

**VoWH LPP2 EIP - Statement for Matter 1 for
David Wilson Homes (Southern)
Tulwick Park, Grove**

June 2018

Turley

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Client

David Wilson Homes

Our reference

DAVR3005

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1. Introduction

- 1.1 This Statement is submitted on behalf of David Wilson Homes (Southern) (hereafter referred to as DWS) in relation to Matter 1 (Duty to Co-operate and other legal requirements) of the Vale of White Horse Local Plan Part 2 (LPP2) Examination.
- 1.2 DWS is promoting land to the east of Grove (hereafter referred to as land at Tulwick Park, Grove) for development which is identified on the plan at **Appendix 1** of these representations. The site extends from the railway line at its northern boundary to Tulwick Lane at its southern boundary. The A338 is located to the west. Grove Park Drive passes through the site.
- 1.3 This land was promoted by DWS at the LPP2 Preferred Options stage earlier in 2017 as 'Land at Grove Park, Grove'. Comprehensive representations, supported by a suite of technical documents, including a Vision Document setting out the nature of development which could be delivered and a "Sustainability Appraisal" prepared by Turley were submitted in November 2017 at the Local Plan Publication stage. A copy of the Vision Document and Turley Sustainability Appraisal are contained at **Appendices 2 and 3** of this Statement.
- 1.4 Those earlier representations provide a detailed justification as to the reasons why land at Tulwick Park, Grove should be allocated and as such that explanation is not repeated in these Statements.
- 1.5 Since that LPP2 Preferred Options stage, DWS has engaged with Grove Parish Council, Wantage Town Council, Network Rail and Stagecoach and has undertaken its own research to inform the proposals for the site.
- 1.6 The land promoted by DWS extends to 47.4 hectares and the site is capable of delivering:
 - Up to 600 homes (as part of a phased development);
 - Typical housing mix consisting of detached, semi-detached and terraced family homes;
 - The creation of land for employment uses;
 - A community hub which would provide a building in use class D1 which could provide a for a range of community uses, such as a medical facility as well as local retail opportunities to serve the residential and employment uses;
 - A park and ride facility;
 - A 1 form of entry primary school (which could be extended to 2 forms of entry);
 - Other non-residential uses include playing pitches, play areas and a productive landscape;

- The delivery of road, pedestrian and cycle access between the A338 and an area of land which would be safeguarded for the delivery of the reopened Grove railway station; and
 - Safeguarded land for delivery of the reopened Grove railway station, helping to facilitate this long term aspiration through the delivery of new infrastructure and improved access.
- 1.7 This site is not dependent upon the prior delivery of any adjacent sites which must come forward before it is delivered and is not reliant upon any other schemes in order for necessary accesses to be provided. This
- 1.8 The representations submitted on behalf of DWS explain how the land at Tulwick Park, Grove can help to facilitate the delivery of long supported infrastructure in the area, namely the reopening of Grove railway station. However it is important to note that DWS consider that this site is a sustainable location for new development whether or not the station is reopened during the Plan period to 2031.
- 1.9 On the day (22nd November 2017 of the representations being submitted to the Local Plan Part 2 Publication Version), the Autumn Budget was announced to Parliament. The Budget included reference to the Government having “agreed an ambitious Housing Deal with Oxfordshire to deliver 100,000 homes by 2031.” In addition, the Budget sets out the commitment to “The biggest rail programme since Victorian times.”
- 1.10 This Statement on Matter 1 should be read alongside other Statements submitted by Turley on behalf of DWS, namely in relation to Matters 3, 5 (addressing question 5.8), 6 and 8.
- 1.11 Each of the Statements submitted by Turley on behalf of DWS is made on the basis that:
- Evidence presented on behalf of DWS demonstrates that there will be a significant shortfall against housing requirements and expected supply throughout the District, including within the South East Vale Sub-Area and the Science Vale Ring Fence Area.
 - The VoWH has sought to reduce the requirement in the South East Vale Sub-Area to 12,150 (from 12,450). The VoWH has not explained the justification for this amendment. DWS maintains that the requirement in the South East Vale Sub-Area should be a minimum of 12,450 dwellings.
 - The LPP1 seeks to deliver 600 dwellings in the South East Vale Sub-Area outside of the Science Vale Ring Fence Area which are unlikely to be achieved due to the Policy constraints of that area and the presence of a made Neighbourhood Plan at the only settlement of note (Blewbury) which does not allocate sites for housing.
 - At Grove, the Grove Airfield and Monks Farm LPP1 allocations are likely to deliver significantly fewer dwellings than expected by the VoWH during the Plan

period. In particular, each of these sites is dependent upon the Grove Northern Link Road to deliver the quantum of development expected by the VoWH.

- There is significant uncertainty regarding the delivery of the North West Grove LPP2 proposed allocation during the Plan period.
- There is a compelling and demonstrable need to allocate additional or alternative sites to meet housing needs within the District and the South East Vale Sub-Area and Science Vale Ring Fence Area.
- Land at Tulwick Park, Grove has been discounted by the VoWH in favour of North West Grove, however the reasons for that conclusion cannot be substantiated. This is particularly the case given the uncertainty regarding the deliverability of North West Grove.
- Land at Tulwick Park, Grove can make a deliverable and sustainable contribution to housing supply. It is not constrained by the need to first deliver other adjacent or nearby sites or the delivery of off-site infrastructure. It is at a sustainable settlement and within an area where the VoWH seeks to focus growth given the emphasis on the economic significance of Science Vale. This applies whether or not land is safeguarded for reopening of Grove Railway Station east of the A338.
- Tulwick Park, Grove could be allocated in addition to North West Grove.
- The LPP2 identifies land safeguarded for the reopening of Grove Railway Station. The Statements for DWS set out concerns in relation to the delivery of a station within the proposed safeguarded areas. To restrict the opportunities for the location of this station at this time would result in a Plan which is inflexible and unable to respond to changing circumstances if evidence subsequently indicates that the station should be located elsewhere.

2. Response to Matter 1: Duty to Co-operate and other legal requirements

1.8: Have the likely environmental, social and economic effects of the LPP2 been adequately addressed in the Sustainability Appraisal? Does the appraisal test the plan against reasonable alternatives for the spatial strategy of the plan and the distribution of housing?

2.1 In representations submitted by Turley on behalf of DWS on the LPP2 Publication Version, concerns have been raised in relation to the Sustainability Appraisal undertaken by the LPA. The representations submitted in response to the LPP2 Publication Version were accompanied by a Sustainability Appraisal which assessed the development against the LPA's SA objectives and concluded that:

- The selection of North West Grove as a reasonable alternative to deliver housing within Grove is unsound given that the SA questions the deliverability of the site which fails the test of a reasonable alternative in accordance with the PPG;
- Land at Tulwick Park, Grove would result in a number of strong sustainability benefits against the following SA Objectives, namely in relation to homes, services and facilities, movement, health and the economy;
- There are no sustainability impacts that would prevent its allocation and subsequent delivery as a sustainable location for residential led development; and
- It can only be concluded that Land at Tulwick Park represents the most sustainable option for delivery of a residential led development at Grove.

2.2 This Statement on behalf of DWS focuses on two matters: i) the North West Grove proposed allocation and ii) the assessment of the land east of Grove at Tulwick Park.

North West Grove

2.3 The LPA's Sustainability Appraisal (CSD09) assessed the sustainability performance of the land to the north west of Grove which is proposed to be allocated in LPP2 for 400 dwellings by 2031. The LPA's Sustainability Appraisal records that the North West Grove allocation is *"A relatively unconstrained site, and development would support the achievement of objectives for the expansion of Grove, alongside existing allocations."*

2.4 The LPP2 notes that the development of this site will facilitate the delivery of the North Grove Link Road (NGLR) that is identified as a key strategic transport requirement for the South-East Vale Sub-Area.

- 2.5 However, DWS consider that there is significant uncertainty regarding the deliverability of the North West Grove site. The LPP2 itself (paragraph 2.100) acknowledges that the *“site will not come forward until towards the end of the plan period and much closer to 2031.”* This is supported by the Statement of Common Ground between the LPA and Persimmon (SCG06) which sets out that:
- The North West Grove site will assist with delivering the North Grove Link Road [the GNLR] between Grove Airfield and the A338; and
 - The site will deliver houses between the period 2028 – 2031.
- 2.6 DWS consider that the agreed position between the LPA and Persimmon that the North West Grove site will *“assist with delivering the North Grove Link Road”* is likely to indicate that the stretch of the GNLR which crosses the North West Grove site is likely to be delivered as part of that development. That is a significant consideration as the Grove Airfield scheme is subject to restrictions that no more than 1500 dwellings are occupied on that site until the GNLR is completed to the A338. The North West Grove site is a fundamental part of the GNLR route and if the stretch of road across the North West Grove site is not delivered until that development comes forward between 2028 - 2031, then that clearly indicates that the deliverability of the Grove Airfield scheme during the Plan period will be limited. This matter is explored elsewhere in the Statements submitted on behalf of DWS, namely to Matter 8.
- 2.7 Similarly, the initial reserved matters submitted in relation to the Grove Airfield site indicates development is being phased from south to north on that site. This suggests that a connection into North West Grove is unlikely to be delivered early in the construction period. Whilst it is acknowledged that the submission material includes plans that indicate Denchworth Road could be enhanced prior to the GNLR being delivered, it should be noted that these do not include provision for an emergency access in accordance with the normal requirements of OCC. Until such a time that this has been shown, it is considered that the initial response that OCC issued with respect to the Monks Farm application (P16/V0981/O) remains; namely, Denchworth Road is able to serve approximately 150 dwellings.
- 2.8 Although the Grove Airfield planning permission is for 2,500 dwellings, it is understood that Persimmon only control land for 1,500 homes.
- 2.9 For the reasons summarised above and amplified through the other Statements submitted by Turley on behalf of DWS (namely to Matter 8), there is significant concern as to whether the North West Grove scheme can be delivered during the Plan period.
- 2.10 The PPG defines reasonable alternatives as (Paragraph: 018 Reference ID: 11-018-20140306):
- “The sustainability appraisal needs to compare all reasonable alternatives including the preferred approach and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the Local Plan were not to be adopted.*

The sustainability appraisal should predict and evaluate the effects of the preferred approach and reasonable alternatives and should clearly identify the significant positive and negative effects of each alternative.

The sustainability appraisal should identify, describe and evaluate the likely significant effects on environmental, economic and social factors using the evidence base. Criteria for determining the likely significance of effects on the environment are set out in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004.

The sustainability appraisal should identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them. The sustainability appraisal must consider all reasonable alternatives and assess them in the same level of detail as the option the plan-maker proposes to take forward in the Local Plan (the preferred approach).

Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The alternatives must be realistic and deliverable.

The sustainability appraisal should outline the reasons the alternatives were selected, the reasons the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives. It should provide conclusions on the overall sustainability of the different alternatives, including those selected as the preferred approach in the Local Plan. Any assumptions used in assessing the significance of effects of the Local Plan should be documented.

The development and appraisal of proposals in Local Plan documents should be an iterative process, with the proposals being revised to take account of the appraisal findings. This should inform the selection, refinement and publication of proposals (when preparing a Local Plan, paragraph 152 of the National Planning Policy Framework should be considered).” Our emphasis

- 2.11 Clearly, the Planning Practice Guidance establishes a requirement that reasonable alternatives must be realistic and deliverable.
- 2.12 With regards to the deliverability of housing at North West Grove, the SA has identified that delivery is ‘uncertain’ therefore demonstrating that North West Grove does not constitute a reasonable alternative to deliver housing at Grove. This concern is wholly supported by the earlier representations submitted by Turley and the Statements to this Examination on behalf of DWS.
- 2.13 For the reasons explained above and in response to Matter 8, North West Grove is not realistic and deliverable within the Plan period.

Tulwick Park

- 2.14 Both the Sustainability Appraisal Report and LPP2 are heavily informed by the results of the assessment of Land at Tulwick Park by the Topic Paper 2 (TOP02.1) and specifically Appendix B (TOP02.3) which ultimately concluded that North West Grove should be allocated within the Local Plan.
- 2.15 The appraisal of the sites within Topic Paper 2 results in technical information that is used within the SA to assess the sustainability performance of each site, hence it is a critical document to the plan making process and SA report.
- 2.16 The representations submitted by Turley on behalf of DWS to the LPP2 Publication Version identified a number of flaws with regards to the assessment of Land at Tulwick Park within Topic Paper 2 not least of which is the identification of exactly the same technical assessment as per the assessment of the much larger site in March 2017 despite a greatly reduced site area. It is therefore concluded that the Topic Paper 2 does not assess Land at Tulwick Park (a reasonable alternative) to the same level of detail as the preferred option which is contrary to the PPG Guidance. It is therefore reasonable to conclude that any technical information taken from the Topic Paper 2 and utilised by the SA to determine the sustainability performance of Land at Tulwick Park cannot be accurate and reliable.
- 2.17 The LPA's Sustainability Appraisal Report (CSD09) identifies the following reasons for rejection of Land at Tulwick Park as a reasonable alternative for residential development:
- The site would not deliver the same strategic benefits as North West Grove;
 - The site is sequentially less preferable to North West Grove; and
 - Allocation of more than one site in Grove through LPP2 would result in over allocation and not be deliverable.
- 2.18 Other than contributing part of the GNLR (although the delivery of that part of the road by 2031 is particularly uncertain), it is unclear what strategic benefits the North West Grove scheme is expected to deliver when compared to Tulwick Park. As explained in Section 1 of this Statement, the proposal at Tulwick Park is for a comprehensive mixed use scheme.
- 2.19 Following a review of the SA, the rejection of Land at Tulwick Park as a sustainable option for residential development appears to be based upon the belief the site would not deliver the same strategic benefits as North West Grove in combination with an inability of the local market to deliver more than one site at Grove.
- 2.20 The LPA's Sustainability Appraisal claims that North West Grove is "sequentially more preferable". The SA does not provide details to support this claim although it may be derived from the statement on page 99 that "*the Northwest of Grove site contains one notable area with the potential for pooling of surface water (high probability). The East of Grove site contains several small areas with the potential for pooling of surface water. This part of the district is also associated with high groundwater flood risk.*" If the conclusion is that Tulwick Park is sequentially less preferable for this reason then

we consider that it is a flawed analysis as it appears to be based upon the larger site area which has been used to inform the Council's site assessments.

- 2.21 With regards to North West Grove the reasons for selection over Land at Tulwick Park would appear to be based upon its ability to deliver strategic transportation benefits and an increase in the potential for the site to deliver housing over the plan period. As explained, the delivery of North West Grove during the Plan period is highly questionable.
- 2.22 We have not seen any evidence to support the contention that more than one site could not be delivered at Grove. One of the reasons why Tulwick Park appears to have been discounted in favour of North West Grove is the concern that *"allocation of more than one larger site in the Wantage/Grove area, through LPP2, would result in over-allocation (and would not be deliverable)."* Our contention on behalf of DWS is that it is the North West Grove site which is not deliverable whereas there are no reasons why Tulwick Park would be undeliverable.
- 2.23 Appendix IV of the SA (CSD09) contains an assessment of the sustainability performance of North West Grove and Land at Tulwick Park (referred to as East of Grove within the SA) against the following SA Objectives:
- Homes
 - Services and facilities
 - Movement
 - Health
 - Inequality and exclusion
 - Economy
 - Natural environment
 - Heritage
 - Landscape
 - Pollution
 - Climate change mitigation
 - Climate change adaptation
- 2.24 The assessment has been undertaken qualitatively without the use of the traditional scoring matrices which presents some difficulties for the reader in identifying and comparing the sustainability performance of each reasonable alternative against each specific objective.

- 2.25 As stated above and by the earlier representations submitted by Turley, it would appear that the SA does not refer to the correct site boundary for Tulwick Park (east of Grove) despite indicating that the decision to assess this site was as a result of representations submitted to the Preferred Options Consultation. Such an error is concerning given that the site areas and resulting constraints and opportunities (and therefore SA assessments) will be significantly different between the two sites.
- 2.26 The Sustainability Appraisal submitted as part of the representations of behalf of DWS to the LPP2 Publication Version demonstrated that Tulwick Park would represent a sustainable option for a residential led development. We refer the Inspector to that document which is contained at **Appendix 3** of this Statement.

Summary

- 2.27 This Statement sets out concerns regarding the manner in which the LPP2 evidence base has considered sites at Grove.
- 2.28 North West Grove is the subject of assessment through the SA and proposed to be allocated. However there are significant concerns regarding the deliverability of this site to deliver housing during the Plan period and DWS consider that this is highly questionable. The North West Grove site is neither realistic nor deliverable.
- 2.29 The land to the east of Grove (Tulwick Park) has been assessed by the LPA. However this assessment has been flawed, based on incorrect site boundaries and consequently unreliable conclusions. The reasons to discount this site have not been substantiated and in contrast, the evidence presented on behalf of DWS indicates that Tulwick Park represents a sustainable option for a comprehensive residential led mixed use development.
- 2.30 Furthermore, the assessment has been undertaken qualitatively without the use of the traditional scoring matrices which presents some difficulties for the reader in identifying and comparing the sustainability performance of each reasonable alternative against each specific objective.
- 2.31 The land at Tulwick Park, Grove can make a deliverable and sustainable contribution towards housing deliver during the Plan period either in place of or in addition to the allocations in LPP2.

Appendix 1: Tulwick Park, Grove Site Location Plan



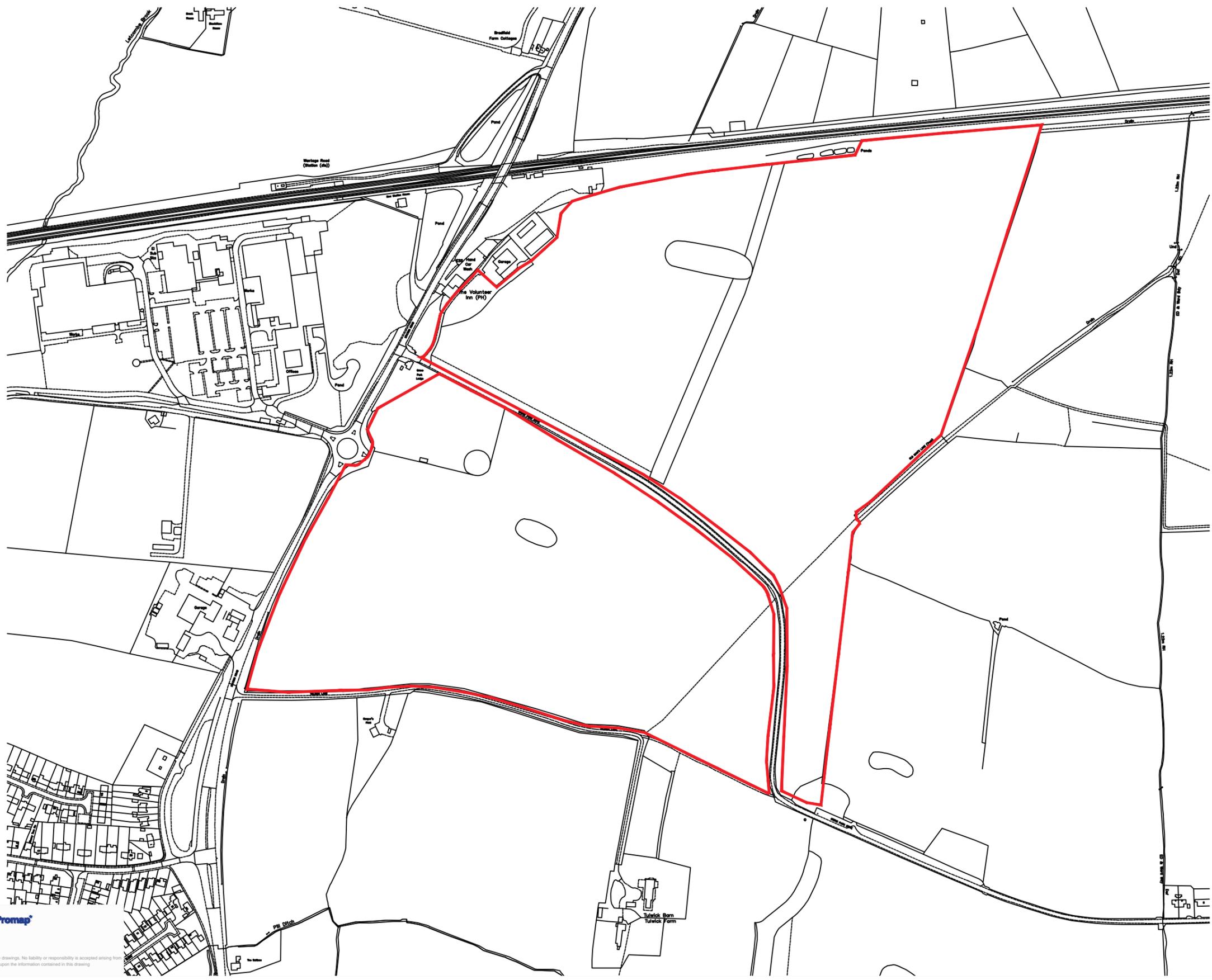
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DO NOT SCALE DRAWINGS.

No liability or responsibility is accepted arising from reliance upon the information contained within this drawing.

 Site Boundary



Client:
David Wilson Homes (South)

Project:
Tulwick Park Grove

Drawing:
Site Location Plan

Scale:
1:5000 (A3)

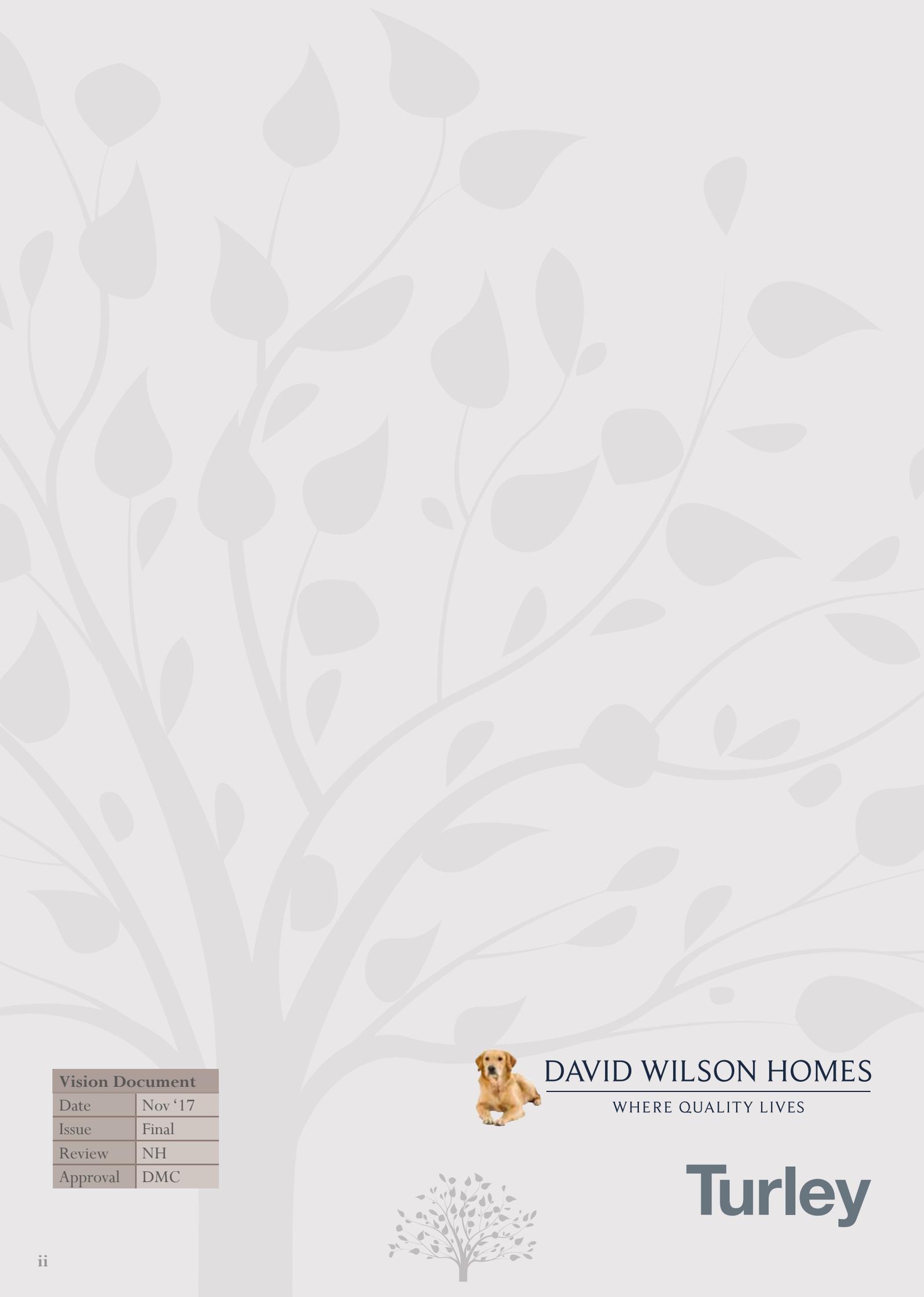
Project Number: DAVR3005	Checked By: NH
Drawing Number: 1000	Status: Final
Date: November 2017	Revision: A



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Appendix 2: Tulwick Park, Grove Vision Document



Vision Document	
Date	Nov '17
Issue	Final
Review	NH
Approval	DMC



DAVID WILSON HOMES

WHERE QUALITY LIVES



Turley



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1 VISION

Land at Tulwick Park, a new neighbourhood for Grove, offers a unique opportunity for village life and access to beautiful countryside whilst living in close proximity to central Oxford with its world renowned education, architecture, retail and significant employment opportunities.

The Site will provide a community of approximately 600 beautifully and imaginatively designed homes set in a generous landscape.

The land promoted by David Wilson Homes (DWS) extends to 47.4 hectares and the Site is capable of delivering:

- 🌀 Up to 600 homes (as part of a phased development);
- 🌀 Housing mix that will include detached, semi-detached and terraced family homes;
- 🌀 The creation of land for employment uses;
- 🌀 A community hub which would provide a building in use class D1 which could provide a for a range of community uses, such as a medical facility as well as local retail opportunities to serve the residential and employment uses;

- 🌀 A park and ride facility;
- 🌀 A 1 form of entry primary school (which could be extended to 2 forms of entry);
- 🌀 Other non-residential uses include playing pitches, play areas and a productive landscape;
- 🌀 The delivery of road, pedestrian and cycle access between the A338 (Station Road) and an area of land which would be safeguarded for the delivery of the reopened Grove Railway Station; and
- 🌀 Safeguarded land for delivery of the reopened Grove Railway Station, helping to facilitate this long term aspiration through the delivery of new infrastructure and improved access.

Tulwick Park is an available, suitable and deliverable opportunity with the potential to make a valuable contribution to meeting the housing, employment and transport infrastructure needs of the District.







2 PROMOTION TO DATE



May 2017

Initial Vision document produced which was submitted in response to the Vale of the White Horse District Council (VofWHDC) Local Plan Part 2 (LPP2) to support promotion for a residential led, mixed use development at the Site, located to the northeast of Grove.

This document set out the analysis and the resultant form for this Vision and included a description of the context of the Site, audits of facilities and accessibility, and set out a visual narrative as to how the Vision could be brought forward at Tulwick Park.

August 2017

Discussions with Grove Parish Council and Wantage Town Council.

The purpose of these meetings was to work with the Council Members to gain an understanding of what their aspirations are for the locality and how DWS and the consultant team can work best to deliver a scheme that contributes most to the wider community, while delivering much needed new homes.





September 2017

Discussions with Network Rail and Stagecoach.

The purpose of these meetings was to explore the contribution that Tulwick Park could make to the Science Vale Transport Strategy, with a particular emphasis upon the facilitation of re-opening Grove Railway Station and the delivery of bus service enhancements along the A338 corridor.

Network Rail confirmed that it would be prudent for land to be safeguarded at locations where the necessary infrastructure could be delivered.

Stagecoach encouraged and is supportive of the proposed Park and Ride facility that DWS is promoting at Tulwick Park on the basis it will provide a real alternative to the car and in doing so will provide a catalyst to future investment in the current bus services that serve Grove.

October - November 2017

Discussions with Oxfordshire County Council and Vale of the White Horse District Council.

The concept within the original Vision document was progressed on the basis of these discussions along with the engagement with Network Rail, Stagecoach and key stakeholders.





3 EXECUTIVE SUMMARY

Vale of White Horse District Council (VofWHDC) adopted the Local Plan Part 1: Strategic Sites and Policies (LPP1) document in December 2016 and is in the process of preparing the Local Plan Part 2 (LPP2).

Grove is located within the South East Vale Sub-Area and the Science Vale area as defined by the LPP1.

The LPP1 identifies the importance of this part of the District to the availability of existing and proposed employment opportunities. The Oxfordshire Local Enterprise Partnership has identified that the Science Vale area is a strategic priority and the LPP1 explains that the VofWHDC is committed to the future growth and development of this area. The LPP1 identifies that the Science Vale area is a nationally and regionally significant location.

Tulwick Park's location is a unique opportunity to offer village life and access to the countryside whilst living in close proximity to central Oxford with its world renowned education, architecture and retail.

The proximity to Grove and Wantage along with nearby large employment providers including the Williams F1 Head Quarters and Conference Centre, Grove Technology Park, Milton Park and Harwell Campus provides easy access to local retail and employment. A strategically well connected road network and public transport infrastructure, makes travel to central Oxford possible in 30 minutes and Reading in 50 minutes.

The surrounding countryside offers a wealth of recreational and leisure opportunities including country walks, playing fields, allotments and excellent country pubs.

In addition to the much needed market and affordable housing, the Site would deliver new community infrastructure and recreational opportunities including aiding facilitation of a new railway station to the north east of Grove.



The DWS masterplan for Tulwick Park safeguards land for the reopening of Grove Railway Station, which was formerly located to the east of the A338 (Station Road) and closed in 1965. The reopening of the station has been an aspiration of the VofWHDC and Oxfordshire County Council (OCC) for a number of years and is included in the current Local Transport Plan as part of a wider aspiration to connect Wantage/Grove with Didcot, Swindon and beyond.

Provision of land is made for employment, community use, retail and mixed uses including a community hub featuring flexible D1 floorspace (range of community uses such as a medical facility) within the masterplan. Sports pitches, play areas, allotments/ community gardens and new pedestrian and cycle routes providing connections to the centre of Grove are also proposed.

Our initial assessments have shown the Site is largely free of environmental constraints and abnormal infrastructure requirements and could successfully accommodate residential development, softening the existing abrupt boundary between existing residential properties and the open countryside beyond.

The Site is a sustainable location for new development as:

- ☞ There is no risk of coalescence with surrounding settlements;
- ☞ It provides a natural edge to Grove – implementing an appropriate transition from countryside to development centre through the application of suitable development densities and typographies;
- ☞ It has good access to local facilities including high quality open space and play areas, schools and retail and community facilities within Grove and Wantage;
- ☞ It has good access to a comprehensive bus network;
- ☞ The quantum of development proposed will enable delivery of land for employment, community uses, retail and mixed uses, sports pitches, play areas, allotments/ community gardens and new pedestrian and cycle routes;
- ☞ It safeguards land for the reopening of Grove Railway Station and the facilitation of access to it, via sustainable modes of travel;
- ☞ It has a strategically well connected road network and public transport infrastructure makes travel to central Oxford possible in 30 minutes and Reading in 50 minutes; and
- ☞ It is a unique opportunity to offer village life and access to beautiful countryside whilst living in close proximity to Oxford with its world renowned education, architecture and retail.





4 DAVID WILSON HOMES

David Wilson Homes Southern (DWS) is part of Barratt Developments PLC, the nation's largest housebuilder with over 6,100 direct employees and 27 divisional offices operating throughout the United Kingdom.

The Company aims to build the highest quality homes by putting the customer at the heart of everything they do.

They are a Home Builders Federation 5* housebuilder for Customer Service, a position held for 8 consecutive years, being the only national housebuilder to do so. Their focus on quality means that their Site Managers have won 74 NHBC Pride in the Job awards in 2017, which is the thirtieth consecutive year that the Company has won more quality awards than any other housebuilder. This focus on high quality design and place making has won them 56 Building for Life awards in 2017, more than all other housebuilders combined, with 14 of these rated 'outstanding'.

Tulwick Park will provide a range of new homes including 1 and 2 bedroom apartments as well as 2 to 5 bedroom family houses, to encourage a diverse and mixed community.







5 SITE IN CONTEXT



MONKS FARM

GROVE AIRFIELD

GROVE

STATION ROAD



This Vision has been prepared to help inform the emerging LLP2 for the VofWHDC.

Tulwick Park is enclosed by the Swindon to Didcot (GWR) railway line to the north; arable fields bound by trees and hedges to the south and east; and by the A338 (Station Road) and the Williams F1 Head Quarters and Conference Centre, a petrol filling station and future residential development under construction to the west.

To the south woodland plantations have been established within surrounding fields. Existing residential buildings are a visible feature of the Site context to the west along the A338 (Station Road) with views of properties through and above hedgerows.

Tulwick Park is formed by irregularly shaped, agricultural fields currently in arable use. The Site topography gently slopes from the north-east, at an elevation of approximately 65 above ordinance datum (AOD) rising to the south-west, at an elevation of approximately 70m AOD. Hedgerows and trees along the boundaries of fields within the Site are largely well-established with some mature broad-leaved trees and a prevalence of willows and poplar along ditches. Hedgerows are largely absent along the boundary with Grove Park Drive, but there are a number of dense rows of poplar and willows which mark the boundary. There are two Grade II listed buildings in an area of land outside of the Site boundary to the south.





6 PLANNING OVERVIEW

Local Plan Summary

The VofWHDC adopted the LPP1: Strategic Sites and Policies document in December 2016 and is now in the process of preparing the LPP2.

Grove is located within the South East Vale Sub-Area and the Science Vale area as defined by the LPP1.

The LPP1 sets out the following principles:

- ☞ Identifies the importance of the Science Vale to the availability of existing and proposed employment opportunities. The Oxfordshire Local Enterprise Partnership has identified that this part of the District is a strategic priority and the LPP1 explains that the District Council is committed to the future growth and development of this area. The LPP1 identifies that the Science Vale area is a nationally and regionally significant location;
- ☞ Acknowledges that there is an “ambitious programme of job creation and growth for the Science Vale area” but that this is expected to be delivered alongside new housing and the provision of appropriate infrastructure;
- ☞ Identifies Grove as a Local Service Centre within the settlement hierarchy;
- ☞ Establishes a ‘housing supply ring-fence’ in order to ensure that the delivery of housing within the Science Vale area to 2031. It is expected that 11,850 dwellings will be delivered in this area during the Plan period; and
- ☞ Identifies two allocations for new housing at Grove (Grove Airfield and Monks Farm, with Monks Farm also providing additional employment land).

LPP1 explains the VofWHDC’s long held aspiration to reopen Grove Railway Station. The LPP2 identifies land which is proposed to be safeguarded to support the reopening of the station. DWS considers that the only viable location for the station is on land to the east of the A338 (Station Road).

As with all the authorities in Oxfordshire, the VofWHDC is making provision for housing to provide for the unmet needs of Oxford City. This is a positive step, however at present the draft LPP2 restricts the ability of the South East Vale Sub-Area to help provide for these needs. Bearing in mind the strategic importance of this area, and the significant benefits which could be derived from the reopening of Grove Railway Station, the role of the South East Vale Sub-Area should not be restricted in this way.

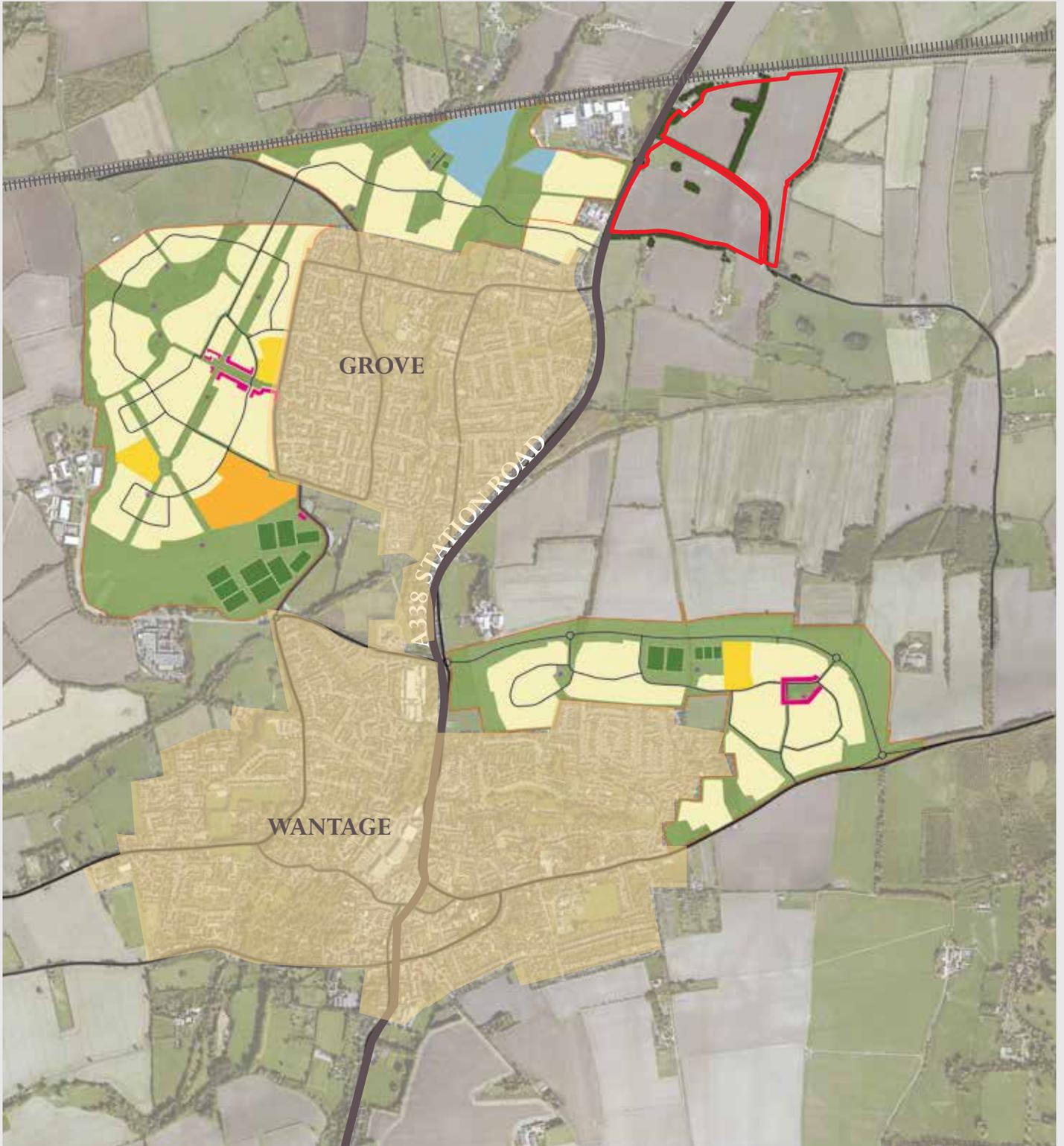
The Oxfordshire authorities are using a ‘working assumption’ that the unmet needs of Oxford City equate to 15,000 dwellings. At this stage the combined approach of the authorities makes provision for 1,350 fewer dwellings than this working assumption.

DWS consider that Tulwick Park is in a sustainable location and settlement as defined by existing and emerging planning policies.

Moreover, these policies acknowledge the need for new housing in the area to help support planned economic growth.

Tulwick Park can help fulfil these objectives, help to provide for the unmet needs of Oxford City and is not dependent upon the delivery of any adjoining sites.





Development in context





7 CONTEXT & ASSESSMENT

Selecting a Sustainable Site

Access to local facilities is fundamental to the concept of locating sustainable development. New development needs the full range of social, retail, educational, health, transport, and recreational facilities to allow people, especially those with limited mobility, to go about their daily lives without over reliance on a private car.

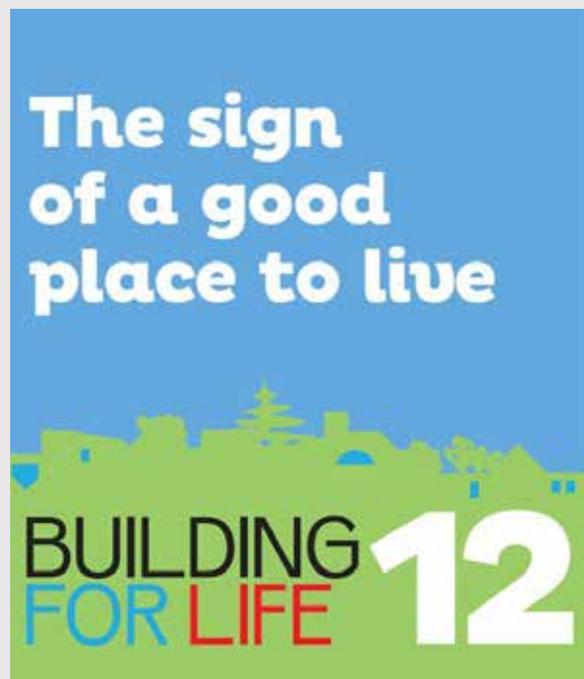
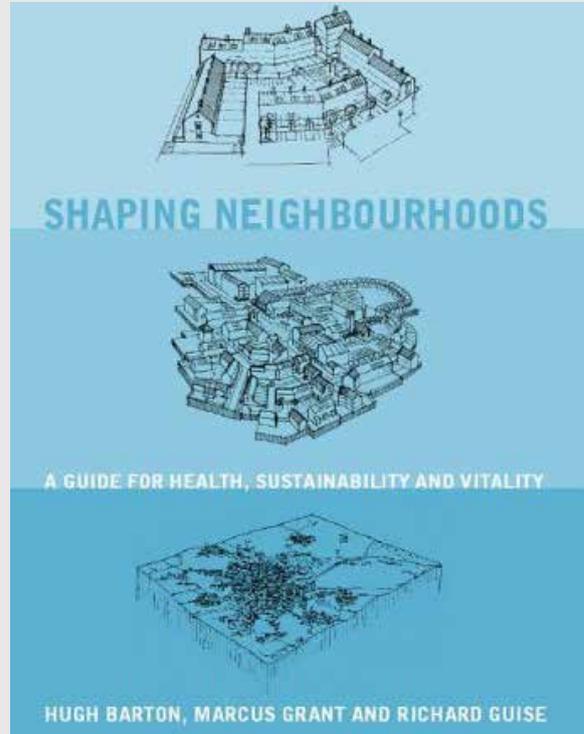
Building for Life is a tool to assess and compare the quality of proposed neighbourhoods. It is led by the Design Council CABE, Home Builders Federation and Design for Homes.

Whilst Building for Life is usually awarded to completed schemes, the site selection criteria have been applied to Tulwick Park, to demonstrate sustainability of the Site as a location for a future neighbourhood extension.

Building for Life asks:

1. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas pubs or cafés?
2. Are there enough facilities and services in the local area to support the development? If not, what is needed?

The facilities audit on the following pages demonstrates Tulwick Park is a sustainable site location and fully meets the Building for Life criteria through a combination of existing and proposed local facilities. Shaping Neighbourhoods, a best practice neighbourhood design guide, also suggest the Site scores highly as a sustainable location for neighbourhood extensions. This is illustrated on the following pages.



Initial Macro Assessments Undertaken

The audit is a comprehensive analysis of the Site and the wider area, encompassing assessment of access, local facilities, landscape and open space, and connectivity.



Local facilities plan



8 FACILITIES AUDIT

Figures 1, 2 and 3 assess Tulwick Park against the accessibility criteria benchmark for new neighbourhoods established by Shaping Neighbourhoods.

Figure 1 demonstrates the ideal distances of local facilities for a sustainable neighbourhood.

Figure 2 shows the accessibility of facilities as the Site currently is.

The facilities audit has highlighted a lack of some facilities in the local area, in particular the location and proximity of a local centre and community gardens/allotments.

Figure 3 illustrates that once Tulwick Park is built out it can provide facilities currently lacking such as a nearby local centre and community gardens.

This assessment establishes what land uses could be brought forward through the development of Tulwick Park to create betterment for the wider community.

In summary, Tulwick Park is a sustainable choice for development and generally covers expectations of access to facilities as identified by “Shaping Neighbourhoods, a best practice design guide for new neighbourhoods”.

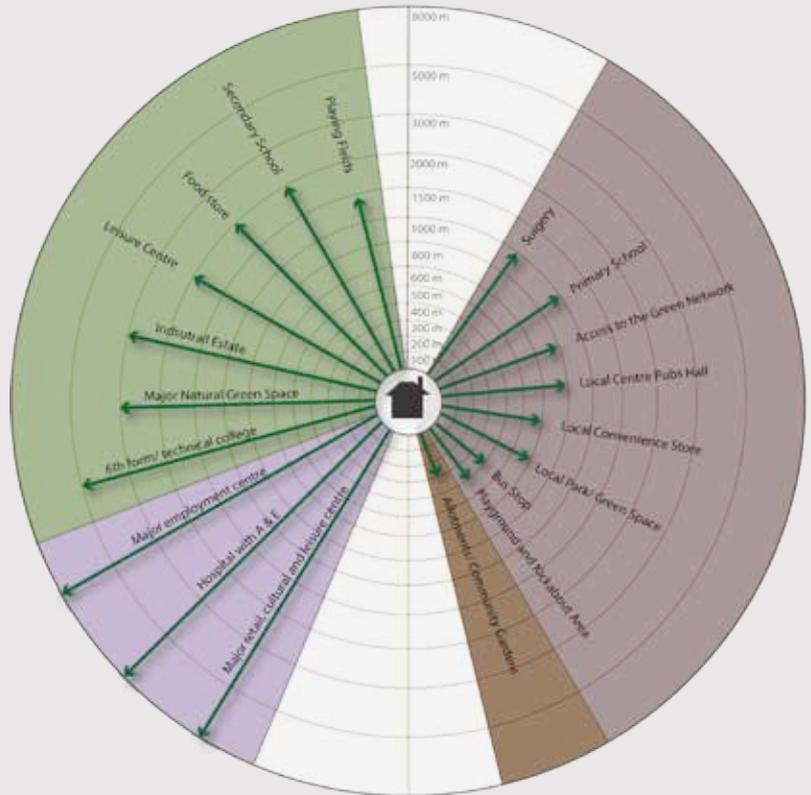
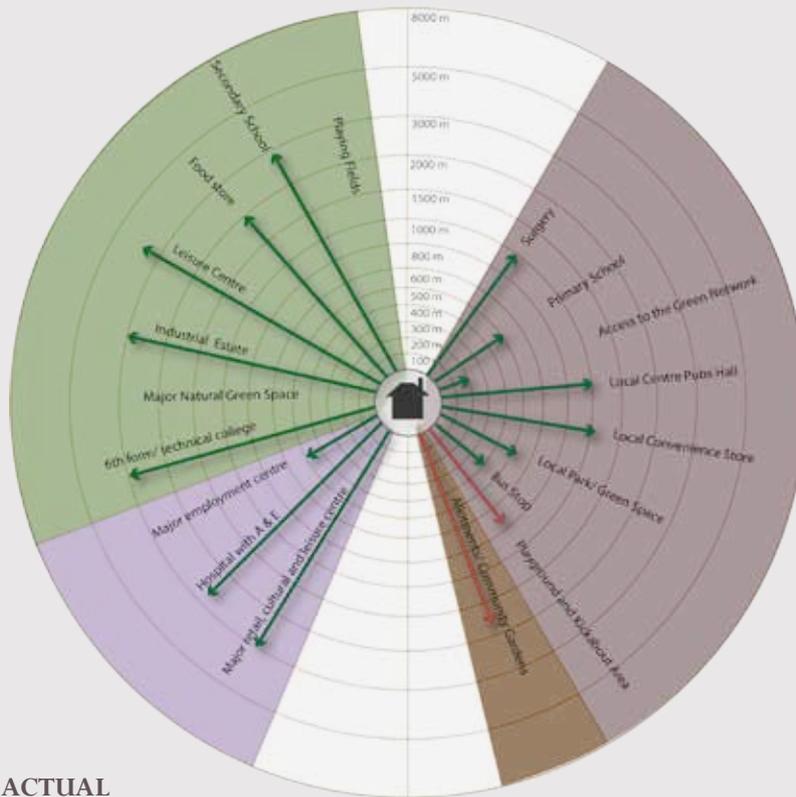


Figure 1: Illustrative ideal accessibility criteria, adapted from “Shaping Neighbourhoods, for Local Health and Global Sustainability”

**DESIRED:
Legend**

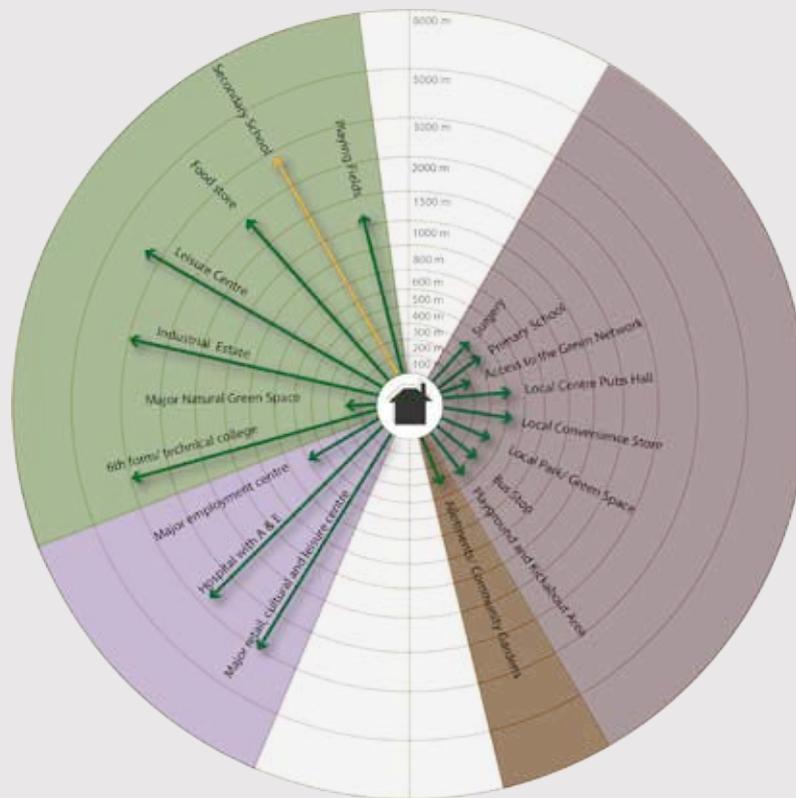
- The Homeplace
- Neighbourhood
- Urban district / small town
- City
- Ideal accessibility
- Good accessibility
- Weak accessibility





ACTUAL

Figure 2: Illustrative actual accessibility criteria to relevant local facilities from current site location



FUTURE POTENTIAL

Figure 3: Illustrative actual accessibility criteria once Tulwick Park is developed.





9 CONNECTIVITY AUDIT

The National Planning Policy Framework (NPPF) is predicated on the assumption that new developments are located in areas that provide people with a choice of travel modes and are able to provide safe and suitable access for all. There is also a presumption that new developments should only be resisted on highways and transportation grounds when it can be demonstrated it will lead to a severe impact upon the local transport networks.

Opportunities to walk and cycle

Tulwick Park is located in close proximity to an existing network of pedestrian and cycle routes that have the potential to encourage future residents to make use of these important modes of transport. However, there are currently gaps in the existing infrastructure that would need to be addressed to ensure future development at the Site is accessible by these important modes of transport. These are likely to include the provision of new footways and, where possible cycle routes, together with associated crossings that will connect Tulwick Park with the existing built up areas of Grove as well as the recently consented developments that are located to the west of the A338 (Station Road).

Access to local services

Tulwick Park is relatively well located to a range of facilities and services that can be accessed by walking, cycling and public transport in accordance with the

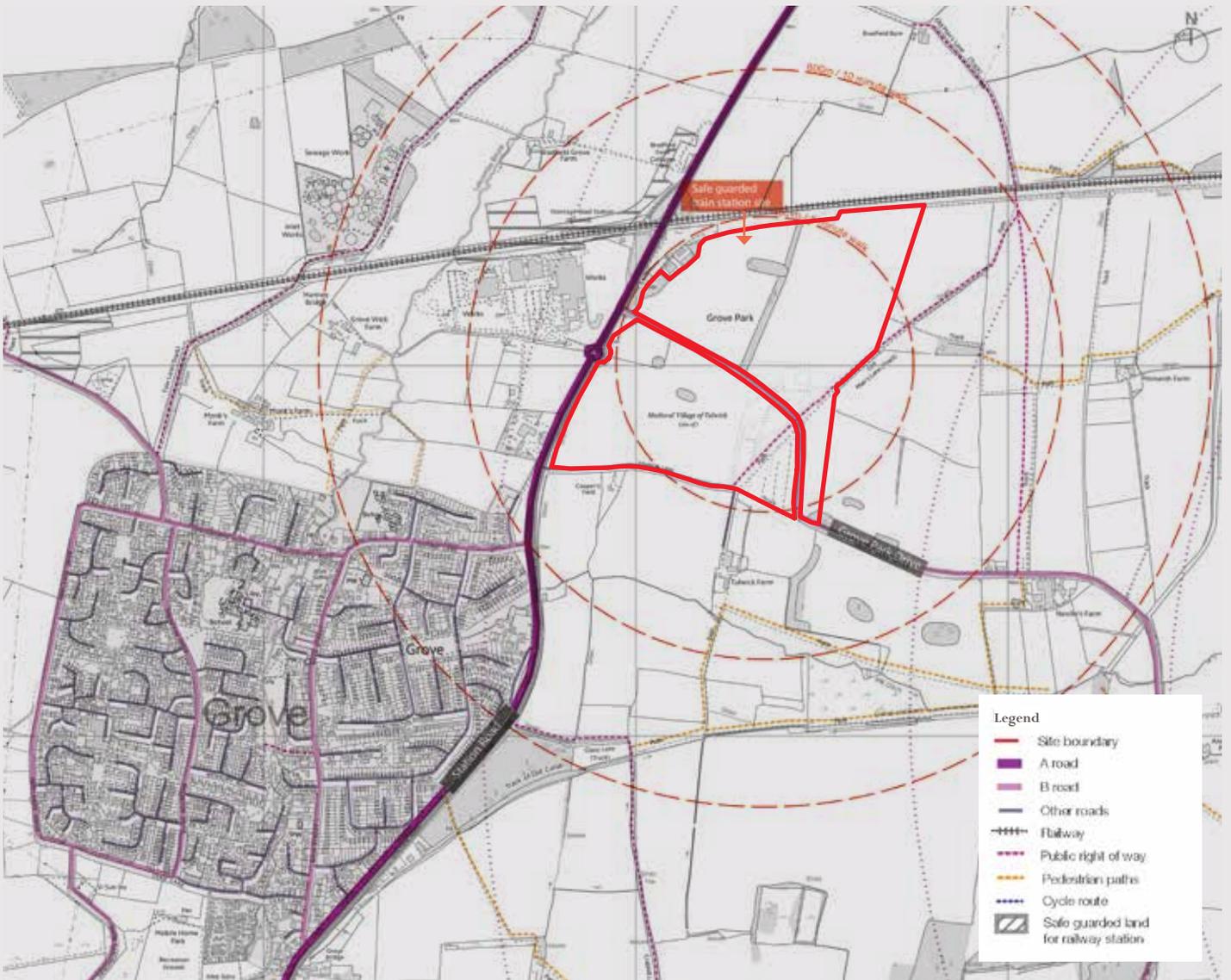
guiding principles of the NPPF. From a transportation perspective, it is considered that a major mixed use development at Tulwick Park will provide a quantum and mix of development that can deliver a step change in the availability of local services. For example, the inclusion of a mixed use local centre and employment opportunities will significantly increase the offer that is available to existing residents thereby reducing the length and frequency of journeys.

Access to the highway network

The local highway network is focused around the A338 (Station Road), which provides a connection to Wantage to the south and Oxford to the north via the A420. It is also possible to access Abingdon and Didcot to the east. It is therefore evident that the Site is well located with respect to key local centres and the wider region.

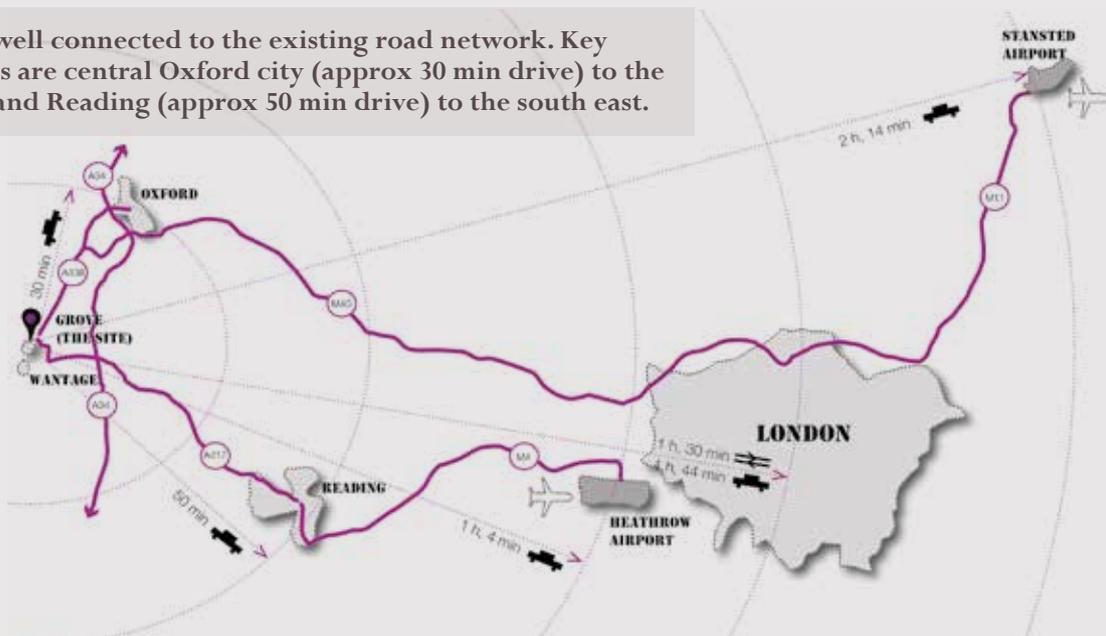
The proposed vehicular access strategy, included as part of the Access and Movement Framework within this document, comprises the construction of a fourth arm at the A338 (Station Road)/ Williams F1 roundabout. This will connect with an internal site roundabout that provides onward connections to a Park and Ride; the potential railway station; a realigned Grove Park Drive; and internal estate roads serving the proposed development. A shared pedestrian/cycle/emergency access will also be provided to the north of Tulwick Lane.





Accessibility network: Road, Cycle & Pedestrian

The Site is well connected to the existing road network. Key destinations are central Oxford city (approx 30 min drive) to the north east and Reading (approx 50 min drive) to the south east.



Opportunities to travel by public transport

The Site is well located to the existing bus network with the closest bus stops located adjacent to the A338 (Station Road)/Williams F1 roundabout. The bus services that operate from these bus stops follow routes that incorporate key local employment and retail centres, including Abingdon, Oxford and Wantage.

To ensure good access to public transport to and from Tulwick Park, pedestrian links to the existing bus stops on the A338 (Station Road) will be provided. These will be supplemented by the creation of new bus stops within the Site. The delivery of the later will be dependent upon the outcome of discussions with local bus operators in conjunction with a future planning application, but it is considered viable to divert or extend one or more of the existing routes that serve the Site without having a significant impact upon their current timetables.

Stagecoach has confirmed that it supports the principle of providing a Park and Ride at Tulwick Park. DWS has also incorporated an area of safeguarded land into its emerging masterplan that could be used to deliver a new railway station. This station, which is located on the site of the former Wantage Road Railway Station that was closed in 1965, has been an aspiration of both the VofWHDC and OCC for a number of years and is included in the current Local Transport Plan as part of a wider aspiration to connect Wantage/Grove with Didcot, Swindon and beyond. The VofWHDC granted outline planning consent for a railway station and associated car park in 2008 to the east of the A338 (Station Road).

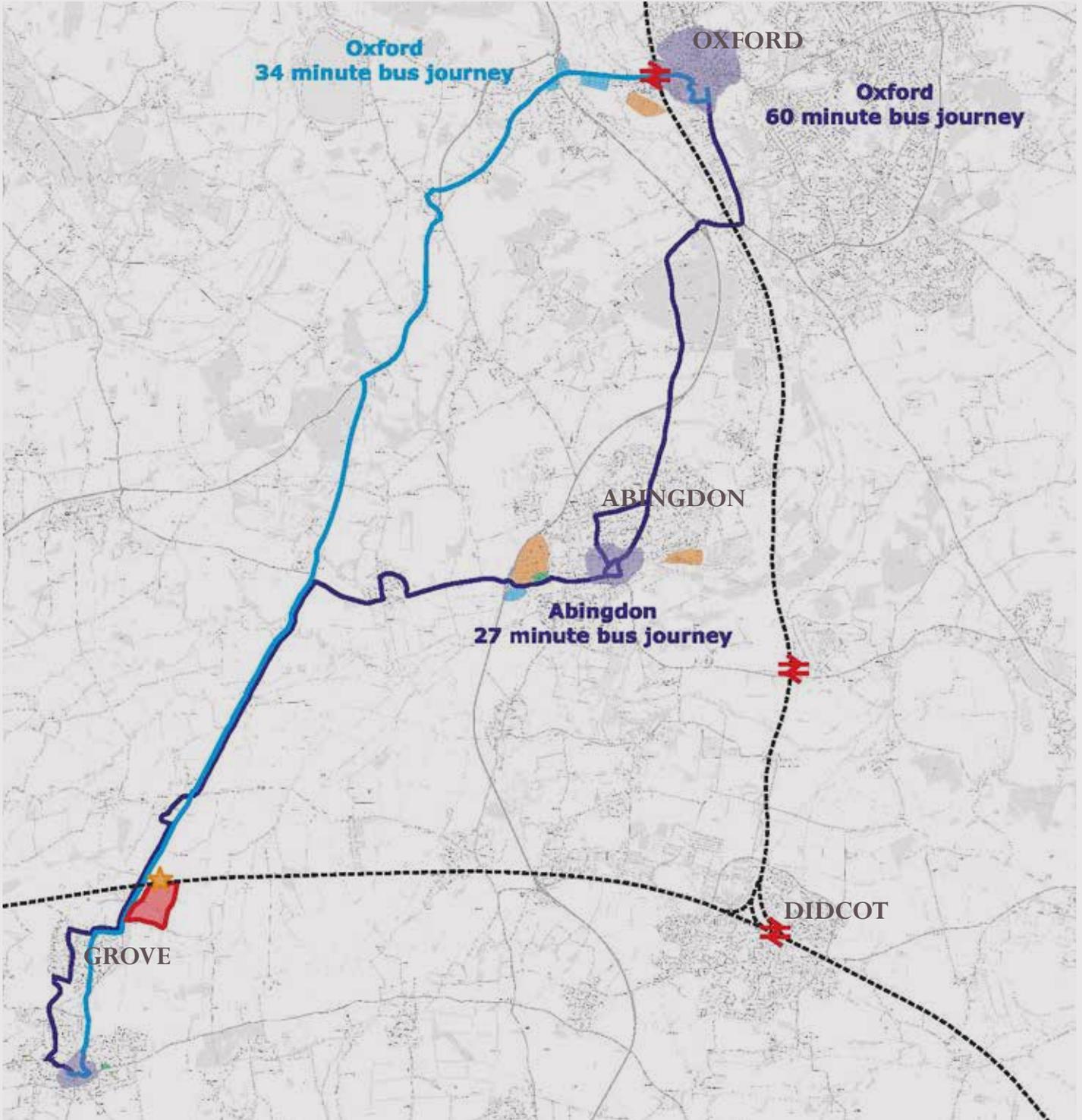
Tulwick Park can play an important role in meeting the County's aims of reducing reliance upon the private car. DWS intends to work with the VofWHDC, OCC and Network Rail as part of the business case review, that will need to be undertaken to secure the necessary funding for this station. In addition to this, DWS will continue to work with Stagecoach (in conjunction with OCC) to develop the Park and Ride concept in further detail.

Based on some initial calculations that have had regard to the destination of work based trips from the Wantage/Grove area, it would suggest that the provision of a new station and Park and Ride in this location would be commercially viable. This is particularly evident when considered in the context of the residential developments that have already been granted consent and the level of further housing and jobs that will need to be delivered over the course of the next plan period. Further details are provided in the supporting Transport Feasibility Appraisal.

Legend

-  Site Location
-  Town/City Centre
-  Employment Zone
-  Retail Zone
-  Health Facility
-  S8 Bus Route
-  S9 Bus Route
-  Possible Future Train Station
-  Bus stops
-  Bus route





Public transport plan





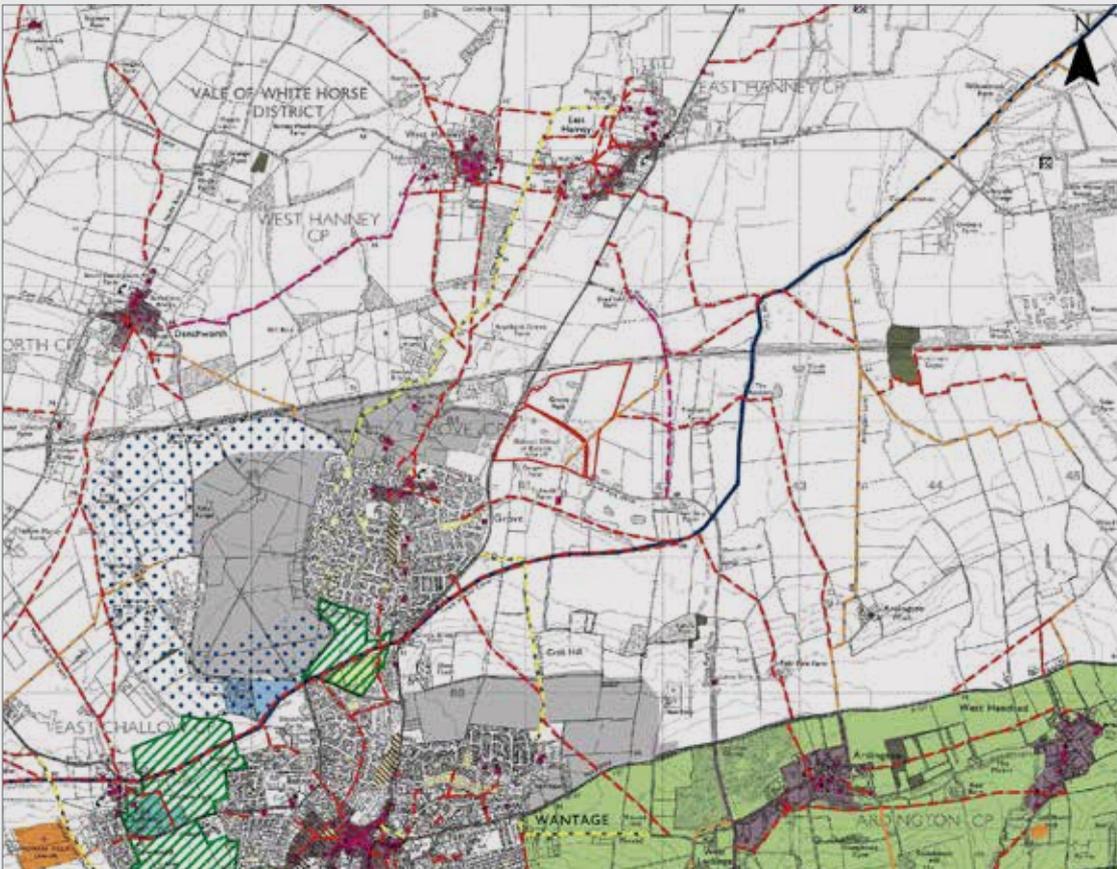
LANDSCAPE & VISUAL 10 ASSESSMENT

The local landscape character for Tulwick Park is assessed in the Oxfordshire Wildlife and Landscape Study. The Site is included within the Vale of White Horse Alluvial Lowlands Landscape Character Type. The Alluvial Lowlands are “restricted to lowland areas, associated with alluvium drifts, adjacent to the main river corridors of the upper and lower Thames, the lower Cherwell and the rivers Ray and Ock”. The key characteristics of this landscape character type are described as follows:

- ☞ Broad alluvial plains;
- ☞ Mixed farming pattern with regular fields with both arable cropping and pasture;
- ☞ Densely scattered hedgerow trees of ash and willow;
- ☞ Dense willow corridors bordering a large number of ditches; and
- ☞ Sparsely settled.

A field survey was undertaken which confirmed that Tulwick Park is largely characteristic of the character type. It is formed by five, irregularly shaped agricultural fields currently in arable use. The Site topography gently slopes from the north-east, at an elevation of approximately 65 AOD rising to the south-west, at an elevation of approximately 70m AOD.

Hedgerows and trees along the boundaries of fields within Tulwick Park are largely well-established with some mature broad-leaved trees and a prevalence of willows and poplar along ditches. Hedgerows are largely absent along the boundary of the Site with Grove Park Drive, but there are a number of dense rows of poplar and willows which mark the boundary.



Legend

	SITE BOUNDARY
	PUBLIC FOOTPATH
	PUBLIC BRIDLEWAY
	BYWAY OPEN TO ALL TRAFFIC
	ROAD USED AS A PUBLIC FOOTPATH
	LINE OF WILTS AND BERKS CANAL (POLICY: L14)
	AREA OF OUTSTANDING NATURAL BEAUTY (POLICY: CP14, NE8)
	ANCIENT WOODLAND (POLICY: CP46)
	CONSERVATION AREA (POLICY: CP39)
	EXISTING URBAN OPEN SPACE (POLICY: L2, L3)
	IMPORTANT OPEN LAND (POLICY: NE10)
	GREEN CORRIDOR (POLICY: L3)
	AREA FOR LANDSCAPE ENHANCEMENT (POLICY: NE11)
	SCHEDULED MONUMENT
	LISTED BUILDING
	OTHER SITE ALLOCATIONS
	KNOWN AREAS OF CONSENTED DEVELOPMENT

ALL POLICIES TAKEN FROM: VALE OF WHITE HORSE LOCAL PLAN 2011: ADOPTED POLICIES MAP (2016) WHICH INCLUDES SAVED POLICIES

Landscape Designations and PRoW Diagram



Designations

Tulwick Park is not within or adjacent to any designations for valued landscapes, such as local landscape designations, AONBs or National Parks.

The nearest landscape-related designations are summarised below:

- ☞ North Wessex Downs Area of Outstanding Natural Beauty (AONB) located south east of Wantage;
- ☞ Grove Conservation Area is located to the west visually separated from Tulwick Park by residential development and the A338 (Station Road);
- ☞ East Hanney Conservation Area is located to the north visually separated from Tulwick Park by vegetation and by the A338 (Station Road) where it rises over the Swindon to Didcot (GWR) railway line;
- ☞ There are three further Conservation Areas to the south of Tulwick Park (Wantage, Ardington and West Hendred) visually separated from the Site by a combination of topography, residential development and well-established woodland;
- ☞ There are two Grade II listed buildings to the south of Tulwick Park (Tulwick Farmhouse and associated cartshed); and
- ☞ There is a further Grade II listed building (Grove House and Grove House South) to the west of the Site, beyond the A338 (Station Road).

There are no regional trails, open access areas, or greens either within or immediately adjacent to Tulwick Park.

Views from local PRow would be very limited to none from publicly accessible areas, due to the prevalence of existing hedgerows and woodland and the undulating topography.

Visual Amenity

The potential visibility of the proposed development was determined by desktop assessment of topography using OS mapping data and checked by field survey.

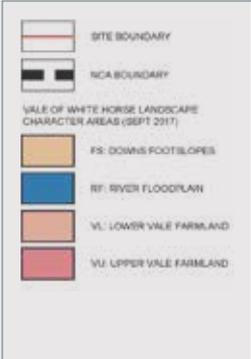
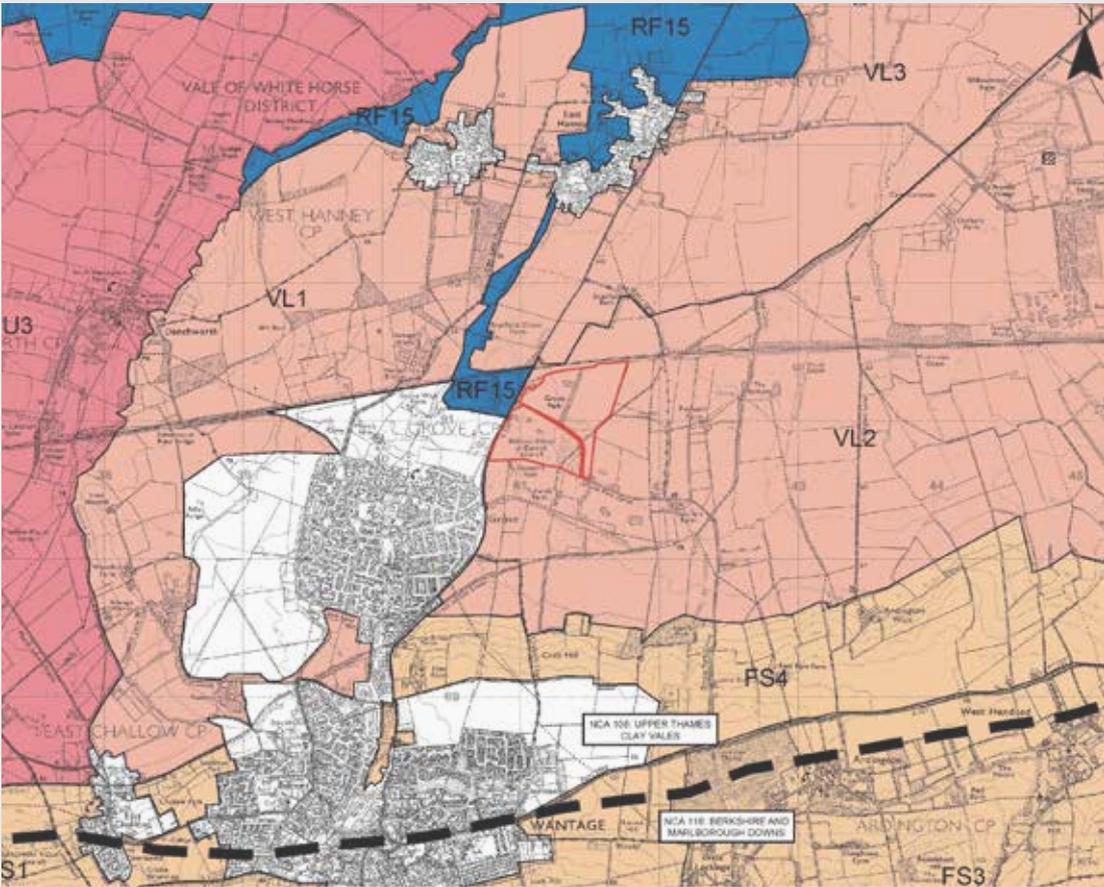
Potential visibility is largely concentrated around Tulwick Park itself with the majority of views, at least, partially screened by the newly established woodland plantations and by corridors of willow and poplar which pass along ditches, as well as existing well-established hedgerows with hedgerow trees.

Views of the proposed development may be visible from the following:

- ☞ Views from local PRow (including public bridleway 235/9 which passes through Tulwick Park, public footpath 235/8 and byway open to all traffic 235/10 to the south, public footpath 235/18 to the south along the Old Canal and public footpath 285/21 to the east);
- ☞ Views from the local road network;
- ☞ Views from the Grade II listed Tulwick Farmhouse and associated cartshed to the south; and
- ☞ Views from residential properties along the A338 (Station Road) to the west.

It is notable that potential views from the North Wessex Downs Area of Outstanding Natural Beauty (AONB) located to the south of Wantage would be very limited to none from publicly accessible areas, due to the prevalence of existing hedgerows, woodland and the undulating topography.





Landscape Character Plan







11 HERITAGE ASSESSMENT

The Heritage Assessment has considered the potential effects proposed development at Tulwick Park would have on the historic environment. In accordance with government policy this assessment draws together the available archaeological, historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of the Site.

Non-Designated Archaeological Heritage Assets

The south-eastern part of the Site contains the known, non-designated asset – the Deserted Medieval Village of Tulwick (DMV). The earthworks of the DMV are barely visible above ground. An appraisal of aerial photography and LiDAR imagery has been undertaken to define the boundary of the DMV and to ensure that this interface is accounted for to enable effective mitigation.

The proposed Masterplan will allow for the preservation of all of the DMV to the south of Grove Park Drive and part of the DMV to the north of the road.

Ground works associated with the proposed development have the potential to remove previously unrecorded finds or features associated with late prehistoric, Roman, medieval and post-medieval occupation. Based on available evidence the archaeological resource is not expected to be of a level of significance that would warrant preservation in situ.

Designated Heritage Assets

There are no Scheduled Monuments, Registered Parks and Gardens, and Registered Battlefields either within, or in the surroundings of Tulwick Park. The Site contains no listed buildings, and significant impact on the setting of listed buildings or conservation areas within the wider environs of the Site, are not anticipated.





12 ECOLOGY AUDIT

Features of Ecological Importance

There are few features of ecological importance within the area likely to be affected by development at Tulwick Park. Most of the land is in arable production and has been farmed for many years.

Grove Park Drive, which bisects Tulwick Park, was constructed during the 20th Century. Lines of trees, mainly Poplars, were planted along parts of the northern side of this road. Small copses, of mixed broadleaf trees and conifers, were also planted within the Site and a former hedge, running between the railway line and the new road, was widened into a tree belt, linking with one of the copses.

A short section of both the eastern and southern boundaries by Tulwick Lane are older routes, lined with more diverse and mature hedges and ditches.

Wide margins have been left around many of the arable fields. These provide temporary habitat for invertebrates and small mammals, which in turn provide prey for raptors, including Buzzards and Red Kites.

The old hedges provide good shelter and foraging opportunities for bats and birds, including Green Woodpeckers.

Great Crested Newts have been recorded to the north-west of the Site.

There are no protected sites or Conservation Target Areas in the vicinity of Tulwick Park.

Opportunities for Biodiversity Gain

The older hedges and more recent plantations will be retained within a green network which will increase the number and size of permanently vegetated areas and secure ongoing protection and conservation management.

New trees and shrubs will be planted in the copses, tree belt and where the boundary hedges are sparse, to better reflect the local woodland community, still evident in the old hedges. This will include small trees and shrubs such as Field Maple, Blackthorn and Hawthorn, which will benefit locally important species such as Hairstreak Butterflies, Tree Sparrows and Great Crested Newts.

Conversion from arable production will lead to a local reduction in agricultural chemical application, which will reduce run-off. This will be of particular environmental benefit in this location, which is close to a Nitrate Vulnerable Zone.

It is intended that the existing network of ditches, hedgerows, tree belts and copses would be retained where possible and would be strengthened by proposed planting which would create green connections throughout Tulwick Park and into the landscape beyond.





13 SETTLEMENT MORPHOLOGY

Grove is a broadly square settlement with some development which extends further south towards Wantage. However the shape of Grove is not considered to be of any particular significance which would have a bearing on opportunities for future growth.

The GWR railway line acts as a physical barrier to the north of Grove. Whilst there is existing and committed development in the area north of the settlement it is not considered that opportunities for further development are likely to exist to the north of the railway line.

The area between Grove and Wantage is generally open with the exception of a strip of development along the A338 (Station Road). In order to retain the separate identities of the two settlements it is considered unlikely that future development opportunities will exist in this area.

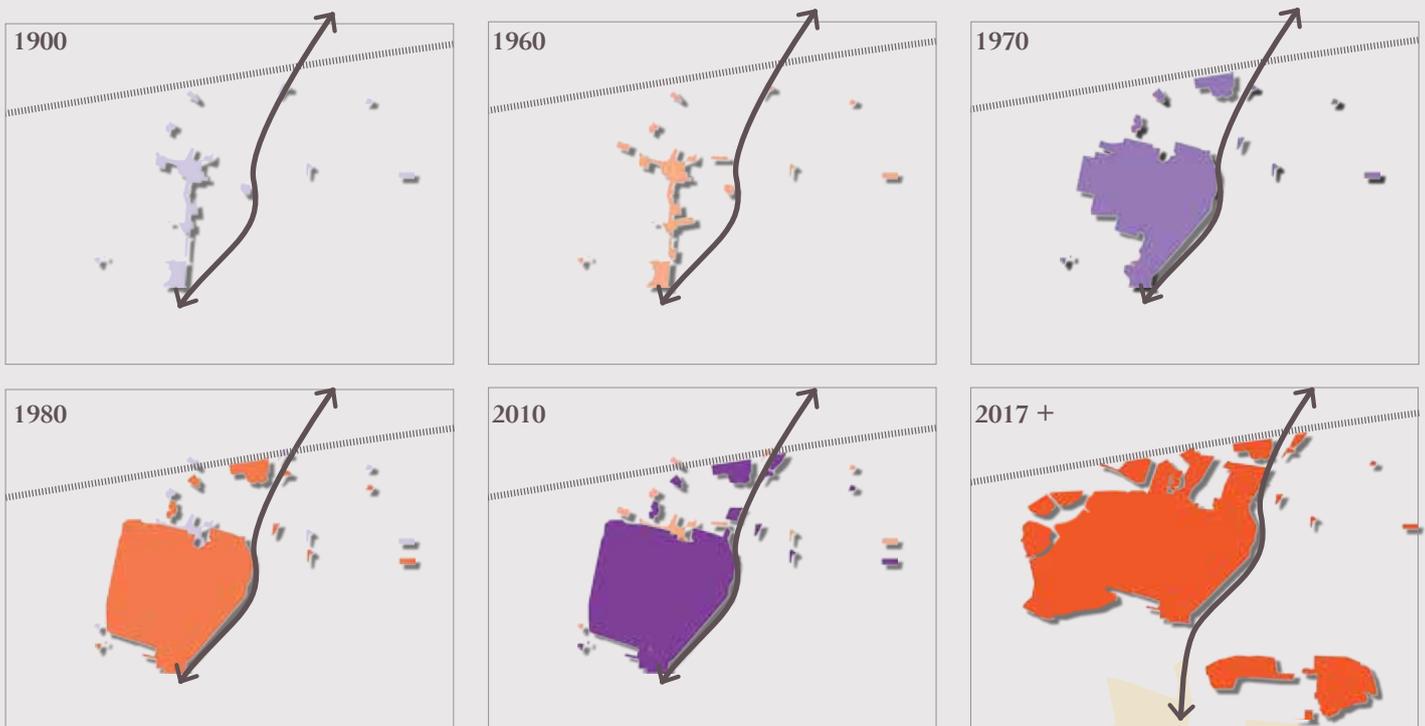
To the west of Grove significant development is already permitted at the former Grove Airfield. This development will take a significant period of time to deliver and will not be completed until well after 2031. Furthermore,

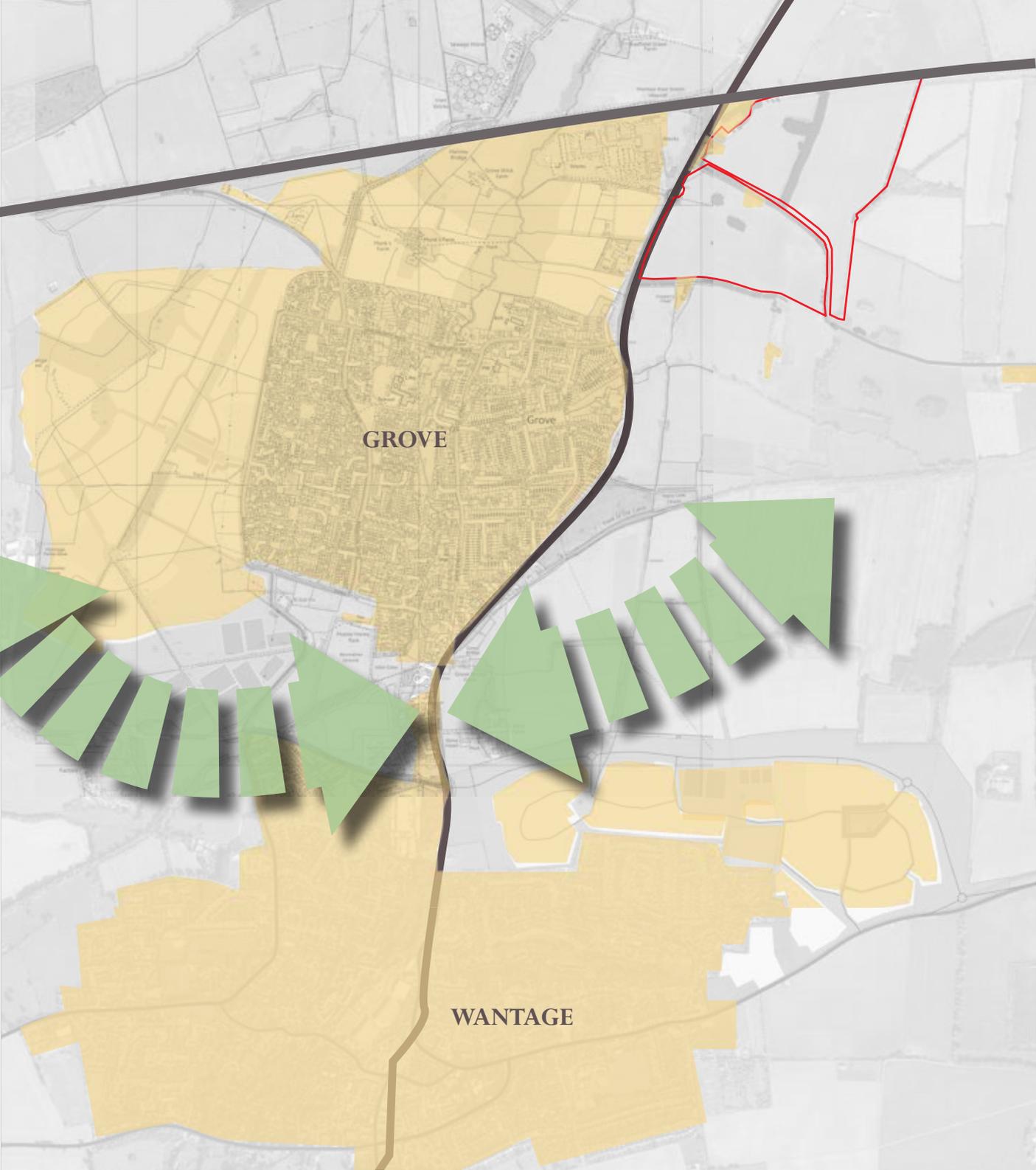
additional development to the west of Grove runs the risk of harming the identities of East and West Challow. Additional development to the west of Grove would not maintain the compact settlement nature and it is considered unlikely that the west of Grove will be a location for further development.

Tulwick Park is free of any environmental constraints which indicate it should not be delivered; it is not located beyond a significant physical barrier; it would not lead to the coalescence of settlements or the loss of their individual identities; and it would maintain the compact nature of the settlement.

There is no current evidence that the A338 (Station Road) performs any historic function in terms of the growth of Grove. It is worth noting that in Wantage, development is already located either side of the A338 (Station Road).

It is therefore considered that land to the east of Grove represents the only solution in spatial planning terms which offers a sound basis for the future expansion of the settlement.





THE COMPONENTS OF A 14 SUSTAINABLE COMMUNITY

Initial assessments were undertaken to establish and describe the context of the Site, including facilities, connectivity, landscape and visual impact, heritage and ecology. In addition to this, a study has been undertaken to illustrate how Grove has grown over the past 150 years. This analysis has demonstrated that Tulwick Park is ideal for the delivery of new homes, due to its location and

context and the potential to access the Site via sustainable modes of transport.

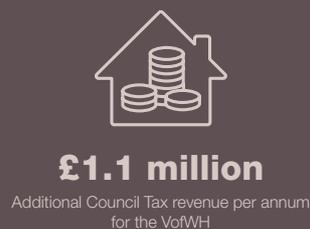
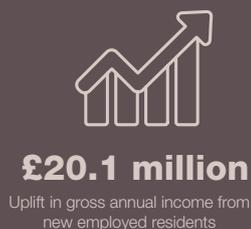
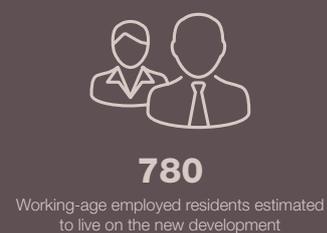
The outcome of the initial assessment generated more focused analysis to identify land uses, facilities and services which can benefit the wider Grove area and deliver a more sustainable community.

It is envisaged that Tulwick Park will provide the following economic benefits:

Construction Phase



Operational Phase



Employment

The Vale of White Horse's locational attributes, combined with its skilled labour force and high employment rate, make the area highly attractive to businesses and investors, in turn creating a buoyant employment market characterised by strong demand for both housing and employment land and premises.

Employment growth has been supported by a growing number of businesses in the South East Vale Sub-Area, the total number having grown by over 20% between 2010 and 2017. Much of this growth has been driven by micro businesses with fewer than 10 employees. This growth highlights that there is likely to be demand in the market for modern, smaller scale floorspace that can be used flexibly to cater for small and start-up businesses.

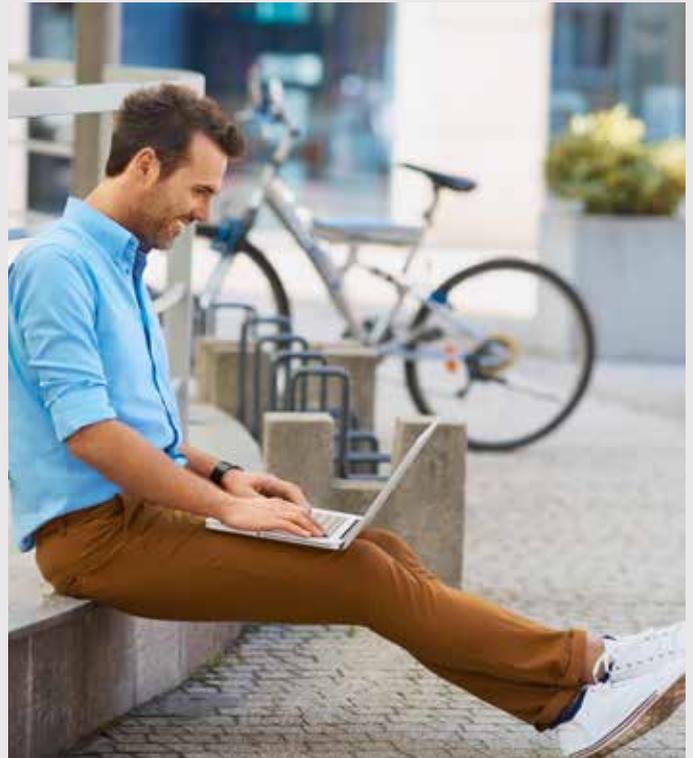
These factors provide a strong case for the allocation of additional employment land at Tulwick Park that would address gaps in supply, thereby improving choice in the market and helping to ensure the underlying needs of small businesses are met.

At present there is evidenced demand for employment sites and premises, particularly in the Science Vale area, for small B1 sites, either for offices or hi-tech and light industrial use.

When comparing take up to the existing available supply and pipeline of office and light industrial floorspace across the Science Vale area, it shows that there is less than 1 years-worth of capacity in the existing supply and the pipeline will only provide roughly 1.7 years of supply at current take up rates.

Within the context it is considered essential that the LPP2 makes provision for a balanced portfolio of employment development sites, with a particular focus on ensuring an adequate supply is available to maximise investment and meet business needs in the early years of the Plan period.

The employment land proposed at Tulwick Park offers the potential to respond to this need and those of a range of potential occupiers, including local start-ups and small and medium sized enterprises (SME) for whom being nearby but not within Oxford and the larger Enterprise Zone sites in Science Vale may be a requirement.

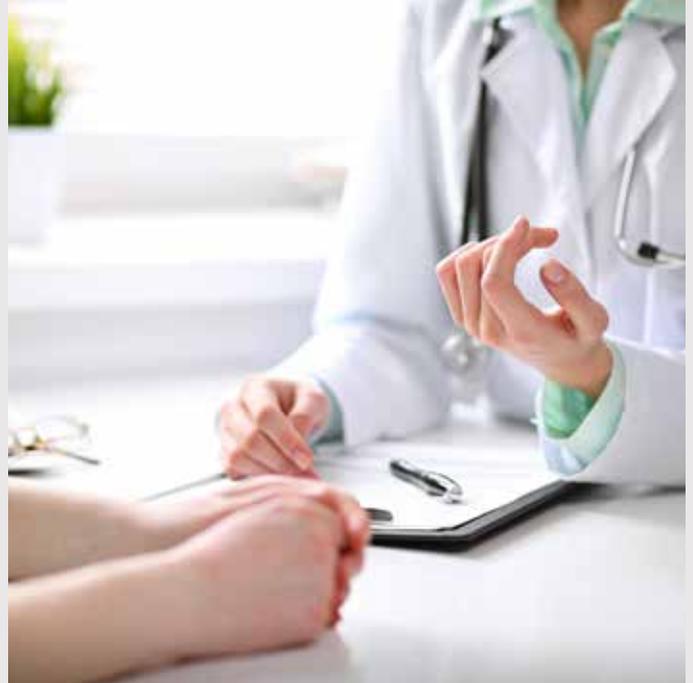


Community Infrastructure

The Vale of White Horse's Infrastructure Assessment Briefing Note has been prepared to establish the existing provision of, and likely requirements for future community infrastructure in Grove. The purpose is to establish whether existing facilities relating to health (GPs and dentists), nurseries/crèche facilities, open space and sports facilities can accommodate demand generated by development at Tulwick Park.

The report has highlighted the specific requirements for the following:

- ℘ 0.8 GPs are required for the proposed development which could be met through expansion of existing facilities. However, taken together with other new committed developments there may be a requirement for a new medical facility. Consultation with Oxfordshire Clinical Commissioning Group (CCG) is required to confirm their preferred approach;
- ℘ Potential primary school provision on-site;
- ℘ 0.4 ha of children's play space;
- ℘ 0.6 ha of allotment space to meet demand from the development but a larger quantum could be provided to meet local latent demand;
- ℘ 15% of the Site to be public open space;
- ℘ Requirement for 1.1 MUGAs; and
- ℘ 2.3 ha of grass playing pitches.



Education

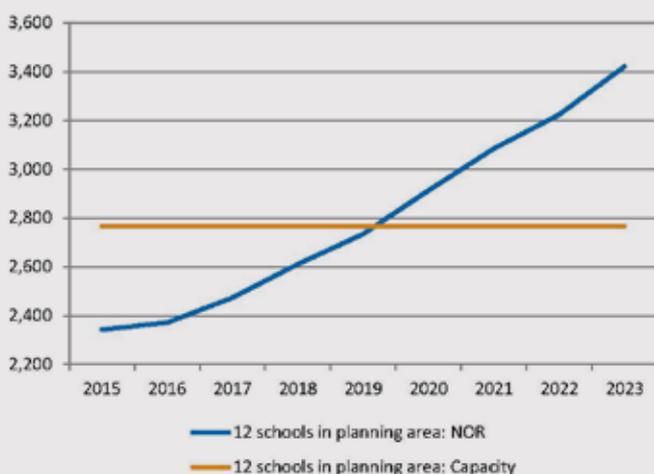
There are three primary schools within a two mile walking distance of Tulwick Park, which currently have capacity for 890 pupils. At the current time there is some available capacity within these schools, however this is reduced when places are reserved for parental choice. The analysis of the current position for the academic year 2016-2017 shows that these schools could accommodate an additional 150 primary pupils from Tulwick Park.

Primary schools local to Tulwick Park are forecast to experience an increased pressure on places as a result of increased birth rates and new housing developments in the area. This will lead to a deficit of places across all primary schools within a 2 mile walking distance from Tulwick Park, according to latest forecasts from OCC, by 2021.

OCC has sought to mitigate the impact of population growth by planning for new schools in the new housing allocations (Grove Airfield and Crab Hill) and by expanding Grove C of E School.

Consultation with OCC and additional analysis has shown that Grove C of E School is likely to be full once additional housing development at Monks Farm is complete.

Figure 3.3: Forecast position for schools across 'Wantage school planning area'



The closest secondary school to Tulwick Park is King Alfred's Academy in Wantage. The school is within a three mile walking distance from the Site which is considered a reasonable distance by the DfE25 and OCC in their 'Pupil Place Plan' for secondary age pupils.

King Alfred's Academy currently has spare capacity of 385 places. The analysis of the current position for the academic year 2016-2017 shows that this secondary school currently has capacity to accommodate the additional 150 secondary age pupils who would be resident at Tulwick Park.

The assessment concludes that Kind Alfred's Academy is forecast to experience an increased pressure on places as a result of increased birth rates and new housing developments which will lead to a deficit of places after 2020. However, a new "all through" school is proposed as part of the Grove Airfield development and the land can be called for by OCC following the 150th dwelling occupation. The development at Tulwick Park is capable of providing financial contributions to facilitate the delivery or expansion of this school.

The conclusion of the report is that a new primary school should be provided at Tulwick Park and that the following recommendations are considered to ensure that the new school best meets the needs of the future population:

- ☞ 2.22 ha allocated to ensure that the 1FE school (210 places) can be expanded to a 2FE (420 places) primary school;
- ☞ Where possible locate the school centrally in the development so that it can be easily accessed by all new homes; and
- ☞ While most students should be within walking distance of the new school, the road infrastructure fronting the school should be appropriate for pupil drop off.



ACCESS & MOVEMENT

15 FRAMEWORK

Pedestrian and Cycle Access

The indicative Masterplan should be designed to be people-orientated, providing a strong relationship between built form, the street and open space, to create locally distinctive streets intrinsically linked to the settlement character and pattern. To ensure that the internal routes cater for people from all groups, the internal network of roads, shared surfaces and footways should be constructed using slip resistant materials, including appropriate lighting and be free from obstacles to movement.

At Tulwick Park the intention is to provide a new shared pedestrian/cycle path alongside the southbound carriageway of the A338 (Station Road). This will provide effective connections to crossings that form part of the infrastructure that will be delivered by the Grove Airfield and Monks Farm developments, ensuring that existing and future residents of Grove are able to safely access the local amenities that will be provided on either side of A338 (Station Road). The path will provide an important first phase of delivering the cycle improvements that are identified in the LPP1.



Public Transport Access

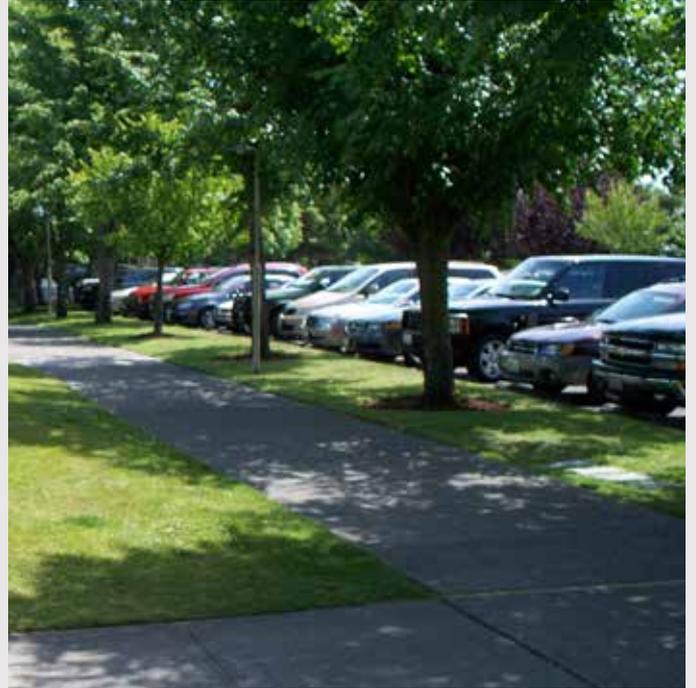
The Science Vale Transport Strategy includes provision for a package of sustainable transport improvements, including:

- 🌀 New and enhanced high frequency services on core north-south routes, including between Wantage and Oxford;
- 🌀 The development of new services on “connector routes”, including Wantage to Abingdon; Wantage to Milton Park; and, Grove to Harwell Campus; and
- 🌀 The provision of a bus-rail interchange at the proposed Grove Railway Station.

Given that the Site is located adjacent to the A338 (Station Road), it is clear that it is well placed to take advantage of these planned improvements to the local bus network. Tulwick Park is the only part of Grove that has access to all of the buses that currently link this area of the Science Vale with Abingdon and Oxford.

As a minimum effective pedestrian links to the existing bus stops will be provided. For example, the current section of Grove Park Drive, that will be realigned as part of the vehicular access strategy, will be converted to a shared pedestrian/cycle path to provide access to the bus stops located to the north of the A338 (Station Road)/Williams F1 roundabout.

Following initial discussions with Stagecoach it has been established that Tulwick Park provides a viable site for a Park and Ride facility, which will have the potential to encourage a change in travel behaviour before drivers exiting Grove reach the more congested sections of the A338 to the north. Given that this has the potential to ensure the local highway network will operate more efficiently, it is clear that Tulwick Park can play an essential role from a transportation perspective in the future growth of both Grove and the Science Vale more widely.



The overall contribution that Tulwick Park will make to the identified Science Vale Transport Strategy is reinforced by the emerging masterplan safeguarding land to facilitate the re-opening of Grove Railway Station. This is particularly evident given that the areas of land that are currently safeguarded in the emerging LPP2 are subject to a number of limiting factors that bring into doubt the prospect of this piece of infrastructure, which plays a central role in the respective transport strategies of the VofWHDC and OCC, ever being delivered. As is set out in the supporting Transport Feasibility Assessment, these include:

Issues with Option 1

- ☞ The land that is located (partially) within the North West Grove allocation and is isolated from the A338 (Station Road), and will thus be considered too much of a detour for drivers of vehicles travelling along the A338 (Station Road) as part of a longer distance commute;
- ☞ Until the Grove Northern Link Road (GNLR) is provided, which is considered unlikely due to apparent land ownership constraints, access to the North West Grove site would be restricted to a single carriageway road;
- ☞ Until the GNLR is delivered, pedestrian, cycle and public transport access to the North West Grove proposed allocation will also be fully reliant on Denchworth Road. In its current state pedestrians, cyclists and public transport operators will not consider this an attractive route;
- ☞ Failing to acknowledge that there will be a need for a substantial upgrade to the current infrastructure associated with the GWR before any new station can be provided, and thus the virtues of the areas of safeguarded land having access to a section of the line than benefits from four tracks is over emphasised.

Issues with Option 2

- ☞ The lack of any justification that it is possible to deliver a safe and suitable access to the land that is safeguarded to the north of the GWR;
- ☞ Land ownership constraints associated with the land located to the north of the GWR have an adverse impact upon the accessibility of this site from a pedestrian and cycle perspective;

- ☞ Land ownership constraints that preclude the ability of people to access the southern platform of the indicative station layout that is shown to the north of the Williams F1 Head Quarters and Conference Centre;
- ☞ Failing to acknowledge that there will be a need for a substantial upgrade to the current infrastructure associated with the GWR before any new station can be provided, and thus the virtues of the areas of safeguarded land having access to a section of the line than benefits from four tracks is over emphasised.

As the above will deter people from travelling to these sites in order to access future train services, this will have an overall negative impact upon the business case for re-opening Grove Railway Station. It is therefore clear that the inclusion of these sites at the expense of Tulwick Park severely restricts the ability of a station from ever being realised. This is particularly evident given the area of land shown as being safeguarded on the emerging Tulwick Park masterplan is:

- ☞ Within the control of DWS and is thus available and deliverable.
- ☞ Accessed directly from the A338 (Station Road) via the creation of a fourth arm off the existing A338 (Station Road) / Williams F1 Roundabout, which is not subject to any safety or capacity limitations.
- ☞ Surrounded by a range of uses that will increase the overall viability of a station as it will cater for both 'outbound' and 'inbound' commuter trips, including those that are currently associated with the Williams F1 Head Quarters and Conference Centre.
- ☞ Supported by a proposed Park and Ride, which will ensure that the station is readily accessible by a range of transport modes.

Tulwick Park is ideally situated to encourage a greater proportion of trips to be completed by public transport and as a consequence remove a significant number of car journeys from the road network. The Site offers the VofWHDC and OCC the potential to meet their objective of ensuring there are efficient and effective transport linkages between the major Science Vale employment sites and planned housing growth.

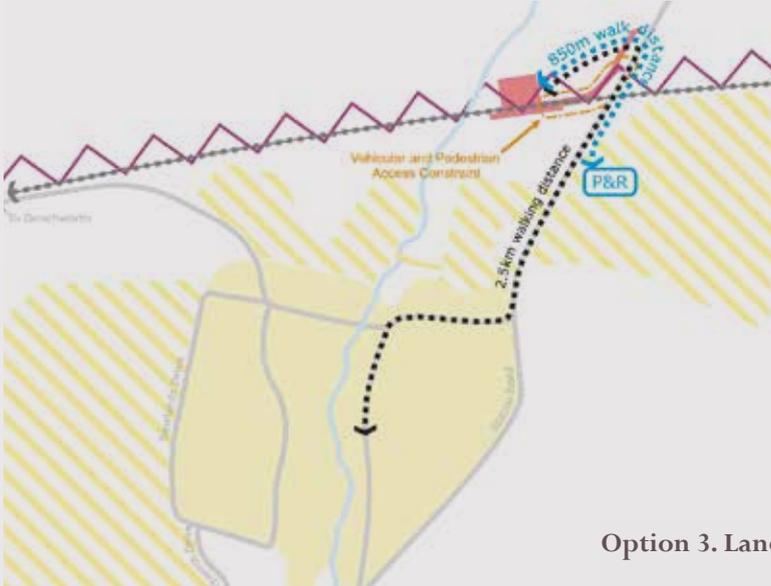


Comparative diagrams demonstrating the benefit of including safe guarded land for the railway station within Tulwick Park

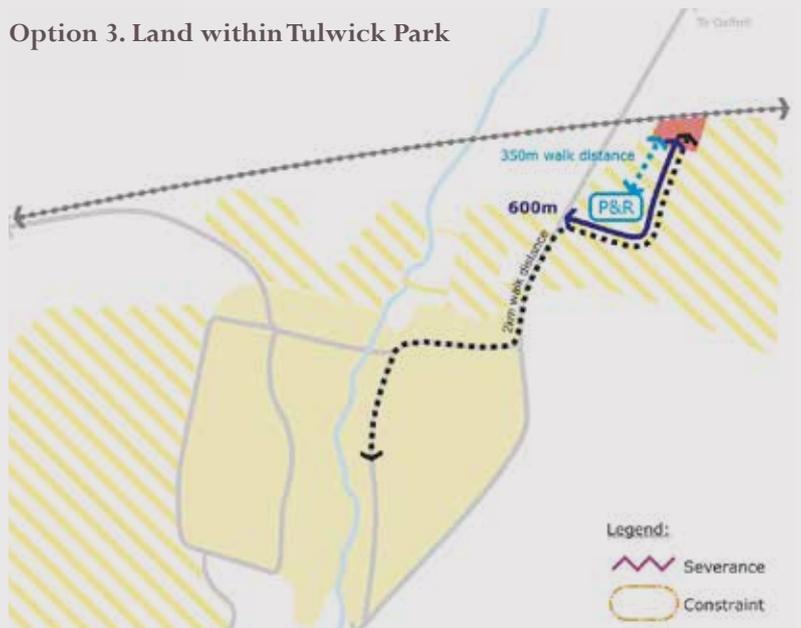
Option 1. Land to the west of the A338 and south of the GWR



Option 2. Land to the west of the A338 and north of the GWR



Option 3. Land within Tulwick Park



Vehicular Access

Vehicular access to the Site will be provided via the creation of three new junctions. These comprise:

- ✦ A fourth arm from the existing A338 (Station Road) / Williams F1 access roundabout;
- ✦ A priority controlled junction that benefits from a right turn lane on Grove Park Drive; and,
- ✦ A new four arm internal roundabout, which will act as a focal point for the development and in doing so will provide connections to a network of internal roads that will serve the proposed land uses and transport interchanges.

The junctions accord with current design guidance documents and can accommodate the types of vehicles that will access the Site on a regular basis. An initial Highway Impact Assessment has also established that these are of sufficient size to accommodate traffic associated with the development in a future year of 2031.

The access strategy that has been identified for Tulwick Park can be delivered using land that is either controlled by DWS or forms part of the adopted highway boundary.

The delivery of Tulwick Park can commence at an early stage in the plan period unlike the proposed North-West of Grove allocation, which will be reliant upon the delivery of the GNLR in order to release all 400 dwellings that the VofWHDC considers to be achievable in that location, during the plan period.

From a highways perspective the proposed access provides a suitable means of access into the Site in accordance with

the NPPF. The proposed amendments to the A338 (Station Road) / Williams F1 access roundabout make provision for the existing alignment of Grove Park Drive to be amended, which will reduce the number of vehicles that currently use the A338 (Station Road)/Grove Park Road junction that was identified as being subject to capacity constraints in relation to the Grove Airfield planning application.

Within Tulwick Park a series of central spine roads will be provided to connect the proposed respective development parcels with the public highway. It is intended that these roads will be designed in accordance with the principles of a 'Link' as outlined in Manual for Streets (MfS) and their design will ensure users, including buses, can pass through the development in a timely manner with limited disruption.

In addition to the spine roads there will be a network of secondary streets and shared surfaces that will be designed in accordance with the sense of 'Place' as outlined in MfS, which is based on the concept of 'Living Streets'. The side roads will be seen as a destination in their own right for a variety of activities, including providing access to open space and they will be designed to ensure pedestrians and cyclists take precedence over vehicles.

The quantum of development being promoted at Tulwick Park is unlikely to generate a level of traffic that, in isolation, would result in a material impact upon the local highway network. A high level traffic impact assessment has established, through reference to recent planning applications, that the junctions that are likely to experience the greatest increase in vehicular activity will continue to operate within acceptable thresholds in 2031.





Indicative layout for the Park and Ride at Tulwick Park.





16 THE MASTERPLAN APPROACH

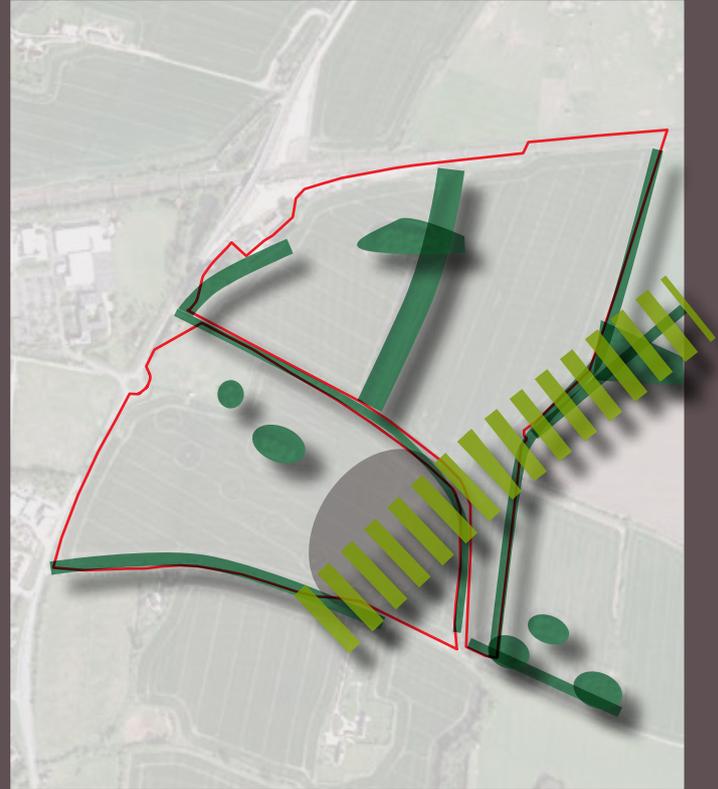


Access & Movement

The primary vehicular access will be taken from the existing roundabout located on the A338 (Station Road). This will provide the opportunity to close part of Grove Park Drive to traffic and utilise it as a key pedestrian and cycle link, between the centre of the Site and the A338 (Station Road) and connecting to the centre of Grove.

Existing PRoWs will be retained along their current alignment and new green connections made to these links.

A proposed pedestrian crossing point across the A338 (Station Road), associated with new development locally will provide a key pedestrian connection between the Site and Grove centre.



Existing Green Infrastructure

The Site is currently formed of fields in agricultural use with established trees and hedges to their boundaries. There are also a number of copses within the centre of the fields. These existing trees groups and hedges will be retained and enhanced as part of the wider landscape strategy.

The alignment of the PRoW that runs across the southeast corner of the Site provides a logical location for the green edge of the proposed development.

The DMV, to the south of Grove Park Drive will be retained in situ, within the context of green edge.





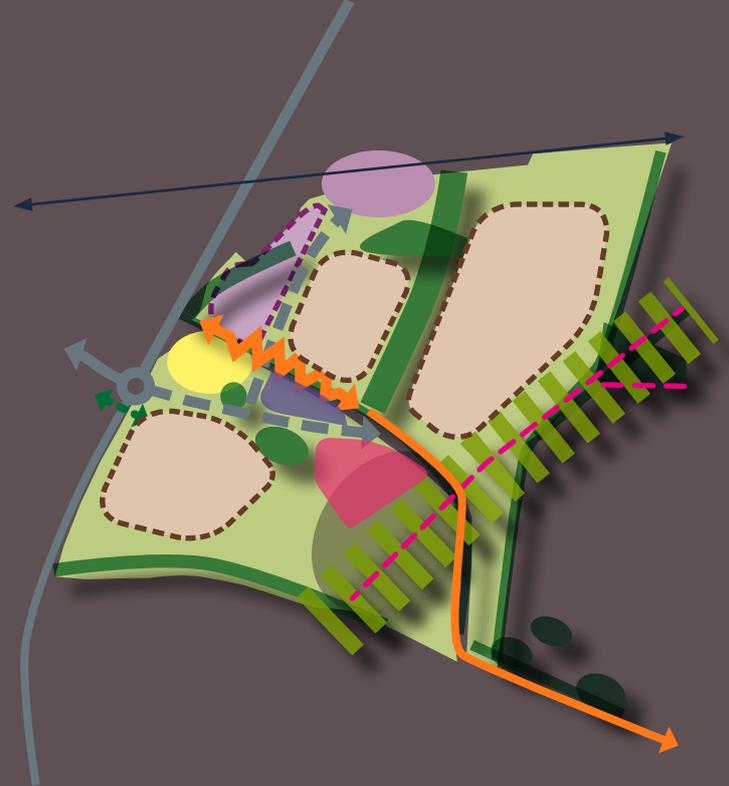
Land Uses

The proposal is for a residential led development. Higher densities will be applied to the west of the Site and gradually move towards lower densities along the eastern and southern boundaries. This will provide an appropriate transition from the development core to the countryside edge.

The Park and Ride will be located adjacent to the A338 (Station Road) and to the primary vehicular access point. It will be adjacent to the local community hub where high density residential development, business and retail uses will be located.

Business uses will be located to the north of the Park and Ride and adjacent to the land and access safeguarded for Grove Railway Station.

The primary school will be located at a key central location, adjacent to the community hub and the school building will form a key landmark and should be visible from the primary access point.



Masterplan Strategy

The context of the existing access network, considered with the proposal to implement a Park and Ride and the safeguarding access and land for Grove Railway Station, provide a structure for the proposed masterplan.

This structure is then strengthened through the retention of existing trees and hedges and the intention to maintain the alignment of the existing PRoW along its current path and within a green setting.

The siting of land uses including the Park and Ride, businesses, community hub and primary school in locations that will provide, and be convenient, for the new and existing community. In addition to this, the densities across the Site have been applied to generate a masterplan that will have an active central core, and a series of residential parcels that respond to the existing context of the Site and generate a new and recognisable character for Tulwick Park.





IMPLEMENTING THE 17 MASTERPLAN VISION

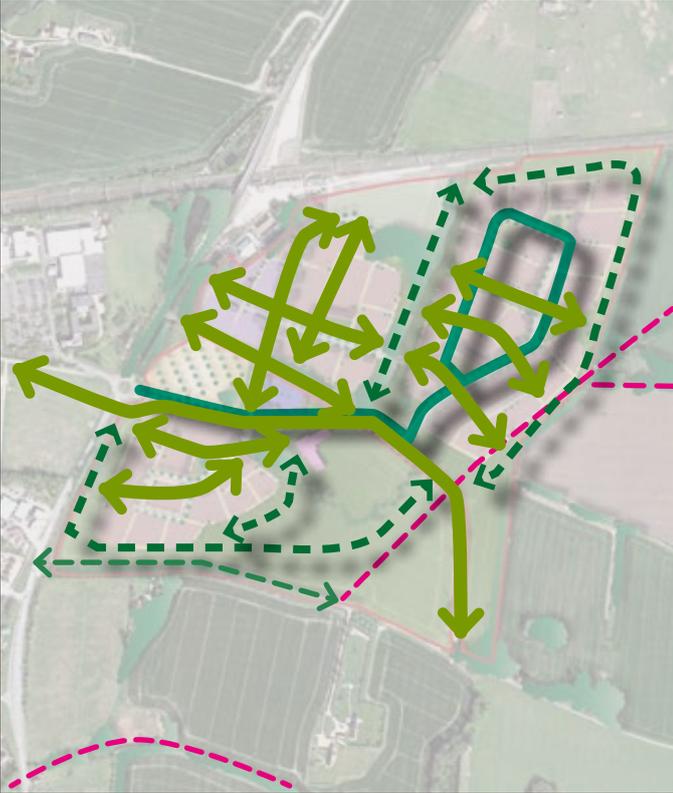
1. Mix use residential led masterplan for around 600 new homes, community uses and hub, business uses, a Park and Ride and associated landscape and infrastructure
2. Lower density development located along the countryside edges
3. Medium density development constituting the development core
4. Upper medium density development located along the primary routes through the Site
5. Upper density development located within the central mixed use hub and adjacent to the entrance to the Site
6. Community and leisure uses within the mixed use hub that could include a small local shop, community hall, space for a medical centre, a library and/or an early years nursery facility
7. Business uses
8. Park and Ride
9. Primary school that could provide up to 2 forms of entry
10. Land safeguarded for Grove Railway Station
11. Extensive area of open space that could provide formal and informal play space
12. Potential location for allotments, boules courts, a Local Equipped Area for Play and informal amenity
13. Connected green routes through the Site providing a generally off road routes for pedestrian and cyclist use
14. Primary access taken from the A338 (Station Road)
15. Primary access route through the Site
16. Secondary access routes
17. Low speed shared surface streets and private drives
18. Extent of Grove Park Drive to be closed to vehicular traffic
19. Access provided from the A338 (Station Road) to the safeguarded land for Grove Railway Station
20. Series of key spaces along primary and secondary routes to act as traffic calming and provide identity and legibility through the proposed scheme
21. Pocket parks to provide green amenity within the development core and potential small play areas







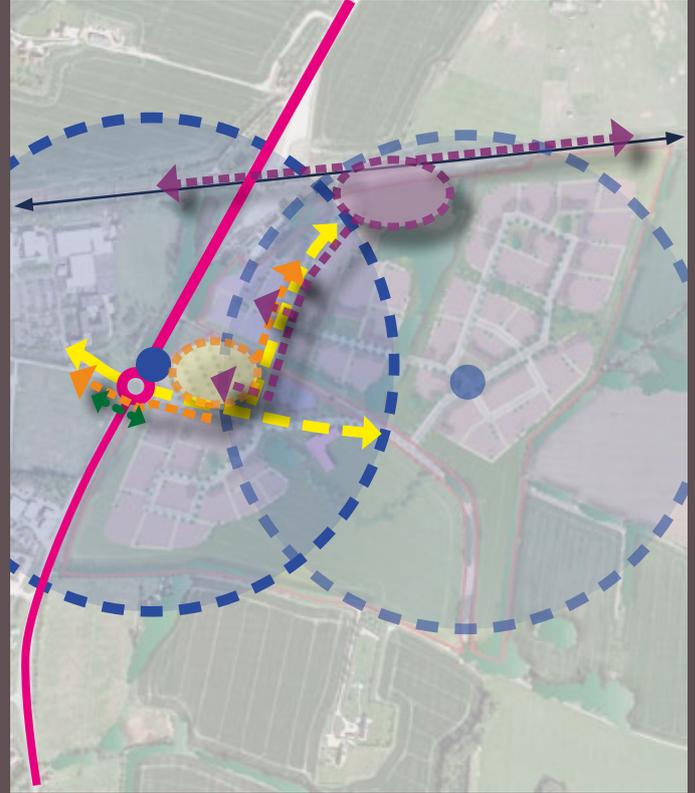
18 MASTERPLAN STRATEGIES



A Network of Green Connections

The proposed streets will be implemented to ensure that provision is made for pedestrians and cyclists as well as the private car.

These green routes should also provide pleasant spaces for people to walk and cycle along and provide connections to the areas of green amenity and infrastructure, including sports pitches, allotments, play spaces and off road green routes to encourage healthy and active lifestyle choices.



Modes of Transport Alternative to the Private Car

Tulwick Park proposes two significant elements that will contribute to reducing the number trips made by private cars.

The Park and Ride will be located adjacent to the A338 (Station Road), visible from the highway and adjacent to the Site entrance.

Land is safeguarded within the masterplan for Grove Railway Station and access to it will be provided directly from the primary access into the Site. This will be further supported by good pedestrian and cycle links that will run parallel to the highway network.

The majority of the proposed residential development is located within 5 minutes walking distance of an existing bus stop on the A338 (Station Road). The proposed scheme will be designed to allow for a bus to access the Site and there is potential to implement a further bus stop within the eastern development parcels.



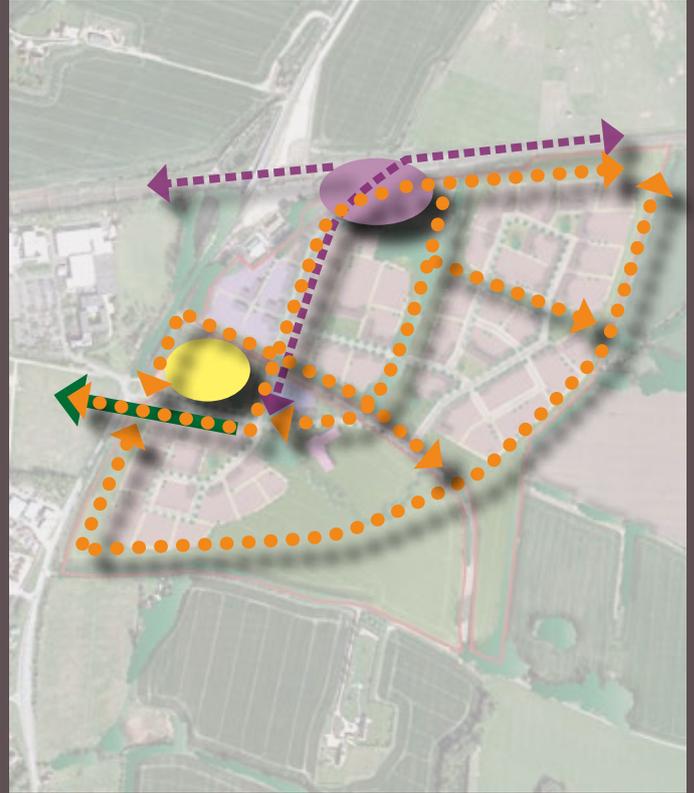


Green Amenity & Play

The residential development will be set around a series of pocket parks. These will provide green amenity and the potential to provide children’s play areas across the proposed masterplan.

This will be further support by allotments or community gardens that could be located along the countryside edge, to the southeast of the Site.

The primary school will be associated with formal play and this could provide a resource to the wider community. Additional informal green amenity can be provided for along the southern, eastern and northern site periphery.



Potential for Key Sustainable Infrastructure Connections

The proposed masterplan implements a number of opportunities for significant sustainable transport hubs including the Park and Ride and the potential to reinstate Grove Railway Station and the proposed scheme should enable sustainable connections to these resources.

A pedestrian crossing point to the south of the primary access point will be a key pedestrian connection between the Site and the centre of Grove.



TULWICK PARK CHARACTER: NEW HOMES

DWS are proposing to deliver a residential led mixed use sustainable extension to Grove and this will include up to 600 new homes. These will include a range of housing types and tenures to serve the local need.

New homes will be provided around a network of streets and spaces that reflect a strong character and recognisable identity, generated through the application of urban form, land use, density and landscape context.





TULWICK PARK CHARACTER: COMMUNITY & BUSINESS HUB



The proposed scheme will provide new land uses that will contribute to the wider community.

These could include a medical centre, offices, ancillary uses such as a café or a convenience store, and a primary school, as well as a Park and Ride that has been endorsed by Stagecoach.





TULWICK PARK CHARACTER: ALLOTMENTS & GREEN SPACES



Green amenity and play spaces will form an important element of the proposed community infrastructure.

These could include formal and informal play, connected green paths, allotments and play spaces for all age groups.

These green spaces provide an opportunity to support ecology and biodiversity across the Site by planting new native species and connecting existing landscape and ecological networks.







19 DELIVERABILITY

Initial assessments have demonstrated that Tulwick Park is free from significant environmental and infrastructure constraints usually associated with large scale strategic sites, and has no major adverse impacts on the countryside or the wider landscape.

The Site is immediately available for development and has the capacity to deliver around 600 new homes, at a rate of circa 75 homes per annum.

The proposal can comprehensively deliver what Grove needs whilst also helping to support the District's growth strategy by ensuring that there is a sufficient supply of new housing, which can be brought forward early in the Plan period.

The Way forward

It is important to understand the needs of local residents, the business community, the wider needs for housing and schools and the requirements for access and transport links.

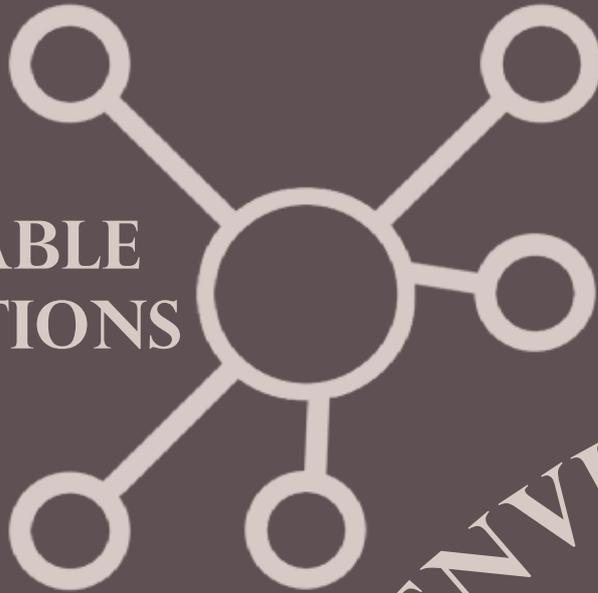
This Document is the start of the preparation of more detailed development proposals for Tulwick Park and further work and consultation will be undertaken to develop the mix of uses for the Site.

As part of our ongoing community consultation we will continue to meet with the relevant organisations and key stakeholders as these proposals progress.





SUSTAINABLE
CONNECTIONS



600
NEW HOMES

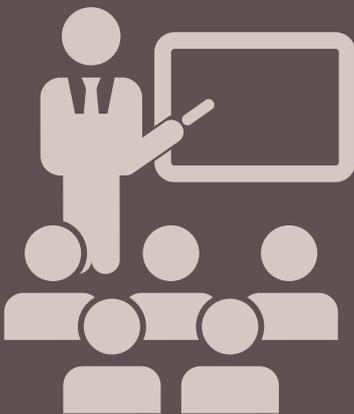
SOCIAL ENVIRONMENT



COMMUNITY
CENTRE



THE
COMPONENTS



SCHOOL



GP



PLAY





ALLOTMENTS



TREES

SUSTAINABLE
URBAN
DRAINAGE



BUSINESS



HUB



MENTAL ECONOMIC



OF A
SUSTAINABLE
COMMUNITY



COMMUNITY



Appendix 3: Turley Sustainability Appraisal for Tulwick Park, Grove

Sustainability Appraisal

Land at Tulwick Park, Grove, Oxfordshire

November 17



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This report has been prepared by Turley Sustainability on behalf of David Wilson Homes to demonstrate that Land at Tulwick Park, Grove is a sustainable location for a residential led development

Client

David Wilson Homes (Southern)

Turley reference

DAVR3005

Document Status

Draft

Date

22 November 2017

Disclaimer

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Introduction



This Sustainability Appraisal has been prepared to demonstrate that Land at Tulwick Park, Grove is a sustainable location for residential led development.

This Sustainability Appraisal has been prepared to support the allocation of Land at Tulwick Park, Grove, Oxfordshire for residential, employment and mixed use development, and associated infrastructure.

It has been drafted to support the representations to the Vale of White Horse (VoWH) Local Plan Part 2 (LPP2) 2031 and its supporting Sustainability Appraisal (SA).

Site and Surroundings

The proposed allocation is located to the east of Grove, approximately 1.1km from the centre of the village, and approximately 18km from the centre of Oxford. The site measures approximately 47.4 hectares.

The site currently comprises a number of fields used for agricultural purposes. The site is bordered by the Swindon to Didcot railway line to the north and enclosed fields bound by Station Road (A338) to the west and Tulwick Lane to the south.

Potential Development Opportunity

The Land at Tulwick Park, Grove is capable of delivering the following:

- Up to 600 homes (as part of a phased development);
- Typical housing mix consisting of detached, semi-detached and terraced family homes;
- The creation of land for employment and retail uses;
- A building in use class D1 which could provide a for a range of community uses, such as a medical facility;
- A park and ride facility;
- A 1 form of entry primary school (which could be extended to 2 forms of entry);
- Other non-residential uses include playing pitches, play areas and a productive landscape; and
- Safeguarded land for delivery of the reopened Grove railway station, helping to facilitate this long term aspiration through the delivery of new infrastructure and improved access.

This site is not dependent upon the prior delivery of any adjacent sites which must come forward before it is delivered and is not reliant upon any other schemes in order for necessary accesses to be provided.

Sustainability Appraisal

This Sustainability Appraisal (SA) has been set out to demonstrate how the development will deliver much needed private and affordable new homes in a sustainable location providing local economic, social and environmental benefits in accordance with the sustainability objectives of the LPP2.

It demonstrates why Land at Tulwick Park, Grove makes a significant contribution to the housing requirement for the Vale of White Horse by delivering a sustainable, residential led development.

The SA is set out under the following section headings which demonstrate how the proposed allocation will deliver sustainable new homes reflecting the objectives and requirements of both local and national planning policy.

2. Policy Context – Sets out adopted and emerging planning policy with regards to the principles and objectives relating to sustainable development in the Vale of White Horse.

3 – Sustainability Appraisal Methodology – Provides details on the methodology adopted for this assessment .

4. Sustainability Appraisal of the Council's Local Plan 2031 Part 2 – Undertakes a review of the Publication version of the SA to identify the reasons why Land at Tulwick Park was not identified as a sustainable option for residential development in Grove.

5. Delivering Sustainable Development at Land at Tulwick Park, Grove, Oxfordshire – Includes a review of the impact of the development against Vale of White Horse Council's Sustainability Appraisal objectives.

1. Policy Context



This section of the report provides an overview of the relevant planning policy and guidance regarding the development of sustainable new dwellings.

National Planning Policy Framework

Following its publication in March 2012, national planning policy is now provided by the National Planning Policy Framework (NPPF) which sets out the government's planning policies for England and how these are expected to be applied. It also sets out the requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

The Government has made clear its expectation that the planning system should positively embrace well-conceived development to deliver the economic growth necessary and the housing we need to create inclusive and mixed communities.

The NPPF states that: *'the purpose of the planning system is to contribute to the achievement of sustainable development'*.

It states clearly that in order to deliver sustainable development, the planning system must perform

three distinct roles, aligned to the three pillars of sustainability, which must not be taken in isolation and should be pursued jointly:

An economic role contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

A social role supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

An environmental role contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Demonstrating Sustainable Development – Paragraph 6 of the Framework states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system".

The policies referred to in Paragraph 6 of the Framework have been divided into 13 themes;

1. **Building a Strong Competitive Economy**
2. **Ensuring the Vitality of Town Centres**
3. **Supporting a prosperous rural economy**
4. **Promoting sustainable transport**
5. **Supporting high quality communications infrastructure**
6. **Delivering a wide choice of high quality homes**
7. **Requiring good design**
8. **Promoting healthy communities**
9. **Protecting Green Belt Land**
10. **Meeting the challenge of climate change, flooding and coastal change**
11. **Conserving and enhancing the natural environment**
12. **Conserving and enhancing the historic environment**
13. **Facilitating the sustainable use of minerals**

Should a proposed allocation demonstrate that it is supporting the relevant policies of the Framework it is deemed to be 'Sustainable Development'.

Planning Policy Guidance

The revised Planning Practice Guidance (PPG) provides further advice on various planning issues associated with development, including those linked to sustainability and renewable energy and underpins the policies within the NPPF.

The PPG is an important material consideration in planning decisions and should generally be followed unless there are clear reasons not to. It sets out how local authorities should include policies that protect the local environment and develop strategies to mitigate and adapt to climate change..

The PPG reiterates that local authorities should set sustainability policies for new housing that are in line with the government's Housing Standards Review.

The latest update to the PPG in April 2016 confirms Local Authorities have the option to set technical requirements exceeding the minimum requirements of the Building Regulations in respect of access, water and space where sufficient evidence is produced to justify the target.

The PPG also states that the distribution and design of new development, and the potential for servicing sites through sustainable transport solutions, are particularly important considerations.

The PPG also provides detailed guidance with regards to the SA Process and content of SA Reports. Section 4 of this SA presents extracts from the PPG that are relevant to these representations.

The New Local Plan 2031

The new Local Plan 2031 is in two parts. Part 1 consists of details about strategic sites and policies and Part 2 deals with detailed policies and additional sites.

The New Local Plan 2031 Part 1

Part 1 of the Local Plan 2031 was adopted in December 2016, providing a policy framework for the delivery of sustainable development across the district up to 2031.

Core Policy 1: Presumption in Favour of Sustainable Development – States that planning applications that accord with the Local Plan (2031) will be approved, unless material considerations indicate otherwise.

Core Policy 4: Meeting Our Housing Needs – States that the housing target for the Vale of White Horse District is for at least 20,560 homes to be delivered in the plan period between 2011 and 2031. Contribution of housing in Grove is as follows:

Settlement	Type	Name	No. of Dwellings
Grove	Local Service Centre	Grove Airfield	2500
		Monks Farm	885

There is a presumption in favour of sustainable development within the existing built areas including local service centres.

Core Policy 7: Providing Supporting Infrastructure and Services – States that all new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal.

Core Policy 18: Safeguarding of Land for Transport Schemes in the South East Vale Sub-Area – States that land is safeguarded to support the delivery of the identifies transport schemes listed by Core Policies 17 and 19, and that planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed.

Core Policy 19: Re-opening of Grove Railway Station – States that the Council will continue to support the re-opening of the railway station at Grove, ideally within the lifetime of this plan, and will work with rail operators, Oxfordshire County Council and other partners to develop and implement a strategy to re-open the station and ensure opportunities to do so are maximised.

Planning permission will not be granted for development that would prejudice the construction of effective operation of the re-opening of Grove Railway Station in accordance with Core Policy 18.

Core Policy 22: Housing Mix – States that a mix of dwelling types and sizes to meet the needs of current and future households will be required on all new residential developments, in accordance with the Council's current Strategic Housing Market Assessment.

Core Policy 24: Affordable Housing – States that the Council will seek 35% affordable housing on all sites capable of a net gain of eleven or more dwellings.

There should be a 75:25 split for rented and intermediate housing respectively.

Core Policy 33: Promoting Sustainable Transport and Accessibility – States that the Council will work with Oxfordshire County Council and others to:

- i. actively seek to ensure that the impacts of new development on the strategic and local road network are minimised
- ii. ensure that developments are designed in a way to promote sustainable transport access both within new sites, and linking with surrounding facilities and employment
- iii. support measures identified in the Local Transport Plan for the district, including within the relevant local area strategies
- iv. support improvements for accessing Oxford
- v. ensure that transport improvements are designed to minimise any effects on the amenities, character and special qualities of the surrounding area, and
- vi. promote and support improvements to the transport network that increase safety, improve air quality and/or make our towns and villages more attractive

Core Policy 35: Promoting Public Transport, Cycling and Walking – States that the Council will work with Oxfordshire County Council and others to:

- i. encourage the use of sustainable modes of transport and support measures that enable a modal shift to public transport, cycling and walking in the district
- ii. ensure new development is located close to, or along, existing strategic public transport corridors, where bus services can then be strengthened in response to increases in demand for travel
- iii. ensure that new development is designed to encourage walking as the preferred means of transport, not only within the development, but also to nearby facilities and transport hubs
- iv. ensure that new development encourages and enables cycling not only through the internal design of the site, but also through the provision of cycle friendly infrastructure to link the new residents with nearby services, employment areas, educational facilities and public transport hubs where

- interchange can be provided for longer distance travel
- v. seek to support the provision of new cycling routes where the proposals are consistent with the other policies of this plan
- vi. ensure proposals for major development* are supported by a Transport Assessment and Travel Plan, in accordance with Oxfordshire County Council guidance, and
- vii. Ensure adequate parking is delivered on new developments in accordance with Oxfordshire County Council's published standards.

Core Policy 40: Sustainable Design and Construction – States that the Council encourages developers to incorporate climate change adaptation and design measures to combat the effect of changing weather patterns in new developments, including:

- i. planting, shading and advanced glazing systems to reduce solar heat gain during the summer
- ii. using materials to prevent penetration of heat, including use of cool building materials, green roofs and walls and using flood resilient materials
- iii. increasing natural ventilation and removing heat by using fresh air
- iv. orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes
- v. locating windows at heights that maximise heating from lower sub angles during the winter, and
- vi. incorporating flood resilient measures such as raising floor levels, electrical fittings and rain-proofing and overhangs to prevent infiltration of heavy rain around doors and windows

New developments are required to be designed to a water efficiency standard of 110litres/head/day for new homes.

Core Policy 42: Flood Risk - States that the risk and impact of flooding will be minimised through directing new development areas with the lowest probability of flooding, ensuring that all new development addresses the effective management of all sources of flood risk, ensuring that

development does not increase the risk of flooding elsewhere, and ensuring wider environmental benefits.

The suitability of the development will be assessed using the Sequential Test, and all developments will be required to provide a drainage strategy, that ensures that runoff rates are attenuated to greenfield run-off rates.

Sustainable drainage systems should seek to enhance water quality and biodiversity within the Water Framework Directive.

Core Policy 43: Natural Resources – States that the Council encourages developers to make provision for the effective use of natural resources where applicable, including:

- i. minimising waste and making adequate provision for the recycling of waste on site
- ii. using recycled and energy efficient materials
- iii. maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and re-use of materials
- iv. making efficient use of water, for example through rainwater harvesting and grey water
- v. causing no deterioration in, and where possible, achieving improvements in water quality
- vi. takes account of, and if located within an AQMA, is consistent with, the Council's Air Quality Action Plan
- vii. ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary
- viii. avoiding the development of the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality, and
- ix. Re-using previously developed land, provided it is not of high environmental value.

Core Policy 44: Landscape – States that the key features that contribute to the nature and quality of the Vale of White Horse District's landscape will be

protected from harmful development and where possible enhanced, including ecological features and the need to protect against intrusion from light pollution, noise and motion.

Core Policy 45: Green Infrastructure - States that a net gain in Green Infrastructure, including biodiversity will be sought through either on-site provision, or off-site contributions and the targeted use of other funding sources.

Core Policy 46: Conservation and Improvement of Biodiversity – States that development that will conserve, restore and enhance biodiversity will be permitted. Opportunities for biodiversity gain will be sought, and a net loss of biodiversity will be avoided.

Vale of White Horse District Local Plan 2013: Part 2. Detailed Policies and Additional Sites. Publication Version, October 2017.

The Publication Version of Part 2 of the Local Plan sets out detailed policies and further locations for the Vale of White Horse's proportion of Oxford's housing needs. Policies relevant to this SA are listed below.

Core Policy 15a: Additional Site Allocations for South-East Vale Sub-Area - Confirms that 400 dwellings will be allocated at Grove with supporting policy text in paragraph 2.100 stating:

The allocation of the North-West of Grove Site will assist with delivering the North Grove Link Road (NGLR) that will form an important connection between Grove Airfield and the A338, along with contributing to a range of other services and facilities. Allocating this site will also ensure the masterplanning for this site can be considered alongside planning for the Monks Farm and Grove Airfield sites ensuring they are fully integrated. It is, however, expected that housing development on the North-West of Grove site will not come forward until towards the end of the plan period and much closer to 2031.

Core Policy 19a: Re-opening of Grove Railway Station – identifies the land to the west of Station Road that is to be safeguarded to deliver the re-opening of the Grove Railway Station.

Development Policy 1: Self and Custom build – States that The Council will support the provision of plots for sale to self and custom builders on major development sites.

Development Policy 2: Space Standards: Proposals for major residential development should ensure 15 % of market dwellings and all affordable housing are constructed to the Category 2 standard as set out in the Building Regulations Approved Document M Part 2.

For site of 100 units or more, 5 % of affordable housing should be built to Category 3 standard and an allowance of 2 % of market housing will be delivered to Category 3 standards if there is demonstrable need.

Development Policy 25: Noise Pollution – States that noise-generating development that would have an impact on environmental amenity or biodiversity will be expected to provide an appropriate scheme of mitigation.

Development Policy 26: Air Quality– States that development proposals that are likely to have an impact on local air quality will need to demonstrate measures and mitigation that are incorporated into the design to minimise any impacts associated with air quality.

Development Policy 28: Waste Collection and Recycling – States that all development proposals will be expected to be consistent with the Council's Waste Planning Guidance, considering favourably the use of sustainable waste initiatives.

Sustainability Appraisal (SA) of the Vale of White Horse District Local Plan 2031: Part 2.

The Sustainability Appraisal (SA) is a legal requirement to support the plan making process and

also a critical document given its role in identifying the most sustainable alternatives to deliver the policy options within the Vale of White Horse.

Given its importance to determining the most sustainable options within the Vale of White Horse, the SA has been subject to a more detailed review within Section 4 of this document, however it is important to note that the SA has assessed the sustainability performance of the allocated site (North West Grove) and Land to the East of Grove (which is the subject of this SA) and noted the following summary of each site.

North West of Grove – *A relatively unconstrained site, and development would support the achievement of objectives for the expansion of Grove, alongside existing allocations.*

East of Grove - *Grove is a service centre in the settlement hierarchy, and the scheme could deliver certain benefits, including a new 'town park'. Further growth at Grove would also help to build the case for a new train station; however, the site does not relate well to the existing village, and the landscape has low capacity to accept development.*

Summary of Adopted and Emerging Local Policy Documents

The Local Plan Part 1 presents the strategic policies and direction for the location and form of new housing within The Vale of White Horse.

The Local Plan notes the importance of allocating new residential dwellings at Grove in order to meet its continued expansion and

The Publication Version of the Local Plan Part 2 allocates 400 units at North West Grove. The plan notes that the development of this site (although delivery is not certain) will facilitate the delivery of the North Grove Link Road (NGLR) that is identified as a key strategic transport requirement for the South-East Vale Sub-Area.

In the context of Grove, the Local Plan Part 2 also notes the importance of re-opening the Grove Railway in order to meet the planned expansion of

Grove and provide a highly sustainable transportation option for residents at Grove and beyond.

The SA provides justification for the decision to select NW Grove as the most sustainable reasonable alternative (when compared against Land at Tulwick Park) for residential development at Grove.

2. Sustainability Appraisal Methodology



To be sustainable, development should be in a sustainable location and provide local economic, social and environmental benefits in accordance with the objectives of the NPPF

The below has been structured to confirm that the development proposals accord with the policies of the NPPF and the sustainability objectives of the emerging Local Plan. The two main tasks presented within this report are:

- i. A review of the SA accompanying the publication version of the Vale of White Horse Local Plan to identify how Land at Tulwick Park is assessed as a sustainable location for residential led development; and
- ii. An independent assessment of the sustainability performance of Land at Tulwick Park against the SA objectives utilising the latest technical information which includes:
 - Technical studies in support of the site allocation and any relevant desktop information, outlined as follows;
 - An Economic Statement considering the proposed employment land, the wider economic benefits of reopening Grove railway station and also the

economic benefits from the proposed development;

- An Assessment of Community Infrastructure Provision explaining the steps taken to provide for the community infrastructure needs of the proposed development
- An Education Impact Assessment explaining the steps taken to provide for the education needs of the proposed development;
- A Heritage Desk Based Assessment prepared by Orion
- A Preliminary Landscape and Visual Impact Assessment prepared by SLR;
- A Preliminary Ecological Appraisal prepared by EPR;
- A Transport Feasibility Appraisal prepared by EPR;
- A Highway Impact Appraisal prepared by Motion;
- A Flood Risk and Drainage Strategy prepared by Motion;
- A Services Appraisal prepared by Motion
- Representations to the VoWH LPP2 - Publication Version (on behalf of David Wilson Homes (Southern)). November 2017.
- The professional expertise and experience of Turley Sustainability; and;

Reference to the policies of the adopted Local Plan Part 1 and Publication version of Part 2 (where relevant)

3. Sustainability

Appraisal of the Vale of White Horse Local Plan 2031: Part 2



Introduction

The Sustainability Appraisal (SA) of the Vale of White Horse District Local Plan 2031 Part 2 (hereafter referred to The SA Report) is a legal and procedural requirement to assess and improve the sustainability performance of the different options (reasonable alternatives) to deliver the policies and site allocations.

The SA report and process is guided by the following regulations and guidance:

- The Environmental Assessment of Plans and Programmes Regulations 2004 (hereafter referred to as The SEA Regulations); and
- Planning Practice Guidance (PPG). Strategic Environmental Assessment and Sustainability Appraisal¹

The outcome of the process is an SA report that must be in accordance with the requirements of THE SEA Directive and PPG Guidance particularly with regards to process and the assessment of *reasonable alternatives*.

The PPG defines reasonable alternatives as:

Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to

¹ <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

highlight the different sustainability implications of each so that meaningful comparisons can be made. The alternatives must be realistic and deliverable².

The PPG also provides additional information for the SA Process and final report which is summarised below:

The sustainability appraisal should outline the reasons the alternatives were selected, the reasons the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives. It should provide conclusions on the overall sustainability of the different alternatives, including those selected as the preferred approach in the Local Plan. Any assumptions used in assessing the significance of effects of the Local Plan should be documented.

The sustainability appraisal needs to compare all reasonable alternatives including the preferred approach and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the Local Plan were not to be adopted.

The sustainability appraisal should predict and evaluate the effects of the preferred approach and reasonable alternatives and should clearly identify the significant positive and negative effects of each alternative.

² Paragraph: 018 Reference ID: 11-018-20140306

Sustainability Appraisal Findings

Given its importance in selecting or rejecting the most sustainable reasonable alternatives (which includes potential site allocations) The SA Report was reviewed with a particular focus on the following issues:

- i. The reasons why Land at Tulwick Park was not allocated as a reasonable alternative despite its assessment following representations submitted to the Local Plan Part 2 Preferred Options Consultation
- ii. The reasons for the selection of NW Grove as the most sustainable option for residential development in Grove and;
- iii. The 'soundness' of the selection of NW Grove as a reasonable alternative.

Reasons for the rejection of Land at Tulwick Park as a sustainable location for residential development.

Whilst these representations focus upon The SA Report, it is clear that both The SA Report and LPP2 are heavily informed by the results of the assessment of Land at Tulwick Park by the Topic Paper 2 and specifically Appendix B³.

This paper applies a methodology to review both NW Grove (referred to as Grove A) and Land at Tulwick Park (referred to as Grove B) which ultimately concludes that Grove A be allocated within the Local Plan.

The appraisal of the sites within Topic Paper 2 results in technical information that is used within the SA to assess the sustainability performance of each site, hence it is a critical document to the plan making process and SA report.

³ Local Plan 2031 Part 2: Detailed Policies and Additional Sites. Topic Paper 2. Site Selection Appendix B.

Representations by Turley Planning⁴ have identified a number of flaws with regards to the assessment of Land at Tulwick Park within Topic Paper 2 not least of which is the identification of exactly the same technical assessment as per the assessment of the much larger site in March 2017 despite a greatly reduced site area. It is therefore concluded that the Topic Paper 2 does not assess Land at Tulwick Park (a reasonable alternative) to the same level of detail as the preferred option which is contrary to the PPG Guidance⁵. It is therefore reasonable to conclude that any technical information taken from the Topic Paper 2 and utilised by the SA to determine the sustainability performance of Land at Tulwick Park cannot be accurate and reliable.

The SA Report⁶ identifies the following reasons for rejection of Land at Tulwick Park as a reasonable alternative for residential development:

- i. The site would not deliver the same strategic benefits as NW Grove
- ii. The site is sequentially less preferable to NW Grove
- iii. Allocation of more than one site in Grove through LPP2 would result in over allocation and not be deliverable.

Appendix IV of the SA contains a detailed assessment of the sustainability performance of NW Grove and Land at Tulwick Park (referred to as East of Grove within the SA) against the following SA Objectives:

- Homes
- Services and facilities
- Movement
- Health
- Inequality and exclusion
- Economy

⁴ Vale of White Horse Local Plan Part 2 Preferred

Options: Representations on behalf of David Wilson

Homes (Southern), Turley Planning, November 2017

⁵ Paragraph: 018 Reference ID: 11-018-20140306

⁶ Sustainability Appraisal of the Vale of White Horse Local Plan Part 2: 2031. Page 25.

- Natural environment
- Heritage
- Landscape
- Pollution
- Climate change mitigation
- Climate change adaptation

The assessment has been undertaken qualitatively without the use of the traditional scoring matrices which presents some difficulties for the reader in identifying and comparing the sustainability performance of each reasonable alternative against each specific objective.

As stated above and by the representations submitted by Turley Planning⁷, it would appear that the SA does not refer to the correct site boundary for East of Grove despite indicating that the decision to assess this site was as a result of representations submitted to the Preferred Options Consultation. Such an error is concerning given that the site areas and resulting constraints and opportunities (and therefore SA assessments) will be significantly different between the two sites.

Notwithstanding the above, a review of Appendix A has identified the following key constraints with regards to the sustainability performance of Land at Tulwick Park.

SA Objective Movement: It is considered that the site would be unable to deliver the train station as identified due to a range of engineering and deliverability issues.

SA objective Economy: Whilst it is noted that the site will include an element of employment land adjacent to the land proposed for the new railway station, there is no positive effect given that the train station in this location is considered unviable.

SA Objective: Natural Environment: Notes that a short section of the eastern boundary and the southern boundary by Tulwick Lane are older routes, lined with mature hedges and ditches which

⁷ Vale of White Horse Local Plan Part 2 Preferred Options: Representations on behalf of David Wilson Homes (Southern), Turley Planning, November 2017.

is reflective of the ornamental/ designed landscape characterisation.

SA objective: Heritage The SA notes the presence of the Deserted Medieval Village (DMV) of Tulwick which is contained within the south-eastern part of the site. It notes that information submitted with the representations has identified this constraint and incorporated it into a Town Park.

SA Objective: Landscape: The SA notes that development at the site would break the boundary of the A338 and impinge on a landscape with intact rural character.

SA Objective: Climate Change Adaptation: The site contains several small areas with the potential for pooling of surface water and it located within a part of the district associated with high groundwater flood risk.

SA Summary of Land at Tulwick Park (East of Grove): The SA concludes with a summary of the sustainability performance of the site as follows

Grove is a service centre in the settlement hierarchy, and the scheme could deliver certain benefits, including a new 'town park'. Further growth at Grove would also help to build the case for a new train station; however, the site does not relate well to the existing village, and the landscape has low capacity to accept development.

Section 5 of this SA responds to these comments by undertaking an independent and objective assessment of the site against all SA objectives utilising the recent technical data listed in section 2.

Reasons for the selection of NW Grove as a sustainable location for residential development.

It is relevant to this document to highlight the reasons why NW Grove has been considered a sustainable location for residential development.

The SA Report identifies the following reasons for the selection of NW Grove as a reasonable alternative for residential development:

- i. An increased certainty that the site can deliver during the plan period following progress with the planning application at Grove Airfield
- ii. The site is very unconstrained and its allocation would realise strategic transportation benefits

Appendix IV of the SA contains a detailed assessment of the sustainability performance of NW Grove for which the following issues are relevant to this SA.

SA Objective Homes: Delivery is uncertain given the scale of committed growth at adjacent sites (Monks Farm and Grove Airfield). This is a direct contradiction to the summary and reasons for allocation listed above.

SA objective: Pollution: The SA notes the presence of two extra high voltage power lines (33kV) which intersect the site. The site is also close to a railway line.

SA Objective: Climate Change Adaptation: The northwest of the site has a high probability of surface water pooling.

SA Summary of NW Grove: The SA concludes with a summary of the sustainability performance of the site as follows

A relatively unconstrained site, and development would support the achievement of objectives for the expansion of Grove, alongside existing allocations

The selection of NW Grove as a reasonable alternative.

Representations submitted by Turley Planning⁸ in May, 2017 questioned the deliverability of the allocations proposed to meet the housing requirement within the South East Vale Sub area. These concerns have been highlighted further in the current representations which challenge the

⁸ Vale of White Horse Local Plan Part 2 Preferred Options: Representations on behalf of David Wilson Homes (Southern). Turley Planning, May 2017. Paragraphs 5.7

decision by the council to increase the allocation of NW Grove from 300 to 400 despite significant concerns with regards to delivery.

With regards to NW Grove, it was submitted that the site was undeliverable on the grounds that access was wholly dependent on the delivery and connections from adjoining sites.

It is also noted that The SA report identifies that with regards to the Housing SA Objective '*delivery is uncertain*' at NW Grove. This comment in itself is a direct contradiction to the SA's conclusion of the benefits of allocating NW Grove on the assumption that there is 'increased certainty of delivery'

It is therefore reasonable to conclude that, based upon the need for a *reasonable alternative* to be deliverable (as required by the PPG); it is highly questionable as to whether NW Grove should warrant inclusion and assessment within the SA as a sustainable option for residential development.

Summary

Following a review of the SA, the rejection of Land at Tulwick Park as a sustainable option for residential development appears to be based upon the belief the site would not deliver the same strategic benefits as NW Grove in combination with an inability of the local market to deliver more than one site at Grove.

With regards to NW Grove the reasons for selection over Land at Tulwick Park would appear to be based upon its ability to deliver strategic transportation benefits and an increase in the potential for the site to deliver housing over the plan period.

With regards to the deliverability of housing at NW Grove, the SA has identified that delivery is 'uncertain' therefore demonstrating that NW Grove does not constitute a reasonable alternative to deliver housing at Grove. This statement is wholly

supported in great detail by the representations submitted by Turley Planning⁹.

To demonstrate that Land at Tulwick Park is a reasonable alternative, Section 5 of this report assesses the site against the SA objectives to demonstrate it is a sustainable option for residential led development.

⁹ Vale of White Horse Local Plan Part 2 Preferred Options: Representations on behalf of David Wilson Homes (Southern), Turley Planning, November 2017.

4. Delivering Sustainable Development at Land to the East of Grove, Oxfordshire



To demonstrate that Land at Tulwick Park, Grove is a sustainable option for residential led development it has been assessed against the Local Plan SA Objectives using the latest technical evidence.

Land at Tulwick Park was assessed within Appendix IV of The SA Report against the SA Objectives the results of which were reviewed within Section 4 of this report.

To support the representations to the LPP2, additional technical studies have been commissioned to demonstrate that the site is deliverable.

Given the 'light touch' assessment within The Councils SA Report, a comprehensive assessment of the site against the SA objectives has been undertaken.

Appendix 1 provides the full list of headline objectives and decision making criteria which gives some additional detail on the criteria used to assess the sustainability performance of the site in accordance with the Councils methodology.

Where appropriate, reference has been made to supporting technical evidence.

SA Objective: Homes

The Vision document¹⁰ clearly articulates the Vision for Tulwick Park which is to create a sustainable, functional and vibrant new community within walking and cycling distance of employment, health and educational facilities.

The development will seek to deliver well designed new homes which respond to specific constraints and opportunities of the site and its local context.

Key to a strong performance in this SA objective is the fact that the site is capable of delivering up to 600 much needed private and affordable homes within the first five years of the plan period. The site is not dependent on third party land agreements nor infrastructure from adjacent or planned developments.

It is therefore clear that Land at Tulwick Park will make a **strong positive** contribution to this SA objective.

SA Objective: Services and Facilities

The SA Report and LPP2 recognise that Grove is a 'Service Centre' in terms of settlement hierarchy and therefore has strong services and facilities for existing and new residents.

The Vision Document highlights the wide range of services and facilities within walking distance of the site which include pubs, shops and community buildings. This conclusion is demonstrated in greater detail by the Transport Feasibility Appraisal¹¹ which concludes that the site is well placed to provide residents the ability to access a wide range of services and facilities by sustainable modes of transportation.

¹⁰ Vision Document: Tulwick Park, Grove, Turley Design, November 2017.

¹¹ Transport Feasibility Appraisal, Proposed Strategic Site Allocation, Tulwick Park, Grove. Motion, November 2017.

Furthermore, it is the intention to include a number of key facilities within the proposed allocation that will offer a strong degree of self-containment and reduce out-commuting by private car.

An Education Impact Assessment has been undertaken¹² which identifies that there is some capacity within local schools however this will decrease over time and therefore it is recommended that a 1FE school be provided within Tulwick Park that is capable of expanding to accommodate further growth.

A Community Infrastructure Assessment has also been undertaken which identifies the potential need for a GP/Health Centre as well as suitable sports pitches and crèche facilities. In response to this requirement the Vision document incorporates the space for a Health Centre and suitable playing pitches. With regards to the Health centre provision, it is noted within The SA report that this would be a key positive benefit of Land at Tulwick Park when compared to NW Grove given that no other proposed allocation has been able to provide such facilities.

As discussed under the SA Objective: Movement, the site includes an area of safeguarded land to allow the reopening of the Grove Railway Station. Feasibility work by DWS indicates that this is the most suitable site for this station.

Given the above it is clear that Land at Tulwick Park makes a **strong positive** contribution to this SA Objective.

SA Objective: Movement

A Transport Feasibility Appraisal has been prepared by Motion, to assess the impact of the development on the local infrastructure network and identify measures to be incorporated into the development to encourage the use of sustainable transportation.

The Assessment highlights that the site benefits from the existing access to a good network of pedestrian and cycle links, connecting the site to the local area, public transport links and local facilities.

Grove is in close proximity to the major local employment, retail and cultural centre of Oxford, which is reachable within 30 minutes by road and public transport routes.

¹² Education Impact Assessment. Land east of Tulwick Park, Grove. November 2017.

These strategic transport infrastructure connections also make it possible to travel to both Heathrow Airport and Reading within one hour.

The nearest railway station is located in Didcot, where it is possible to access destinations including London Paddington, Oxford, Reading and Swindon. It is accepted however, that these journeys are currently car dependent as there is little access to Didcot via sustainable modes of transport.

Tulwick Park is within 2km of Grove and therefore accessible by both cycling and walking and to facilitate sustainable connections, Tulwick Park will provide pedestrian and cycling access to the centre of Grove.

The Assessment confirms that development at Tulwick Park is well placed assist with the delivery of several of the infrastructure schemes VoWH has identified for the North West Grove site. These include:

- The improvement of bus services and associated infrastructure across Grove and the wider area;
- An improved network of pedestrian, walking and cycling routes;
- The re-opening of Grove railway station, a key strategic transportation objective of the region.

Given the planned expansion of Grove and to enhance its sustainability credentials, DWS have established that Stagecoach is supportive of the principal of providing a Park and Ride scheme within Tulwick Park. This key sustainable transportation hub will be provide connections to key economic centres and itself by connected to Grove and the wider site via cycling and walking routes.

It is therefore concluded that the Tulwick Park site will play a pivotal role in the overall success of the development of sustainable modes of transportation within the region.

It is therefore considered that the site will make a **strong positive** contribution to this SA objective.

SA Objective: Health

As stated within SA Objective: Services and Facilities, Tulwick Park will allow for the provision of a Health Centre which could contain services such as a GP and/or dental services.

The site will also contain sports pitches and green recreational areas to promote health and well-being.

Given that Tulwick Park is the only housing option to provide health facilities and given the provision of recreational facilities it is envisaged that it will make a **strong positive** contribution to this SA objective.

SA Objective: Inequality and Exclusion

The provision of mixed private and affordable housing within walking and cycling distance of key services and facilities (including schools and community areas) will help to reduce inequality and exclusion.

The vision document demonstrates that the green infrastructure and open spaces have been designed to encourage interaction by residents.

It is therefore considered that Land at Tulwick Park will make a positive contribution to this SA objective.

SA Objective: Economy

An Economics Statement¹³ has been undertaken by Turley Economics to demonstrate the economic benefits resulting from the allocation and then development of Tulwick Park. Specific benefits during the construction phase are:

Direct Employment – the investment of circa £110 million in the construction of the proposed allocation has the capacity to create an average of 80 full-time equivalent (FTE) temporary jobs annually over the estimated 10 year construction period, of which it is estimated that 60 FTE jobs per annum could be sourced from the South East regional labour force, including 20 FTE jobs per annum locally within the VoWH.

Indirect and Induced Employment – a further annual average of 30 FTE temporary jobs would be supported within the supply chain, related businesses, and onward expenditure within the South East regional economy, inclusive of 5 FTE jobs per annum in VoWH throughout the construction period.

¹³ Economic Statement for Land at Tulwick Park, Grove, Oxfordshire. November, 2017. Turley Economics

During the operational phase the following construction benefits are identified:

Direct Employment – once operational, the employment floorspace is expected to support circa 280 gross FTE jobs on site with circa 100 FTE jobs expected to be taken by residents of VoWH.

Indirect and Induced Employment – a further annual average of 90 FTE jobs would be supported within the supply chain, related businesses, and onward expenditure within the South East regional economy, inclusive of 30 FTE jobs in VoWH throughout the lifetime of the proposed employment floorspace.

Productivity – the operation of the proposed employment floorspace will generate a net additional GVA contribution of up to £13.8 million within the South East economy each year, including circa £6.3 million within the VoWH economy.

Business Rate Revenue - it is estimated that the employment floorspace could generate a net uplift of approximately £300,000 business rate revenue per annum for the VoWH local economy.

Public Council Tax Revenue for Investment in Community Services – the construction of the new homes on the application site would generate circa £1.1 million additional Council Tax revenue for VoWH District Council per annum upon full occupation.

Public New Homes Bonus Revenue for Investment in Community Services – the proposed allocation also has the potential to generate circa £2.3 million in New Homes Bonus revenue for VoWH District Council.

The Economic Benefits statement accompanying this application presents the full list of economic benefits to Grove and the VoWH District Council.

As such, the site is scored as likely to have a **strong positive** effect with respect to this SA objective.

SA Objective: Natural Environment

A Preliminary Ecological Assessment has been completed by EPR to assess the impact of development on the existing site habitats and fauna and set out mitigation measures to minimise the impact as well as measures and considerations to enhance the sites biodiversity.

The site is situated in the Thames Clay Vales Natural Character Area, known for its mixed farmland, hedgerows and trees, and associated species. The site itself comprises three large arable fields, a small horse paddock and some late 19th century landscape planting.

Development at this site is likely to deliver biodiversity gains, in accordance with local targets through mechanisms such as:

- The creation of lowland meadow and hedges;
- Increasing the connectivity and resilience of the ecological network

The masterplan indicates that a proportion of the proposed allocation would be green infrastructure and as such, contribute to the likely biodiversity gains at this site.

It is therefore considered that there will be a neutral impact upon this SA objective.

SA Objective: Heritage

A Heritage desk based assessment has been completed by Orion, considering the on-site assets and their potential significance.

The site contains known designated assets including the Deserted Medieval Village. Sub-surface remains associated with the DMV are not anticipated to be of more than local significance. The Vision document confirms that the vast majority of the DMV will remain undisturbed by location it within a green park.

It is concluded that the proposed allocation will have no significant impact on the setting and the significance of the Grove Conservation Area.

It is therefore assumed that there will be a neutral impact upon this SA objective.

SA Objective: Landscape

A Landscape and Visual Assessment has been prepared by SLR Consulting Ltd¹⁴, which considers the proposed site and surrounding area.

It confirms that the site is neither an Area of Outstanding Natural Beauty, nor a conservation area. Of most significance is the following conclusion.

¹⁴ Preliminary Landscape and Visual Impact Assessment of a Proposed Mixed Use Development. SLR, November 2017.

Whilst the site, itself, is a largely rural landscape, the influence of settlement at this location is stronger than the “limited human habitation, with just the occasional farmstead and dwellings” described within the VWHDC Landscape Character Assessment (September 2017)

Such a conclusion contradicts one of the key constraints identified by the SA which concluded that development of Tulwick Park would ‘impinge on a landscape with intact rural character’.

The SA also notes that (with regards to Land at Tulwick Park) the development would ‘break the boundary’ of the A338. As clearly stated within the Landscape Report and representations by Turley Planning, the location of the majority of development to the west of the A338 does not hold any historical significance and unless the future growth of the settlement is only intended to occur in a westerly direction is a logical location for development.

The visual assessment concluded that the visual effects of proposed allocation within the site boundary would be localised and significant negative effects would be limited to a single road which passes through the site and a public bridleway which passes through the site. Importantly there would be no significant visual effects on the Ridgeway Long Distance Trail or surrounding areas of the North Wessex Downs AONB.

Furthermore any visual effects resulting immediately after construction would be neutralised over time

Given the above it can be said that the proposed allocation will have a neutral impact upon the SA objective and should be identified as a major constraint to its selection as a sustainable option for residential development.

SA objective: Pollution and Climate Change Mitigation

The energy consumption per capita within the locality should reduce as a result of the new homes being constructed to higher standards of Building Regulations.

Opportunities for the implementation of renewable and low carbon technologies will be explored during design development in accordance with adopted and emerging Policy’s 40 and 43 of the LPP1.

In addition, through the use of water efficiency measures, new homes will target a consumption rate of 110litres/head/day in accordance with adopted policy which is in full support of Core Policy 40 of LPP1.

Given the measure above it can be said that the proposed allocation would have a positive impact upon this SA objective.

SA objective Climate: Change Adaptation

Land at Tulwick Park is in Flood Risk 1 and therefore considered to be at a low risk of fluvial flooding.

This part of the district is associated with groundwater flood risk and so, in accordance with Core Policies 40 and 42, flood resilient measures will be incorporated, through the use of sustainable drainage systems, ensuring wider environmental benefits.

Given the above the proposed allocation is anticipated to have a neutral impact upon this SA objective.

Summary of the SA Assessment of Land at Tulwick Park.

The assessment of the sustainability performance of Land at Tulwick Park has been undertaken utilising the current technical evidence.

The assessment clearly demonstrates that the proposed allocation would have a number of strong sustainability benefits to Grove and the VoWH. No negative sustainability impacts have been identified.

Furthermore the allocation would be deliverable within the plan period and provide much needed private and affordable homes.

Land at Tulwick Park is also capable of providing key strategic transportation benefits through the provision of land for the reopening of Grove Railway Station. No evidence has been identified to conclude that the Railway at this location is not a feasible option. A proposed Park and Ride facility would also provide significant strategic and local transportation benefits.

In summary, there is clear evidence to demonstrate that land at Tulwick Park is the most sustainable *reasonable alternative* for meeting the housing needs within Grove.

5. Conclusion



This Sustainability Appraisal has identified that Land at Tulwick Park is a sustainable option for residential led development in Grove.

This report has identified the following reasons why Land at Tulwick Park, Grove was not considered a sustainable option for residential development within Grove when compared against the allocated site at NW Grove:

- (i) The site would not deliver the same strategic benefits as NW Grove
- (ii) The site is sequentially less preferable to NW Grove
- (iii) Allocation of more than one site in Grove through LPP2 would result in over allocation and not be deliverable.

An independent SA utilising all of the available technical evidence has been undertaken which demonstrates that the allocation of Land at Tulwick Park, Grove would result in a number of strong sustainability benefits against the following SA Objectives:

- Homes
- Services and facilities
- Movement
- Health

- Economy

The SA has also concluded that there are no sustainability impacts that would prevent its allocation and subsequent delivery as a sustainable location for residential led development.

The allocation would deliver strategic transportation benefits in the form of a Park and Ride facility as well as land for the re-opening of Grove Railway Station.

The site is wholly deliverable within the plan period and is not reliant on any third party land or agreements to deliver housing.

Furthermore this report concludes that the selection of NW Grove as a reasonable alternative to deliver housing within Grove is unsound given that the SA questions the deliverability of the site which fails the test of a reasonable alternative in accordance with the PPG.

Given the above, it can only be concluded that Land at Tulwick Park represents the most sustainable option for delivery of a residential led development at Grove.

Appendix 1: Local SA Framework for Vale of White Horse

Sustainability Objective	Sustainability Issues
1. Provide sufficient suitable homes including affordable homes	Shortage of housing, including affordable, market and supported living
	Need to preserve and enhance the quality of built environments
	Pressure for development, particularly housing
2. Ensure the availability of high quality services and facilities in the Vale's towns and rural areas	Rural isolation and limited access to services
	Deprivation in some parts of the Vale
	Protection and provision of recreational facilities including natural greenspace
3. Reduce the need to travel and improve provisions for walking, cycling and public transport and reduce road congestion	Congestion on strategic and local road network
	Lack of alternatives to the private car
	Rural isolation and limited access to services
	Need to mitigate/reduce effects of noise, air and light pollution
4. Improve the health and wellbeing of Vale residents	Health of Vale residents
	Deprivation in some parts of the Vale
5. Reduce inequality, poverty and social exclusion in the Vale, and raise educational achievement and skills levels	Low levels of educational achievement
6. Support a strong and sustainable economy within the Vale's towns and rural areas	Provision of employment opportunities for residents
	Declining proportion of economically active population
	Low levels of educational achievement
7. Improve and protect the natural environment including biodiversity, water and soil quality	Protection and improvement of biodiversity, particularly Special Areas of Conservation
8. Protect the cultural heritage and provide a high-quality	Protection of valued landscapes
	Need to preserve and enhance the quality of built environments

townscape and landscape	Protection and provision of recreational facilities including natural greenspace
9. Reduce air, noise and light pollution	Need to reduce use of fossil fuels and encourage development of renewables Action to mitigate the causes and adapt the effects of climate change
10. Reduce greenhouse gas emissions and the use of resources and improve resource efficiency	Need to reduce use of fossil fuels and encourage development of renewables Action to mitigate the causes and adapt to the effects of climate change
11. Increase resilience to climate change and flooding	Reduction and prevention of flooding Action to mitigate the causes and adapt to the effects of climate change

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