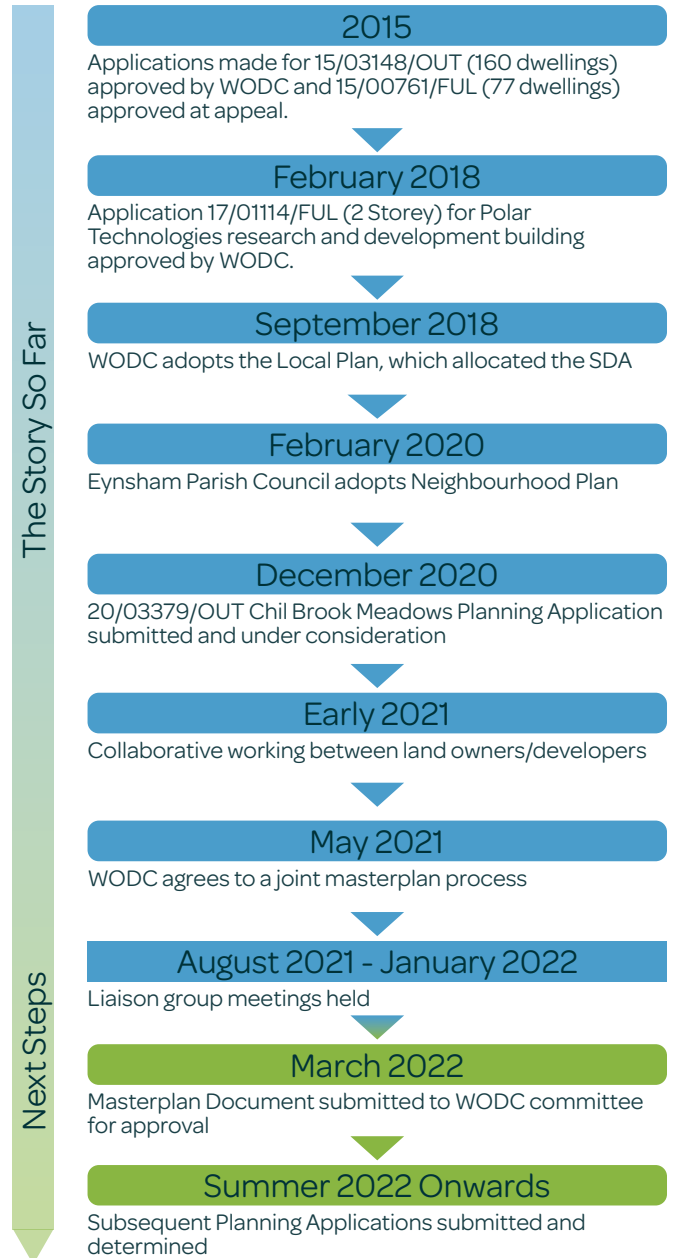
To the north of the site, a new Park & Ride has been approved (ref: 19/01725/CC3REG) and will be constructed alongside a new access and improvements to the A40. The planning application for the Salt Cross Garden Village (ref:20/01734/OUT) was submitted in July 2020 and is pending determination.

The Taylor Wimpey scheme at Thornbury Green (ref: 15/03148/OUT) is largely complete and the Thomas Homes scheme at the Nursery Site (ref: 15/00761/FUL) is underway.

Phase 1 of the Horizon Technology Park Advanced Engineering Campus (16/02369/FUL & 17/01114/FUL) to house the expansion of Polar Technology Management Group Ltd has been completed. Further phases of building will deliver up to 300,000sqft of advanced manufacturing space and office facilities.

The Chil Brook Meadows Planning Application (ref: 20/03379/OUT) was submitted in December 2020 and will be determined following the approval of this Masterplan.








Subsequent planning applications for the remainder of the site will follow and will be determined having regard to this Masterplan document.



The Story So Far

Next Steps

KEY

-  Site Boundary
-  15/00761/FUL - Nursery Site*
-  15/03148/OUT - Thornbury Green *
-  16/02369/FUL & 17/01114/FUL - Polar Technology *
-  19/01725/CC3REG - Park & Ride
-  20/01734/OUT - Salt Cross Garden Village
-  20/03379/OUT - Chil Brook Meadows

*Approved applications

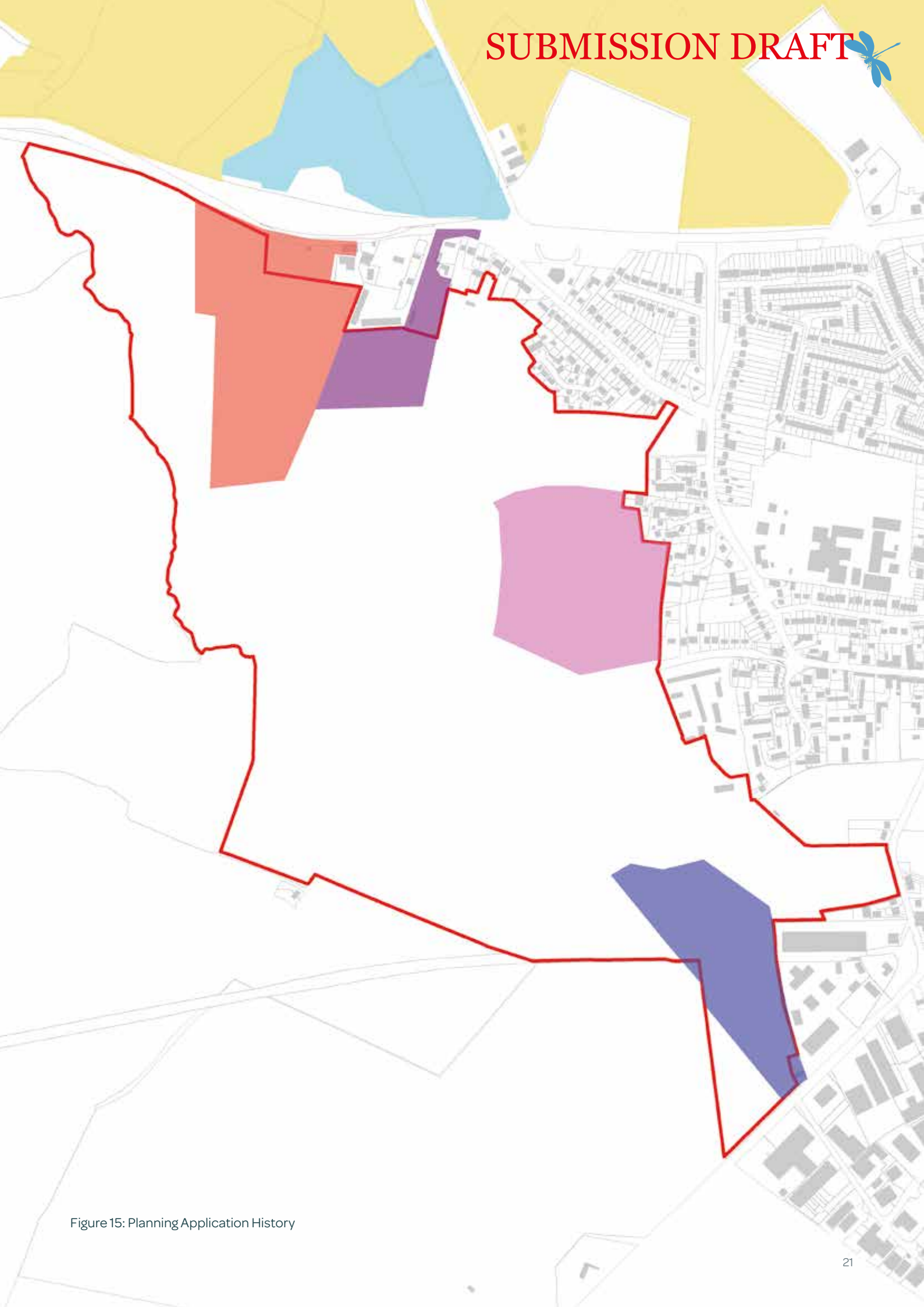


Figure 15: Planning Application History



3. Assessment



Site Constraints and Opportunities

Introduction

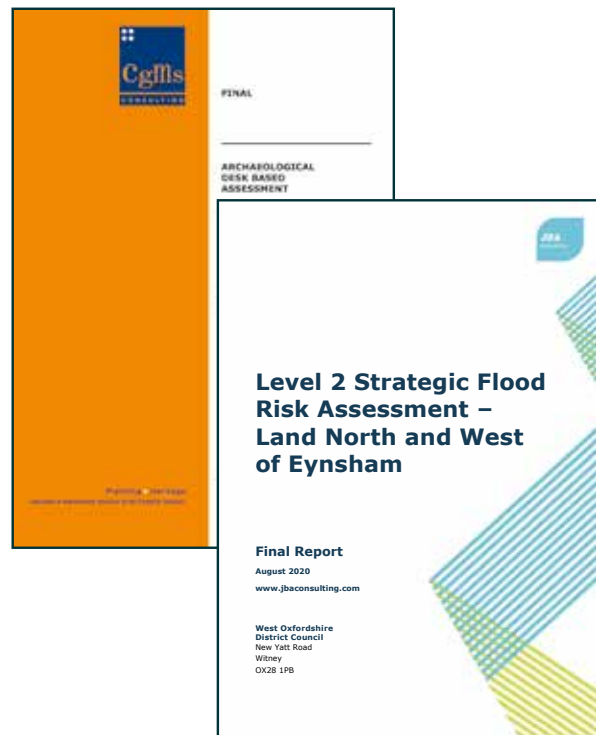
The purpose of this section is to provide an overview of the main technical considerations that underpin the masterplan. This includes detailed contextual studies undertaken in 2019 by West Oxfordshire District Council to inform proposals across the Oxfordshire Cotswolds Garden Village and the West Eynsham Strategic Development Area, including:

- Landscape and Visual Assessment undertaken by LUC
- Historic Environment Assessment carried out by LUC
- Green Infrastructure Study prepared by LUC
- Preliminary Ecological Impact Assessment undertaken by TACP
- Transport Baseline report prepared by Wood plc
- Level 2 Strategic Flood Risk Assessment carried out by JBA

Further technical studies have been undertaken by the landowners/developers to inform this masterplan. This includes:

- A full suite of documents and reports submitted as part of the Chil Brook Meadows (20/03379/OUT) planning application submitted by Jansons
- Topographical survey
- Hydraulic modelling of the Chil Brook with the results agreed with the EA
- Archaeological Desk Based Assessment by CgMs
- Phase 1 Ecology Survey

The scheme will use this baseline assessment as a foundation that will be supported by further technical assessment as necessary during future planning applications.



Topography

The site is relatively low-lying due to its location in the immediate setting of Chil Brook and slopes gently from approximately 70m AOD along its northern and southern boundaries in direction of the Chil Brook at the centre to an altitude of approximately 60m AOD.

The site's topography reflects the localised low-lying landforms associated with the western and southern setting of Eynsham.



Figure 16: Site Topography

Flooding and Drainage

The Chil Brook flows through the site from Eynsham Hall Park in the north-west, it runs south-eastwards to exit the site at the south eastern corner, where it passes below a bridge at Station Road and continues on to join the River Thames at Swinford.

Much of the land adjoining the Chil Brook is identified as Flood Zone 2 and 3 (i.e. medium and high risk) by the Environment Agency (EA). An updated flood model of the peak fluvial flood depth (with an allowance for future climate change) based on a topographical survey and sectional study of the Chil Brook was undertaken, reviewed and accepted by the Environment Agency in July 2020 as being fit for use for the West Eynsham SDA flood risk assessment.

Two unnamed Ordinary Watercourses, which form tributaries of the Chil Brook, are located in the north east and south of the site.

Risk from surface water flooding is an important consideration. As a greenfield site it is important to consider potential change in run-off rates, directions of overland flow and the impacts that this may have on river dynamics. The dominant surface water flow path within the site is associated with the channel of the Chil Brook and its tributaries.

Areas of the site are predicted to have a high groundwater flood risk, associated with sand and gravel superficial deposits found along both the northern and southern boundaries of the site. In these areas, groundwater is estimated to be within 0.5m of the surface during a 1 in 100-year groundwater flood event. All other areas are deemed to have a negligible groundwater flood risk.

Sustainable Drainage Systems (SuDS) will be used to attenuate surface water drainage to maintain the existing run off rate from the undeveloped greenfield site. The size and greenfield nature of the site provide opportunities for a variety of SuDS features, to slow and store surface water flow before it enters the Chil Brook. Attenuation storage features must be located outside the Chil Brook floodplain, so they remain operational during a fluvial flood event.

No built development is proposed in flood zone 2 and 3, other than essential infrastructure, such as the road crossing of the Chil Brook.



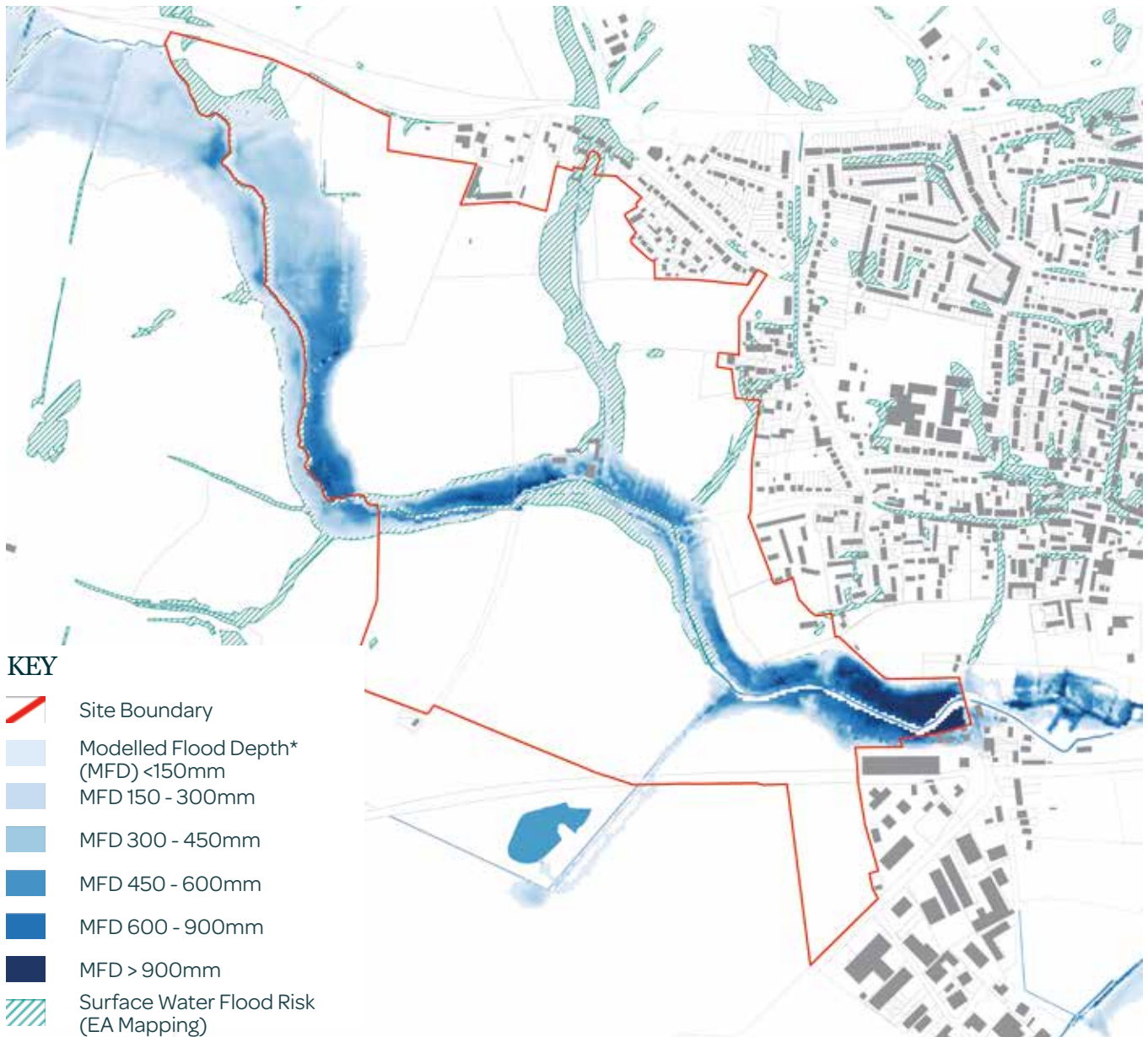
Figure 17: The Chil Brook facing west from Station Road



Figure 18: View from bridge on Chilbridge Road, facing north onto the Chil Brook



Figure 19: Attenuation feature within Thornbury Green development



KEY









-  Site Boundary
-  Modelled Flood Depth* (MFD) <150mm
-  MFD 150 - 300mm
-  MFD 300 - 450mm
-  MFD 450 - 600mm
-  MFD 600 - 900mm
-  MFD > 900mm
-  Surface Water Flood Risk (EA Mapping)

Figure 20: Flooding and Drainage

* Hydraulic Modelled Flood Depth (1:100 year flood extent +70% climate change allowance) agreed with EA in July 2020

Ecology and Biodiversity

There are no specific nationally designated sites of importance for biodiversity within the SDA. The SDA is predominantly greenfield with farmland arable and semi-improved grassland fields, woodland, orchard, trees, mature hedgerows, ditches and the Chil Brook. There are valuable habitats and wildlife corridors within the site, especially the Chil Brook.

There are records of protected and notable species within and adjoining the site. Phase 1 surveys and assessment of the site have been carried out and prior to any planning application, it is recommended that specialist Phase 2 surveys for protected species are carried out, in addition to further assessment of hedgerow, grassland and arable habitats, in order to establish the presence or absence of protected or notable habitats and species in order to ensure compliance with UK nature conservation legislation and, where necessary, identify measures to avoid or mitigate potential impacts.

The former orchard, west of Fruitlands in the north of the site, is covered by a Tree Preservation Order (TPO) and is designated as a priority habitat (Traditional Orchard) and woodland of ecological value.

The previous surveys of the site, have identified the areas of highest ecological value, which are primarily along the Chil Brook and the woodland and hedgerow corridors.

The “low ecological value” areas are identified in the Oxfordshire Garden Village and Strategic Development Area Preliminary Ecological Impact Assessment Prepared by TACP for West Oxfordshire District Council. This preliminary assessment identified the key ecological features and the areas with the greatest potential for protected species. The low ecological areas have the lowest potential for protected species.

In accordance with national and local policy, development of the site will be required to demonstrate a net gain in biodiversity where possible. This is also reflected in the Eynsham Neighbourhood Plan (Policy ENP4a).

To the south east of the site is the proposed ‘Fishponds’ Local Nature Reserve (LNR) on the site of the Eynsham Abbey Fish Ponds.

A further consideration for the West Eynsham site is the Oxford Meadows Special Area of Conservation (SAC) which is 3.3km east of the SDA. In respect of increased nitrogen deposition from additional traffic on the A40, a combination of a modal shift away from the use of the private car and a trend for reduction in nitrogen from vehicular emissions will limit any significant effect.

Policy Requirement

WODC Policy EW2: h) Requires biodiversity enhancements including arrangements for future maintenance. The provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.



Figure 21: Existing Green Infrastructure and ecology

Landscape and Visual Impact

Landscape Designations

The site is not designated by any specific landscape designation.

Landscape Character

The West Oxfordshire Landscape Assessment (1998) identifies the site as being located within two Landscape Character Area (LCA). The south-eastern part of the site adjoining the Chil Brook is identified as being located within the Lower Windrush Valley and Eastern Thames Fringe LCA 12. The rest of the site is identified as being located within the Eynsham Vale LCA 11.

The landform of the site is the shallow valley of the Chil Brook, which meanders between slightly higher ground to north and south. To the west beyond the site is a low rise that provides some containment. Further enclosure is provided by the smaller, tree-lined fields around the western edge of Eynsham, including some fairly substantial areas of outgrown hedgerow, as well as the trees surrounding the pond to the south of the site. The stream valley is slightly more pronounced in the east, where more hedgerows and trees enclose small paddocks. Overall the landscape is of low-moderate sensitivity, with areas of moderate sensitivity associated with the small enclosed fields and paddocks closer to Eynsham.















Views and Visual Environment

Views of the site are largely localised and the site is seen within the context of existing built form associated with the settlement of Eynsham. The primary receptors are users of the adjacent road corridors and nearby Public Rights of Way. The mature vegetation structure present within the site and along its boundaries, as well as the established treescape and hedgerow network associated with its immediate context, afford a strong degree of containment to the potential development within views from the site's wider setting.

Occasional glimpsed views of development will be perceptible from a limited number of elevated viewpoints to the south-east, from the elevated land associated with Wytham Great Woods and Wytham Hill, although these are relatively long-distance views from which the site is not readily visible. Any glimpsed views of the proposed development will be seen within the context of existing built-up edge of Eynsham and existing urbanising features within these views.

Glimpsed views of the tower of St Leonard's Church (Grade II* Listed Building) are available from the more elevated areas of the site.

KEY

	Site Boundary		Grade II* Listed St Leonard's Church
	Public Rights of Way		Glimpsed Views to St Leonard's Church
	Chil Brook		Key Long Distance View into the site
	Existing Built Edge		Industrial Development
	Potential Landscape Buffer		Aluvial Lowland Character
	Potential Reinforcement of the Existing Vegetation		Lowland Village Farmlands Character
	Grade II Listed Chil Bridge		Rolling Clayland Character



Policy Requirement

WODC Policy EW2: g) Requires the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.



Figure 23: View west from PROW 206/18/10 facing east

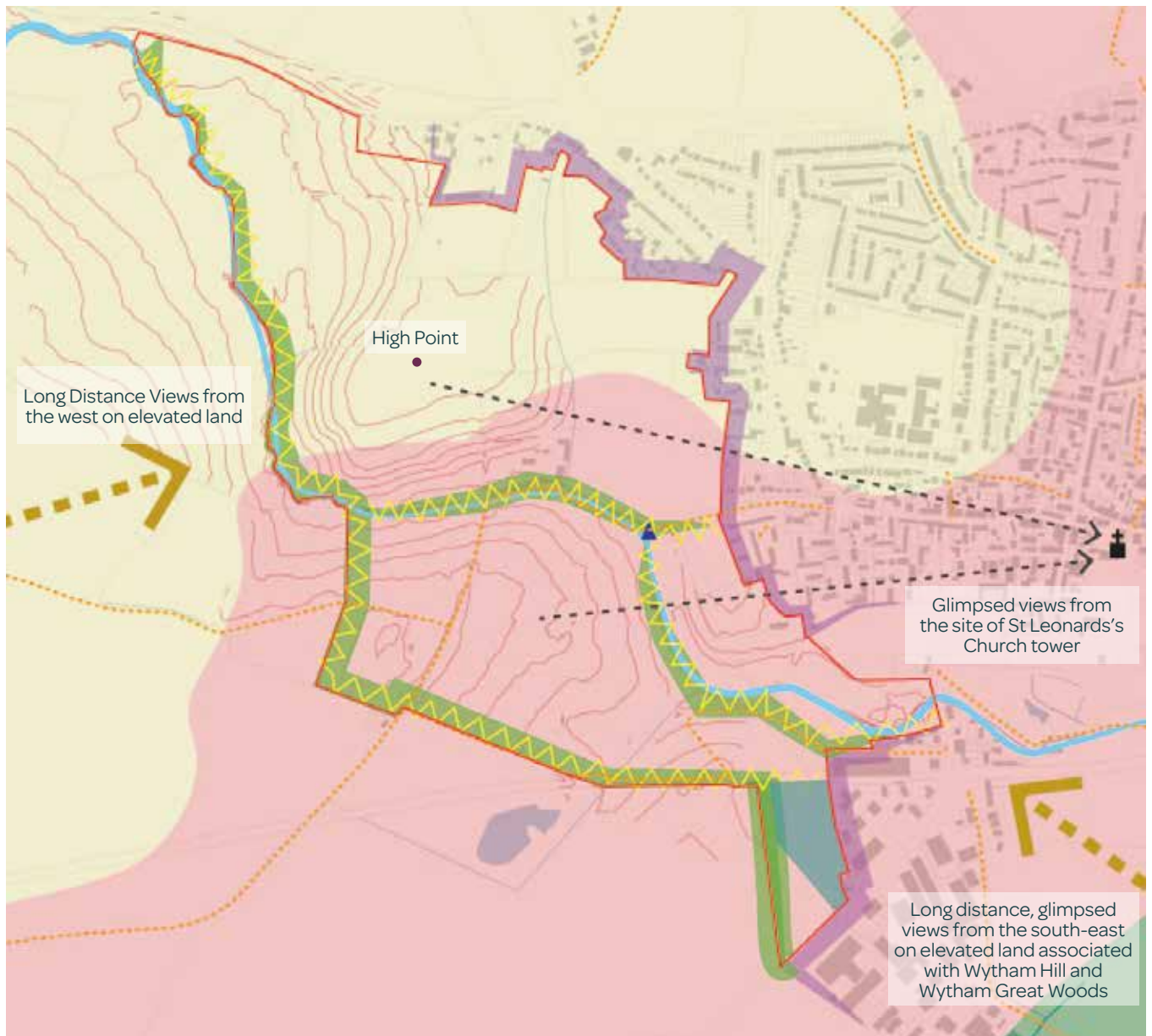


Figure 22: Landscape and Visual Assessment

Heritage

Designations

The Grade II Listed Chil Bridge sits within the east of the site and the site’s eastern boundary is directly adjacent to Eynsham Conservation Area.

The sites’ southern corner is covered by an area designated as a Scheduled Monument (SAM) Sites discovered by aerial photography, near Foxley Farm (List UID: 1006333).

Historic Landscape Character

The Historic Landscape Character of the south-eastern corner of the SDA comprises piecemeal enclosure of late 18th -19th century date, which remains relatively intact. The now dismantled tracks of the Witney Branch (Great Western Railway) form part of the southern site boundary. The remainder of the site comprises re-organised enclosure of date and modern amalgamated 20th century enclosure, modern woodland plantation and sports playing fields.

Archaeology






In accordance with central and local government planning policy, a desk-based assessment has been undertaken to clarify the archaeological potential of the site.

The site has a theoretical potential for the Palaeolithic and Mesolithic periods, a moderate to high archaeological potential for the Neolithic, Bronze Age, Iron Age and Roman periods, a moderate to high potential for the Angle-Saxon period, a low to moderate potential for the Medieval period and a low potential for the Post-Medieval and Modern periods.

The balance of probability is that any archaeological finds from within the site will likely be of regional to national significance. Any archaeological finds from within the area of the scheduled monument are of national significance by definition through its designation.

The planning application(s) for each relevant phase will be accompanied by archaeological assessment and survey work to respond to criterion j) of Policy EW2 and also Policy EH15 of the adopted Local Plan.

KEY

-  Site Boundary
-  Scheduled Ancient Monument (SAM)
-  Conservation Area
-  Grade II Listed Chil Bridge
-  Archaeological Features (OCC Environment & Economy)



Policy Requirement

WODC Policy EW2: j) Requires the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place.

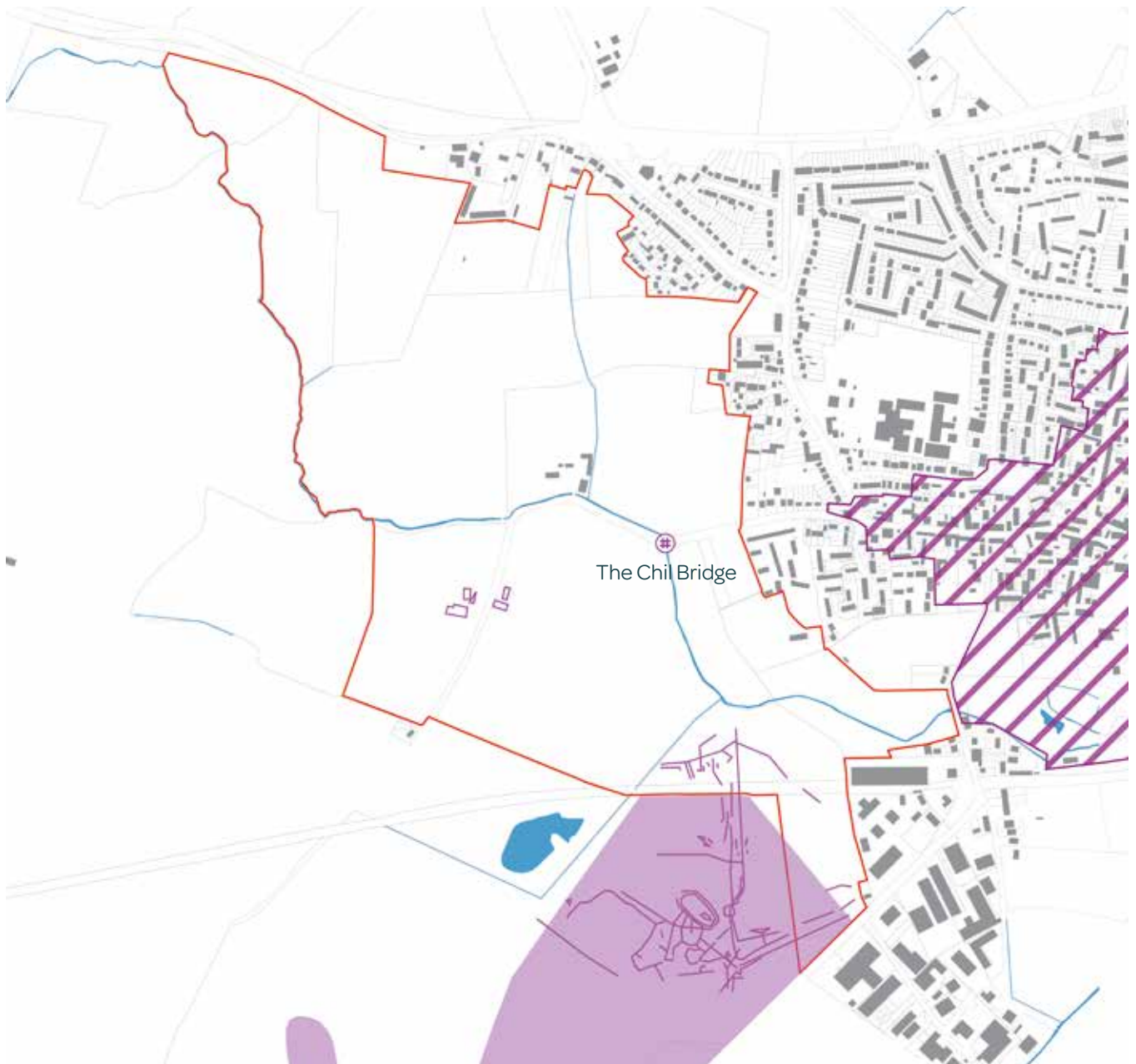


Figure 24: Heritage

Access and Movement

Much of the site itself is not publicly accessible due to it being currently under private ownership. However, three Public Rights of Way (PROWs) cross the site:

- public footpath 206/30 runs parallel to the site’s southern boundary in a broad west-east direction;
- the public bridleway 206/19 (Chilbridge Road) traverses the site in a broad southwest to east direction; and
- the public footpath 206/18 which meets the public bridleway after running approximately 188m into the site in a broad west-east direction.

These PROWs are important to local residents and are well used by walkers and cyclists. A field in the south of the site is used for dog walking.

These provide connections from Eynsham to the wider network of countryside footpaths to the west.

The A40 provides a designated cycle route north of the site to both Witney and Oxford, where Sustrans National Cycle Routes can be picked up.

KEY

-  Site Boundary
-  Local Roads
-  Public Rights of Way
-  Cycleway
-  Proposed Central Residential Boulevard
-  Proposed Access
-  Proposed A40 Pedestrian/ Cycle Crossing



Policy Requirement

WODC Policy EW2: c) requires provision of a new western spine road funded by and provided as an integral part of the development and taking the opportunity to link effectively with the existing road network on the western edge of the village.



Figure 25: Access and Movement

Site Constraints and Opportunities

This page and the plan overleaf provides a summary of all the site constraints and opportunities and is the foundation for the design of the masterplan for the site.

Topography

- The site slopes gently from the highest points along its northern and southern boundaries towards the Chil Brook, at the centre of the site. The development should work with the natural topography and contours of the site so that development sits comfortably into the landscape.

Drainage

- Natural drainage paths and storage areas are to be incorporated into the proposals at an early stage. This allows space for SuDS to be combined with public open space and blue-green infrastructure provision, and distributed across the site, helping to deliver high quality amenity and biodiversity net gain for the site, while optimising the use of space.
- No built development is proposed in flood zone 2 and 3, other than essential infrastructure, such as the road crossing of the Chil Brook.

Ecology

- The habitats of highest nature conservation value, including the Chil Brook, areas of semi-improved grassland, trees, hedgerows and woodlands should be retained where possible and enhanced to create a net gain in biodiversity on the site.

Landscape

- The site is characterised by small fields and hedgerows along the Chil Brook. The masterplan should seek to retain and develop this as an open space corridor with eastward links into the conservation area.
- Retain as much of the existing hedgerow as is reasonably practicable, using retained hedges and tree lines as landscape structure within the masterplan – key features include the hedge along Chilbridge Road, and the hedge linking north to the wood at Fruitlands.
- Create a woodland and open space network throughout the site, strengthening the woodland resource to the north and south of the site, and linking with retained hedgerows and watercourses.
- Development should seek to enhance sections of weaker settlement edge where these currently exist, with the overall intention of deliberately creating a stronger, defensible and more permanent boundary to the west of Eynsham, replacing the current piecemeal character.
- Retain viewing corridor to St Leonards Church from the proposed development

Heritage

- Features, such as historic field patterns bounded by mature hedges, could allow sensitively designed development to be accommodated into the landscape. Enhancing the, currently fragmented, relationship between built form and countryside.
- The development is situated close to a SAM, part of which enters the site boundary. The masterplanning principles will ensure that the proposed development minimises adverse impacts on the existing heritage assets. Development presents an opportunity to improve public awareness and understanding of the scheduled multi-period cropmark site through the extension of the Eynsham Heritage Trail or similar.
- Due to the moderate to high potential for as yet to be discovered archaeological assets, the proposed development has the potential to impact on archaeological remains and as such, a program of archaeological evaluation and assessment will be required at the planning application stage.
- The Listed Chil Bridge will be retained within a linear park along the Chil Brook.

Access and Movement

- A number of Public Rights of Way (PROWs) are situated within the site boundary. Careful masterplanning will be implemented within the design process to ensure these are fully integrated into the movement strategy, to encourage more active means of movement.
- Vehicular access will be restricted to the A40 and B4449, with a Central Residential Boulevard suitable of providing a bus route.
- Pedestrian and cycle routes will be provided to encourage sustainable modes of transport.



ASSESSMENT

KEY












-  Site Boundary
-  1m Contours
-  Direction of slope
-  Modelled Flood Depth (MFD) <150mm
-  MFD 150 - 300mm
-  MFD 300 - 450mm
-  MFD 450 - 600mm
-  MFD 600 - 900mm
-  MFD > 900mm
-  Surface Water Flood Risk
-  Woodland
-  Existing Trees and Hedges
-  Tree Preservation Order (TPO) & Traditional Orchard Priority Habitat
-  Chil Brook
-  Existing Built Edge
-  Potential Landscape Buffer
-  Potential Reinforcement of the Existing Vegetation
-  Key Long Distance View into the site
-  Glimpsed Views to St Leonard's Church
-  Industrial Development
-  Scheduled Ancient Monument (SAM)
-  Conservation Area
-  Listed Building
-  Archaeological Features
-  Public Rights of Way
-  Cycleway
-  Proposed Central Residential Boulevard
-  Proposed Access
-  Potential Pedestrian Links
-  Existing Pedestrian Access
-  Proposed A40 Pedestrian/Cycle Crossing





Figure 26: Site Constraints and Opportunities Plan

Consultation Strategy

What has happened so far?

As a result of previous consultations, we started with a wealth of knowledge on what is possible and required prior to preparing this masterplan. The masterplan process is not starting from scratch.

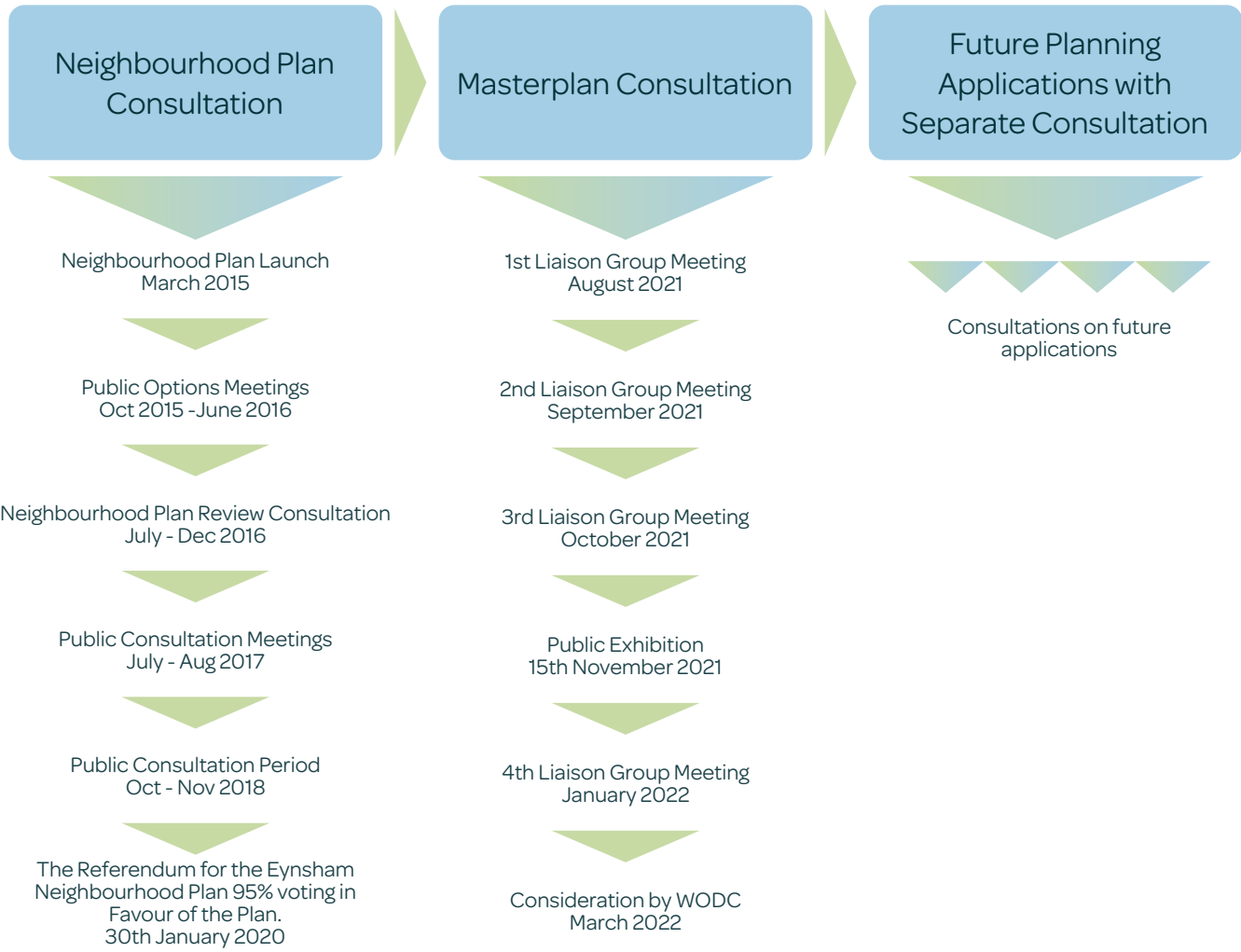
This SDA has already been the subject of extensive engagement with the local community during consultation:

- At various stages of the Local Plan process, leading to its adoption by WODC in 2018;
- On a West Eynsham Supplementary Planning Document (SPD) Issues & Options document;*
- The Eynsham Neighbourhood Plan was adopted in 2020;
- Outline planning application on the Jansons parcel;
- Wider engagement on nearby Salt Cross Garden Village scheme.

All of the feedback from previous consultations is being taken into account in the masterplanning process.



*WODC prepared this Issues and Options SPD document and the Council published it for public consultation between July to September 2018. However, WODC did not progress the SPD through to adoption.



Engagement on the Masterplan Stage

Building on the previous consultation, this masterplan stage has been subject to engagement from key stakeholders and the wider community.

A dedicated Liaison Group was set up members of which included:

- The developers/landowners;
- Developers/landowners consultants;
- WODC Officers;
- WODC Cabinet member for Strategic Planning;
- Eynsham & Cassington WODC ward members;
- OCC Officers;
- OCC Eynsham divisional member;
- Eynsham Parish Council;
- EPIC - Eynsham Planning Improvement Campaign; and
- GreenTEA - Green Transition Eynsham Area.

This Liaison Group was a forum where the emerging masterplan was discussed, explained and shaped by the members. This dedicated group met four times across the Autumn/Winter of 2021 and through this forum, the masterplan was shaped. The developers/landowners welcomed the input from this group which ultimately helped shape the emerging masterplan.

Whilst the community representatives were updated on the progress of the emerging masterplan, it was clear from the Liaison Group that the wider community needed to be engaged. As a result, a community newsletter was delivered across the village and a dedicated website was created (www.masterplan4westeynsham.co.uk) informing residents of the process of the emerging masterplan made by the Liaison Group while inviting residents to attend a consultation event.

Working with the Liaison Group, the developers/landowners organised both a virtual exhibition and a face to face event.

These events were held in November 2021 and the headlines were:

- 106 people attended the in-person exhibition;
- 90 of those signed in;
- 71 registered for the online exhibition;
- 61 of those attended the online exhibition; and
- 45 pieces of feedback were collected.

The consultation event was an opportunity for residents to view the extensive material (much of which was discussed with the Liaison Group) and provide feedback on the emerging masterplan.

Whilst there was a range of views and suggestions for the masterplan, the key feedback included:

- 90% (face to face) and 88% (online) respectively found the events to be informative;
- There was overwhelming support that the developers/landowners are working together to form one masterplan with 76% (face to face) and 69% (online) attendees supporting this; and
- There was clear appreciation from residents that the masterplan is a stepping stone between the Local and Neighbourhood Plans and subsequent planning applications with 66% (face to face) and 75% (online) agreeing with this.

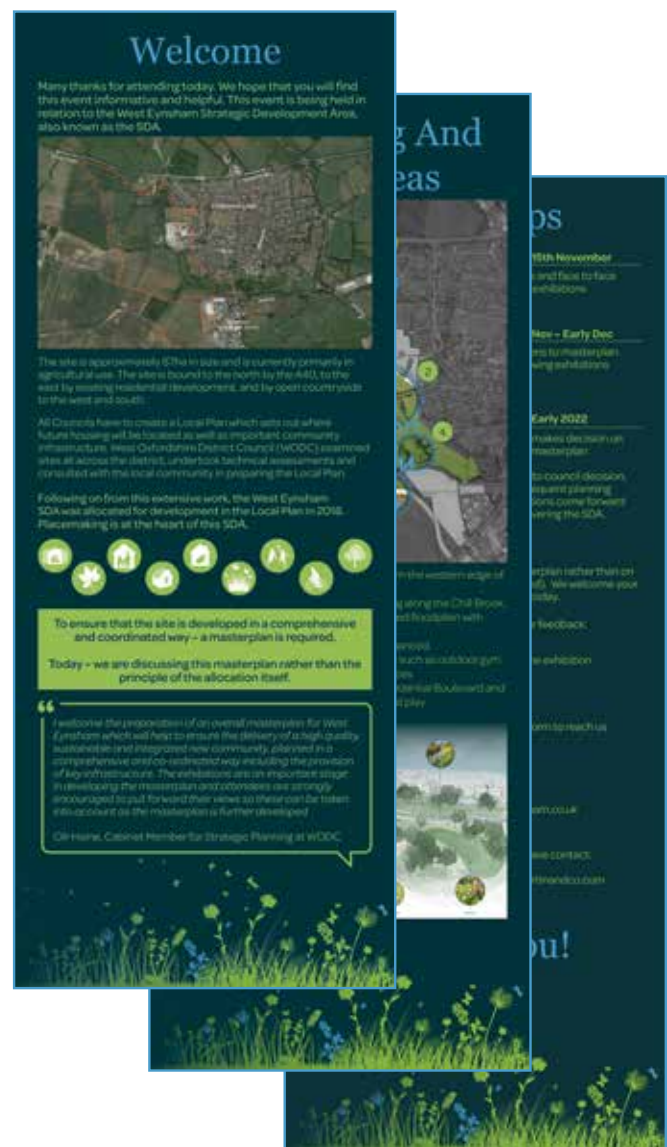
Throughout, it was clear to the developers/landowners that sustainability was high on the agenda for the community. It was also evident that the community want to continue to be engaged throughout the process.

In terms of the emerging masterplan, clear support for:

- Designing the Central Boulevard Road discouraging rat-running (73% face to face attendees and 62% online attendees);
- The provision of the community centre (73% and 82% respectively); and
- 80% attendees agreeing that the flooding and drainage strategies proposed are required.

As expected, there was a range of views, opportunities and challenges however residents provided the developers/landowners with an order of preference for their priorities for infrastructure. The highest preference included transport and movement and green infrastructure.

The developers/landowners used this consultation strategy to help shape the masterplan.



Summary of Amendments to the Masterplan following Consultation

The table below sets out a summary of the key changes that have helped to shape the masterplan as a result of the developers/landowners working collaboratively with each other, WODC, OCC and community stakeholders.

Theme:	Stakeholders asked:
Consultation	... you for continued consultation on the masterplan.
	... you wanted to have the opportunity for in person consultation events.
Moving Across The Site	... you had concerns about the main spine road.
	... you would like to see PROW's retained and extended, with no additional traffic using Chilbridge Road.
	... you asked how access via the Thomas Homes and Thornbury Greeb developments would be controlled'.
Landscaping and Biodiversity	... you would like to see biodiversity enhancements and Net Gain achieved.
	... you want to know what protection status the green spaces not allocated to housing will be given.
	... you want plenty of dog walking areas.
	... you asked if hedgerows and trees retained on the site.
Drainage	... you expressed concerns about buildings of the flood plain.
	... you would like to have drainage above and beyond recommendations.
Proposed Uses	... you want to have more information about the local centre uses.
	... you had concerns about the location of the Local centre.
	... you asked for a development that delivers sustainability.

We did...

Regular virtual meetings were held, to provide continued inputs from the local communities.
The process was amended to include: online and face-to-face public exhibitions, newsletters sent across the village and a masterplan website.
The spine road is now a Central Boulevard, through careful design the Boulevard will discourage rat-running, restrict speed, prioritise sustainable travel users (Cycling, walking and buses) and will be tree lined
The masterplan maintains the existing Public Rights of Way, providing new improved pedestrian and cycle routes. No motorised vehicles will access to the site via Chilbridge Road.
Agreed that once the development is complete, there will be no through route for vehicles between the spine road and Witney Road.
The masterplan prioritises nature, the site will respond to local and national policy for biodiversity net-gain, implementing designs that benefit and enhance the natural environment.
This will be resolved by WODC in the determination of planning applications.
The masterplan provides new and extends existing public rights of way routes, that offer more accessible areas for recreation such as dog walking. Rather than just retaining the field, we have increased accessible useable green areas across the SDA including the Chil Brook Linear Park. This will provide an attractive dog walking area
Hedgerows and trees will generally be maintained, roads that cut through these features will do so at a right angle in order to reduce the impact.
The dwellings within the development do not encroach on the flood plain or flood zone areas.
Drainage will go above and beyond expectations, to anticipate potential increased pressures due to climate change.
The local centre will comprise a range of units that could include; a community hall, a rural enterprise hub, farm shop, small convenience shop and remote working hub. The proposed uses will be informed by stakeholder and community consultation and confirmed in planning applications.
The masterplan indicates the location of a new Local Centre for West Eynsham, the reason for this location is due to; <ul style="list-style-type: none"> • The areas proximity to access routes including the main spine road, multiple PROW routes and cycle ways. • A clear distance reducing direct competition with existing local businesses in Eynsham, while also providing new opportunities for the existing residents living close to the site. • Distributing the 2 main community facilities (The primary school and Local Centre) on the 2 new key neighbourhoods within the development.
The development will be constructed to meet the upcoming Future Homes Standards to comply with Building Regulations, these standards mean that homes built within the development will produce 31% less carbon than current new builds, and be considered ready for the nations Zero Carbon Future.



Opportunities

Chil Brook Linear Park



A landscape for all to enjoy





A new Primary School with safe and convenient access



Local Centre providing a community hub

Design Principles

The design principles for the masterplan have been informed by the assessment of the site and its context and engagement with stakeholders and the community. They establish the vision for how West Eynsham will integrate into the village.

Integrated Landscape Network



The masterplan will create a network of landscape corridors and spaces that will run through the site and connect into the landscape network around Eynsham.

The masterplan will deliver biodiversity enhancement by retaining existing habitats where possible, and creating new habitats to encourage wildlife to use the site. The bio-diversity enhancements will form as part of a rigorous Green Infrastructure Strategy fully integrating biodiversity through a series of green connections.

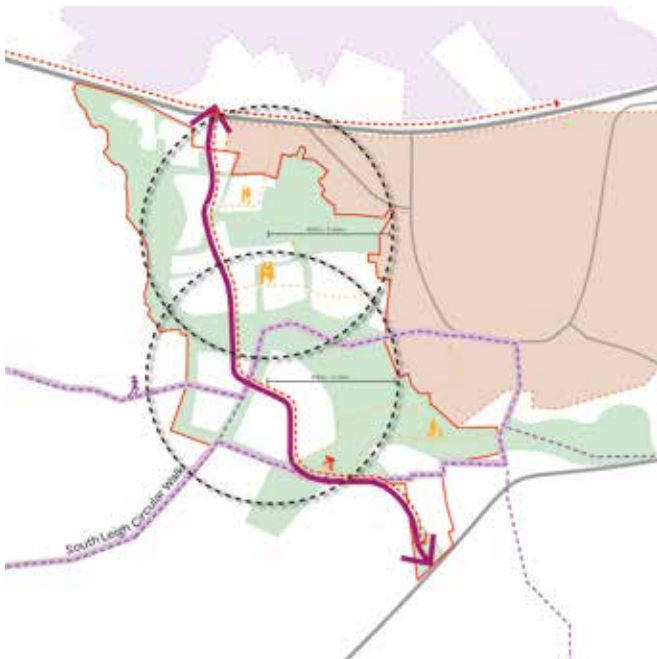
Blue infrastructure



The Chil Brook runs through the site and creates a strong blue infrastructure network. The masterplan will seek to enhance and support this infrastructure by improving and introducing new wet habitats to help encourage wildlife to use the site.

Sustainable drainage systems will be distributed across the site, using natural drainage paths to manage surface water flows and deliver attractive public open space to be enjoyed by people and wildlife.

Access and Movement



The proposed Residential Central Residential Boulevard will provide the main access into the proposed development, connecting the A40 with B4449 Stanton Harcourt Road. This will include integrated cycle lanes within its design, in line with latest national standards, providing an excellent link through the centre of the site with a controlled crossing over the A40, linked to the Park and Ride site and Garden Village to the north.

Existing Public Rights of Way (PROWs) will be retained and incorporated into the fabric of the masterplan, creating a robust and permeable scheme, with increased connectivity into Eynsham. An active modes first approach to the masterplan, supported by off-site improvements will encourage more active means of movement, within, to and from the site.

Land uses & Amenities



The masterplan will seek to deliver a series of land uses to benefit the wider area. A new linear park will provide amenity space for new and existing residents.

A new primary school will be provided to support the development. A new local centre will be provided in the heart of the masterplan and will be accessed from the Central Residential Boulevard, in close proximity to the Chilbridge Road PROW. The provision of on-site land uses such as the primary school and local centre reduce the need for residents to travel, reducing off site movements and particularly those by private car.

The sites sustainable location also means that the site is in the immediate context of Eynsham Village centre and the proposed Garden Village centre, opening up wider opportunity for amenity, and access to a wider array of facilities and services.



4. Masterplan & Strategies

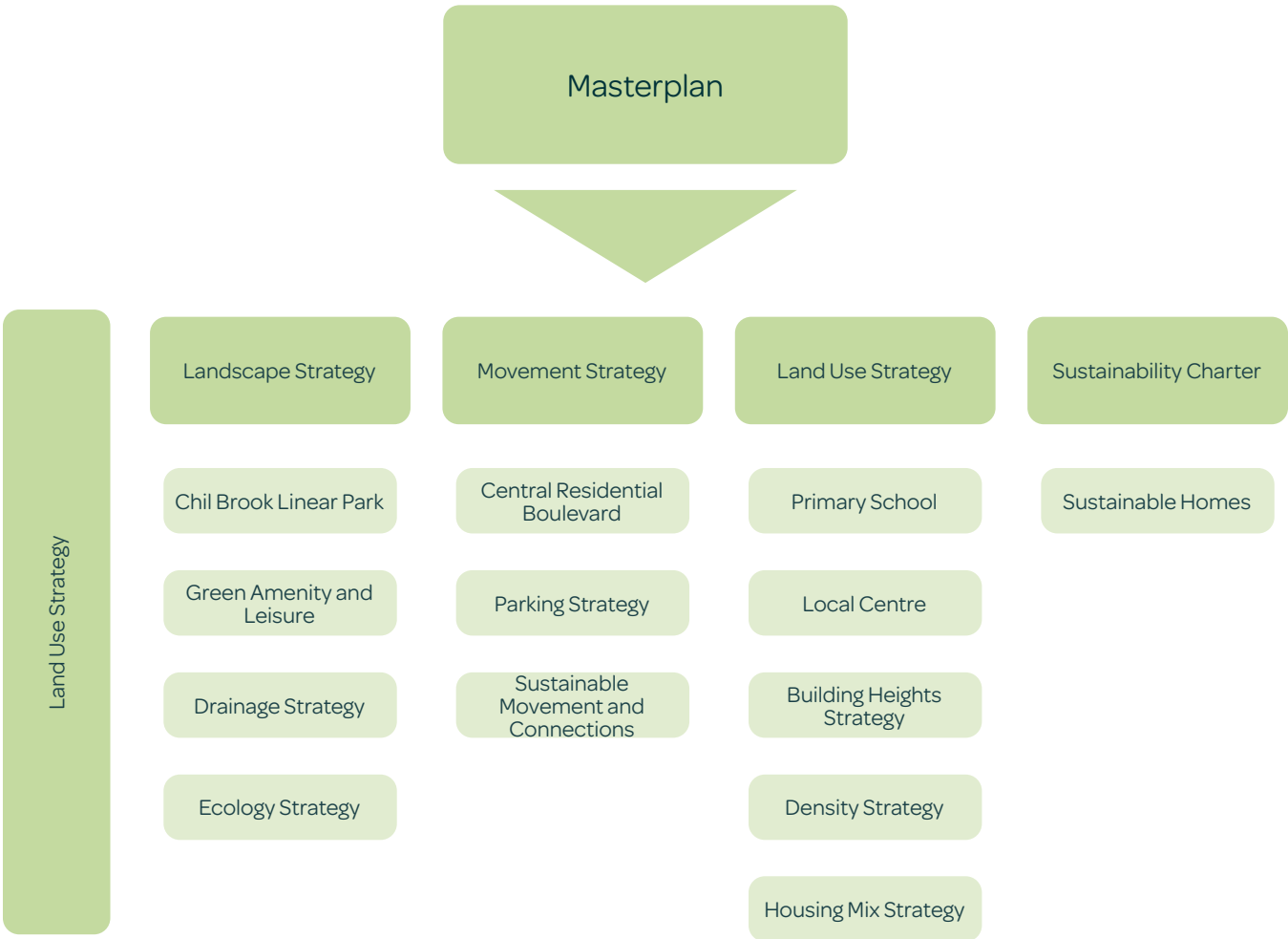




Introduction

This section sets out the Masterplan Framework that has been developed in response to the site constraints and opportunities, and the engagement with the community and key stakeholders, as discussed in the previous sections of this document.

This masterplan document includes a series of strategies that set out the potential ways the development can come forward in line with the Masterplan and the Vision for the site. These strategies set out the guiding principles and will be used in the preparation of future planning applications.





Masterplan





The indicative masterplan has been designed to provide a comprehensive strategy to support the delivery of the development of about a 1,000 homes, a primary school and local centre, complemented by a robust landscape structure to create a new neighbourhood that integrates into Eynsham.

The access strategy for the SDA responds to Oxfordshire County Council's A40 Strategy and is the result of an assessment of the SDA opportunities for access and integration. Primary access to West Eynsham is achieved via a new junction onto the A40 to the north and a new junction to the B4449 Stanton Harcourt Road to the south. The Central Residential Boulevard links these two junctions and is integrated through the centre of the development.

Secondary routes, in addition to Public Rights of Way and other pedestrian routes, increase the permeability of the layout with connections to local community facilities to be provided within the SDA, linking to Eynsham village centre and the surrounding countryside.

A mix of land uses are distributed across the SDA to create active neighbourhoods with access to education, community and retail facilities within easy walking and cycling distance of new and existing residents of Eynsham. The new Primary School is located centrally on the flattest part of the site to create a northern hub and the Local Centre is located within the south of the site at the junction of the Central Residential Boulevard and Chilbridge Road PROW.

KEY

- | | | | |
|---|--|---|--|
| 1 | Site Access from A40 |  | Existing PROW (Footpath) to be Retained |
| 2 | Site access from Stanton Harcourt Road |  | Existing PROW (Bridleway) to be Retained |
| 3 | Central Residential Boulevard with segregated cycle path |  | Existing PROW to be Re-routed |
| 4 | Bridge crossing over Chil Brook |  | Revised PROW Route |
| 5 | Sensitively designed crossing of PROW over the Central Residential Boulevard |  | Proposed Informal Pedestrian & Cycle Links |
| 6 | Chil Brook Linear Park |  | Residential Development |
| 7 | Primary School |  | Green Infrastructure and Open Space |
| 8 | Local Centre |  | Attenuation Features |

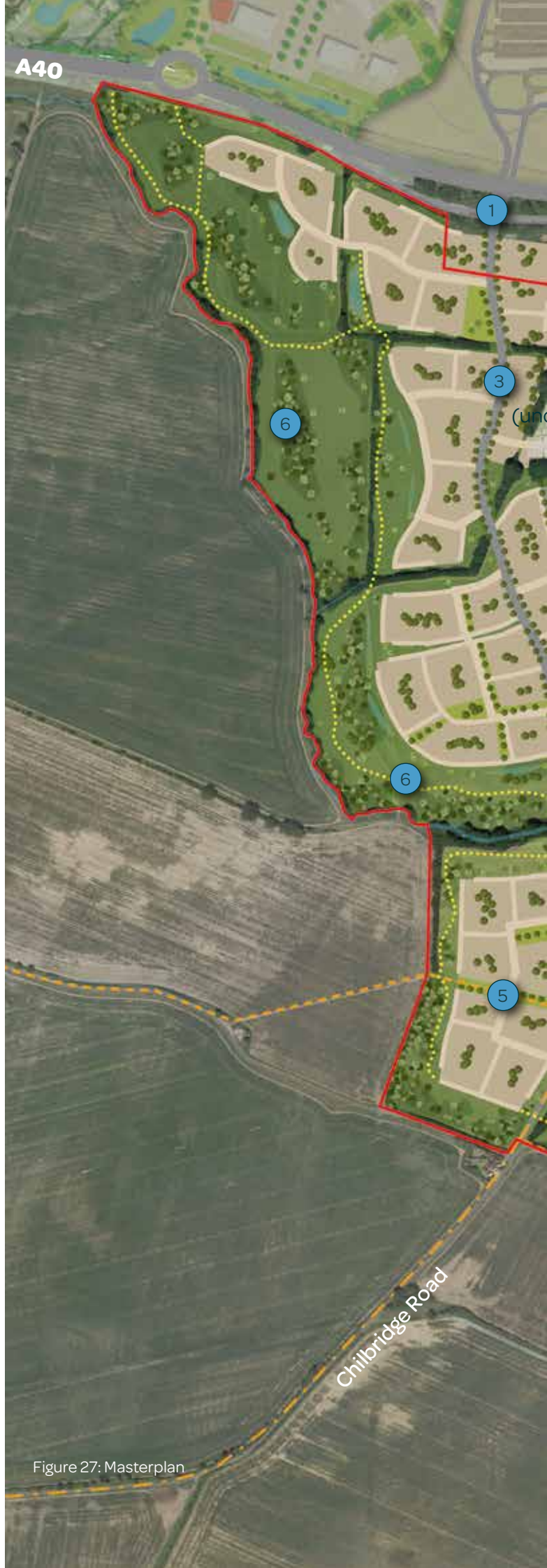


Figure 27: Masterplan



Policy Requirement
WODC Policy EW2: b) requires comprehensive development to be led by an agreed masterplan.



A40

Old Witney Road

Witney Road

Nursery Site (under construction)

7

Thornbury Green

Witney Road

Mill Street

4

6

Chilbridge Road

Merton Court

Acre End Street

8

5

3

6

Station Road

Horizon Technology Park

B4449

5

Stanton Harcourt Road

2



Land Use Strategy







The total site area is circa 88 ha. The land use strategy below sets out the proposed distribution of uses across the site. This provides the appropriate developable area for the required land uses including about 1,000 homes, a primary school, local centre, employment, delivery of the Central Residential Boulevard and green infrastructure.

Existing land uses of St Bartholomew’s playing fields, the Merton House assessment centre and the Horizon Technology Park will be safeguarded and retained within their current land use.

A key role of this Masterplan is to establish the proposed land uses that are expected to come forward as part of the SDA and how they will be distributed across the site. This is a landscape-led masterplan around a linear park along the Chil Brook.

As set out later in this document, the proposed primary school has been located in a site agreed with OCC and creates a community hub in the north of the site.

The local centre, which will provide a second community hub is located in the south of the site so that all residents are within an easy walking distance of a community facility.

Land Use Strategy		
Land Use	Quantum	Commentary
 Residential	About 1,000 homes of varying densities	West Eynsham is expected to accommodate around 1,000 new homes although this is not an exact, fixed figure and should not be treated as such.
 Education	A new Primary School	A 2.2 hectare site will be provided which is large enough to cater for a 2-form entry primary school.
 Local Centre	A mixture of community uses and small-scale commercial uses	The local centre will provide a community focal point at the heart of the masterplan and will be accessed from the Central Residential Boulevard, in close proximity to the Chilbridge Road PROW. It will include a range of uses including a mixed use and multifunctional community centre.
 Employment	Horizon Technology Park Advanced Engineering Campus	The approximately 4ha employment site of the Horizon Technology Park Advanced Engineering Campus (16/02369/FUL & 17/01114/FUL).
 Green & Blue Infrastructure	Extensive green and blue infrastructure	Approximately 40 hectares of natural and semi-natural green space, amenity green space, formal parks and gardens, sustainable urban drainage, allotments, community orchards, play areas and other outdoor provision.
 Retained Existing Uses	St Bartholomew’s school playing field and Merton House Assessment Centre	The existing use of an approx 3ha site for playing fields for St Bartholomew’s School and the 1.61 ha site for the Merton House Assessment Centre will be retained.



Vision



Spaces will be designed to be easy to navigate, with a wide range of interlinked uses and generous green spaces allowing residents to flourish within their own surroundings.

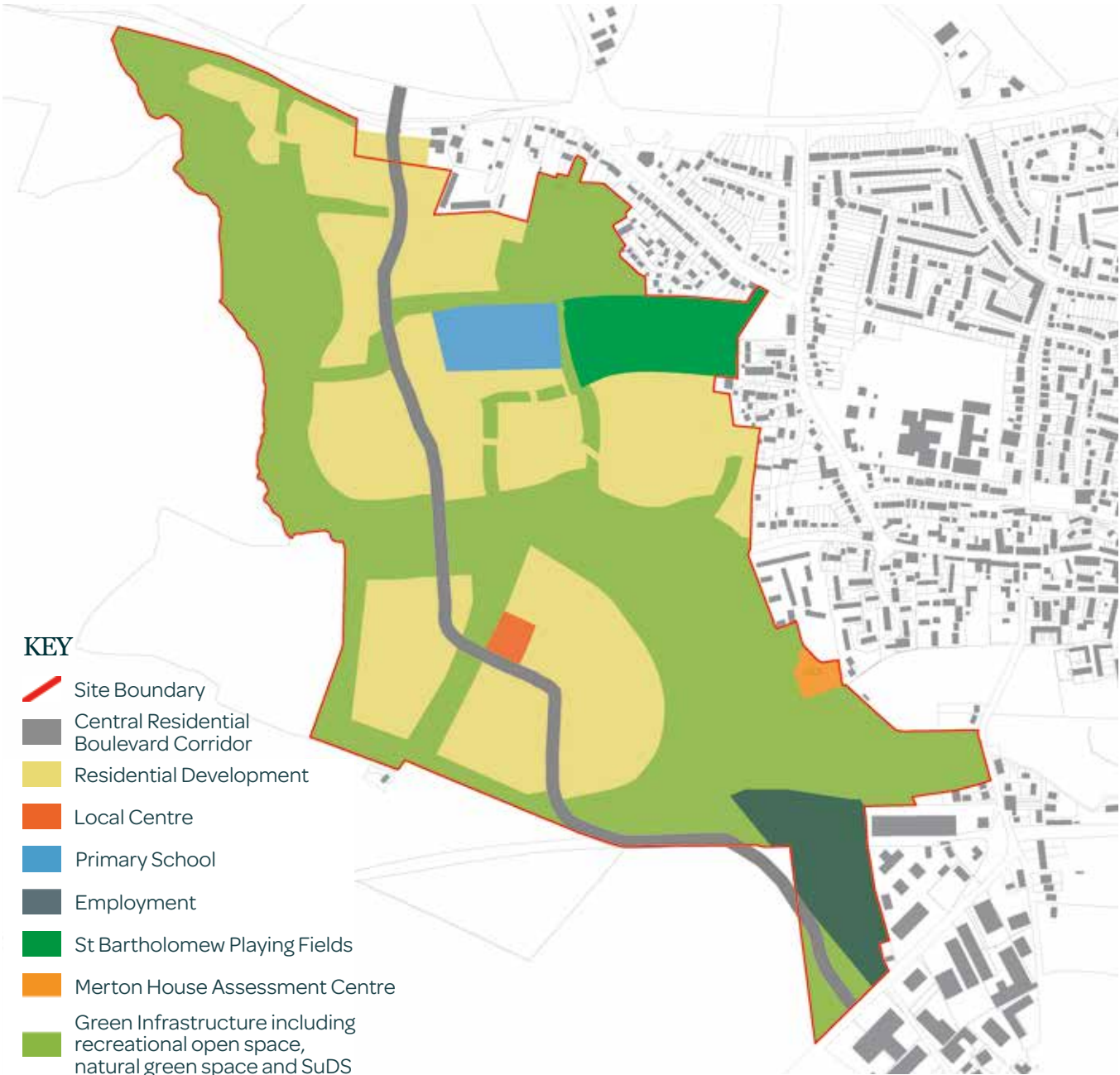


Figure 28: Land Use Strategy



Landscape Strategy

The approach to the landscape strategy for the site is to create a coordinated and forward-thinking spatial strategy for the proposed development which creates a space for people and nature.

It will provide a high quality, landscape setting for the development which encourages healthy living and well-being for all residents.

To establish a high-quality landscape framework, five landscape types have been developed which appear throughout the proposed development. These landscape types are a series of elements and spaces which perform different functions and have a variety of design qualities.

The types overlap, complement and support one another to deliver a landscape framework which effectively and sensitively responds to the site and its context. Which provides an outstanding residential environment for all residents and provides new and enhanced opportunities for wildlife in the area.

- **Western edge** - A landscape buffer to create a transition from the western edge of Eynsham to the rural countryside.
- **Linear Park & Chil Brook** - The central feature of the masterplan multi-functional 'linear' riverside park running along the Chil Brook, this is a rich wetland habitat along the retained floodplain with informal recreational uses.
- **Eastern Woodlands** - The existing woodlands will be retained and enhanced. Opportunities for new and enhanced woodland links using native tree species to benefit local priority species.
- **Active Open Space** - Green spaces with integrated opportunities for activity such as outdoor gym equipment, trim trails and flexible sport spaces, for the benefit of existing and new residents of Eynsham.
- **Formal Greens** - Along the Central Residential Boulevard a series of Formal Greens will be created to provide a core that includes amenity space for recreation and play.





Figure 29: Landscape Strategy



Chil Brook Linear Park



Picnic Area

Retention Basin



Children's Play Area

Pedestrian Footpath

Dog Walking Park

Figure 30: Illustration of Proposed Chil Brook Linear Park

Woodland



The Chil Brook



Cycling Route



Meadows



Green Amenity and Leisure

The SDA as a whole can accommodate a significant quantum of open space in accordance with local policy as set out in Policy EH5 (Sport, recreation and children’s play) of the WOLP 2031.

A proportion of this the open space falls into the flood risk areas, therefore the layout has been designed to ensure that there are areas of usable public open space which are not impacted by flooding concerns.

Open Space Requirements West Oxfordshire Open Space Study (2013)		
Open Space Types	Quantity standards (ha/1000 population)	Access Standards
Allotments	0.25	480m / 10 minute walk
Amenity Green Space	(Included in Natural green space quantity standards)	480m / 10 minute walk
Natural Green Space	2	480m / 10 minute walk
Parks and recreation Grounds	1 ha of publicly accessible provision	480m / 10 minute walk
Play Space (children)	0.05	480m / 10 minute walk
Play Space (Youth)	0.02	600m / 12-13 minute walk





Vision

Open space provision will include allotments and community gardens and opportunities for an edible landscape with fruit and nut bearing native species.

Multi-Functional Natural & Amenity Green Space

Much of the green infrastructure will be provided as natural green space designed to have natural landscape characteristics and provide habitats for wildlife value, whilst being open to the public use and enjoyment.

This will include meadows, woodlands, sustainable drainage features and the flood plain of the Chil Brook.

Alongside, this natural green space much of the open space will be amenity green space, both within residential parcels and within the wider public open space and serve the function of providing space that is open for spontaneous use by the public and visual amenity.

It is important that public spaces in this development are welcoming, open and inclusive places. Including attractive walking routes that will increase footfall, numerous seating locations that will give people a stopping point and a reason to stay and trim trails and opportunities for natural play.

Allotments and Community Gardens

Space for allotments and community orchards will be provided and will be distributed across the open space in appropriate locations.

Outdoor Sports

Due to the topography and constraints of the site, there is no suitable flat area outside of flood zones that would be suitable to accommodate a significant amount of outdoor sports provision.

Instead, financial contributions will be provided towards off-site infrastructure improvements, each phase of the development will contribute a proportion of these financial contributions.

Management and Maintenance of Open Space

There are a number of alternative options (or a combination of these options) that are being considered to facilitate the management of the open space. This could include:

- Transfer to WODC, a Community Management Trust, or Eynsham Parish Council with commuted sum;
- Transfer to other competent body such as Wildlife trust; or
- Transfer to a management company.

The management and maintenance arrangements will be agreed through planning applications and further discussion with WODC and EPC.



Play Provision

Play provision for children and young people is a key component of the landscape strategy for the Masterplan. This provision will be designed to include a range of play spaces to meet the needs of children and young people.

These can be incorporated through a variety of formal equipped play spaces within a 10 minute walk of residents' homes, as well as smaller, doorstep areas of play within a 5 minute walk and informal areas for play throughout the public open space, to encourage natural play.





Vision



Formal and informal play will be integrated into the public open space, within easy walking distance of all residents.



Figure 31: Amenity and Play Strategy



Drainage Strategy

Flood Risk

The drainage strategy will be bespoke to the site based on the unique flood risk profile. The original Environment Agency flood map was a helpful starting point but not adequate for the site specific flood risk assessment. An updated flood model based on a topographical survey and sectional study of the Chil Brook was undertaken to provide the required level of detail. This was reviewed and accepted by the Environment Agency in July 2020 as being fit for use for the West Eynsham SDA flood risk assessment.

The Chil Brook Flood Model included climate change allowances of +35% and +70% that were added to the peak river flows to model a reasonable worst case scenario. At the time of preparing a flood risk assessment in support of any planning application, the assessment will need to make use of the climate change allowances that are current at the time of the application.

All new homes and community buildings will be located outside of flood zones 2 & 3, with a finished floor level to be set above the 1 in 100 year + climate change flood level.

The critical infrastructure of the Central Residential Boulevard (Spine Road) will be limited to a single crossing over the flood plain. It will be designed with a bridge to span the functional floodplain (1 in 20 year flooding) without impeding flows and compensate for any loss of flood storage caused by the bridge structure.

Water Quality

The measures employed will ensure satisfactory levels of treatment of collected run off in order to reduce the pollution indices in line with the CIRIA SuDS Manual Chapter 26 prior to discharge from the site to the local watercourses

Surface Water Drainage Strategy

Sustainable Drainage Systems (SuDS) will be implemented as a mitigation strategy across the SDA in order to reduce the risk of surface water flooding and prevent exceeding the rate of run-off in its current undeveloped state. All land on the site naturally drains towards the Chil Brook so there is an opportunity to restrict flows into the Chil Brook through SuDS measures.

Multiple stages of SuDS interventions to retain and slow down surface water at each stage can provide a number of benefits such as improving water quality and increasing biodiversity and can be introduced across a site in a number of ways, from source control methods such as green roofs, to infiltration systems like permeable paving.

SuDS will be designed to mimic natural flows, work with natural topography and include 20% and 40% allowances on rainfall rates for climate change.

Peak flows will be restricted to green field runoff rates from each parcel/application site and the site wider masterplan is designed to ensure delivery of an efficient drainage system coordinated between the landowner/ developers.

Construction Phase Plans

Construction phase drainage plans will be considered as part of Construction Environmental Management Plans (CEMP) with measures included to protect local watercourses from pollution during construction.

	On plot raingardens or swales or permeable paving	Conveyance Swales	Strategic Attenuation Basins
Residential Plots	●	●	●
School Site	●	●	●
Mixed Use Areas	●	●	●
Spine and Strategic Roads		●	●

Figure 32: example of SUDS treatment stages to achieve water quality targets



Vision



Sustainable Urban Drainage will be implemented across the site to retain and slow down surface water flows.



KEY

- Proposed Strategic Attenuation Basins
- Modelled Flood Zone
- Existing Watercourses
- Proposed Strategic Watercourses and Swales

Figure 33: Drainage Strategy



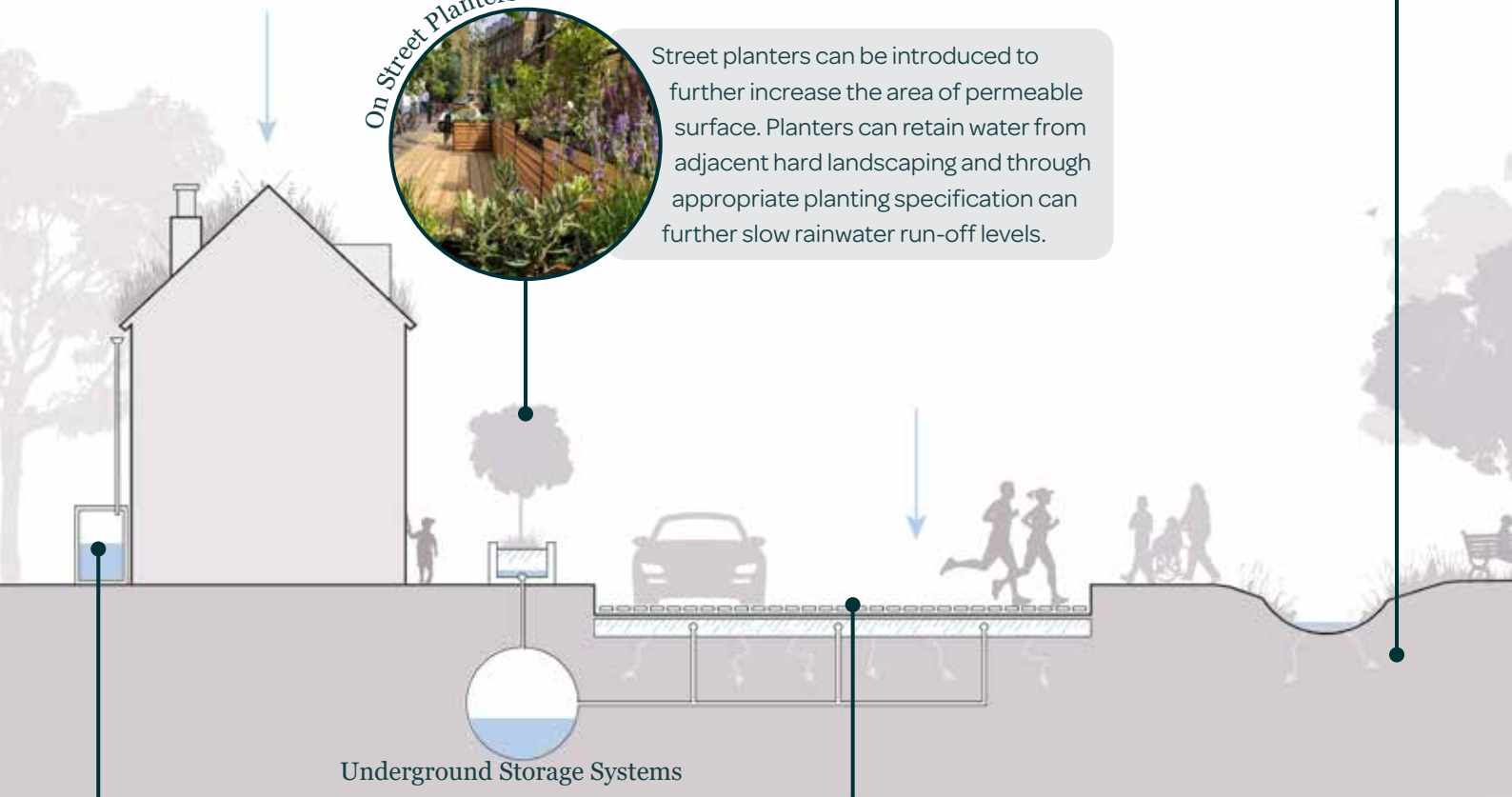
The key principles of SuDS to mimic natural drainage by:

- Storing runoff and releasing it slowly (attenuation);
- Harvesting and using the rain close to where it falls;
- Allowing water to soak into the ground (infiltration);
- Slowly transporting (conveying) water on the surface;
- Filtering out pollutant;
- Allowing sediments to settle out by controlling the flow of the water.

Swales provide temporary storage for rainwater run-off and direct water to larger storage areas. They can also allow for infiltration, slowing the rate of run-off, whilst providing opportunity for enhanced planting and biodiversity gains.



Street planters can be introduced to further increase the area of permeable surface. Planters can retain water from adjacent hard landscaping and through appropriate planting specification can further slow rainwater run-off levels.



Underground Storage Systems



Rainwater harvesting through simple mechanisms like water butts, will help store rain, controlling the flow of surface run-off and providing recycled water for garden uses.



Permeable surfaces will capture and filter rainwater before slowly releasing it back to the ground. These areas allow water to infiltrate through the pavement into the soil beneath or to be directed to storage areas such as swales or retention ponds.



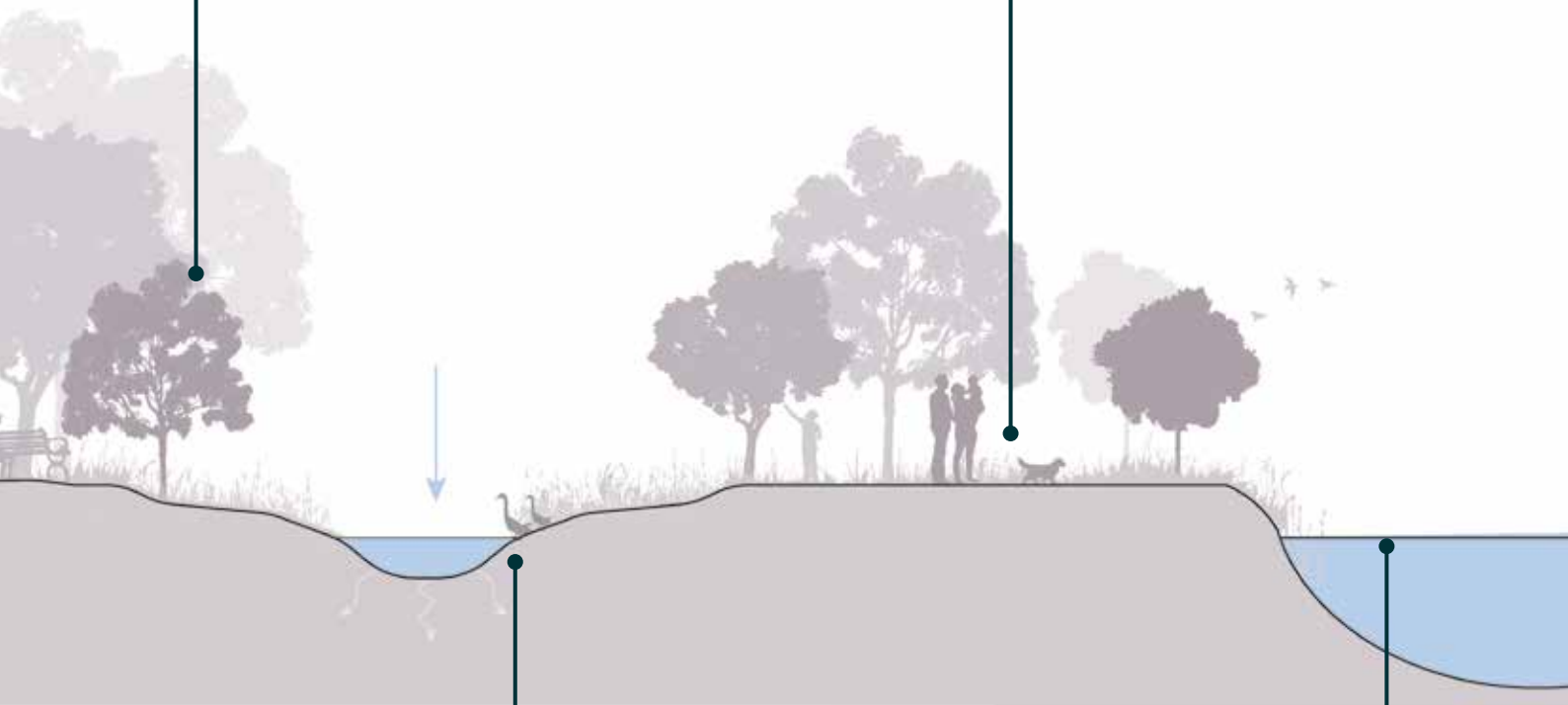
Landscape

Large green areas will provide the space for significant tree planting, which will contribute to rain water retention as well as a wider benefit to the climate, soil quality and biodiversity. Planted areas can also receive water laterally from adjacent hard landscaped areas, the sub-soil or perforated pipes.



Chil Brook Floodplain

The existing flood plain of the Chil Brook will be retained. This area provides an excellent opportunity for a linear park incorporating flood attenuation ponds/swales, with appropriate public access.



Wet and Dry Attenuation Basins

A range of ponds and dry basins will be designed to retain excess surface water, whilst creating beautiful green water landscapes and enhanced biodiversity.



The Chil Brook

The drainage system will be designed to protect the Chil Brook by reducing the transport of pollution to the water environment.



Ecology Strategy

The open spaces of the proposed development will be designed to work together as a network of different landscape types which promote biodiversity and create a net gain in biodiversity on the site to respond to relevant local and national policy.

The landscape strategy of the masterplan prioritises nature so that diverse ecosystems can flourish to ensure a healthy natural environment that supports and enhances biodiversity. It also provides attractive, easily accessible open spaces, with activities for all to enjoy, such as play, recreation, sport and food production. This will encourage physical activity and promote social inclusion.

Orchard Planting



Fruit trees will provide more diversity of plant species within the development to increase habitats for birds and insects, while providing community and social interaction opportunities for all.

Woodland and Tree Planting



The existing woodland belts will be retained and enhanced to provide further diversity and more space for birds, bats and other native animals to thrive.

Bat and Bird Boxes



Bat and bird boxes will be provided throughout the open space and residential areas to provide safe roosting for a range of species.

Beehives and Bug Hotels



Bee hives, Log piles and bug hotels will be integrated into the open space, to provide habitats for many species.

Policy Requirement
WOLP Policy EW2 and WOLP Policy EH3 including arrangements for future maintenance

Enhancement of retained ditches and woodlands and creation of new water features within the sustainable drainage strategy will be sympathetically designed to provide a broad range of new wetland habitats for birds and invertebrates.

Water Features



Wild Meadow Planting



Meadow grassland will provide a beautiful setting to the landscape edges of the development as well as a significant source of plant and insect species.

Edible Landscape



Nectar and pollen-rich and fruit and nut-producing species benefit wildlife and encourage community interaction in the landscape

Education



Trails with interactive signs will provide an educational resource for all age groups.



Movement Strategy

The movement strategy for the masterplan and internal streets will be designed around principles within OCC’s recently published Street Design Guide. The guide brings together best practice guidance and:

- Provides street design guidance to deliver high quality streets and places;
- Inspires landowners, developers, and designers to deliver the highest quality development through positive and constructive working relationships;
- Promotes good quality design by helping people understand the process and the criteria that deliver it.

Instils confidence in the residents of Oxfordshire that developments will be designed and delivered to the highest quality.

The masterplan is based around a sustainable movement strategy designed to minimise trips and encourage a modal shift, with the retention of existing PROWs and creation of new pedestrian and cycle routes.

The street hierarchy will be designed to support this modal shift with, a Central Boulevard that will run through the centre of the residential development, linking past the school and local centre. The Central Boulevard will facilitate a bus route, and make provisions for cyclists in the form of off-road cycle routes to encourage active travel. Secondary and tertiary streets will branch off from the Central Residential Boulevard to serve the rest of the development.

All of the roads have been designed to encourage low vehicle speeds. This will help to ensure more vulnerable road users feel safe sharing the roads with motorised traffic.

The PROW and pedestrian routes, alongside a clear hierarchy of secondary and tertiary streets, will increase permeability across the SDA and wider connections to Eynsham village centre and the surrounding countryside.

Access via Thomas Homes site and Thornbury Green










The masterplan has been designed to allow enough land to deliver full vehicular access to the boundary of the Thomas Homes site and Thornbury Road, to allow these developments to be accessed via the Central Boulevard through the site, as initially intended.

There is no intention for an unfettered vehicular link to be created between the Central Residential Boulevard and Old Witney Road / Witney Road, via the Thomas Homes site and /or Thornbury Road.

As such any Section 106 agreement associated with future planning applications will allow for a connection to be made to these roads, in line with the corresponding agreements associated with the planning consents for the two sites. If such a vehicular connection is made, then any current connection to Old Witney Road / Witney Road will be stopped up, following consultation with existing / future residents and Oxfordshire County Council.

If no vehicular connection is made, then access will be restricted to pedestrians, cyclist and emergency vehicles, via an enhanced pedestrian / cycle access. Suitable restrictions will be put in place, i.e. bollards or gates to allow emergency vehicles, but restrict all other vehicular traffic.

KEY

-  Site Boundary
-  Central Residential Boulevard
-  Secondary Residential Street
-  Tertiary Residential Street
-  Retained Public Right of Way
-  Proposed Pedestrian Links
-  Pedestrian Access Points
-  Restricted vehicular access
-  Proposed A40 Pedestrian/ Cycle Crossing

Sustainable Movement Strategy The following hierarchy will be applied:

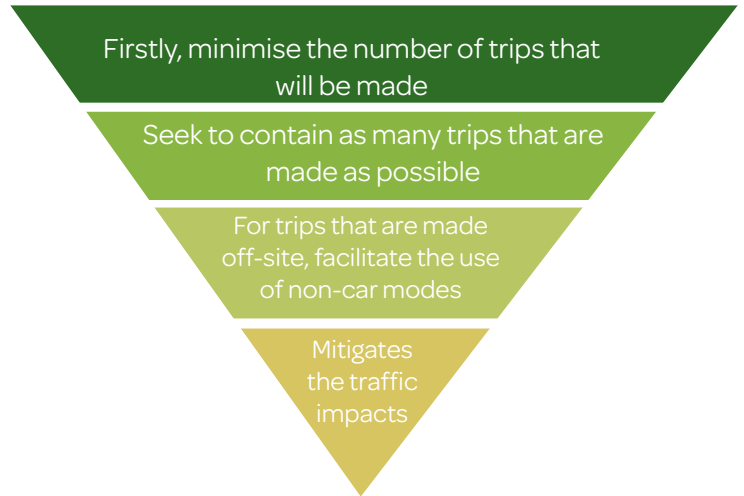


Figure 34: Access and Movement Strategy



Central Residential Boulevard

Parameters

The Central Boulevard (Western Spine Road) is an integral part of the development, providing a Boulevard connection through the SDA from the main access onto the A40 to the north and the southern access onto Stanton Harcourt Road to the south. It is the principal route through the SDA and therefore the highest order street. The Central Boulevard will come forward through the relevant planning applications and be designed in accordance with OCC’s most up-to-date Street Design Guide, as well as prevailing National guidance.

To discourage the use of the Central Boulevard as a through-route or ‘rat-run’ for traffic other than that associated with the SDL, and to restrict speeds to 20mph the design will incorporate the latest best practice in road design and traffic calming measures.

The route will provide dedicated provision for pedestrians and cyclists, incorporating footways and dedicated off carriageway cycle routes, as shown indicatively overleaf. In addition, it will be appropriately designed to accommodate a bus route with bus stops proposed along its length. This is key to the design of the Central Boulevard, as OCC’s Public Transport Team has identified that the delivery of the Central Boulevard would create an opportunity to provide additional bus services to the south.

Some examples of typical intervention strategies to discourage the use of the Central Boulevard as a ‘rat-run’ are provided overleaf which includes delivering a sinuous alignment and slow speed environment with shared spaces, horizontal traffic calming features, road narrowing’s and build-outs along with multiple crossings of the street.

Central Residential Boulevard Design Principles	
Function of Street	Designed as a residential street and not a through inc. Planting, sinuous alignment & speed reducing features.
Central Residential Boulevard Corridor	23m corridor allows for 6.5m carriageway, 2 x 3 m verge, 2 x2m footway, 2 x 2m cycleway or one 4m cycleway = 20.5 + 2.5m for localised widening.
Design Speed	20mph for the majority of its length with a design that further encourages low vehicles speeds
Footway	2m footways on both sides
Cycleway	2 x 2m one way cycleway (or one bi directional 4m cycleway where no residential frontage)
Verge	Both sides to comprise of grass topped filter drains and street tree planting
Bus Access	Yes
Bus Stops	Yes with interactive design features and located within walking distance
Maximum No. of Properties	No restriction
Carriageway Width	6.5m with occasional localised narrowing for traffic calming purposes or to facilitate pedestrian crossings and bus stops.
Traffic calming	An additional 2.5m has been allowed for in strategic locations to allow for traffic calming, including the provision on central islands.
Delivery of active frontage	Frontages facing onto carriage ways, to ensure that streets are overlooked.
Direct Access to properties	Grouped accesses close to the roundabout, south of the tree belt direct access acceptable, forward exit of driveways preferable, occasional court yard accesses for character reasons
Carriageway Surfacing	Dense Bituminous Macadam
Vehicle Swept Path	Bus and Refuse vehicle passing
On Street Parking	Not permitted, parking provision in secondary streets
Weight Limit	Weight restrictions to be implemented to prevent heavy vehicles from routing through the SDA to access the B4449 and B2022

Policy Requirement

The Central Residential Boulevard will form the “new western spine road” required by WODC Policy EW2: c)

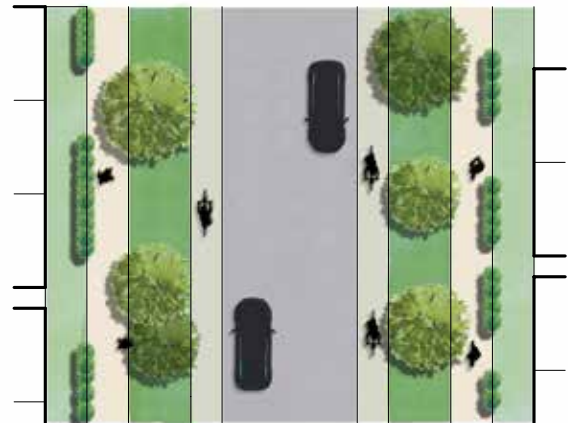
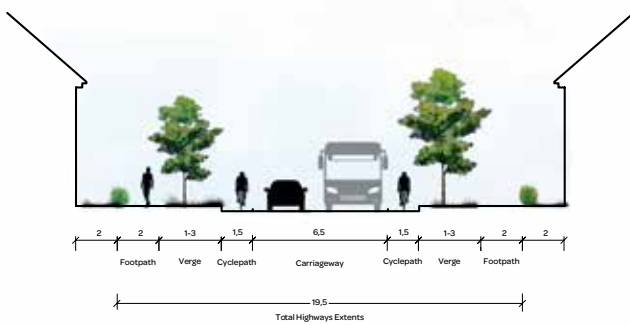
All of these interventions are designed to make the Street less attractive to through traffic and ensure vehicle speeds are kept low.

Construction of the full Central Boulevard in phase one ahead of planning applications for the remaining site is not feasible. As the overseeing highway authority OCC will be able to ensure continuity of design along its length, based on the parameters identified.

The illustrative examples below demonstrate various ways that the Central Residential Boulevard could be delivered, whilst meeting the overarching design principles.

The Masterplan safeguards a corridor width for the Central Residential Boulevard that is wide enough to facilitate any of these options.

Illustrative Option 1



Illustrative Option 2

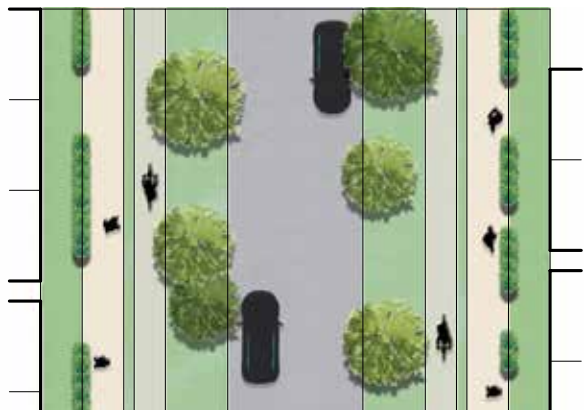
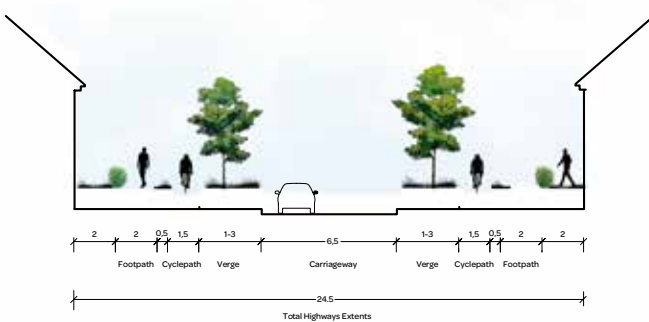


Figure 35: Potential options demonstrating how the Central Residential Boulevard could be delivered with the Design Parameters



Figure 36: Examples of typical intervention strategies to discourage the use of the Central Boulevard as a 'rat-run'



A40 Access Strategy

The principal point of access into the SDA is to the north onto the A40, and to the south onto Stanton Harcourt Road, with the Central Residential Boulevard connecting the two. The access strategy for both the northern and southern access locations are supported in the WYG Access Strategy Report, produced on behalf of OCC / WODC.

The planning permission for the Park and Ride scheme included a roundabout onto the A40, with the supporting information included as part of the Park and Ride application demonstrating that a fourth-arm into the SDA could be comfortably accommodated. OCC are currently in the process of working up an alternative access scheme for the Park and Ride as part of the A40 HiF2 scheme.

In line with the A40 HiF2 scheme application drawings which safeguard an opportunity for a fourth arm to be provided from the western roundabout (which serves the Salt Cross Garden Village) the masterplan has replicated this safeguarding.

Given the local topography and flood plain its safeguarding does not assist in facilitating any additional development and its safeguarding is purely in the interest of best planning, should for any unforeseen reason, it is not possible to deliver the proposed fourth-arm at the Park and Ride junction. The masterplan has therefore been designed in such a way so as not to preclude a potential access to the SDA should an alternative be required in the future.

Studies completed by OCC has confirmed that this can be suitably designed into the scheme, in terms of geometric design and capacity. An illustration of the four-arm traffic signal-controlled access option is included as Figure 22.

The proposed signal junction includes a Toucan Crossing over the A40 providing dedicated facilities for pedestrians and cyclist between the allocation and the Park and Ride and Garden Village.



Figure 37: Central Residential Boulevard - Access Strategy from A40

The HiF2 scheme application includes a fourth arm stub from the A40 into the SDL site. Discussions are ongoing with Oxfordshire County Council to ensure a coordinated approach to the delivery of the site access and the A40 works (especially the Park and Ride junction), to ensure that any disruption to the operation of the A40 is minimised.

Whilst falling outside the wider West Eynsham SDA, the early phase of development that is proposed on land at Derrymerrye Farm and the Long Barn is required to deliver the necessary access required to facilitate the delivery of the wider SDA.

Layby

The A40 HiF2 scheme has identified an alternative location to replace the current layby facility, further to the west, with this layby being delivered as part of the A40 HiF2 scheme.

Following the delivery of the A40 access and a replacement layby, the redundant section of the existing layby located to the west of the new Residential Central Residential Boulevard will be stopped up, with the land reverting to adjacent landowners. This land could be used for additional buffer planting.



Figure 38: A40 Access Option - Signalised Junction with Park & Ride



Salt Cross Garden Village Roundabout

In line with the A40 HiF2 scheme application drawings which safeguard an opportunity for a fourth arm to be provided from the western roundabout (which serves the Salt Cross Garden Village) the masterplan has replicated this safeguarding.

Given the local topography and flood plain its safeguarding does not assist in facilitating any additional development and its safeguarding is purely in the interest of best planning. Should for any unforeseen reason, it is not possible to deliver the proposed fourth-arm at the Park and Ride junction. The masterplan has therefore been designed in such a way so as not to preclude a potential access to the SDA should an alternative be required in the future.

A pedestrian and cycle crossing will be provided here to create a safe crossing over the A40.

Chil Brook Crossing Strategy

As it routes through the SDA, the Central Residential Boulevard and the existing Chil Brook and Chilbridge Road are bisected.

A bridging structure is proposed where the central Boulevard crosses the existing Chil Brook. The bridge will be constructed in a manner that makes it suitable to accommodate larger vehicles, such as buses, but will be designed sensitively enough within the SDA that it maintains the existing character of the Chil Brook and its surrounding environs.

An initial concept design for the bridging structure is illustrated in the diagram below, to demonstrate how the crossing could be delivered. Evaluation and consultation on design options will be undertaken during the preparation of planning applications.



Figure 40: Central Residential Boulevard - Location of crossing with Chil Brook



Figure 39: Example of similar bridge crossing

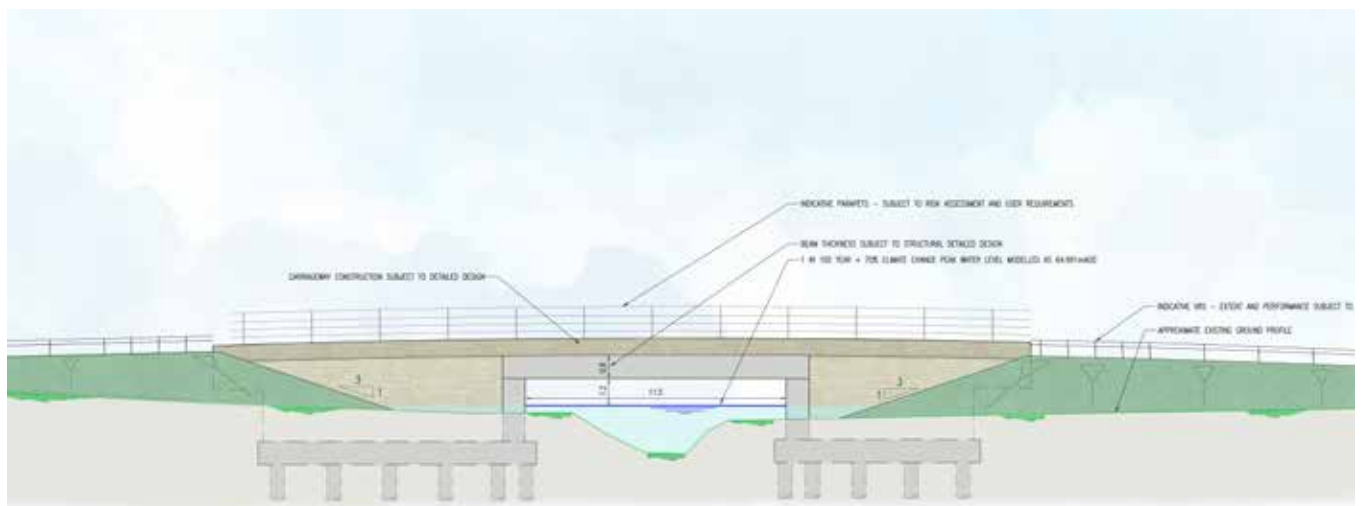


Figure 41: Illustrative cross section demonstrating a potential design for the bridge to cross the Chil Brook



Chilbridge PROW Crossing Strategy

Where the Central Residential Boulevard and Chilbridge Road intersect an appropriate junction / crossing point will be provided. The configuration of this crossing point will be designed to accommodate pedestrians, cyclists and equestrians. The exact design of the active travel routes and crossing of Chilbridge Road will form part of the planning application for that phase. The intention is for active travel to take priority, however flexibility is to be maintained to ensure that options are deliverable in line with OCC Highways detailed design requirements and the outcomes of an Independent Stage One Road Safety Audit.

The initial illustrative concept design for the crossing point is demonstrated below.

The illustrative design below shows vehicular access only to the south onto Chilbridge Road to retain access to properties and for farm vehicles to access the retained farmland.



Figure 42: Central Residential Boulevard - Location of crossing with PROW



Figure 43: Example of similar pedestrian/cycle crossing



Figure 44: Illustrative PROW Crossing Strategy Diagram*

* To be designed in accordance with Central Residential Boulevard Design Principles

Delivery of the Central Residential Boulevard & Consideration of the Scheduled Monument

The southern section of the Central Residential Boulevard connection between the A40 and the B4449 Stanton Harcourt Road, which is a requirement of Policy EW2 of the Local Plan, will pass close to and across part of the Scheduled Monument located to the south of the site.

The Scheduled Monument is made up of multi-period sites, which were identified from aerial photography. There are no obvious surface indicators, but below ground, there is a concentration of features, mostly comprising of Bronze Age ring ditches and barrows. Iron Age enclosures and settlement sites are also present.

Policy EH9 (Historic Environment) of the Local Plan sets out that all development proposals should conserve and/or enhance the special character, appearance and distinctiveness of the historic environment. In relation to designated assets, Policy EH9 sets out that proposals which would harm the significance of a designated asset will not be approved, unless there is a clear and convincing justification in the form of public benefits that clearly and

convincingly outweigh the harm.

Policy EH15 of the Local Plan relates specifically to Scheduled Monuments. It sets out that proposals for development that would affect, directly or indirectly, the significance of Scheduled Monuments will be permitted where the proposals would conserve or enhance the significance of the Monument or remains. Any unavoidable harm to or loss of Scheduled Monuments should be:

- minimised through: careful design, including modifying building footprints; the use of appropriate construction methods and temporary works; avoiding damaging landscaping proposals; seeking engineering design solutions; and
- mitigated by a programme of archaeological investigation, recording and analysis.

The local plan requires that particular consideration will need to be given to the Scheduled Monument when determining the most appropriate alignment of the road.

Illustrative Option of how the Central Residential Boulevard can be delivered through open space

The illustration below demonstrates an option for how the Central Residential Boulevard can be delivered where it runs through areas of open space, especially along the southern section of its length. This could include providing pedestrian and cycle paths on a single side to reduce the corridor width required for the road. This would help to minimise the impact of the road on the Scheduled Monument, ecology and amenity.

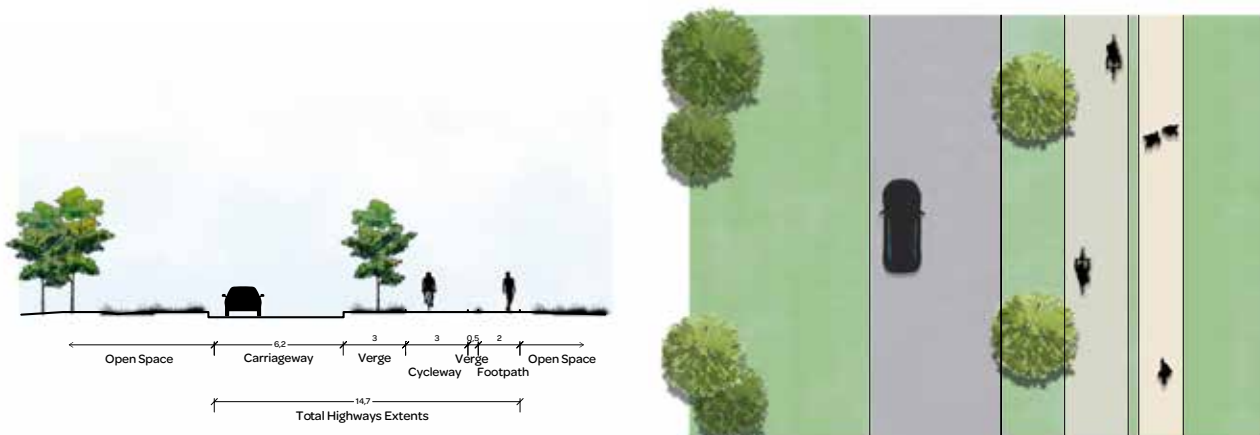


Figure 45: Potential options demonstrating how the Central Residential Boulevard could be delivered with the Design Parameters



Through the preparation of this Masterplan all reasonable options for the alignment of the southern part of the road have been examined with the objective of identifying an alignment which avoids the Scheduled Monument or, failing that, minimises impact on the Scheduled Monument and surrounding archaeology.

The provision of the spine road as an integral part of the development required by the local plan. Oxfordshire County Council, as highway authority, requires the road to be provided as part of the development in order to adequately mitigate the impact of the development on the local highway network. Therefore, the option of not providing the road has been rejected.

Four alternative options for the route of the southern part of the road (Options 1, 2a, 2b & 2c indicated on the plan below) have been assessed. This assessment has identified Option 2b as the preferred route as it provides the best balance between the need to minimise harm to the Scheduled Monument, minimise environmental impacts and provide a design which meets the relevant highway standards. This is summarised in Appendix 4.

This Option offers a number of clear advantages over the other options considered:

- The design would meet highway standards and provide sufficient capacity to serve the development;
- The road connection to Stanton Harcourt Road would enable traffic from the development to avoid routing through the centre of the village, improving air quality and amenity for local residents;
- Traffic would be directed away from the Eynsham Conservation Area;
- The junction on the B4449 would be located some 450m south of the southern boundary of the Conservation Area, avoiding visual impact of the new road on the setting of the Conservation Area;
- There would be no disruption to existing accesses on to Stanton Harcourt Road during construction;
- Impact on the floodplain and ecology associated with the Chil Brook would be minimised; and
- It is the recommended alignment identified within the SDA Access Strategy, produced by WYG on behalf of West Oxfordshire District Council and Oxfordshire County Council.



Figure 46: Central Residential Boulevard alignment options considered



Vision

Improve public awareness and understanding of the scheduled multi-period crop mark site through the extension of the Eynsham Heritage Trail or similar.

By pursuing this option, harm to the Scheduled Monument could be minimised in the following ways:

- The road alignment would pass through a part of the Scheduled Monument containing a relatively low density of buried archaeology;
- The road could be constructed in such a way, as to minimise its physical impact on the Scheduled Monument;
- There would be scope to cease arable farming in the remainder of the Scheduled Monument area within the SDA allocation and to introduce a regime of pasture tied in with a long-term Conservation Management Plan.
- A programme of archaeological investigation and publication will be undertaken, which will develop better understanding of the Scheduled Monument.
- There is scope to significantly improve the heritage interpretation material and public information associated with the Scheduled Monument.

Policies EH9 and EH15 (Scheduled monuments and other nationally important archaeological remains) of the Local Plan, provide a policy framework against which any harm to the Scheduled Monument arising from the construction of the road can be assessed and weighed against the benefits of the development. In this policy context, the planning application for the road will need to:

- a) Assess the significance of the Scheduled Monument;
- b) Minimise and mitigate any unavoidable adverse impact on the Scheduled Monument; and
- c) Provide justification for any unavoidable adverse impact through the demonstration of public benefits.

The detail design of the residential boulevard will form part of the planning application for that phase. The exact location of the primary route at this point will be undertaken after further technical analysis, including full heritage and ecological surveys. A balanced decision will be made to minimise and mitigate the impacts of the route of the boulevard following consultation with relevant consultees including Historic England and Officers at WODC and OCC.

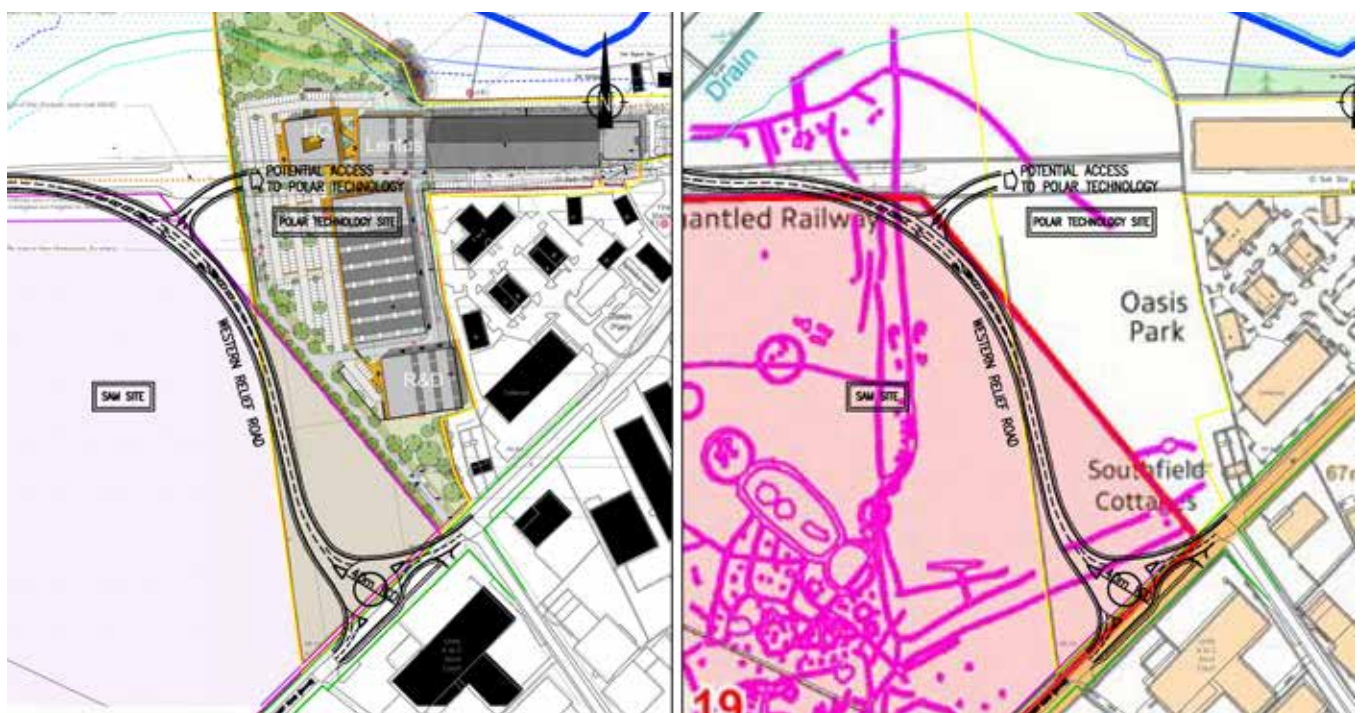


Figure 47: Preferred option for the junction arrangement



Parking Strategy

Careful consideration must be given to plan parking solutions for different types of units, delivered over a period of time within a changing landscape in respect to car use and ownership. A broad palette of parking solutions will be utilised to accommodate parking whilst limiting the impact on the street scene.

The overall level of parking provision across the SDA will be delivered in accordance with the prevailing Parking Standards at the time of any application. These are currently under review, and are likely to identify lower provision than is currently made, especially for more sustainable locations. The approach to limiting car parking is in line with emerging aspirations within the Oxfordshire Local Transport and Connectivity Plan. Rather than specify parking provision at this stage, which may quickly become outdated, parking provision should be considered through planning applications.

The design of parking will be such that there may be opportunities for some parking areas to be designated as communal, and could therefore be re-purposed in the future, if car ownership declines and Mobility as a Service (MaaS) develops.

In line with the recent changes to the Building Regulations 2010 (within Approved Document S – Infrastructure for the charging of electric vehicles) all households across the SDA will be provided with access to a smart electric vehicle charging point (EVCP). The exact provision of EVCPs across the SDA will be dependent on the housing mix and accommodation schedule, however each household will have access to a smart charger with a minimum rating of 7KW. For properties with a private driveway, garage or allocated space this will be in the form of a dedicated charging point.

Where parking is provided in unallocated and communal parking areas, EV charging will be provided at a ratio of one per dwelling, or one per parking space, where the number of spaces is less than the number of dwellings served. The exact detail of how these charging points are provided and managed will be set out at the detailed design stage, taking account of changing trends and best practice but will have to comply with the Building Regulations, which are now more rigorous than current standards.

The electric vehicle charging strategy will be delivered in close collaboration with OCC and WODC, and the uptake of fast chargers would be monitored through the Travel Plan for the SDA. The delivery of electric vehicle charging points will promote the uptake of low emission vehicles by residents and visitors to the SDA, helping to contribute to both local air quality management and national climate change reduction targets.



Figure 48: Examples of on-plot and communal ev-charging solutions

In line with the commitment to promote more sustainable modes of transportation, the delivery of high quality cycle parking will be made across the SDA, and would be provided on and off-plot. Rather than specify cycle parking provision at this stage, which may quickly become outdated, cycle parking provision should be considered through planning applications. However cycle parking provision will be convenient/accessible, safe/secure, sheltered and well-lit.

Some examples of the potential forms that both car and cycle parking could take across the SDA are illustrated below.

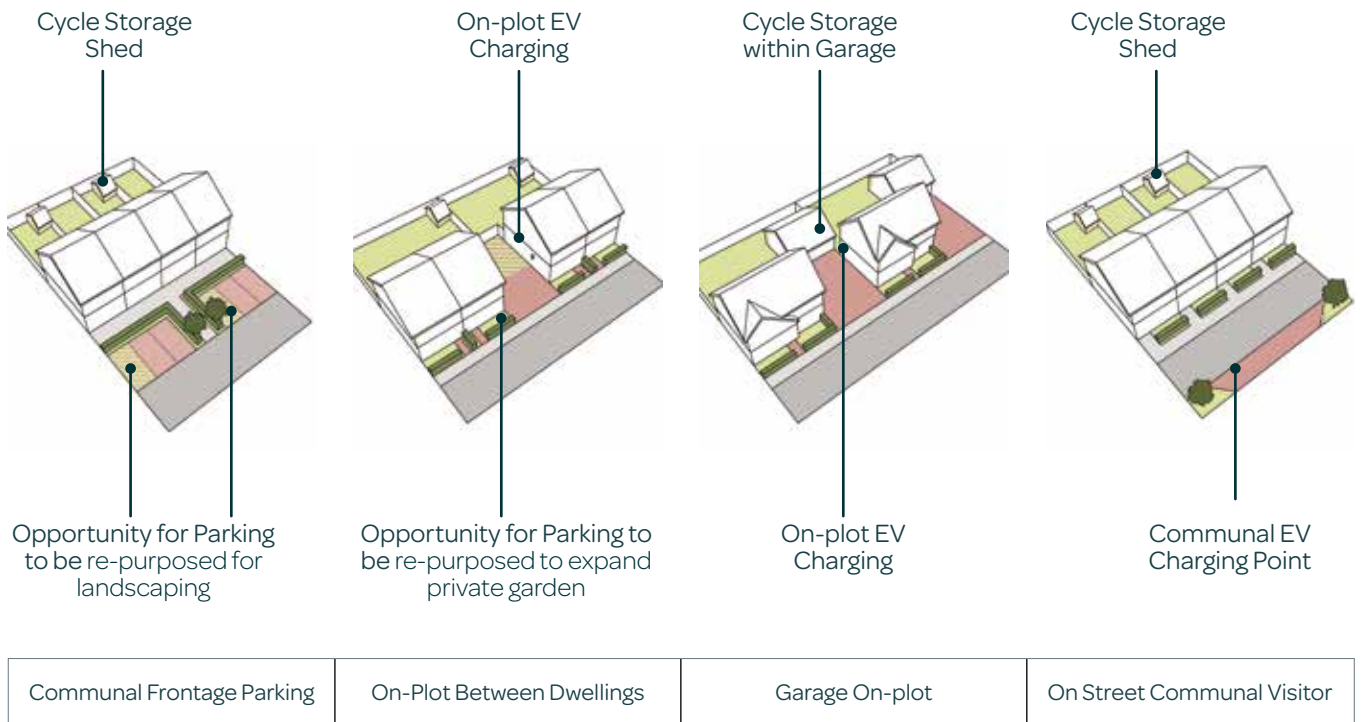


Figure 49: Illustrative Parking typologies



Sustainable Movement and Connections

The masterplan includes a network of pedestrian and cycle routes which respond to key origin and destinations, linking internal facilities and clusters of residential development via a number of pedestrian and cycle connections towards the centre of Eynsham and over the A40 towards the Salt Cross Garden Village development to the north. The SDA will deliver connections to the existing Public Rights of Way network within the vicinity of development, based on anticipated desire lines. The delivery of permeable footways and leisure routes, will create a network of connected routes that prioritise active modes of travel through the SDA.

The main Central Boulevard will include a segregated cycleway, and low vehicle speeds will be promoted throughout the site aimed at increasing safety for pedestrians and cyclists. The layout will incorporate the measures identified within the Oxfordshire Design Guide, with specific designs being addressed through each individual planning application.

Some of the specific pedestrian and cycle connections proposed within the SDA include:

- A pedestrian and cycle connection through the former Nursery site;
- A pedestrian and cycle connection through the eastern SDA boundary to Thornbury Green;
- A pedestrian and cycle connection onto Chilbridge Road and existing Public Right of Way;
- A pedestrian and cycle leisure route connection through the south-eastern SDA boundary onto Station Road;
- Pedestrian connections west towards the surrounding countryside beyond; and
- The reuse of the eastern section of the existing layby adjacent to the SDA as a shared surface and pedestrian and cycle route to connect to the Salt Cross Garden Village and Park and Ride proposals.

All cycle routes throughout the SDA will be 'off-road' as much as is practicable and will be focussed on pedestrian and cycle desire lines.

In addition to delivering specific pedestrian and cyclist connections towards Eynsham, the development of the SDA will include providing contributions to the improvement of some of the existing pedestrian and cycle infrastructure throughout Eynsham and contributions towards OCC's identified Public Transport Strategy. Some of the proposed improvements to the existing pedestrian and cycle infrastructure in Eynsham include:

- Localised footway widening along Old Witney Road;
- The provision of tactile paving on the existing pedestrian route towards Bartholomew School;
- The provision of tactile paving and improved pedestrian crossing arrangements on approach to Eynsham village centre;
- Pedestrian crossing improvements at the existing Witney Road / Acre End Street / Merton Close / Chilbridge Road mini-roundabout;
- The delivery of an additional footway and cycleway facilities along Station Road;
- Improvement to the existing footway along the A40 to the north of the SDA;
- The provision of a new pedestrian and cycle crossing facility over Witney Road, north of Spearacre Road;
- The provision of a new pedestrian and cycle crossing facility in close proximity to Old Witney Road / Witney Road;
- A cycleway connection from Station Road towards the proposed B4044 cycle route to the east of Eynsham;

The overall delivery of these proposed improvements will be staggered across the various phases of the SDA, while some will come forward as part of the HiF2 scheme proposals on the A40, as well as via additional contributions from the Garden Village.

The impacts of the SDA on the Swinford Toll Bridge has been considered by OCC at a strategic modelling level. In line with Policy requirements, each planning application will be required to address the impacts of that scheme through their Transport Assessment at the planning application stage, and provide a suitable contribution towards a mitigation schemes identified by OCC.



Vision

Encourage sustainable movement by creating a network of paths and cycle routes integrated into the retained PROW network.

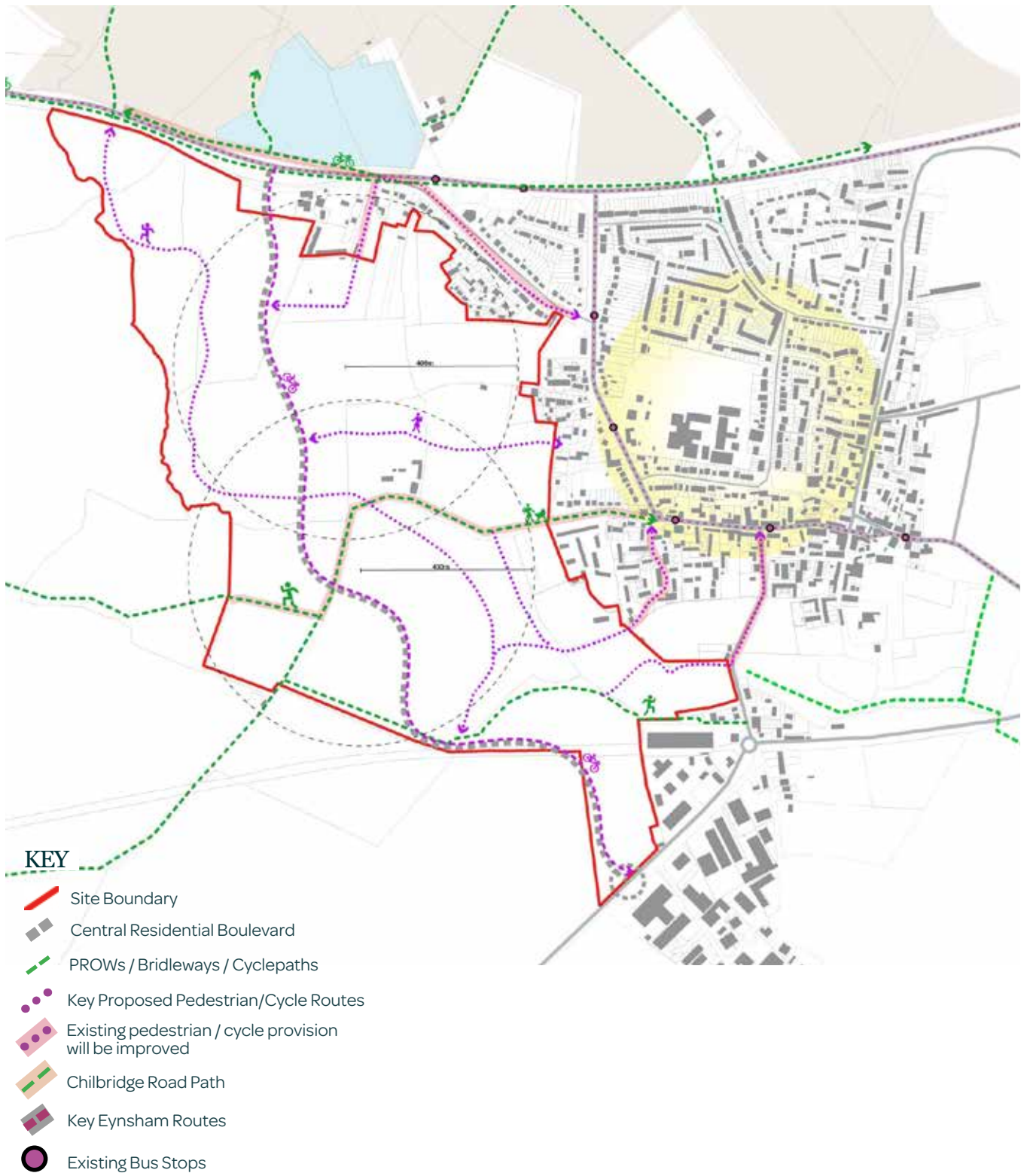


Figure 50: Proposed Sustainable Movement Connections



Primary School

Primary School Delivery

The development will fund the delivery of a new school on this site of a scale proportionate to the development's impact; a minimum of One Form Entry (1FE). The site identified within the masterplan allows for the delivery of a Two Form Entry (2FE) Primary School has been designed to respond to the OCC Key Design Criteria for Primary School Sites (October 2020) required by OCC, in order to ensure the future deliverability of the school.

The landowners/developers have liaised closely with OCC as Statutory Education Authority to provide an exemplar education facility. Two potential locations for the new school site have been tested in consultation with OCC. These two locations were identified because they provided the only areas where a flat, unconstrained school site could be provided.



Figure 51: Site Constraints Plan identifying the preferred sites tested for the school location

Policy Requirement

WODC Policy EW2: d) the provision of a new primary school on-site (1.5FE including nursery) on a 2.22 ha site to enable future expansion together with financial contributions towards secondary school capacity as appropriate.

Following a review of both of these options, option A was chosen because:

- The site is closer to the centre of Eynsham and the SDA, to enable access on foot by existing and new residents;
- It can be brought forward at the earlier stages of development;
- It will be located on a quiet road off the Primary Boulevard and allow for safe pedestrian and cycle access;
- The site is flatter and less constrained to meet OCC's requirements for a flat, unconstrained, rectangular site; and
- The site will provide a key community facility within convenient walking distance of both the new development and the wider Eynsham area.



Figure 52: Proposed School Location within Site

Compliance with OCC Requirements

The following section demonstrates that the school site and surrounding masterplan has been designed to comply with the OCC requirements for the future delivery of the school.

The Site should be free of constraints	Compliance <small>(see plan overleaf)</small>
The site and surrounding area should be free of air, light and noise pollution, contamination and other risk factors.	✓
The site must be broadly level and the playing fields shall have a gradient no greater than 1:100 along the line of play and 1:50 across the line of play.	✓
The site should be located within Flood Zone 1.	✓
No underground or overground services or substations shall be located on or adjacent to the site.	✓
Free from trees or hedges within the site that must be retained under BS5837 retention Category A or B. Hedges and trees to be outside of the school boundary at a distance that shall not enable the secure perimeter fence to be climbed.	①
The site is not crossed by any public rights of way or access wayleaves.	✓
The positioning of 2 storey housing (not flats) on two/three sides of the school is accepted but may require vehicular access between the houses to the school site.	②



Site Proportions and Layout	
A 2.2 ha site is required for a 2FE Primary School.	✓
The school site must be rectangular in shape, with ideal dimension would be approximately 110m by 202m.	✓
The site location and urban design concept should not position the school building in the corner of a school site, close to the boundary.	✓
The site delivers a continuous road frontage, not less than the width of the rectangular school site, that abuts an adopted highway for its full length, along one straight side, to ensure operational requirements of a school can be met.	✓
No over ground surface water storage is permitted on the school site due to health and safety/ management risks.	✓
All the playing field along with all external areas shall be visible from the building with no hidden areas.	✓
An 8400m ² playing field with the approximate dimensions of 110.5m by 76m will be accommodated on the site.	③
Access	
The school shall be located on a quiet road at the centre of the housing development.	④
Minimum 130m street frontage.	✓
An off-site coach layby on the highway so children can disembark onto footway and enter the school (minimum of 18m straight length plus approved entry and exit arrangements such as tapers).	⑤
Roads shall enable coaches to visit the school with a continuous circular route out of the development.	⑥
The roads around schools shall be designed to ensure that there are no dead ends and the road layout shall allow for circular routes. This is to avoid vehicles reversing in close proximity to children.	⑦
A 2FE school site shall have three vehicular/pedestrian entrances into the site. These are to have appropriate site lines/radii and to be a total of 10m wide (6m wide vehicular access with 2m wide footpaths on both sides). The access points are to be situated at either end of the school frontage with the further accesses strategically positioned to marry in with OCC's anticipated school layout.	⑧
Disabled, visitor and staff parking close to main entrance but not directly in front of the building.	⑨
Adequate off-site pupil drop-off parking for parents will be accommodated.	⑩
Safe crossing location with clear sight lines for pupils arriving and leaving the school.	✓
School Building Design	
Classrooms orientated either north or south to control the environmental aspects of classrooms (heating, lighting etc).	⑪
No proposed adjacent buildings shall be located higher than the 25 degree angle taken from the school boundary, so the school is not shaded that could undermine the required daylighting standards; reduce winter sun; reduce consequential passive solar gain in winter or shade outdoor play areas.	⑫
The hall & kitchen accommodation shall be adjacent to the main entrance for out-of-hours use and for the occasional daytime community use.	⑬
The nursery will be at the front of the school site.	⑭
Site configuration needs to allow for future demographic bulges and allow for temporary classroom accommodation / future expansion.	⑮

Vision


 A new primary school will be provided, connected with safe walking and cycling routes to encourage active travel for children.



Figure 53: Illustrative School Layout in compliance with OCC Requirements



Local Centre

The local centre is an opportunity to create a community focal point. This will provide community infrastructure that supports, and that doesn't compete with the existing uses within Eynsham.

The focal point for the local centre will be a mixed use and multifunctional community centre. This could include space for hot-desks during the daytime, and that could be transformed and utilised in the early morning or evenings to provide space for community events, classes and meetings. Meeting rooms could be provided to rent and allow local business to meet their peers without necessarily going to the office, responding to the change in how offices will work in the future. It may even be possible to provide surgeries within these meeting spaces, providing for periodical GP, Nursing or MP visits, as well as neo-natal groups, police liaison meetings or vaccination centres.

More consistent uses for the space could include a café, library, a nursery and day care centre. There may be an opportunity for a small convenience shop, or community shop that could be supplemented by local suppliers.

Community and stakeholder consultation will be help to identify options for other uses.



Figure 54: Proposed Local Centre Location within Site



Figure 55: Illustrative Visualisation of how the Local Centre could be integrated into the development

Policy Requirement

WODC Policy EW2 f) development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities.



Figure 56: Illustrative Visualisation of how the Local Centre could be integrated into the development



Building Heights Strategy

The building heights will vary to create character and legibility and will broadly follow the principle of taller buildings along the Central Residential Boulevard and the development core, transitioning to lower buildings along the development edges.

These maximum parameters respond to the topography, landscape and visual constraints with lower buildings along the western boundary and areas that would be visible in long distance views.

This Building Heights Strategy sets out the maximum parameters for building heights in response to the landscape context of the site based on the existing technical baseline. It is envisaged that a range of building heights will be provided within these areas up to these maximums, with taller buildings located to mark key nodes and bring variety to the streetscene.

Around the Primary School building heights will be limited to up to 2 stories in line with OCC requirements.

Proposals will respond to the requirements of Policy OS4 (High quality design) of the adopted Local Plan and Policies, ENP2 (Design), ENP14 (Sustainable growth) and ENP14a (Strategic Development Area and “Garden Village”) of the made neighbourhood plan.



Figure 57: Illustration of Building Heights

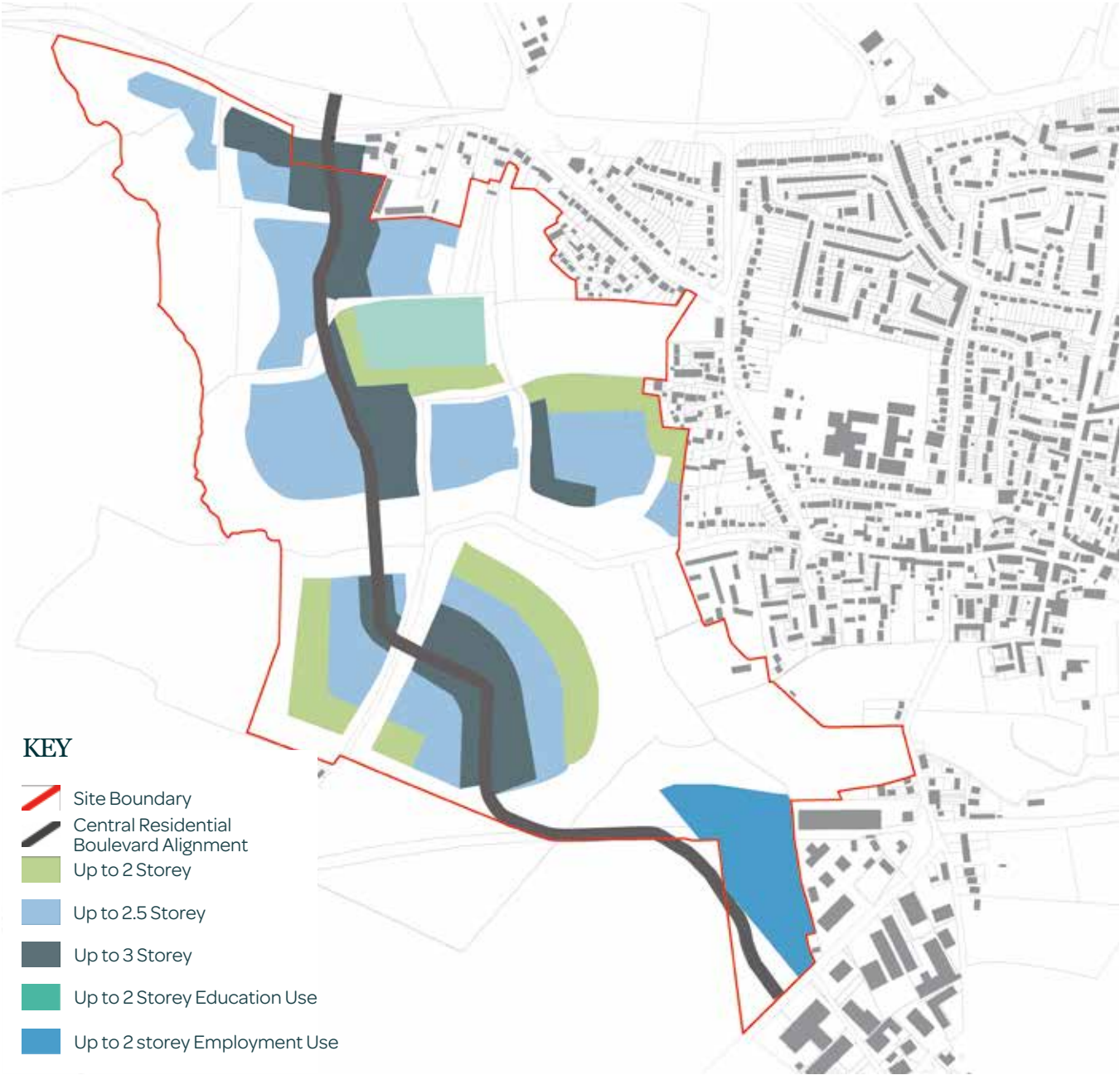


Figure 58: Building Heights Strategy



Density Strategy

The density will be based on the housing mix but will broadly follow the principle of highest density along the Central Residential Boulevard and along the development core, transitioning to lower density development along the development edges.

This density strategy illustrates how density can transition across the masterplan to create a rich character that responds to the features of the site.



Figure 59: Density Strategy

Housing Mix Strategy

The development will be carefully designed, achieving a high quality environment. A range of housing types and tenures will be provided and will be designed to a high standard, delivering market and affordable housing in line with local need.

The development will provide a wide range of dwelling types which respond to the aspirations of WODC, as set out in adopted and subsequent emerging planning policy documents, and local market demand and identified need (from SHMA, housing register or market evidence) at the point that planning applications come forward in order to provide the right homes based on identified need. Para 5.75 of the WOLP includes a general guide to market housing mix, based on the Oxfordshire SHMA (2014), as follows:

- 4.8% - 1 bed properties
- 27.9% - 2bed properties
- 43.4% - 3 bed properties
- 23.9% - 4 bed properties

The housing mix is intended to vary throughout the SDA as a whole in response to density, land use and urban design.

The exact nature of the affordable housing provided will be the subject of detailed discussions with WODC so that the mix and tenure will be responsive to identified local needs and site specific opportunities. However, in line with Local Plan Policy H3 (Affordable Housing), it is envisaged that up to 50% of the dwellings within the SDA shall be provided as affordable housing.

Paragraph 5.64 of the WOLP includes a guide to the overall mix of affordable housing as follows:

- 65% to be one and two bedroom homes to meet the needs of younger single and couple households, older people and small family households;
- 35% to be three and four bedroom homes.

Policy Requirement

WODC Policy EW2: a) requires about 1,000 homes with a balanced & appropriate mix of house types and tenures to meet identified needs including affordable housing.



Vision

A range of housing types and tenures will be provided, delivering market and affordable housing in line with local need.

The SHMA (2014) para 7.3.5 recognises that “...we do not strongly believe that such prescriptive figures should be included in the plan making process and that the ‘market’ is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time.”

The accommodation mix will deliver a range of homes that will contribute to the creation of mixed, inclusive and sustainable communities, consistent with national and local planning policy and informed by the context and character of the site and wider area. The mix will provide a wide range of housing and offer choice for households at different stages in their life cycle.

In response to the requirements of Policy H4, a percentage of new homes will be accessible and adaptable. Designed to meet the Building Regulations Requirement M4(2) and also wheelchair adaptable designed to meet Building Regulation Requirement M4(3). The exact percentages will be considered at the planning application stage and negotiated with the Council as appropriate. The planning applications will also set out how they respond to Policy ENP2 (Design) of the ENP criterion b) which expects residential development proposals “to comply with Building for Life (BfL12) or equivalent principles unless it can be demonstrated that these cannot be achieved or are being met in an alternative way.

This includes the potential for self-build plots, in line with Local Plan Policies H5 (Custom and self-build housing) and EW2(n). The quantum and location of self-build plots is to be agreed within the planning application for each phase of the development, having regard to the identified demand for self-build, as recorded in WODC’s self-build register, at the point that planning applications come forward.

In summary, the development proposals would provide an appropriate housing mix and level of affordable housing, in accordance with Local Plan Policies H3, H4(Type and mix of new homes), H5 and EW2, the Eynsham Neighbourhood Plan and NPPF paragraphs 59, 61 and 122.



Sustainability Charter

WODC declared a climate and ecological emergency the development will therefore be designed to respond to the relevant National and Local Sustainability policies and objectives, incorporating in a range of sustainable design measures to ensure the development is future proofed, safe and sustainable.

The sustainability approach for this masterplan does not fix the future construction methods and technologies that could be used. This is to allow for future changes to respond and comply with current building regulations and emerging technologies available at the time of construction.

The masterplan will at a minimum comply with national standards at the time of their construction. These are set out within the Future Homes Standard, a set of standards that will complement the Building Regulations to ensure new homes built from 2025 will produce 75-80% less carbon emissions than homes delivered under current regulations (Building Regulations 2013). The standard will comprise a series of amendments to Part F (ventilation) and Part L of the Building Regulations for new homes. The development proposals will also need to respond to the relevant requirements as set out in Local Plan policies EW2, OS4 and EH6, and the NPPF.

The Government strategy includes a stepped role out of these amendments and by the end of 2021, the Future Homes Standards interim uplift comes into effect. This reduces the minimum energy performance requirements by 31% compared to the current standards. This prepares both house builders and the housing stock for the carbon zero future. Therefore, all homes within the masterplan will be delivered to this new minimum standards producing lower carbon emissions than current new builds, and be built ready for a zero carbon future.

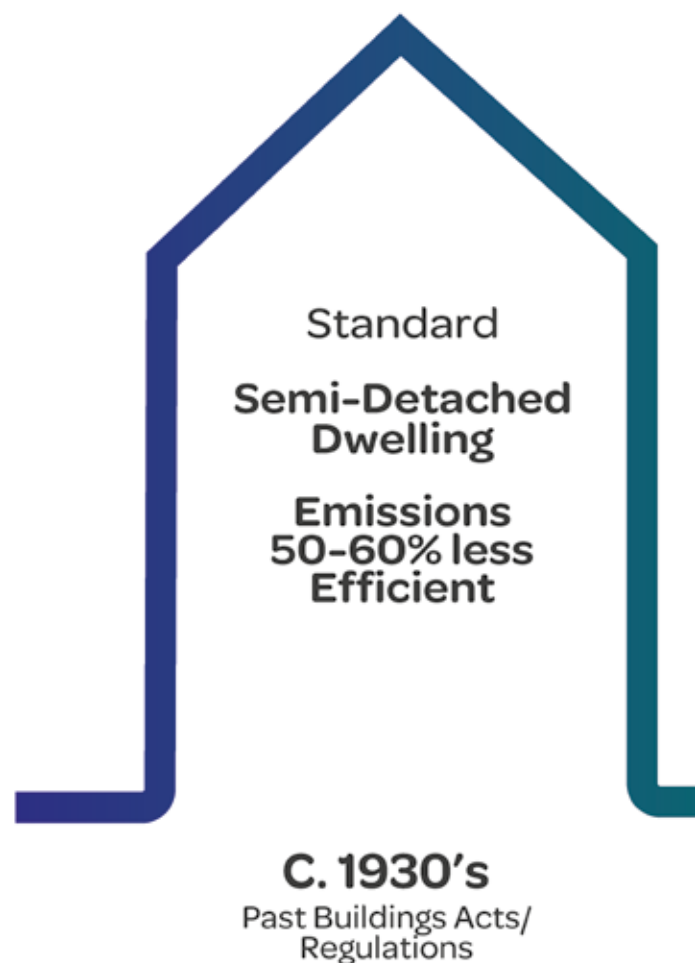
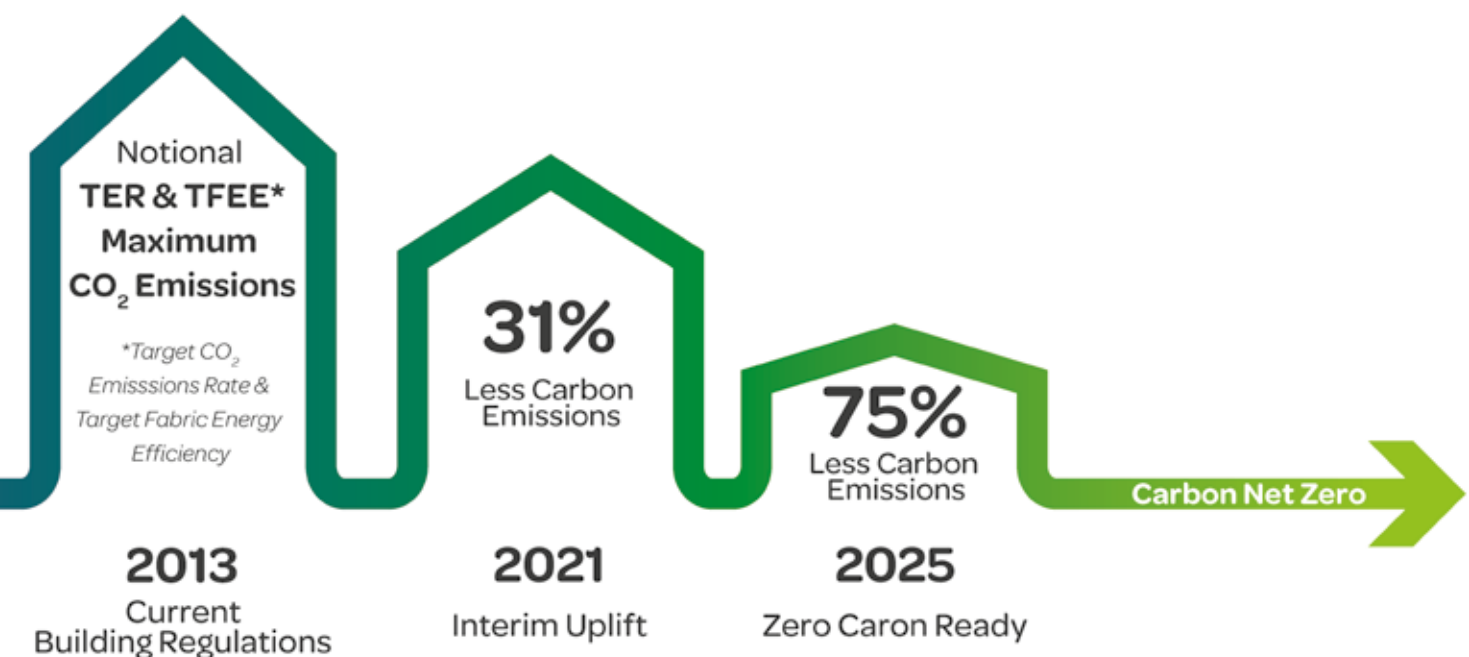


Figure 60: Trajectory for Carbon Emissions for new homes

The update to the Future Homes standard proposes that from 2025 all new homes will be Zero Carbon Ready, without a need for future retrofitting, as the national electricity grid continues to decarbonise. The full specification for this will be ready for consultation in 2023; the intention as specified in the 2019 consultation document is that all new dwellings will reduce CO₂ emissions by 75% compared to current standards and will not be built with fossil fuel heating such as a natural gas boiler.

The scale of this masterplan means that, based on our housing trajectory a majority (c.75%) of the homes will be delivered after 2025 and therefore be subject to the enhanced standards.

On a local scale, WODC along with Cotswold District Council and the Forest of Dean District council created a Net Zero Toolkit, which provides guidance for the delivery of sustainable reduced carbon and Net Zero construction methods.



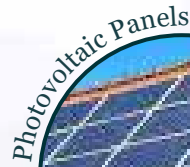


Sustainable Homes

The masterplan is committed to delivering a resilient, low carbon development and aims to implement sustainable building methods in line with regulations and requirements that will be implemented during the delivery of the development.

The new homes will be designed and built to be clean, using less energy through fabric and servicing improvements. They will incorporate technologies such as air source heat pumps and photovoltaic cells to generate renewable energy, and energy efficient appliances to reduce energy use.

The homes will include practical spaces to store bicycles, to enable individuals to commute by modes that are alternate to the private car. Electrical Vehicle (EV) charging points will be provided to homes to make these vehicles an easier consumer choice, and to future-proof the development for the transition to low carbon society.



Integrated Solar Shading



Set within a masterplanned community with active open spaces

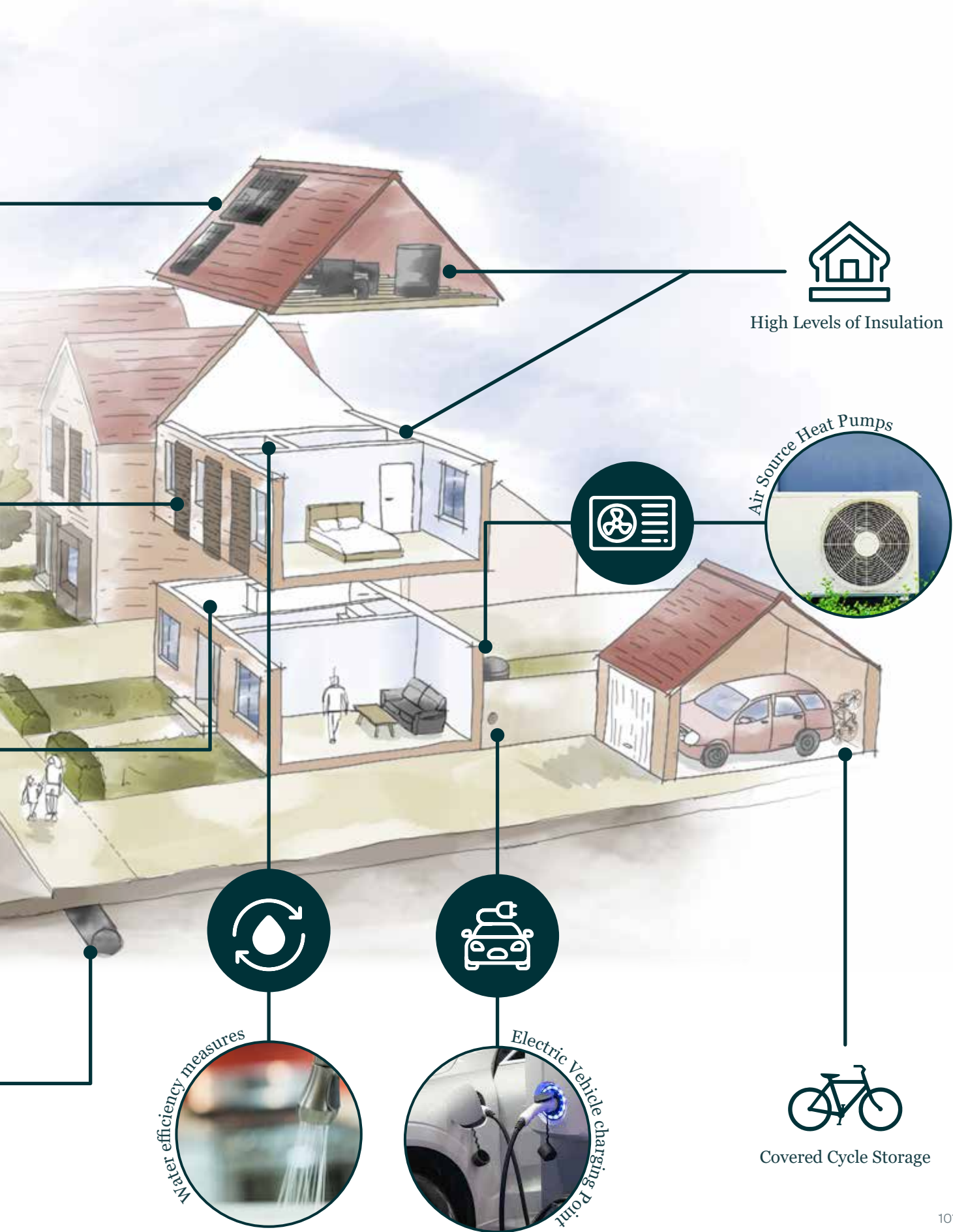


Electricity provided by a renewable supplier



Vision

The new homes will be energy efficient houses of the highest quality and specification.





5. Phasing



Indicative Phasing Strategy

The SDA falls within multiple land ownerships. A key element of delivering sustainable development in this location will be ensuring that appropriate infrastructure is provided alongside new development. This includes transport, social, physical and green infrastructure.

The delivery of infrastructure as part of the development has been approached with the following principles:

- Infrastructure should be provided in a timely way to mitigate the impact of the development; and
- Each part of the site that comes forward for development will be as self-sufficient as possible, in terms of access, drainage etc, whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following phases to do the same.
- The development is expected to be delivered over a number of years and an element of flexibility is needed to respond to changing circumstances over time. The phasing strategy for the scheme expects development to commence in the north with the first phase delivering residential parcels.

An indicative phasing strategy, as shown in Figure 61, which provides a logical sequence of development, allowing access routes and community facilities to come forward at appropriate times to meet the needs of residents, has been developed informed by the site influences and opportunities. Some of the planning applications for / subsequent development of the phases may run concurrently to allow greater flexibility in delivery.

To accord with the objective to provide a sustainable neighbourhood it is essential that new development provides and contributes towards sufficient education infrastructure. The specific level of education infrastructure and services required will be dependent upon an up to date assessment of the likely pupil yields that the development would generate having regard to the specific size and type of dwellings to be built.

New housing development will fund the delivery of a new school on this site of a scale proportionate to the development’s impact; a minimum of One Form Entry (1FE). The school layout should be flexibly designed to allow for future expansion and well located to cater for the needs of new residents, and have good access by public transport, on foot and by cycle. The development will also fund the necessary additional provision for secondary and special education, which would be off-site.

A number of physical improvements are needed to the road network within and serving the site. These include works and measures to provide new junctions and roads within and serving the site. The development will include the construction of a new Central Residential Boulevard between the A40 and the B4449 as shown in the Local Plan (although this is only indicative and is flexible to allow for necessary deviations of the route subject to specific site conditions).

The road will need to be sensitively constructed to take account of issues such as flood risk. The development will provide at least one vehicular, pedestrian and cycle bridge over the Linear Park which is capable of carrying buses as well as cars. This will ensure that the development to the south of the Chil Brook is well connected to the rest of the development.

KEY

-  Site Boundary
-  Consented Development
-  Phase 1 - Jansons
-  Phase 2/3 - Vanderbilt Strategic
-  Phase 2/3 - Berkeley
-  Phase 4 - Berkeley
-  Phase 5 - OCC



Figure 61: Indicative Phasing Strategy

Phase 1

The first phase is likely to be the northern part of the site, subject to a current outline planning application (20/03379/OUT). This phase will deliver the northern access junction to the A40 and the first section of the Central Residential Boulevard with segregated footpaths and cycleways to provide access into the site.

A link will be made to the neighbouring Thomas Homes site to the east (15/00761/FUL). The current outline planning application for Phase One of the SDA provides an access road up to the site boundary with the Thomas Homes site. The Transport Assessment, submitted in support of the application for Phase One of the SDA, also sets out the methodology for how this access could be secured. This would allow vehicles from the Thomas Homes development to access the Central Residential Boulevard.

. In this scenario, the northern end of the Old Witney Road would be stopped up to ensure no through route would be created through the site. There is no intention for a through route to be created between the Old Witney Road and the Central Boulevard. Discussions are ongoing with Thomas Homes and any legal agreement associated with Phase One of the SDA will deal with this issue.

This parcel will deliver 180 homes alongside Green Infrastructure including public open space, structural planting, community garden, a play area (LEAP) and drainage attenuation . This will form the first phase of the Chil Brook linear park.

The HiF2 scheme application includes a fourth arm stub from the A40 into the SDL site. Discussions are ongoing with Oxfordshire County Council to ensure a coordinated approach to the delivery of the site access and the A40 works (especially the Park and Ride junction), to ensure that any disruption to the operation of the A40 is minimised.

KEY

-  Site Boundary
-  Central Residential Boulevard Corridor
-  Residential Development
-  Green Infrastructure including recreational open space, natural green space and SuDS



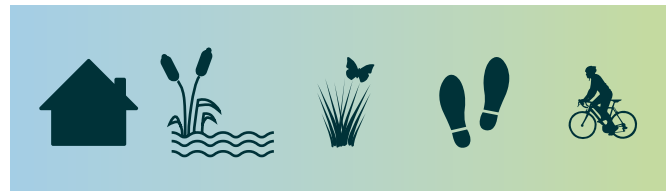
Figure 62: Phase 1 - Land Use Strategy

Phase 2 / 3 - Vanderbilt Strategic



This phase of the development is centrally located and also abuts the existing built form of Eynsham to the east and the almost complete Thornbury Green development. The site will facilitate the delivery of pedestrian and cycle connections directly into the village and the existing services and facilities. Green infrastructure will include natural and amenity public open space, play and community spaces and sustainable drainage features.

The site is considered to be Phase 2, due to its location adjacent to the built form of Eynsham and its ability to establish sustainable pedestrian and cycle connections between West Eynsham SDA and the existing village. Early delivery of this Phase will be considered appropriate subject to an interim vehicular access via Thornbury Green.



KEY

-  Site Boundary
-  Residential Development
-  Green Infrastructure including recreational open space, natural green space and SuDS

Figure 63: Phase 2 - Land Use Strategy

Phase 2 /3 - Berkeley Land



The proposed third phase is likely to be the next part of the site, in the north and centre of the SDA.

The next stage of the Central Residential Boulevard with segregated footpaths and cycleways will be constructed and providing links to earlier phases.

This parcel will deliver the Primary School site, alongside new homes and Green Infrastructure.

This will deliver a substantial section of the Chil Brook linear park, including walking and cycling routes, amenity and natural open space, allotments and community orchards, play spaces for a range of ages, and drainage attenuation.



KEY

-  Site Boundary
-  Central Residential Boulevard Corridor
-  Residential Development
-  Primary School
-  Green Infrastructure including recreational open space, natural green space and SuDS



Figure 64: Phase 2 - Land Use Strategy

Phase 4



This phase will deliver the southern access roundabout junction to Stanton Harcourt Road and the southern section of the Central Residential Boulevard. It will also deliver the Central Residential Boulevard bridge crossing over the Chil Brook.

This parcel will deliver new homes and Green Infrastructure including public open space, structural planting, drainage attenuation and a play area .



KEY

-  Site Boundary
-  Central Residential Boulevard Corridor
-  Residential Development
-  Green Infrastructure including recreational open space, natural green space and SuDS

Figure 65: Phase 4 - Land Use Strategy

Phase 5



This phase will deliver the remainder of the Central Residential Boulevard, including the junction with the Chilbridge Road PROW.

This parcel will deliver the Local Centre with community facilities, alongside homes and Green Infrastructure including public open space, structural planting, drainage attenuation, play areas and dog walking areas. This will form the central and southern section of the Chil Brook linear park.

Enhancements to the existing PROWs in the south of the site will be provided alongside interactive trails that can include information about the heritage of the site.



KEY

-  Site Boundary
-  Central Residential Boulevard Corridor
-  Residential Development
-  Local Centre
-  Green Infrastructure including recreational open space, natural green space and SuDS
-  Merton House (existing use retained)



Figure 66: Phase 5 - Land Use Strategy

Infrastructure Delivery

In relation to infrastructure delivery, this masterplan performs an important role in two aspects. Firstly, it identifies the infrastructure that is required to support the comprehensive development of the SDA to create a sustainable community. This will be subject to further assessment prior to the determination of any planning application for the development. Secondly, it sets out how the infrastructure is to be delivered on a phased basis and how the cost of providing the infrastructure will be shared equitably between each phase of the development.

This section of the masterplan will inform the further assessment required to confirm the specific infrastructure requirements and costs prior to the determination of any planning applications and the preparation of legally binding agreements (S106 Agreements), which will control the delivery of each phase of the development to ensure that the necessary infrastructure is delivered in parallel with the new homes.

Infrastructure Requirements

For the purposes of this masterplan, infrastructure includes all of the categories listed below:

- Community & Culture
- Education
- Emergency Services
- Green Infrastructure
- Health & Social Care
- Transport & Movement
- Energy
- Water
- Telecommunications
- Waste

These categories of infrastructure were also used for the purposes of assessing infrastructure requirements in the Eynsham Area IDP.

Infrastructure can be delivered in a number of ways. Most commonly, it is either directly delivered on-site or off-site by the developer or through the payment of financial contributions by the developer to another organisation, such as the District Council or County Council, to provide improvements to new or existing infrastructure.

The National Planning Policy Framework (paragraph 57) makes it clear that planning obligations requiring new infrastructure must only be sought where they meet all of the following tests:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

The infrastructure which is required for the West Eynsham SDA has been identified having regard to these tests.

Specific infrastructure requirements have been identified through the technical work and stakeholder engagement undertaken in the preparation of this Masterplan. Additionally, consideration has been given to the requirements of the following key documents:

- West Oxfordshire Local Plan Policy EW2 and other relevant policies
- Eynsham Neighbourhood Plan
- Eynsham Area Infrastructure Delivery Plan (AK Urbanism, July 2020)
- The Salt Cross Garden Village AAP and the supporting evidence base
- West Oxfordshire District Developer Contributions SDP
- Land at Derrymerrye Farm and Long Barn, Eynsham, Infrastructure Delivery Plan
- Consultee responses to the Derrymerrye Farm planning application

A schedule of the infrastructure requirements associated with the West Eynsham SDA and an illustration of how the delivery of this infrastructure will be phased is included at Appendix 1.

The specific infrastructure requirements of the comprehensive development of the SDA and their cost will be agreed with West Oxfordshire District Council and Oxfordshire County Council prior to the determination of the first planning application. Given that the specific detail and the cost of the infrastructure listed at Appendix 1 is unconfirmed at the time of approval of this masterplan, its provision is subject to viability.

How infrastructure will be delivered and funded

On-site infrastructure

The developer of each phase will fund and deliver the infrastructure physically located within that phase as identified within this masterplan i.e. the Central Residential Boulevard, open space, surface water drainage, community building etc.

Where a piece of infrastructure extends over several phases, such as the spine road, the developer of each phase will be required to build the infrastructure up to the boundary of the phase so as to enable the next phase, delivered by a different developer, to complete the delivery of the infrastructure. This will ensure that on-site infrastructure, which is shared across several phases of development, will be delivered comprehensively without constraints of landownership.

Off-site infrastructure and financial contributions

Off-site infrastructure improvements, which are solely related to the SDA development and are to be directly delivered by the developer of a phase of the development, i.e. a specific footpath or highway improvement, will be funded and delivered by the developer of the phase which triggers the need for the specific infrastructure improvement.

Where financial contributions are required towards off-site infrastructure improvements or on-site infrastructure provision, which is not to be directly delivered by the developer of a phase, each phase of the development will contribute a proportion of these financial contributions.

Apportionment of infrastructure costs between phases

So as not to undermine the viability of any phase of the development, it is essential that the total cost of the infrastructure required by the SDA is shared equitably between each phase of the development. The sharing of the infrastructure cost between each phase will be proportionate to the amount of residential development provided on each phase.

The cost of delivering the infrastructure will be shared between each phase based on the following percentage of the total SDA net residential development area located on each phase as shown within this Masterplan.

Phase	Percentage of Infrastructure to be Funded
1 Jansons	19%
2/3 & 4 Berkeley	41%
2/3 Vanderbilt	7%
5 OCC	33%
Total	100%

Where a phase of the development accommodates a disproportionately high level of on-site infrastructure which is funded and delivered directly by that phase, the correct apportionment of the total SDA infrastructure cost for that phase will be achieved by that phase making proportionately lower financial contributions towards infrastructure provision.

Conversely, where a phase of the development accommodates a disproportionately low level of on-site infrastructure, the correct apportionment of the total SDA infrastructure cost for that phase will be achieved by that phase making proportionately higher financial contributions towards infrastructure provision.

Overall, this approach will ensure that, cumulatively, the phases of development fund and deliver 100% of the infrastructure.

Securing infrastructure delivery through planning applications & S106 agreements

The planning permission granted for each phase of the development will have its own S106 agreement. These will provide a legally binding mechanism to secure the delivery of the infrastructure in each phase by specified points in the delivery of that phase.

These legal agreements will be consistent with the infrastructure delivery mechanism contained in this masterplan, and the specific infrastructure requirements and costs for the comprehensive SDA agreed with West Oxfordshire District Council and Oxfordshire County Council prior to the determination of the first planning application.

It is recognised that the planning applications for each phase of the development will come forward over a period of time and that the nature of the development identified in this Masterplan may vary slightly through the preparation of planning applications.

Therefore, to provide flexibility to account for changing circumstances and evolving designs, the negotiation of S106 agreements will need have regard to:

- The number of dwellings proposed in the application;
- Any additional infrastructure or S106 requirements identified during the determination of the planning applications, but which are not included in the agreed requirements;
- The total cost of the infrastructure and S106 requirements as agreed with West Oxfordshire District Council and Oxfordshire County Council prior to the determination of the first planning application;
- The apportionment of overall costs between each phase set out in the masterplan; and
- Viability.

Any variation to the infrastructure requirements associated with the comprehensive development of the SDA identified during the preparation and determination of planning applications will be considered during the negotiation of S106 agreements. This will determine how any such requirements can/should be accommodated, having regard to the need for and prioritisation of previously identified infrastructure requirements, to maintain viability and the apportionment of overall costs between each phase of the development.



6. Summary



Our Commitment

To deliver a sustainable neighbourhood for West Eynsham that integrates into the existing village and is delivered to a whole life living principal - where a development, a homeowner and the environment that surrounds them exist in harmony and balance for a whole life and beyond.



Meeting Housing Need

The development will be carefully designed, achieving a high quality environment. A range of housing types and tenures will be provided and will be designed to a high standard, delivering market and affordable housing in line with local need.



Well Designed Homes

Homes to be designed to so that they will be suitable for use for a wide range of occupiers including older people and those with reduced mobility required by in Policy H4 – Type and Mix of New Homes.



Energy Efficient Homes

The design of the new homes will also contribute significantly to achieving a sustainable development, delivering energy efficient houses of the highest quality and specification.



Healthy Living

Spaces will be designed to be easy to navigate, with a wide range of interlinked uses and generous green spaces allowing residents to flourish within their own surroundings.



Education

A new, one form entry primary school will be provided by the development on a 2 form entry site to enable future expansion as necessary. Connected with safe walking and cycling routes to encourage active travel for children.



Local Centre

The scheme promotes interaction and cooperation between individuals of different ages and focuses on the needs of all residents.



Public Open Space

Safeguarding more than 43 ha for publicly accessible open space, providing woodland, meadow grassland, ecology rich water features, all providing a significant benefit in promoting mental, physical, health and well-being to both the individual and the community.



Walking and Cycling Trails

A network of paths and cycle routes will be integrated into the retained PROW network. There is an opportunity to provide an interpretative walk across the site, including way-finding and interpretive signs to provide information about the ecology and heritage of the local area.



Play

Opportunities for formal and informal play will be integrated into the public open space, through equipped play areas, play trails and informal spaces for natural play.



Interactive Heritage Trail

There is an opportunity to provide an interpretative walk across the site, including way-finding and interpretive signs to provide information about the ecology and heritage of the local area including the historic value of Foxley Farm SAM.



Local Food Production

Open space provision will include allotments and opportunities for an edible landscape with fruit and nut bearing native species.



Active Green Space

Green spaces with integrated opportunities for activity; such as outdoor gym equipment and flexible sport spaces, for the benefit of existing and new residents of Eynsham.



Biodiversity Enhancement

Opportunities for biodiversity gain will be implemented throughout the scheme by retaining and enhancing existing valuable habitats and providing a greater diversity of habitats through tree planting, meadow planting and Sustainable Drainage Systems. Each phase to seek a net gain in biodiversity to respond to relevant local and national policy.



Sustainable Drainage Systems

Sustainable Drainage Systems will be designed to manage surface water on the site and will include wet grassland, open swales and ditches that will provide a wide range of habitat for native flora and fauna.



Appendix



Appendix 1 - Preliminary Infrastructure & S106 Requirements

	Infrastructure Type / Item	Provision	Contributing Development Phase	Cost / Contribution (TBC prior to determination of the first planning application within SDA)
1.0	Community & Culture			
1.1	Affordable Housing (50% of dwellings in each phase subject to viability)	On-site	All phases	
1.2	Community building	On-site	Phase 5	
1.3	Library contribution	Off-site	All phases	
1.4	Adult & Children Social Care	Off-site	All phases	
1.5	Sport and recreation contribution	Off-site	All phases	
2.0	Education			
2.1	Primary school site (2.22 ha)	On-site	Phase 2 (Berkeley)	
2.2	Financial contributions for construction of 1.5FE primary school	On-site	All phases	
2.3	Secondary education financial contribution	Off-site	All phases	
2.4	SEN financial contribution	Off-site	All phases	
3.0	Emergency Services			
3.1	Thames Valley Police	On-site	Phase 5	
3.2	Fire Service	Off-site	All phases	
4.0	Green Infrastructure			
4.1	Open space / green infrastructure (formal parks, amenity green space, natural green space, allotments)	On-site	All phases	
4.2	Equipped play spaces (LAPs, LEAPs, NEAPs)	On-site	All phases	
5.0	Health & Social Care			
5.1	Primary health care contribution	Off-site	All phases	
6.0	Transport & Movement			
6.1	Spine road (excluding junctions listed at 6.2 and 6.3 below)	On-site	Phases 1, 2 (Berkeley), 4 & 5	
6.2	Spine road connection with A40 park and ride junction	On-site	Phase 1	
6.3	Spine road connection with Stanton Harcourt Road	On-site	Phase 4	
6.4	A40 layby relocation	Off-site	Phase 1	
6.5	Green Travel Plans, co-ordinator & monitoring fees	On-site	All phases	

	Infrastructure Type / Item	Provision	Contributing Development Phase	Cost / Contribution (TBC prior to determination of the first planning application within SDA)
6.6	HIF2 A40 Corridor Improvements & Park and Ride	Off-site	All phases	
6.7	A40 pedestrian & cycle crossings	Off-site	At grade crossings included in A40 HIF2 works	
6.8	Old Witney Road / Witney Road walking/cycling improvement	Off-site	Phase 1	
6.9	Chilbridge Road walking/cycling	On-Site	Phases 2 (Berkeley), 4 and 5	
6.10	Walking/cycling connection to B4044 cycle path	Off-site	All phases	
6.11	Stanton Harcourt Road walking / cycling improvements	Off-Site	All phases	
6.12	Lower Road cycle path contribution	Off-site	All phases	
6.13	Off-site cycle parking	Off-site	All phases	
6.14	B4044 cycle path contribution	Off-site	All phases	
6.15	PRoW improvements	Off-site	All phases	
6.16	Bus stop infrastructure	On-site	Phases 1, 2 (Berkeley), 4 & 5	
6.17	Public transport service contribution	Off-site	All phases	
7.0	Energy			
7.1	Utility diversions	On-site	All phases	
7.2	Utility reinforcement	Off-site	All phases	
8.0	Water			
8.1	Surface water attenuation	On-site	All phases	
8.2	Water supply reinforcement	Off-site	All phases	
8.3	Foul sewer reinforcement	Off-site	All phases	
9.0	Waste			
9.1	Waste Management contribution	Off-site	All phases	
10.0	Archaeology			
10.1	Archaeological investigation of Scheduled Monument	On-site	Phase 4	
10.2	Storage of archaeological remains	Off-site	All phases	

Note - all requirements subject to further assessment and viability

Appendix 2 – Summary of Option Considerations for Alignment of Southern Section of the Boulevard

Option 1 – Route to Station Road

Pro's	Con's
Avoids the SAM.	A large section of the route will pass through the Chil Brook floodplain and is therefore sequentially inferior to other options.
Roundabout junction of primary street and Station Road would provide sufficient capacity.	Route will impact on the ecology within the Chil Brook corridor.
	New roundabout on Station Road will impact on Chilmore Bridge and the setting of the Eynsham Conservation Area.
	New junction will result in the loss of on-street parking along Station Road.

Option 2a – Route through Polar Technology Site to Stanton Harcourt Road

Pro's	Con's
Mainly avoids the SAM with the exception of a small area required for the roundabout with Stanton Harcourt Road.	Sufficient land is only available for the construction of a 28m ICD roundabout as the junction between the new road and Stanton Harcourt Road. This would provide insufficient capacity for the predicted level of traffic using the new route and traffic on Stanton Harcourt Road.
The route avoids the floodplain of the Chil Brook and its associated wildlife corridor.	The new junction on Stanton Harcourt Road would impact on the existing accesses to Southfield Cottages and Oakfields Industrial Estate.
	Disruption caused to the operation of the Polar Technology site to retrospectively construct the road along the existing factory access.

Option 2b – Central Route to Stanton Harcourt Road

Pro's	Con's
This is the closest option to the route indicatively identified in the West Oxfordshire Local Plan.	The route of the road crosses eastern part of the SAM. However, this route option avoids the parts of the SAM containing the highest concentration of features identified within the SAM.
The route is the preferred route option identified in the West Eynsham Access Strategy undertaken by WYG on behalf of Oxfordshire County Council and West Oxfordshire District Council.	The new roundabout on Stanton Harcourt Road will impact on the existing access to Oakfields Industrial Estate to a lesser degree than Option 2a.
A 40m ICD roundabout can be provided at the junction of the new road and Stanton Harcourt Road. This would have sufficient capacity for future traffic levels.	
The route avoids the floodplain of the Chil Brook and its associated wildlife corridor.	
The route provides an alternative access to the Polar Technology site that can be constructed independently of the current site access, therefore avoiding disruption to the operation of this business.	

Option 2c – Western Route to Stanton Harcourt Road

Pro's	Con's
A 40m ICD roundabout can be provided at the junction of the new road and Stanton Harcourt Road. This would have sufficient capacity for future traffic levels.	The route passes through the centre of the SAM and would impact on a higher concentration of archaeological features within the SAM than would Option 2b. It is likely that of the options considered this route would have the greatest impact on the SAM.
The route avoids the floodplain of the Chil Brook and its associated wildlife corridor.	Through route would encroach further in to the countryside.
The route would not impact on the existing access to Oakfields Industrial Estate	

Appendix 3 - Bibliography

National

- Government's National Planning Policy Framework (NPPF)
- Planning Practice Guidance
- National Design Guide
- National Model Design Code
- Building for a Healthy Life (BHL) (Design for Homes, 2020)
- National Design Guide (Ministry of Housing, Communities and Local Government 2021)
- Manual for Streets (Department for Transport, 2007)
- Manual for Streets 2 (CIHT, 2010)
- Inclusive Mobility (Department for Transport, 2005)
- Local Transport Note 1/20 Cycle infrastructure design (Department for Transport, 2020)
- Healthy Streets Toolkit (TfL, 2007)

Oxfordshire County Council

- The Oxfordshire Energy Strategy
- Oxfordshire County Council's Local Transport Plan (LTP4 – Connecting Oxfordshire)
- Oxfordshire Draft Local Transport and Connectivity Plan (Jan 2022)
- Climate Action Framework
- Joint Health and Wellbeing Strategy
- Oxfordshire Strategic Vision for Long Term Sustainable Development
- Draft Street Design Guide (OCC, 2021)
- OCC Public Transport Strategy
- Oxfordshire Strategic Housing Market Assessment SHMA (2014)
- Key Design Criteria for Primary School Sites (October 2020) Oxfordshire County Council (OCC)

West Oxfordshire District Council

- West Oxfordshire Local Plan (WOLP) 2031 (adopted September 2018)
- West Oxfordshire Local Plan 2031 Policy Map Update (August 2020)
- West Oxfordshire Open Space Study (2013)
- West Oxfordshire Design Guide
- Net Zero Carbon Toolkit (Levitt Bernstein, Elementa, Passivhaus Trust and Etude commissioned by West Oxfordshire, Cotswold and Forest of Dean District Councils, funded by the LGA Housing Advisers Programme, Oct 2021)

- Pre-Submission Draft Salt Cross Garden Village Area Action Plan (AAP) (August 2020)
- West Eynsham SPD Issues & options Document

Eynsham Parish Council

Eynsham Neighbourhood Plan 2031 (ENP) (made February 2020)

Evidence Base

- A full suite of documents and reports submitted as part of the Chil Brook Meadows (ref: 20/03379/OUT) planning application submitted by Jansons
- West Eynsham SDA Drainage and Flood Risk Summary (October 2021)
- Topographical survey
- Hydraulic modelling of the Chil Brook with the results agreed with the EA
- Archaeological Desk Based Assessment by CgMs (Apr 2017)
- Eynsham Ecological Appraisal (February 2018)
- Proposed Residential Development, West Eynsham, Landscape & Visual Appraisal (Feb 2019)
- Salt Cross Area Action Plan (AAP) Examination Library:
 - Oxfordshire Cotswold Garden Village Area Action Plan – Preferred Options Habitat Regulations Assessment Screening Report (December 2019)
 - Salt Cross Garden Village Area Action Plan: Pre-Submission Habitats Regulations Assessment Report (August 2020)
 - Eynsham Area Infrastructure Delivery Plan Stage 1 Draft Report (May 2019)
 - Non-Motorised Crossings of the A40 at Eynsham (April 2020)
 - Oxfordshire Cotswolds Garden Village AAP Transport Strategy Report (July 2020)
 - Oxfordshire Cotswolds Garden Village and West Eynsham SDA Housing Strategy Advice (July 2019)
 - Oxfordshire Cotswolds Garden Village and West Eynsham Strategic Development Area Green Infrastructure Study (August 2019)
 - Oxfordshire Cotswolds Garden Village and West Eynsham Development Area Historic Environment Assessment (July 2019)
 - Oxfordshire Cotswolds Garden Village West Eynsham Strategic Development Area Landscape and visual assessment (August 2019)
 - Level 2 Strategic Flood Risk Assessment – Land North and West of Eynsham (August 2020)
 - Oxfordshire Cotswolds Garden Village and West Eynsham SDA Preliminary Ecological Assessment (April 2019)

Appendix 4 – Summary of Document Amendments following Consultation

Section	Comment by	Page	Comments
Foreword	Chris Hargraves, WODC	ii	The foreword includes reference to Oxfordshire County Council. It would probably be sensible to make it explicit that it is Oxfordshire County Council's Property and Facilities Team that have been involved in the commissioning of the masterplan.
1. INTRODUCTION			
Our Vision	Chris Hargraves, WODC	4	The vision still remains very generic and falls into the 'could apply anywhere' trap. The only specific reference to the site itself is in relation to the proposed linear park along the Chil Brook.
The Site	Chris Hargraves, WODC	8	The site – states that 'A number of planning applications have been approved or are currently within the planning system for consideration'. This is perhaps a little vague.
	Chris Hargraves, WODC	10	Reference is made to the fact that 160 units are under construction but no link is made to the photo at Figure 3.
Land Ownership	Chris Hargraves, WODC	12	Where it talks about phasing and each parcel coming forward separately, it would be helpful to cross-refer to Section 5 on phasing.
2. PLANNING CONTEXT			
Planning Policy	Chris Hargraves, WODC	16	Page 16 makes reference to both Policy EW2 of the Local Plan and Policy ENP14a of the Eynsham Neighbourhood Plan. In respect of the latter, it would be helpful if the text briefly mentioned that like the local plan, the neighbourhood plan also seeks to achieve comprehensive development through an appropriate mechanism.
			Reference is made to the masterplan having been informed by a number of other policy considerations such as the National Design Guide and National Model Design Code as well as the West Oxfordshire Design Guide, Oxfordshire Energy Strategy etc. However, there are few, if any, mentions of, or cross-references to these documents elsewhere within the masterplan.
Planning History	OCC Comments	20	Indicates that the Masterplan document submitted to WODC for approval in Winter 2021/ Spring 2022, and from Spring 2022 onwards subsequent Planning Applications submitted and determined. We are concerned that this is a very tight timeframe to work with WODC, OCC and other stakeholders to inform the masterplan.
3. ASSESSMENT			
Ecology & biodiversity	WODC Sustainability standards comments Liaison Group	29	Fruitlands TPO area should be identified as a priority habitat (Traditional Orchard) and woodland of ecological value. These features should be defined in Figure 18: blue area/arrow (i.e. Chilbrook Corridor) in the key Low ecological areas (assumed these are development areas. Those which have not yet been constructed will have some ecological value) Off-site GI and biodiversity links/corridors, for example from the proposed Local Nature Reserve to the east.

Document Amendments
Amend to refer to "Oxfordshire County Council (Property and Facilities Team)"
No change – the document as a whole is clearly Eynsham specific.
Para 1 and 2 amended to: 'The site is circa 88ha in size and is currently primarily in agricultural use. It is allocated in the WOLP as a suitable location for residential-led development of around 1,000 homes. The site was allocated to help meet an increase in West Oxfordshire's housing need, as well as a proportion of unmet housing need from Oxford City and was chosen in part because of its locational characteristics. Two parts of the site already have planning permission for 160 and 77 new homes respectively with a further planning application (ref: 20/03379/OUT) for 180 homes currently pending determination'.
Amend text to state that 'A residential scheme of 160 units known as Thornbury Green is currently under construction on the land west of Thornbury Road which falls within the SDA boundary – see Figure 3'.
Text amended to include cross-reference to Section 5 on Phasing.
1st paragraph amended as follows: The site is allocated in the adopted West Oxfordshire Local Plan (WOLP) 2031 (adopted September 2018) and the allocation policy (Policy EW2) requires comprehensive development to be led by an agreed masterplan. The site is also allocated within the Eynsham Neighbourhood Plan 2031 (ENP) (made February 2020) under Policy ENP14a. Policy ENP14a criterion a) of the Eynsham Neighbourhood Plan 2031 (ENP) (made February 2020) also states that the SDA should be brought forward in a "comprehensive and coordinated manner". Full copies of both policies are set out on the next page.
Other policy considerations: A bibliography of relevant policy, evidence base and design guidance used has been added as an appendix.
Timeline updated to reflect current timeframe – specifically which it is put forward for approval by the WODC committee in March 2022.
Plan and key reviewed to include requested information Text Replaced: "(TPO)." with "(TPO) and is designated as a priority habitat (Traditional Orchard) and woodland of ecological value." Text amended to include: "The "low ecological value" areas are identified in the Oxfordshire Garden Village and Strategic Development Area Preliminary Ecological Impact Assessment Prepared by TACP for West Oxfordshire District Council. This preliminary assessment identified the key ecological features and the areas with the greatest potential for protected species. The low ecological areas have the lowest potential for protected species." Text Inserted: "To the south east of the site is the proposed 'Fishponds' Local Nature Reserve (LNR) on the site of the Eynsham Abbey Fish Ponds."

Section	Comment by	Page	Comments
Landscape & Visual Impact	Chris Hargraves, WODC	30	Page 30 refers to glimpsed views of St Leonard's Church from more elevated parts of the site but Figure 19 does not show where these are. Furthermore, there is then nothing in the remainder of the document to explain how these views have been taken into account.
Heritage	OCC comments Liaison Group	32	The masterplan document contains a brief section on the Historic Environment. This section, whilst very brief, does contain a number of misleading statements and does not set out the known and potential archaeological background and constraints. This section will need to be updated to provide an appropriate description of the known archaeological interest, potential and constraints. The scheduled monument located on the southern edge of the development is correctly titled 'Sites discovered by aerial photography, near Foxley Farm'. For clarity this document should refer to this site by the formal name. A phased programme of archaeological evaluation will need to be undertaken before the full extent of any archaeological constraints is understood. This is likely to impact on any master planning for the site. This evaluation will need to be undertaken before the determination of any planning application of the site but consideration should also be given to undertaking these works in advance of any master planning for the site In order that these constraints can be taken into account at this stage.
Site Constraints and Opportunities	WODC	36	"Building on woodlands" is an ambiguous term and should be replaced by "strengthening" or "expanding" on the woodland resource.
Consultation Strategy		40	Consultation strategy – page 38. Refers to a West Eynsham Supplementary Planning Document. It would be helpful here to include a footnote to explain that the Council previously undertook some early work on a SPD for the site but that it was not progressed through to adoption.
Design Principles	Chris Hargraves, WODC	48	The design of the development should include the co-location of the primary school and the local centre together, to share transport benefits and provide a hub for the day to day needs of residents.
4. MASTERPLAN & STRATEGIES			
Introduction	Chris Hargraves, WODC	52	Some of the phraseology seems a little odd e.g. this section will set out instead of this section sets out. It reads as if parts of the document have not yet been written. Refers to the masterplan being 'followed by a series of strategies'. Presumably the masterplan has been informed by these strategies.
Masterplan	Chris Hargraves, WODC	54	The key is not particularly clear and the various yellow colours relating to PROW are hard to distinguish in terms of what is existing and what is proposed etc. Extent of development south of Chilbridge Road. I have concerns about the extent of development shown south of Chilbridge Road. This seems to be much more significant than was shown in the previous Jansons vision document. It would be useful to understand how many dwellings are proposed in this part of the site (this issue links to Section 5 – phasing; see further comments below). Location of the proposed local centre. I have concerns about the location of the local centre. The masterplan talks about avoiding rat-running along the primary street but presumably, having an attractor such as a retail use along this route, will attract additional trips. Furthermore, there would be logic in co-locating it next to or in close proximity to the primary school in the heart of the development. Possible development adjacent to Merton Court. The previous Jansons vision document showed a small parcel of development west of Merton Court which seemed to have merit and would likely help in terms of knitting in the proposed development with the existing built form of the village. Is there any particular reason why this has now been dropped? Development here would mean you could reduce the quantum on the main developable area south of Chilbridge Road, which we know is the most sensitive part of the site. No.5 in key - not sure that priority over primary street should be stated so clearly - it is fine as an ambition but further work on the detail would be required - see pg 77
	Liaison Group		Requested the Linear Park footpaths at the eastern boundary to be connected

Document Amendments
<p>Figure 19 amended to more clearly show location of key views to St. Leonard’s Church from elevated parts of the site. The approach to Building Heights is set out within pages 94 and 95 of the document.</p>
<p>This section provides a summary of Archaeological Desk Based Assessment (March 2017) by CgMs. The summary text has been expanded to respond to Officer comments.</p> <p>Amend the title of the Scheduled Monument in para 1 on p32 as follows: “Sites discovered by aerial photography, near Foxley Farm (List UID: 1006333)”.</p> <p>Add the following text to the end of the last paragraph: The planning application(s) for each relevant phase will be accompanied by archaeological assessment and survey work to respond to criterion.j) of Policy EW2 and also Policy EH15 of the adopted Local Plan.</p>
<p>Text amended to: Create a woodland and open space network throughout the site, strengthening woodlands to the north and south of the site, and linking with retained hedgerows and watercourses.</p>
<p>Footnote added: **WODC prepared this Issues and Options SPD document and the Council published it for public consultation between July to September 2018. However, WODC did not progress the SPD through to adoption.</p>
<p>Walking isochrones amended on the Land Use and Amenities principle diagrams, showing a 5 min walking distance to the two proposed community hubs within the scheme</p>
<p>Text amended to: This section sets out the Masterplan Framework that has been developed ..., as discussed in the previous sections of this document. This masterplan document includes a series of strategies These strategies set out the guiding principles and will be used to guide the preparation of future planning applications.</p>
<p>Key and masterplan amended to make it clearer what is new and existing in terms of PROW and pedestrian/cycle route. No change: The extent of development south of Chilbridge Road has been informed by masterplanning work undertaken since the production of the Jansons vision document (which focussed on the Jansons Land). This masterplanning work has included detailed assessment of site constraints and opportunities. No change: The proposed indicative location of the local centre is well located to the existing Public Rights of Way network and also proposed pedestrian and cycle connections. These will therefore provide safe and convenient routes to encourage journeys by walking and cycling. The proposed location of the local centre along the primary street will ensure good access for public transport and also drivers. The proposed indicative location of the local centre and primary school will ensure that all future residents of the SDA, no matter where their home is located in the SDA, have access to a local facility within a reasonable walking distance of their home in line with Table 1 of the made Neighbourhood Plan. Co-locating the local centre next to the primary school would mean that future residents located in the south of the SDA would be beyond 400m of a local facility. The Jansons Vision document included a development parcel in an area of land that is outside the control of the landowner/developer team. Development in the available area within OCC land ownership beside the Merton Court Assessment Centre has been avoided to any potential safeguarding issues. Key amended to “Sensitively designed crossing between PROW over the Primary Street”</p>
<p>Masterplan amended to show this connection.</p>

Section	Comment by	Page	Comments
Land Use Strategy	Chris Hargraves, WODC	56	The table is useful but it would be helpful to provide a clearer indication of the type and scale of uses anticipated within the local centre. What is meant by a small-scale commercial use for example?
Green amenity and leisure	Chris Hargraves, WODC	62	The masterplan should include Tables 22 and 23 from the Eynsham Area IDP (July 2020) which provides a more up to date assessment of quantitative and accessibility requirements compared to the 2013 open space study.
Outdoor Sports	WODC leisure comments	63	Information was provided about expected financial contributions for outdoor sports based on the size of West Eynsham development.
Management and Maintenance of Open Space	WODC Liaison Group	63	The Community Management Trust should be identified as an option for managing and maintaining open space. Liaison Group – open space protection going forward
Drainage Strategy	OCC's Local Lead Flood Authority Team	66	There are flood issues on Station Road in Eynsham. There is a flood defence bund constructed within the site adjacent to the Chill Brook which will need to be maintained. It seems all watercourses and existing flow routes are being maintained post development and any required culverting for crossing points must be kept to a minimum. A detailed surface water management strategy must be submitted in accordance with the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire In line with this guidance, runoff must be managed at source (i.e., close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site as much as possible. The layout suggests that the site is promoting a regional control drainage scheme which will not be acceptable. Source and site control measures must be prioritised for each of the parcels and space made available for this. Parameters must be set at this stage to ensure that the future parcels provide adequate SuDS to convey water to any further required strategic drainage features. Source control and above ground measures must be provided wherever possible, to treat and convey surface water. Space must be made available for appropriate SuDS for the adopted highways. Over the edge to shallow above ground source control and conveyance features must be prioritised over traditional pipe and gully systems.
	Chris Hargraves, WODC	67	Figure 29: Drainage Strategy. It is not clear what this plan is showing. What are the various blue arrows intended to show? No illustration of relevant SuDS infrastructure e.g. attenuation basin which is shown on an earlier plan.
Ecology Strategy	Chris Hargraves, WODC	70	Would be helpful if the masterplan referred to the development achieving at least 10% net biodiversity gain in line with the Environment Act 2021 which recently received Royal Assent. It would also be helpful if clearer information could be provided on how this net gain will be achieved. In this context, it might be helpful to refer to the possibility of off-site gains if at least 10% cannot be achieved on-site.

Document Amendments
<p>No change: The exact type and scale of uses anticipated within the local centre will be considered as part of the preparation of the planning applications and can be controlled by suitably worded planning conditions.</p>
<p>Text amended to:</p> <p>The SDA as a whole can accommodate a significant quantum of open space in accordance with local policy as set out in Policy EH5 of the WOLP 2031.</p> <p>A proportion of this the open space falls into the flood risk areas, therefore the layout has been designed to ensure that there are areas of usable public open space which are not impacted by flooding concerns.</p>
<p>No change: This information is helpful but the financial contributions will need to be considered as part of the planning application process. Any planning obligation will need to be inline with the tests of paragraph 57 of the NPPF.</p>
<p>Text amended to include Community Management Trust as an option</p> <p>Text added to explain this will be addressed at the Planning Application Stage. WODC have options in respect of both development management procedures (eg planning condition / legal agreement) and subsequent designations through planning policy.</p>
<p>The flood plain close to Station Road is not going to be altered as part of these proposals. This is one of the reasons for directing the southern end of the Spine Road towards the B4449 Stanton Harcourt Road.</p> <p>A single crossing of the Chil Brook has been proposed in order to keep culverts to a minimum.</p> <p>Detailed drainage strategies will follow at outline and reserved matters application stage.</p> <p>More detail added into masterplan document and drawing.</p> <p>Whilst a regional control is proposed, it is intended that multiple other stages will be installed prior to water reaching the regional controls. More detail added to masterplan document to cover this.</p>
<p>Drainage strategy plan amended to show more detail to show the proposed multiple stages of suds and key added.</p>
<p>It is not appropriate for the masterplan to include additional policy requirements as these must be within a local/ neighbourhood plan or be required by national requirement.</p> <p>Text amended: "...and create a net gain in biodiversity on the site to respond to relevant local and national policy."</p>

Section	Comment by	Page	Comments
Movement Strategy	Chris Hargraves, WODC	72	<p>Central residential boulevard – the terminology for this road changes throughout the document e.g. primary residential street, spine road, central residential boulevard etc.</p> <p>Refers to the movement strategy being ‘designed around principles within OCC’s Street Design Guide’. However, no explanation is given as to what these principles comprise.</p> <p>The proposed vehicular connection through from Thornbury Road raises a number of concerns. Whilst I understand that the S106 agreement for Thornbury Green makes provision for such a connection, my understanding is that Oxfordshire County Council have concerns about a further 70 – 80 homes being served from Thornbury Road.</p> <p>Whilst I understand the intention is to potentially consider closing Thornbury Road to traffic from the SDA, this would need to be the subject of public consultation and may not be implemented.</p> <p>It would be preferable to state that from the outset, Corlan Farm will be served from the proposed primary street (spine road).</p> <p>I wonder if this text might cause some confusion and concern for existing residents. Perhaps better to say that there will be no general traffic connection between the SDA and these sites – the exact form of restriction to be determined subject to availability of other access options (to the permitted sites). In the case of Thornbury Rd I do not think it has been an intention to close at the east of the new development only at the connection to the SDA. The houses have not been included in any traffic modelling etc.</p>
Central Residential Boulevard	Chris Hargraves, WODC Liaison Group	74	<p>Central residential boulevard – the terminology for this road changes throughout the document e.g. primary residential street, spine road, central residential boulevard etc.</p> <p>Spine Road – no details on how it is going to be policed not to be a rat run. Even at 20mph it will be a convenient rat run for people avoiding the A40 and “eastern ringroad”.</p>
A40 Access	Oliver Eden, OCC	76	<p>Are we happy with the reference to the WYG report here? Things have changed quite a bit from what WYG considered but there is still some relevance?</p>
Garden Village Roundabout	Liaison Group Chris Hargraves, WODC	78	<p>Concerned about the southern arm of the salt cross roundabout and potential for a western bypass that would enable further development.</p> <p>The masterplan states that ‘Whilst the primary access strategy is to use the Park and Ride junction, the western roundabout which will be provided as part of the Salt Cross Garden Village development is safeguarded as a potential access to the SDA should an alternative be required in the future’.</p> <p>It is not clear what is meant by safeguarded and what mechanism is being used to achieve this.</p>
Chil Brook Crossing	Senior Conservation and Design Officer, WODC	79	<p>The indicative design for the new bridge over the Chill brook is decidedly uninspired. Disguising a heavy concrete or steel structure with planted-on masonry is a feeble approach, and we would surely want something more elegant here – both structurally and visually.</p>
Chilbridge PROW Crossing Strategy	Liaison Group Chris Hargraves, WODC	80	<p>Active travel routes should take priority over vehicles, ie Figure 42 should be pursued - these aspects will support the Vision Statement for West Eynsham.</p> <p>Where reference is made to retained access to the south for properties and farmland (including farm vehicles) however this does not seem to be reflected in other areas of the document ie not reflected in main masterplan drawing pg 52 which shows a bridleway (which whilst correct I think does not reflect the reality of what will in reality be a lightly trafficked road).</p>

Document Amendments

Document amended to have consistent use of terminology throughout as Central Residential Boulevard

Text amended to include further detail about OCC's Street Design Guide principles

The masterplan is based around a sustainable movement strategy designed to minimise trips and encourage a modal shift, with the retention of existing PROW and creation of new pedestrian and cycle routes.

Access via Thomas Homes ...'

The masterplan has been designed to allow enough land to deliver a full vehicular access to the boundary of the Thomas Homes site and Thornbury Avenue, to allow these developments to be accessed via the Central Boulevard through the site, as initially intended.

There is no intention for an unfettered vehicular link to be created between the spine road and Old Witney Road / Witney Road, via the Thomas Homes site and /or Thornbury Avenue.

As such any Section 106 agreement associated with future planning applications will allow for a connection to be made to these roads, in line with the corresponding agreements associated with the planning consents for the two sites. If such a vehicular connection is made, then any current connection to Old Witney Road / Witney Road will be stopped up, following consultation with existing / future residents and Oxfordshire County Council.

If no vehicular connection is made, then access will be restricted to pedestrians, cyclist and emergency vehicles, via an enhanced pedestrian / cycle access. Suitable restrictions will be put in place, i.e. bollards or gates to allow emergency vehicles, but restrict all other vehicular traffic.'

Check for consistent use of terminology (central residential boulevard rather than primary street etc.) throughout the masterplan.

Text amended:

To discourage the use of the Central Boulevard as a through-route or 'rat-run' for traffic other than that associated with the SDL, and to restrict speeds to 20mph the design will incorporate the latest best practice in road design and traffic calming measures.

Text Amended to

In line with the A40 HiF2 scheme application drawings which safeguard an opportunity for a fourth arm to be provided from the western roundabout (which serves the Salt Cross Garden Village) the masterplan has replicated this safeguarding.

Given the local topography and flood plain its safeguarding does not assist in facilitating any additional development and its safeguarding is purely in the interest of best planning. Should for any unforeseen reason, it is not possible to deliver the proposed fourth-arm at the Park and Ride junction. The masterplan has therefore been designed in such a way so as not to preclude a potential access to the SDA should an alternative be required in the future.

A pedestrian and cycle crossing will be provided here to create a safe crossing over the A40.

Text amended:

An initial concept design for the bridging structure is illustrated in the diagram below, to demonstrate how the crossing could be delivered. Evaluation and consultation on design options will be undertaken during the preparation of planning applications.

Amend text:

The exact design of the active travel routes and crossing of Chilbridge Road will form part of the planning application for that phase. The intention is for active travel to take priority, however flexibility it's to be maintained to ensure that options are deliverable in line with OCC Highways detailed design requirements and Independent Stage One Road Safety Audit.

Masterplan updated to add indicative location of link road to the south based on existing access rights.

Section	Comment by	Page	Comments
Delivery of the Central Residential Boulevard & Consideration of the Scheduled Monument	Chris Hargraves, WODC		Figure 45 – it is not clear what Figure 41 is intended to show and if it is in the right place. It seems a little out of place in the section which talks about the scheduled monument.
	Oliver Eden, OCC		Figure 45 - carriageway should be min 6.5m to retain bus use
	Chris Hargraves, WODC	82	Alignment of southern part of the primary street –usefully explains that four alternative options have been considered and the reasons why the preferred option has been identified. It would be helpful to understand a little more about why the alternative options are considered less preferable.
	Liaison Group	83	The Liaison Group queried the alignment along the southern site boundary and potential ecological and amenity impact.
Parking Strategy	Chris Hargraves, WODC	84	The draft masterplan talks about provision being made in line with prevailing standards at the time of submission which is not unreasonable. It would however be helpful to provide some indication of the level of parking which is likely to be provided – even if this is suitably caveated.
	Liaison Group		<p>High quality cycle parking provision is one the SDA’s design priorities, and would be provided on and off-plot.</p> <p>Reference to WODC’s parking standards should be amended to state OCC.</p> <p>Further details on cycle parking provision should be included in the Masterplan, for example that parking should be convenient/accessible, safe/secure, sheltered and well-lit.</p> <p>Liaison Group queried that the Parking Typology diagrams didn’t show the sustainable future of active travel.</p>
Sustainable Movement and Connections	Liaison Group	86	A high level assessment of traffic flows by phase is needed including the impact on the Swinford Toll Bridge (as required by ENP 14a (E and F)).
		87	<p>The plan should be included as a Figure and titled. It should be clarified which routes are existing and which are proposed.</p> <p>A network of paths and cycle routes would be integrated into the retained PROW network. How have the proposed pedestrian and cycle routes been determined?</p> <p>The main street would incorporate segregated cycleways and low vehicle speeds would be encouraged on all roads to increase safety for pedestrians and cyclists. How have these measures been decided and are they based on any hierarchy?</p> <p>OCC to confirm proposals for the Old Witney Road are suitable for active travel.</p> <p>The Central Boulevard would facilitate a bus route with bus routes along its length. Reference should be made to sheltered and smart shelters with cycle parking</p>
Primary School	School Officer, OCC	88	Amend text on page 88 to clarify that the development will deliver a proportionate primary school on the site.

Document Amendments
<p>Explanatory text added:</p> <p>The illustration below demonstrates an option for how the Primary Street can be delivered where it runs through areas of open space, especially along the southern section of its length. This could include providing pedestrian and cycle paths on a single side to reduce the corridor width required for the road. This would help to minimise the impact of the road on the Scheduled Monument, ecology and amenity.</p> <p>Annotation amended to 6.5m width</p>
<p>A short summary table added setting out the options considered and the respective pros and cons of each has been added as Appendix 4.</p>
<p>Explanatory text added:</p> <p>The detail design of the residential boulevard will form part of the planning application for that phase. The exact location of the primary route at this point will be undertaken after further technical analysis, including full heritage and ecological surveys. A balanced decision will be made to minimise and mitigate the impacts of the route of the boulevard following consultation with relevant consultees including Historic England and Officers at WODC and OCC.</p>
<p>Amend text in second paragraph - ... The overall level of parking provision across the SDA will be delivered in accordance with the prevailing Parking Standards at the time of any application. These are currently under review, and are likely to identify lower provision than is currently made, especially for more sustainable locations. The approach to limiting car parking is in line with emerging aspirations within the Oxfordshire Local Transport and Connectivity Plan. Rather than specify parking provision at this stage, which may quickly become outdated, parking provision should be considered through planning applications.</p> <p>High quality cycle parking provision will be made across the SDA, and would be provided on and off-plot. Rather than specify cycle parking provision at this stage, which may quickly become outdated, cycle parking provision should be considered through planning applications. However cycle parking provision will be convenient/accessible, safe/secure, sheltered and well-lit.</p> <p>Amend text in fourth paragraph - ... "In line with the recent changes to the Building Regulations 2010 (within Approved Document S – Infrastructure for the charging of electric vehicles) all households across the SDA will be provided with access to a smart electric vehicle charging point (EVCP). The exact provision of EVCPs across the SDA will be dependent on the housing mix and accommodation schedule, however each household will have access to a smart charger with a minimum rating of 7KW. For properties with a private driveway, garage or allocated space this will be in the form of a dedicated charging point. Where parking is provided in unallocated and communal parking areas, EV charging will be provided at a ratio of one per dwelling, or one per parking space, where the number of spaces is less than the number of dwellings served. The exact detail of how these charging points are provided and managed will be set out at the detailed design stage, taking account of changing trends and best practice but will have to comply with the Building Regulations, which are now more rigorous than current standards.</p> <p>The illustrative Parking Typology diagrams amended to add cycle parking, ev charging and opportunity to be reduced/re-purposed in the future.</p>
<p>Paragraph added in respect to the request for an assessment of traffic flows and impacts on Swinford Toll Bridge</p> <p>The impacts of the SDA on the Swinford Toll Bridge has been considered by OCC at a strategic modelling level. In line with Policy requirements, each planning application will be required to address the impacts of that scheme through their Transport Assessment at the planning application stage, and provide a suitable contribution towards a mitigation schemes identified by OCC.</p>
<p>Figure 50. and title added to plan and key reviewed to clarify between existing and proposed routes</p> <p>Walking isochrones added to demonstrate the sustainability of the provision of two community hubs on the site and drawing amended to more clearly define improvements to existing pedestrian / cycle provision so that it is clear that Old Witney Road is not becoming a ped / cycle link only.</p>
<p>Text amended to: The development will fund the delivery of a new school on this site of a scale proportionate to the development's impact, a minimum of One Form Entry (IFE).</p>



APPENDIX

Section	Comment by	Page	Comments
	Chris Hargraves, WODC	89	Refers to the school playing field being used for community use. Does this raise any safeguarding issues? I understand dual-use agreements are common for secondary facilities but not primary school.
Local Centre	OCC, WODC and Liaison Group	92	Location of local centre and need for greater clarity on scale/type of uses.
Building Heights Strategy	Chris Hargraves, WODC Senior Conservation and Design Officer	94	<p>This section makes no mention of key views of St. Leonard's Church and the proposed 3-storey building heights along the southern part of the primary street are also likely to render those views obsolete.</p> <p>Are we sure that we would want a significant number of three storey buildings here, even in the core of the site? This is a wide and flat landscape with long views from the west and south. However, one or two taller buildings, if well designed and well placed, could serve to mark nodal points and bring cadence and character.</p> <p>The local centre will need a really good design in my view, perhaps with some form of taller, landmark element. It could read across the site in the same way that a church tower often does, in historic settlements. It could be a beacon</p>
Housing Mix Strategy	Chris Hargraves, WODC	97	<p>Other than reference to the provision of 50% affordable housing, there is very little in this section on the mix of new homes proposed.</p> <p>The Local Plan 2031 provides an indicative mix for both affordable and market homes which could be usefully referenced here. There is also more recent analysis set out in the ICENI housing strategy work which again could also be usefully referenced here.</p> <p>The commitment to self and custom-build housing is also quite weak. The masterplan should quote the 5% requirement from the Local Plan so that it is clear how much will be provided in line with policy.</p>
Sustainability Charter		98	<p>This section is disappointingly weak in aligning with the Future Homes Standards only. Reference is made to the District Council's Net Zero Toolkit but this is a simple factual statement that the toolkit has been published. No information is provided as to how it has been taken into account in preparing the masterplan.</p> <p>Local Plan Policy EH6 requires an energy feasibility assessment or strategy for proposals on Strategic Development Areas (SDAs) such as the West Eynsham SDA.</p> <p>This should explore the possibility of decentralised energy systems including consideration of local wood fuel biomass and other renewable energy initiatives.</p> <p>I am not aware that any such feasibility assessment or strategy has been prepared and all that is being proposed is compliance with the do-minimum stepped-uplift in building regulations.</p>

Document Amendments
<p>This was an option discussed with School Officers and is not ruled out but for clarity in the document text amended to: 'School playing pitch' as this can't be guaranteed at this stage.</p>
<p>No change: The proposed indicative location of the local centre is well located to the existing Public Rights of Way network and also proposed pedestrian and cycle connections. These will therefore provide safe and convenient routes to encourage journeys by walking and cycling. The proposed location of the local centre along the primary street will ensure good access for public transport and also drivers.</p> <p>The proposed indicative location of the local centre and primary school will ensure that all future residents of the SDA, no matter where their home is located in the SDA, have access to a local facility within a reasonable walking distance of their home in line with Table 1 of the made Neighbourhood Plan. Co-locating the local centre next to the primary school would mean that future residents located in the south of the SDA would be beyond 400m of a local facility.</p>
<p>Text amended to:</p> <p>'This Building Heights Strategy sets out the maximum parameters for building heights in response to the landscape context of the site based on the existing technical baseline. It is envisaged that a range of building heights will be provided within these areas up to these maximums, with taller buildings located at mark key nodes and bring variety to the street scene.'</p> <p>"Proposals will respond to the requirements of Policy OS4 (High quality design) of the adopted Local Plan and Policies, ENP2 (Design), ENP14 (Sustainable growth) and ENP14a (Strategic Development Area and "Garden Village") of the made neighbourhood plan.</p>
<p>Text added:</p> <p>Para 5.75 of the WOLP includes a general guide to market housing mix, based on the Oxfordshire SHMA (2014), as follows:</p> <ul style="list-style-type: none"> 4.8% - 1 bed properties 27.9% - 2bed properties 43.4% - 3 bed properties 23.9% - 4 bed properties <p>Paragraph 5.64 of the WOLP includes a guide to the overall mix of affordable housing as follows:</p> <ul style="list-style-type: none"> • 65% to be one and two bedroom homes to meet the needs of younger single and couple households, older people and small family households; • 35% to be three and four bedroom homes. <p>The SHMA (2014) para 7.3.5 recognises that "...we do not strongly believe that such prescriptive figures should be included in the plan making process and that the 'market' is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time.</p>
<p>Text added: The development proposals will also need to respond to the relevant requirements as set out in Local Plan policies EW2, OS4 and EH6, and the NPPF.</p>

Section	Comment by	Page	Comments
5. PHASING			
Indicative Phasing Strategy		104	<p>The phasing of the SDA is a key issue given the stated intention of the developers/landowners to come forward with separate planning applications.</p> <p>The inclusion of this section within the masterplan is therefore welcome in principle.</p> <p>However, at present, the information presented is rather unclear with the introductory paragraphs jumping around between school provision, highways and the linear park, before moving into the principles which underpin the delivery of infrastructure.</p> <p>As a general approach, it may be neater to first outline the identified infrastructure requirements associated with the SDA including education, GI, transport, health etc.</p> <p>This could then move into the text on proposed phasing before the document returns to discuss the mechanics of how the infrastructure will be funded and delivered in practical terms given the stated intention to come in with 4 separate planning applications.</p> <p>More specifically, I have the following comments:</p> <p>Clearly the proposed Phase 1 is sensible given it is the subject of a current planning application and will provide the main point of access into the SDA and first tranche of spine road.</p> <p>I would question whether Corlan Farm should be identified as Phase 2. As outlined above, we have concerns about the provision of a vehicular access from the Thornbury Green development.</p> <p>It would seem more sensible to have the Berkeley land shown as phase 2, thereby bringing the primary street further south into the SDA and being able to serve Corlan Farm without vehicular access being needed from the east.</p> <p>It would be helpful to include an indication of anticipated dwelling numbers within each phase – even if this were to be presented as an indicative range.</p> <p>This would not only provide greater clarity but would also help in terms of understanding the timing of key infrastructure e.g. how many homes will be provided before the primary school is put into place.</p> <p>The timing of proposed phases 4 and 5 are such that a complete through-route from north to south, will not be possible until the final phase of development. How does this work in terms of the number of homes which are able to be served from a single point of access on the A40?</p> <p>The proposed location of the local centre (see previous comments above) also means that it would not be delivered until phase 5.</p>
	Liaison Group	106	<p>Will phase 1, including the A40 access junction come before, during or after the A40 'improvements'?</p>

Document Amendments

Some of the planning applications for / subsequent development of the phases may overlap and for flexibility both the Vanderbilt and Berkeleys sites have been amended to both be refereed to as Phases 2 / 3.

Text amendments:

An indicative phasing strategy, as shown in figure 55, which provides a logical...

Some of the planning applications for / subsequent development of the phases may run concurrently to allow greater flexibility in delivery.”

Figure 61. Key amended to include land ownership names.

Text added:

The current outline planning application for Phase One of the SDA provides an access road up to the site boundary with the Thomas Homes site. The Transport Assessment, submitted in support of the application for Phase One of the SDA, also sets out the methodology for how this access could be secured. This would allow vehicles from the Thomas Homes development to access the spine road. In this scenario, the northern end of the Old Witney Road would be stopped up to ensure no through route would be created through the site. There is no intention for a through route to be created between the Old Witney Road and the Central Boulevard. Discussions are ongoing with Thomas Homes and any legal agreement associated with Phase One of the SDA will deal with this issue.

The HiF2 scheme application includes a fourth arm stub from the A40 into the SDL site. Discussions are ongoing with Oxfordshire County Council to ensure a coordinated approach to the delivery of the site access and the A40 works (especially the Park and Ride junction), to ensure that any disruption to the operation of the A40 is minimised.



APPENDIX

Section	Comment by	Page	Comments
Infrastructure Delivery		111	<p>It should be made clear that once populated, the schedule of infrastructure requirements which is intended to be provided at Appendix 1, is subject to further discussion and negotiation through the planning application process and provides an indicative guide only. This is indirectly mentioned at the foot of page 107 but could be made more explicit.</p> <p>The text of the masterplan refers to careful consideration having been given to the Eynsham Area IDP. However, it is not clear how this has been taken into account in identifying infrastructure requirements.</p> <p>As an example, the GI section earlier on, refers to the 2013 West Oxfordshire open space study rather than the more recent IDP recommended standards.</p> <p>Similarly, the IDP identifies a quantitative need for 374 sqm of community meeting space and 136 sqm of floor space of culture and the arts.</p> <p>How infrastructure will be delivered and funded – I had understood that examples from other strategic sites in the south east would be provided to illustrate how the general principles discussed in this section would apply in practice.</p> <p>In the absence of those examples, it is difficult to comment on this section of the document. I would suggest that further specific discussion on this topic is needed between the developers/landowners and OCC/WODC to enable this section to be re-drafted / amended as appropriate.</p> <p>An overall indication of the delivery trajectory for the SDA (with suitable caveats) would be helpful, particularly in the context of Section 5 – Phasing and associated infrastructure delivery.</p>
6. SUMMARY			
Our Commitment	Chris Hargraves, WODC	116	<p>This section mentions new homes being built to the Nationally Described Space Standard. This is the first mention of this in the masterplan and if this is the intention, it should be covered in more detail elsewhere.</p> <p>I note that there is no mention of the Local Plan requirement accessible and adaptable and wheelchair adaptable dwellings set out in Policy H4 – Type and Mix of New Homes.</p> <p>I also note that there is no mention of Building for a Healthy Life which is a policy requirement of the Eynsham Neighbourhood Plan (Policy ENP2).</p> <p>Clarification and continuity in reference throughout document required on a commitment to a minimum net biodiversity gain.</p>
7. APPENDIX			
	Chris Hargraves, WODC		<p>It would be helpful to include some additional appendices as per the suggestions set out above including an appendix which summarises how key considerations such as the Local Plan and Eynsham Neighbour-hood Plan have been taken into account.</p>

Document Amendments

Amended text and Appendix 1 provided.

Analysis by Turley shows masterplan can meet requirements of either standard.

Local centre provides community meeting space etc.

Examples of North Wokingham Strategic Development Location provided and further discussion had between the developers and landowners and WODC/OCC.

Add indicative delivery trajectory split into the proposed 5 phases

Amended text:

Homes to be designed to so that they will be suitable for use for a wide range of occupiers including older people and those with reduced mobility required by in Policy H4 – Type and Mix of New Homes.

Text to Housing Mix on p97 to refer to Policy H4 and Policy ENP2 (Design) which expects residential development proposals “to comply with Building for Life (BfL12) or equivalent”. BHL 2020 is the update to BfL12.

Biodiversity Enhancement Commitment text amended to:

Each phase to seek a net gain in biodiversity to respond to relevant local and national policy.

Appendix expanded to include Bibliography, Summary of Consultation Amendments and Summary of Option Considerations for Alignment of Southern Section of the Boulevard

