

VALE OF WHITE HORSE DISTRICT COUNCIL – LOCAL PLAN 2031 PART 2

Examination Statement

Matter 4 – Abingdon and Oxford Fringe Sub Area

Statement Prepared by:

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For:

Lioncourt Strategic Land Limited

11th June 2018

Introduction

- 1.1 Savills is the agent for Lioncourt Strategic Land Limited (Lioncourt) in relation to land to the East of Kingston Bagpuize. Representations have previously been submitted to the Council highlighting the lack of constraints on this land, its suitability for residential development and its deliverability. Technical and environmental surveys have been produced for the site which demonstrate its deliverability.
- 1.2 This statement addresses the questions for Matter 4 set out in the List of Matters and Questions identified by the Inspector, dated 14 May 2018.
- 1.3 Matter 4 - the main topic identified by the Inspector for this session is: *“are the housing allocations listed in Policy 8a the most appropriate”*.
- 1.4 Using the same numbering as in the List of Matters and Questions document we set out below a response to the questions that are relevant to our case. Representations were duly submitted to the Local Plan 2031 Part 2: Detailed Policies and Additional Sites - Publication Version dated Submission Draft Local Plan dated 22 November 2017. This statement should be read in the context of those representations. The comments set out below are in addition to those in the earlier representations.

Questions

Question 4.1 – Other than Dalton Barracks (Matter 5), are the housing allocations listed in Policy 8a the most appropriate when considered against reasonable alternatives in the light of site constraints, infrastructure requirements and potential impacts? Are the estimates of site capacity justified? Are the expected timescales for development realistic? Are the site development template requirements – both general and site specific – justified, consistent with national policy and would they be effective?

- a) North of East Hanney
- b) North East of East Hanney
- c) East of Kingston Bagpuize with Southmoor (in Fyfield and Tubney Parish)
- d) South East of Marcham

- 1.5 We have split Question 4.1 into parts and have response in specific reference to site (c) East of Kingston Bagpuize with Southmoor:

Question 4.1(i) – Other than Dalton Barracks (Matter 5), are the housing allocations listed in Policy 8a the most appropriate when considered against reasonable alternatives in the light of site constraints, infrastructure requirements and potential impacts?

- 1.6 Vale of White Horse District Council has submitted Topic Paper 2: Site Selection (October 2017) which provides a summary of how the Council has selected development sites for the Local Plan Part 2. The various stages set out in this Topic Paper are comprehensive and Stage 5 identified 9 preferred sites. 7 sites were taken forward into the Publication Version Plan. The Topic Paper sets out that the Council deem the site to the East of Kingston Bagpuize to be relatively unconstrained. The site is not in the Green Belt, an area of nature conservation, an Area of Outstanding Natural Beauty, Conservation Area nor within flood zones 2 or 3. The Topic Paper also refers to the existing bus service which offers a frequent service between Oxford and Swindon.
- 1.7 As such, the Publication Version of the Local Plan Part 2 sets out that Kingston Bagpuize will be one of the main focuses for additional housing growth within the District as set out in Policy 8a. This is in line with the Local Plan Part 1 which categorises Kingston Bagpuize as a Larger Village within the District's settlement hierarchy due to the good level of services and facilities. Kingston Bagpuize is therefore one of the more sustainable locations in the District and in accordance with the NPPF, should be a location for growth. The site selection process is based on a range of evidence base studies, together with the preparation of the IDP.
- 1.8 Lioncourt has undertaken various technical works on the site and its surroundings (including, archaeology, ecology, transport, landscape, arboricultural, drainage, noise and air quality studies). This work has informed the preparation of Local Plan representations (Preferred Options and Publication Version). From these studies, there does not appear to be any 'in principle' reasons constraining the site to deliver up to 700 dwellings alongside a mix of uses and a link road within the plan period. Please refer to Appendices 1, 2 and 3 which includes Technical and Briefing Notes from Key Transport, EDP and Define. The proposed allocation is the subject of a Statement of Common Ground with the District Council. The viability study work undertaken by the District Council demonstrates the viability of the proposed allocation.
- 1.9 The site is in a single ownership (St John's College) which supports the principle of the development proposals.
- 1.10 The site is the subject of a development agreement with a single developer (Lioncourt Strategic Land Limited) which will work to secure planning permission as quickly as possible, to allow the future development of the site.

1.11 The opportunities for community benefit (existing and proposed) include the following:

- Improved pedestrian and cycle links with the villages of Kingston Bagpuize and Fyfield.
- A new one form entry primary school with the capacity to grow to two form entry in the future;
- A new local centre including local shops;
- A rerouted 66 bus service to allow better access for new residents;
- A new adult size playing field;
- Access to new public open space allowing opportunities for the creation of new walking/ cycling routes through and around the site, new play areas and the creation of significant community green space within the southern area which will open up new public views to Kingston Bagpuize House and its tree lined avenue.

1.12 The project team acting for Lioncourt has started the preparation of a planning application to allow for the future implementation of the allocation. This includes current work on transport matters with the County Council as Highway Authority and with Highways England to mitigate the impact of traffic generated by the proposals.

Question 4.1(ii) – Are the estimates of site capacity justified?

- 1.13 The Development Framework Plan which covers the whole Site including the area for the Link Road, shows the principal land use across the Site will be residential development, with a primary school and local centre, providing a community hub in the north-eastern section of the Site, with extra-care units to the south of the local centre. The southern part of the Site will provide public open space, in addition to that proposed around, and within, the Site. A full-size football pitch will be located within the south east corner of the Site, which will complement the existing junior playing pitches to the south of the A415 at Kingston Bagpuize Football Club and Cricket Ground.
- 1.14 Parallel to the A420 on the northern boundary, a linear noise attenuation bund with acoustic fence will be erected to attenuate the effect of road traffic noise on the proposed dwellings and primary school.
- 1.15 Surface water will be managed through infiltration with no requirement for the management of surface water via watercourses or public sewer. Potential sustainable drainage techniques (SuDS) will include provision of permeable paving, filter strips and swales and infiltration basins.
- 1.16 Public open space will include a formal public open space at the local centre within the north-eastern part of the Site with further public open space along the western Site boundary and within a central area that will include an equipped area for play. Additional equipped areas of play and areas for incidental play will also be delivered within the residential areas. The southern section of the Site will provide a larger area of public open space, including green 'fingers' into the perimeter blocks of development. This area will include areas for surface water infiltration, planting and a full-sized football pitch with car parking.
- 1.17 It can therefore be demonstrated through the masterplanning of the site, the assumed density of development and supporting technical works (as set out in the attached three Appendices) that up to circa 700 dwellings can be accommodated as part of a comprehensive proposal..

Question 4.1(iii) – Are the expected timescales for development realistic?

- 1.18 As set out in earlier representations, Lioncourt believe that the development timetable is anticipated to result in the following dwelling completions (up to 700 dwellings) when compared with the District Council's Indicative Housing Trajectory:

Year	Completions VOWH trajectory	Completions Lioncourt trajectory
2020/21	50	50
2021/22	100	100
2022/23	100	100
2023/24	100	100
2024/25	100	100
2025/26	100	100
2026/27	50	100
2027/28		50
TOTAL	600	700

- 1.19 Lioncourt deem that the expected timescale for development is realistic, based on the assumption of two sales outlets for the market housing which is proposed.
- 1.20 In the event of slippage due to delays in the local plan process or the development management process, the trajectory should still allow 700 completions in the plan period up to 2031,

Question 4.1(iv) – Are the site development template requirements – both general and site specific – justified, consistent with national policy and would they be effective?

- 1.21 The urban design principles in the development template provide a helpful context for the masterplan which has been prepared to date.
- 1.22 The development template also provides useful guidance on topics such as environmental health, landscape and biodiversity for the technical and environmental reports required to inform a planning application.
- 1.23 The reference to community facilities such as education and health has informed discussions with the Education Authority (County Council) and the Clinical Commissioning Group (CCG) to inform the anticipated heads of terms for a future Section 106 planning obligation.
- 1.24 In summary, the content of the development template is specific and effective and has informed the detailed proposals which are currently being progressed in the preparation of a future planning application for the site.



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LAND EAST OF
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HEARING STATEMENT ON
TRANSPORT MATTERS

May 2018

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1. INTRODUCTION

- 1.1 This hearing statement on transport matters has been prepared on behalf of Lioncourt Strategic Land Ltd in the context of the proposed housing allocation for residential development on Land East of Kingston Bagpuize with Southmoor. It is also prepared in the context of the planning application being prepared for the site for up to 700 homes, a two-form entry (2FE) primary school, a local centre with a mix of uses including an extra care development of up to 70 units, and an eastern Link Road between the A420 and the A415.

2. MATTERS AGREED

- 2.1 Discussions about transport aspects of the proposed development are well advanced. The following matters have been agreed with officers from Oxfordshire County Council (OCC) and Vale of White Horse (VoWH).

- The principle of a new link road connecting between the A420 and A415 to serve the development via two or three side road junctions on the link road. The link road will be subject to a 40mph speed limit.
- A proposed new four arm roundabout on the A415 to connect the A415, the new link road and Kingston Business Park.
- A proposed new three arm roundabout junction on the A420 to connect the A420 and the new link road.
- Once complete, the link road will be designated and signed the A415 to divert through traffic away from the centre of Kingston Bagpuize.
- Two existing A420 lay-bys on the northern site boundary would be removed as a consequence of introducing the proposed new roundabout junction. After detailed study of lay-by provision along the A420, OCC has confirmed that these need not be replaced.
- Responding to concerns expressed by Fyfield with Tubney Parish Council, a new pedestrian crossing island is proposed on the A420 close to its junction with Digging Lane, to aid village residents wishing to cross to the westbound bus stop on the south side of the carriageway.
- To improve safety at night, street lighting will be provided on the A420 between the existing roundabout with the A415 and the Digging Lane junction at Fyfield. Street lighting will also be provided on the new link road, and for a distance (to be confirmed) either side of the proposed A415 roundabout.
- Traffic generation trip rates for the proposed residential development.

- The generation and distribution of traffic generated by committed developments and key LPP2 allocated developments.
- Distribution of development traffic on the local road network.
- Traffic assessment years of 2027, as year of scheme completion, and 2031, as the end of the Local Plan period.
- The scope of the traffic capacity analysis to be included in a Transport Assessment is to include the following junctions:
 - A415/Business Park priority junction;
 - A420/A415 Witney Road existing roundabout;
 - A415/Faringdon Road mini-roundabout;
 - A415/A338 Frilford traffic signals junction;
 - A34/A415 Marcham roundabout;
 - proposed A415/New Link Road/Business Park roundabout;
 - proposed A420/New Link Road roundabout; and
 - proposed New Link Road/local centre right turn lane priority junction.
- Need for strategic approach to the improvement of Frilford lights.
- Diversion of the existing Service 66 bus route through the site;
- A Section 106 contribution to enhance public transport services serving the site.

3. OUTSTANDING ISSUES

3.1 A range of issues have yet to be agreed.

3.2 To mitigate impacts from a range of proposed developments it is accepted that capacity improvements may be required at several off-site locations. These include the following.

- Analysis of impact of development at A34/A420 Botley Interchange. At the time of writing, discussions with OCC were addressing the scope of analysis and required traffic surveys.
- Improvements at the A34/A415 Marcham interchange. A scheme to increase capacity has been prepared. This is the subject of discussion with OCC and Highways England (HE).
- At the A415/A338 Frilford traffic lights, recent discussions with OCC have considered a range of options to achieve a sufficient overall improvement to the junction.

- Following discussion with OCC, traffic modelling work is being undertaken in respect of the merge on the A420 where two eastbound lanes merge down to one lane.

4. RESPONSE TO THIRD PARTY OBJECTIONS

A420 Crossings

- 4.1 As noted previously, responding to concerns expressed by Fyfield with Tubney Parish Council, a new pedestrian crossing island is proposed on the A420 close to its junction with Digging Lane, mainly to aid village residents wishing to cross to and from the westbound bus stop on the south side of the carriageway. The principle of this improvement has been agreed by OCC and would be funded by the development through a Section 106 contribution.
- 4.2 A footpath/cycleway is signed along the old Oxford Road leading west across the proposed development site towards Fyfield, which is located mostly north of the A420. Currently, two uncontrolled crossings of the A420 cater for this movement, both located within the section of carriageway where the A420 merges from dual to single carriageway. Due to the speed of the traffic, it is difficult to cross at either of these points.
- 4.3 To improve the crossing amenities on the A420 between Kingston Bagpuize and Fyfield a new and additional uncontrolled crossing is proposed for pedestrians and cyclists located on the eastern A420 arm of the proposed new A420/link road roundabout, adopting a similar arrangement to an existing crossing on the A41 at Bicester. The crossing would be connected to a new footway/cycleway within the northern verge of the A420.

Traffic Analysis

- 4.4 The Regulation 19 consultation provided by Fyfield and Tubney Parish Council to the proposed allocation contains a significant amount of detail, much of it prepared by an objectors group named FLAG. The consultation comprises an objection, which focusses primarily on the Atkins report Evaluation of Transport Impacts (ETI) – Stage 2 dated 5 October 2017 as produced for OCC. The objection includes an executive summary that lists nine matters. The nine matters are listed below in italics followed by responses.
 1. *The A420 is running at capacity now, it will run at over-capacity, should the Fyfield site development go ahead.*

Response: The ETI indicates that the A420 in the vicinity of the proposed allocation site will operate broadly at capacity in any event in the morning and evening peak hours in 2031. The increase in total travel demand with Option 2, which most closely represents the proposed LPP2 allocations, is forecast to increase by only 0.7%. The ETI indicates that Option 2 would make virtually no difference to delay on the A420 corridor forecast overall in the 2031 morning peak hour in any event and only limited differences in the evening peak hour. The KTC traffic analysis is difficult to compare with the area wide ETI study but is broadly consistent with that analysis.

2. *Modelling of traffic impacts relies on an out-of-date baseline.*

Response: Large, area wide traffic models do not always include the most up to date traffic flows but should include informed assumptions on traffic growth from the traffic survey year. The use of counts from 2013 is not necessarily an issue. The KTC analysis to support the planning application is more detailed and is based on a number of traffic counts including surveys undertaken between 2015 and 2017.

3. *Recent traffic surveys undertaken by Fyfield residents, together with video and online (Google Maps) evidence, indicate that current traffic flow is under-estimated.*

Response: The objection provides details of traffic flow surveys undertaken (by the objectors) which are then compared with a design flow figure extracted from a graph of rural speed flow curves for Trunk and Principal single carriageway roads. The quoted design flow figure from the graph of 1,300 vehicles per hour appears to relate to a speed of 36 kph. It is clear from the graph that higher flows can be accommodated on this standard of road link at lower speeds. The objector surveyed flows indicate that the A420 is currently accommodating higher flows and that the practical capacity of the A420 is higher than 1,300 vehicles per hour. It is considered that the reference to the design flow figure is not appropriate in this instance.

4. *RAG analysis of traffic impact in LPP2 is out-dated and misleading.*

Response: The RAG (red amber green) analysis set out in the ETI is based on what is understood to be the most recent traffic modelling exercise and is not considered to be out dated. It is not +clear why the RAG analysis is considered to be misleading. It is considered that the objection summary of the RAG analysis, as presented in Table 1 of the objection, is misleading. The table suggests that the whole of the length of road quoted would be “red”. Reference to the relevant ETI figures indicates that this is not necessarily the case. Also, the assertion in Table 1 that the 2017 objector survey represents an above 95% volume/capacity ratio (red) on the Digging Lane to Abingdon Road section of the A420 in the morning peak hour is challenged. The video link provided of traffic on the A420 at Fyfield shows that from 08:21 to 08:39 on 4 Oct 2017 traffic was moving at the start of the Digging Lane to Abingdon Road section and was slow for a relatively short period. As indicated in the 2017 Atkins report the red colouring represents the situation where a link is “at capacity (i.e. it is not practically possible for additional traffic to proceed along the link) with a volume to capacity ratio of 95% and above.” The Digging Lane to Abingdon Road section is not considered to be in this category at present.

5. *Trip rates indicate the Fyfield site will have a severe impact on the A420.*

Response: The ETI indicates that Option 2 would not result in changes to the operation of the A420 in the morning peak hour and the forecast differences are only predicted in the evening peak hour. The ETI states that the changes under Option 2 may be related to the proximity to the proposed development at Dalton Barracks, Marcham and East of Kingston Bagpuize. The objection asserts that the impact on the A420 must be entirely due to the proposed Fyfield site (land East of Kingston Bagpuize). This is not necessarily the case. Area models of congested morning and evening peak hour periods can give rise to the forecast re-routing of traffic. It is not clear that the impact is entirely due to the land East of Kingston Bagpuize allocation.

The objection criticises the selected trip rates. The trip rates used in the ETI are stated to have come from TRICS, the national database of surveys of the travel generation of existing development. This is normal practice. The trip rates KTC originally proposed to forecast traffic generated by the proposed allocation are similar to those used in the ETI (for the “Rest of OXON”). The trips to be used in the Transport Assessment (TA) for the allocated development, as instructed by OCC, are slightly higher than those originally proposed. This will give rise to a robust analysis but does not mean the ETI analysis is invalid.

6. *New roundabout on A420 will encourage rat-running and the access road to the Fyfield site cannot be considered a ‘relief road’.*

Response: The ETI identifies an increase in the use of Digging Lane (south of the A420) in the evening peak hour with all Options, not just Option 2. It is not entirely clear from the details available in the ETI but it does not appear that the new link road between the A420 and A415, proposed as part of the Land East of Kingston Bagpuize development, has been modelled. This link would provide an alternative, high standard road link route to the use of Digging Lane which is a rural road of a much lower standard. It is considered likely that, with the provision of the new link road, Digging Lane would not be an attractive route between the A420 and A415. The new link road will provide the opportunity for through traffic on the A415 to avoid passing through the centre of Kingston Bagpuize and can, therefore, be considered a relief road.

7. *Proposed mitigations will have little or no impact on traffic congestion on the A420 and may exacerbate problems.*

Response: It is noted that the ETI analysis of mitigation measures predicts little impact on the traffic capacity of the A420 in the vicinity of Fyfield.

8. *Improvements to public transport (four buses per hour instead of three) will not be enough to enable commuters to access new employment growth centres.*

Response: The ETI modelling assumes three buses an hour on Service 66 between Swindon and Oxford via Kingston Bagpuize. It is understood that the operator is considering increasing the frequency to four buses an hour in any event. Lioncourt Strategic Land is keen to see any S.106 public transport contribution being used to provide an hourly frequency on the Service 15 route between Kingston Bagpuize and Abingdon. This Service currently runs less frequently and a number of residents of the proposed allocation are likely to work in Abingdon. Improving Service 15 will provide the opportunity for travel to Abingdon by means other than the private car. Bus services are available from Abingdon to Didcot and Harwell.

9. *Traffic between the Fyfield site and the Science Vale and retail facilities in Abingdon would have an adverse impact on the Marcham AQMA.*

Response: The ETI does not indicate a significant change in traffic flows on the A415 through Marcham with the Option 2 mitigation measures. It states that re-routing of the traffic in the wider network away from the A415 in the mitigation scenario may reduce delay along the corridor. Improvements to the frequency of Service 15 route between Kingston Bagpuize and Abingdon would provide the opportunity to reduce car travel through Marcham.

Land to the East of Kingston Bagpuize Examination Statement Matter 4 – Abingdon and Oxford Fringe Sub Area Landscape, Heritage and Ecology Technical Briefing Note edp3006_r013a_110618

1. Introduction

- 1.1 This briefing note summarises the findings of landscape, heritage and ecology assessments undertaken at the Site for a forthcoming application on the proposed allocation site allowing for up to 700 units incorporating mixed uses and a link road. The forthcoming application has been under preparation for a number of months and has included all technical assessments required as part of the EIA process as well as a fully comprehensive design approach to the Site with multi-disciplinary inputs shaping the proposals as part of an iterative process. Pre-application discussions with Vale of White Horse District Council and consultations with relevant consultees have taken place to ensure compliance with policy and legislation as well as a public engagement process to ensure local observations and considerations were incorporated into the design process. The current proposed masterplan and parameter plans that formed the basis of the assessments are included at **Appendix EDP 1**.

2. Landscape and Visual Matters

- 2.1 A Landscape and Visual Impact Assessment (LVIA) has been prepared by EDP and incorporates a baseline assessment, which identifies the existing situation against which the impact of the proposed allocation is measured.
- 2.2 The LVIA finds that the Site does not fall within, or contain, any statutory landscape designations, such as Areas of Outstanding Natural Beauty (AONB) or National Park and no such designation falls within 2km of the Site. However, the eastern extent of Kingston Bagpuize Conservation Area, where it comprises Kingston Bagpuize House (Grade II* Listed) estate, abuts a short stretch of the western end of the southern site boundary, a matter addressed within the heritage assessment undertaken by EDP.
- 2.3 The Site sits adjacent to the existing, and approved, settlement at the eastern edge of Kingston Bagpuize, and between the A420 and A415 to the north and south respectively. It comprises open, intensively farmed, agricultural land, with vegetation largely confined to the site boundaries, within a gently undulating, well treed landscape. Its location, context, and existing characteristics means that it is generally visually well-contained and already characterised by detractors, to some degree.



- 2.4 The LVIA found that for a scheme of up to 700 dwellings and associated development, including a link road, the predicted effects would be limited. This demonstrates the suitability of the landscape to incorporate such development, its visually contained nature, the relative paucity of landscape and visual receptors and the resultant limited potential for adverse effects generally.
- 2.5 The assessment demonstrates the extent to which sensitive layout (retaining existing trees and hedgerows) and strategic planting, can mitigate views, retain and reinforce the characteristic landscape fabric and pattern of the Site, and assimilate the proposed development into the rural settlement context at the eastern edge of Kingston Bagpuize. In addition, the LVIA shows the potential for the draft allocation to contribute to beneficial effects on the landscape fabric and biodiversity, and cultural and historic dimensions of the landscape character of the Site itself as well as to visual and formal and informal recreational amenity.
- 2.6 Having considered the above, EDP's position, in respect of the landscape and visual sensitivity of the Site, is that it has the capacity for development for up to 700 units with associated mixed uses and a link road as proposed in the planning application currently under preparation. Furthermore, any potential likely adverse effects could be substantially limited by mitigation measures incorporated into the design development for the site.
- 2.7 In addition, the effects that the proposed allocation would have on the landscape character of the local area and on views from publicly accessible locations beyond the Site boundaries should not be an obstacle to its development.

3. Historic Environment

- 3.1 The effects of a development for up to 700 units with mixed uses and a link road on archaeological remains and built heritage resources has been assessed by EDP. A summary of a baseline Archaeological and Heritage Assessment report, which also includes the results of a geophysical survey and trial trench evaluation is provided below.
- 3.2 The assessment has identified potentially sensitive archaeological and cultural heritage receptors (heritage assets) within the Site and its wider zone of influence. While the Site contains no designated heritage assets, two such receptors (the Grade II* listed Kingston House and the Kingston Bagpuize Conservation Area), which lie beyond the Site, are considered to be potentially sensitive heritage assets.
- 3.3 The assessment has confirmed that the Site does not contribute in any way to the setting or significance of any of the remaining designated heritage assets within the wider area, including the Fyfield and Netherton Conservation Area, and as such they are not considered to be potentially sensitive receptors.

- 3.4 Investigations have established that the Site does not contain any non-designated assets or archaeological deposits that are considered to be of greater than low sensitivity.
- 3.5 The historic landscape of the Site is considered to be of no greater than low sensitivity.
- 3.6 In terms of the Grade II* listed Kingston House and the Kingston Bagpuize Conservation Area, inherent mitigation including built form, planting and minimisation of lighting requirements, could be readily incorporated into any design proposals for the site to remove potential adverse impacts of the draft allocation and, therefore, there is predicted to be a neutral effect on each of these heritage assets.
- 3.7 In terms of the potential impact of the draft allocation on non-designated archaeological receptors within the Site, further mitigation, in the form of archaeological investigation and recording, would be undertaken as a condition of any planning permission in advance of or during construction. This would extend to a programme of appropriate field investigation, publication of the results and deposition of the archive with the appropriate museum.
- 3.8 The implementation of the construction and operational phases of development as proposed by the draft allocation, incorporating mitigation, is predicted to have a neutral or negligible adverse effect on the archaeology and built heritage receptors identified within the Site and wider study area and, therefore, these effects are not considered to be 'significant' in EIA terms.
- 3.9 As such, it has been established that no significant effects on the historic environment will result from a development delivering up to 700 dwellings with mixed uses and a link road.
- 3.10 Therefore, it is considered that the development of the Site could be implemented in line with relevant legislation and National and Local Planning Policy relating to the historic environment.

4. Ecology Assessment

- 4.1 An ecological assessment has been prepared by EDP, including a review of the current ecological baseline conditions found within the study area (e.g. designated sites, notable habitats and protected/priority species), and identifies measures to avoid, mitigate and/or compensate, where appropriate, for any likely significant effects that may arise as part of the proposals.
- 4.2 No part of the Site is covered by any statutory designations. However, there are three statutorily designated sites within the Site's Ecological Zone of Influence, including: Cothill Fen Special Area of Conservation (SAC), Appleton Lower Common Site of Special Scientific Interest (SSSI), and Frilford Heath Ponds SSSI; and one non-statutory designation: Appleton Upper Common Local Wildlife Site (LWS), located 1.5km north east of the Site. An Ecological Impact Assessment (EcIA) of the proposed allocation concluded that none of these designated sites are considered likely to be directly affected by proposals for up to 700 units, mixed uses and a link road, for reasons related to their geographical separation from the Site and lack of habitat connectivity.



Potential indirect effects upon nature conservation sites could be mitigated and compensated for, through the provision of and management of new habitats, multi-functional green spaces, footpaths and sustainable urban drainage features, as part of an integrated Green Infrastructure Strategy that would fulfil both wildlife and amenity aspirations for the development.

- 4.3 The Site comprises four large arable fields subject to intensive cultivation and management, and considered of negligible intrinsic ecological value. The fields are bound by a predominantly species-poor hedgerow network, which is considered to be of local value, and narrow linear strips of improved grassland and scattered scrub. Small woodland blocks are located immediately adjacent to the western and eastern Site boundaries. Overall, based on the habitats supported, the Site is considered to be of relatively low ecological value.
- 4.4 Detailed surveys have been undertaken for hedgerows, birds, bats, dormouse, badger, great crested newt and reptiles to determine the Site's importance for wildlife. The surveys confirmed that the Site supports a typical assemblage of breeding birds for the locality and habitat (with some species of conservation concern), a low to moderate level of bat activity of mostly common and widespread species (but also some uncommon and rarer species), an active main badger sett, a small (off-site) great crested newt population and a small grass snake population. These valued ecological receptors warrant further consideration within any development proposals to ensure appropriate mitigation is incorporated.
- 4.5 Through an iterative design process as part of a forthcoming application, it has been demonstrated that up to 700 units, mixed uses and a link road can be developed at the Site whilst retaining and protecting the key habitat and species interests and thereby significantly reducing the risk of any significant effects arising. The network of retained habitats can also be consolidated and enhanced through appropriate management measures to strengthen connectivity to surrounding habitats and safeguard these habitats for protected species. This would include the provision of new hedgerow, scrub and tree planting, and the creation of grassland and aquatic habitats, to maximize opportunities for wildlife and deliver a net gain in these habitat types. Bird, bat, badger, great crested newt and reptile interests would be further protected through sensitive working methodologies during the construction phase and opportunities for these species enhanced through measures such as the erection of bird and bat boxes and creation of hibernacula and/or wood piles.
- 4.6 In light of the above, there is no evidence to suggest that the development, with the use of appropriate safeguards, mitigation and enhancements, would lead to any significant effects on any known protected species or ecological features of value. Indeed, the development would potentially create and enhance opportunities for wildlife, thereby contributing to a net gain in biodiversity.
- 4.7 Therefore, it is concluded that the proposed development of up to 700 units with mixed uses and a link road could be implemented in accordance with all relevant legislation and national, regional and local planning policy requirements.

5. Conclusion

- 5.1 This briefing note summarises the findings of landscape, heritage and ecology assessments undertaken at the site for a forthcoming application on the proposed allocation site allowing for up to 700 units incorporating mixed uses and a link road. Across all three disciplines, comprehensive assessments have confirmed that there are no 'in principle' matters that would prevent the draft allocation being adopted and an application for up to 700 units with mixed uses and a link road approved and developed.



Appendix EDP 1
Proposed Masterplan and Parameter Plans



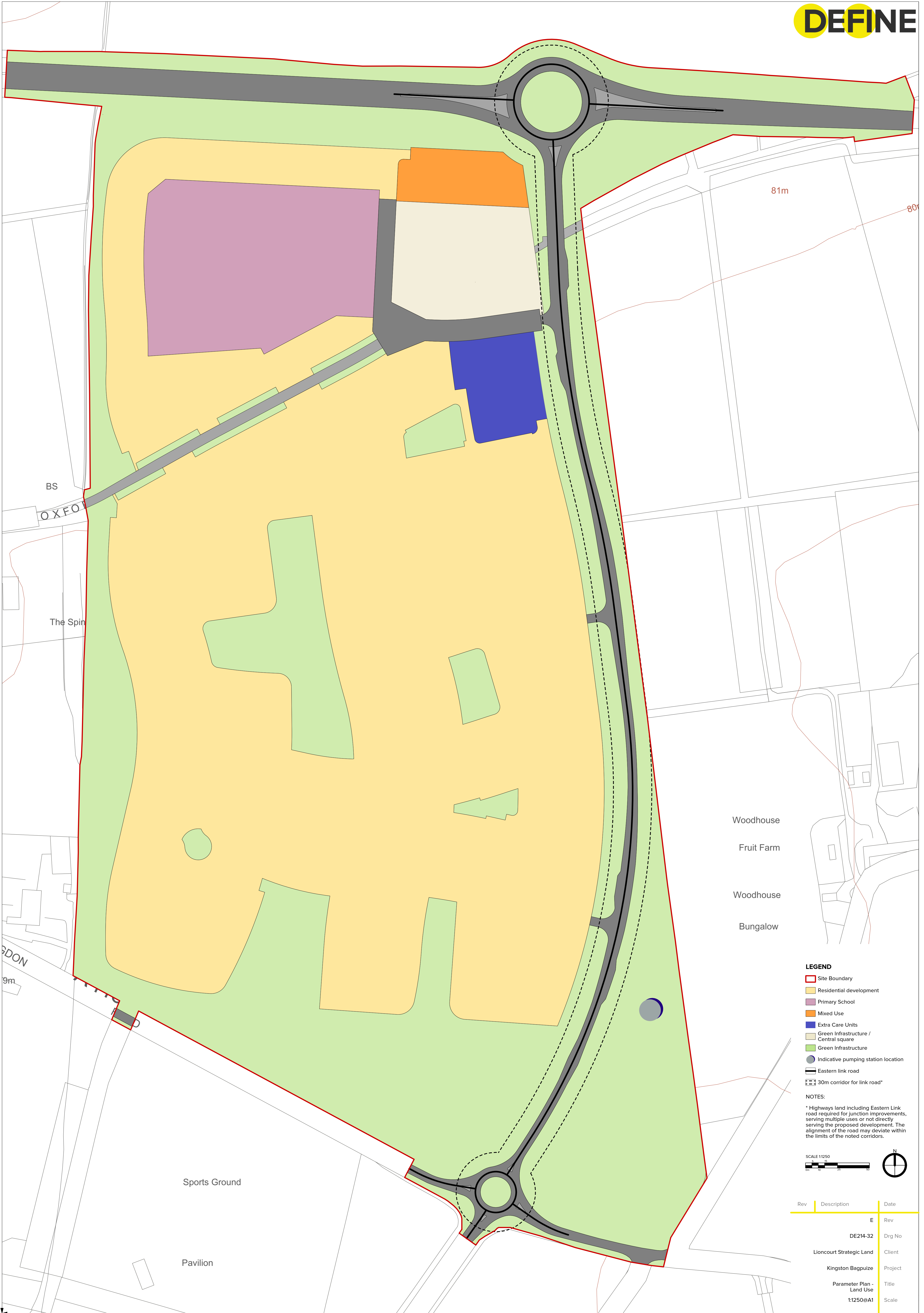
- LEGEND**
- Outline Application Area
 - Full Application Area
 - Relief Road
 - Primary Road
 - Secondary Road
 - Tertiary Road
 - Frontage Road
 - Residential Development
 - Key Frontages
 - Secondary Frontages
 - Local Centre Uses
 - Up to 2FE Primary School Site
 - Extra Care Units
 - Open Space / Landscaping including SuDS refer to Landscape Framework Plan for further information
 - Incidental play
 - Local Area Play
 - Local Equipped Area Play
 - Two-way bus stop locations
 - Cycle and pedestrian links
 - Pedestrian only links
 - Vehicular access into site
 - Key service access points
 - Indicative location of electrical substation
 - Indicative location of foul water pumping station



Rev	Description	Date
F	Rev	
DE214-10	Org No	
Lioncourt Strategic Land	Client	
Kingston Bagpuize	Project	
Indicative Development Framework Plan	Title	
1:1250@A1	Scale	



Rev	Description	Date
	E	Rev
	DE214-30	Drg No
	Lioncourt Strategic Land	Client
	Kingston Bagguize	Project
	Parameter Plan - Building Heights	Title
	1:1250@A1	Scale



Rev	Description	Date
	E	Rev
	DE214-32	Drg No
	Lioncourt Strategic Land	Client
	Kingston Bagpuize	Project
	Parameter Plan - Land Use	Title
	1:1250@A1	Scale

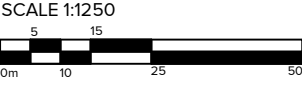


LEGEND

- Site Boundary
- Development parcels
- Retained vegetation
- Green Infrastructure
- Green Infrastructure / Central square
- Indicative pumping station location
- Eastern link road
- 30m corridor for link road*

NOTES:

* The alignment of the eastern link road may deviate within the limits of the 30m corridor.



Rev	Description	Date
E	Rev	
DE214-34	Org No	
Lioncourt Strategic Land	Client	
Kingston Bagpuize	Project	
Parameter Plan - Green Infrastructure	Title	
1:1250@A1	Scale	

Vale of White Horse District Council

– Local Plan 2031 Part 2

**Land East of Kingston Bagpuize,
within the Parish of Fyfield and Tubney**

Hearing Statement on
the Masterplan Framework

Statement Prepared by:

Define Planning and Design Ltd

For:

Lioncourt Strategic Land Limited

May 2018

Introduction

- 1.1 This hearing statement on the masterplan has been prepared on behalf of Lioncourt Strategic Land Ltd in respect of the proposed allocation of residential development on Land East of Kingston Bagpuize, within the Parish of Fyfield and Tubney. To prove the deliverability of the site we have had ongoing design reviews undertaken with the Vale of White Horse, Oxfordshire County Council and other key consultees to resolve any issues and we are currently preparing a planning application for the site up to 700 homes.

Matters Agreed

- 2.1 Discussions concerning the masterplan of the proposed development are well advanced and the following principles have generally been agreed with officers from Vale of White Horse and OCC:
- Following extensive analysis of the Site and numerous density studies an increase in the number of dwellings from an initial estimate of 600 to 700 homes is proposed alongside the provision of commercial and extra care facilities, land for a 2-form entry primary school and associated landscape proposals;
 - The provision of a wide range of house types and tenures, which will provide much needed housing and specifically affordable housing;
 - The general location and size of the land for the school has been the subject of extensive design analysis and the principles have been set subject to any future detailed applications;
 - The principles concerning the mixed use core at the main site entrance with the general uses and relative locations broadly agreed, which would improve the available amenities for both Kingston Bagpuize and Fyfield residents;
 - The principle of a new link road connection between the A420 and A415 to serve the development via two or three side road junctions on the link road to alleviate traffic congestion through Kingston Bagpuize;
 - Retention and enhancement of the old Oxford Road to improve the pedestrian and cycle links between Kingston Bagpuize and Fyfield;
 - The principle of a new improved crossing across the A420 to further aid pedestrian and cycle links between the Site and Fyfield;
 - The principle of an extensive parkland within the southern section of the site due to the sensitivities concerning the nearby Conservation Area and views from the Grade II* Listed 'Kingston Bagpuize House' to include a new sports pitch, Sustainable Urban Drainage Systems (SuDS) and recreational routes through the open space;
 - The provision of equipped and natural play throughout the whole development with key links through to existing facilities on the adjacent Millennium Green improving the permeability and access to both; and
 - The provision of various different landscape character areas to help improve the ecological protection and habitat creation on the site, and create a softer landscaped buffer to the rural edges.

Outstanding Issues

- 3.1 Generally the majority of the urban design and landscaping principles

on site have been agreed, although discussions are focusing more and more on detail which, whilst not necessary to support the outline planning application element at this stage, provides an assurance that the Site is deliverable. The specific layout of landscaping and parking around the commercial core will be subject to future detailed applications and discussions with the Urban Designer, Highways and Landscape Officer.

Response to Third Party Objections

- 4.1 Responding to concerns expressed by both Fyfield and Tubney Parish Council and also Kingston Bagpuize with Southmoor Parish Council, who would appear to have the same opinions, there are a few points to be addressed.

Settlement Character and Gaps

- 4.2 Response: The distance from the edge of the conservation area of Fyfield to the leading built form of the currently developing allocated scheme (effectively the eastern edge of Kingston Bagpuize) would be almost 1.1km however from the more modern St. John's Close, it would still be almost 900m separation.
- 4.3 The separation should also be viewed in the context of the relative separating nature of the A420 between Kingston Bagpuize and Fyfield along with the current crossing across this commuter route. The nearest proposed new built form would still be almost 700m from the Conservation area reducing the 'gap' by only 38% in total but even to the nearest dwelling in St. John's Close it would still be almost 0.5km away which contradicts the suggestion it is under 300m and a three fold reduction. On top of this though there still remains the nature of the A420, which forms a significant visual barrier, separating the two villages. The introduction of a formal crossing as part of the proposals would help pedestrians and cyclists crossing the A420 and provide a better, safer link between the two villages and thus be of an advantage to residents.

Creeping urbanization in a rural setting

- 4.4 Response: St. John's Close in Fyfield is out on the edge of the village, separated by a 'green gap' of Manor Farm that could already in itself be described as an urban creep to the historic core of the village. The currently developing scheme adjacent to the site that was allocated in the Local Plan Part 1 could also be viewed as urban creep, however this would mean that there would be no future development from the existing boundaries of any urban form resulting in a shortage of housing and failure to deliver suitable sites. The proposed scheme framework for land east of Kingston Bagpuize respectfully addresses the edges of the Site in order to screen views specifically from further east and also from the north. Lioncourt's emerging proposals for the development demonstrate that the scheme can be detailed such that it is well contained by the proposed landscaping. The proposal will also provide important infrastructure to help alleviate traffic concerns through Kingston Bagpuize. It is also proposed to contain the denser urban form within the core of the development itself with looser arrangements on the edges to reflect the interface with the surrounding landscape.

Fyfield's heritage threatened

- 4.5 Response: As previously stated there is considerable distance (around 680m) between any proposed built form and the edge of the Conservation Area for Fyfield. It is acknowledged that there are many listed buildings and the proposed development is not adjacent to this edge, however, it should be noted that the edge of Kingston Bagpuize Conservation area is only around 50m from the built edge and hence this should be viewed in a more proportional context, therefore there is no undue threat to Fyfield's heritage.