

Introduction – Appendix 4

Table of Environmental Impact Assessment Scoping responses from West Oxfordshire and Cherwell District Councils	
District Council Response	How/where it is addressed in the Environmental Statement (ES) or elsewhere
Part 1 West Oxfordshire District Council (WODC) comments	
<p>1. The community and social impact of development will be a critical factor. Those services where reliance is placed upon Woodstock as a service centre will need to acknowledge the capacity of existing facilities & problems with congestion & parking in the central area, & the potential impact on the tourist economy of visitors being unable to easily access parking spaces.</p>	<p>The range and location of existing services and facilities that will be used is addressed through the Social and Community chapter of the ES. The Transport Assessment (TA) explains that the link and ride will provide long term parking for visitors, and the new retail unit proposed will provide a local food shop for residents to avoid/reduce food shopping trips.</p>
<p>2. Those services where reliance is placed upon Woodstock as a service centre will need to acknowledge the capacity of existing facilities and problems with congestion and parking in the central area, and the potential impact on the tourist economy of visitors being unable to easily access parking spaces.</p>	<p>The Social and Community chapter considers the capacity of existing facilities and services, the impact of Woodstock East (WE) upon them and the range of facilities that will need to be provided on site. As above point - The TA explains that the link and ride will provide long term parking for the town, and the new retail unit will provide a local food shop for residents to avoid/reduce food shopping trips.</p>
<p>3. Major socio economic impacts will be caused which need</p>	<p>Addressed in the Social and Community and Economic chapters</p>

to be quantified.	of ES.
4. Recreational capacity, out commuting, retail impact and the ability to access services by sustainable travel modes will be key issues;	<p>Recreation facilities are assessed in the Social and Community chapter.</p> <p>Retail Impact in the retail chapter.</p> <p>The Transport Assessment (TA) considers the access to local services, to walking and cycling provision to the Town Centre and elsewhere, bus services and journey to work patterns. A transport strategy is proposed for the site.</p>
5. The traffic impacts beyond the immediate environs & in particular on the A44 & the northern approach to Oxford needs to be assessed. How will the already congested highways cope with the increased demand - in the context of other major development such as the Northern Gateway?	<p>The TA includes expected trip rates, it proposes a Travel Plan. The scheme includes provision of a Link and Ride and increased bus frequencies. On site employment, on site facilities retail/school/sports pitches influence travel patterns. There are trip destination distribution tables setting out local, Oxford and wider trips in the context of predicted future traffic conditions taking Northern Gateway into account along with the North Oxford Transport Strategy.</p>
6. Potential provision of a Park & Ride is mentioned yet there is little reference to how the impact of such a proposal will be assessed.	<p>A Link and Ride is now proposed. The impact of the Link and Ride is assessed in the TA particularly in Section 8 Future Traffic Flows.</p>
7. Impact on world heritage site and views of and into the	<p>Impacts are assessed and addressed in the Heritage chapter of</p>

<p>palace and its listed walls and protected grounds are key issues. Key views in the Blenheim Palace World Heritage Site Management Plan will need to be assessed.</p>	<p>the ES. The Blenheim Palace WHS Management Plan is considered.</p>
<p>8. The Council would encourage meaningful pre-application discussion with the two councils.</p>	<p>West Waddy-ADP have held a series of pre application meetings with both District Councils and with other statutory consultees and the outcomes have influenced the content of the submitted scheme.</p>
<p>9. Independent external design review along the lines promoted by Design Council/CABE is warranted given the sensitivity of the site.</p>	<p>The West Waddy-ADP Practice uniquely specialises in Architecture, Town Planning and Master Planning disciplines. The visual, heritage and wider environmental sensitivities of the site and its setting have been very carefully assessed through the Environmental Impact Assessment process and have informed the design of the scheme. An independent external design review will be instigated following submission of the application.</p>
<p>10. Alternative sites. WODC indicate that Cherwell DC have identified a range of alternative sites to meet their objectively assessed housing need and suggest that these could be 'alternatives'.</p>	<p>Schedule 4, para. 1(2) of the EIA Regulations requires an Environmental Statement to contain an <i>“outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects”</i> . However, the question of which alternatives should be studied is entirely a matter for</p>

	<p>the applicant. The applicants do not propose that Woodstock East replace any of the sites identified by Cherwell DC, none of which are in the vicinity of the proposed development.</p> <p>Alternative opportunities have been sought to provide a similar level of development within the Woodstock locality, but have not been found. The presence of the Oxford Green Belt to the south; the Glyme Valley to the north; no serviceable highway to provide access from the east; and the Blenheim Palace World Heritage Site to the west means that there are no other large sites available for development either at Woodstock or in the vicinity.</p> <p>The Cherwell Local Plan submission document main modifications no 160 acknowledges that a small scale local Green Belt review may be required at Kidlington. This proposal could avoid the need for such a Green Belt review, but as details are not available it has not been possible to assess this in the ES. The alternative assessed therefore has been the ‘do nothing’ scenario.</p>
<p>11. Cumulative impact – WODC indicate the impact of the development on sites identified in the draft WODC Local plan as well as those in the Cherwell Local Plan needs to be assessed.</p>	<p>The only significant residential site identified in Woodstock is located off Shipton Road, which already has planning permission for 58 dwellings. The cumulative impact of Woodstock East with this site has been considered throughout the ES. Further sites in the draft WODC Local Plan have not been assessed as the plan is still at an early stage of development and there are many significant objections relating to the nearest strategic development site at North Witney, so that it is far from certain that it will be allocated for development.</p>

<p>12 Noise: WODC's Environmental Protection Team advise that they would wish to see internal noise levels across the site in accordance with BS 8233:1999 and that in particular air traffic movements should assess helicopter blade slap noise.</p>	<p>The Noise chapter of the ES uses guidance BS8233 (latest 2014 version) in its consideration of noise levels. Blade slap noise is considered. More direct discussion was had about this with the District Environmental Health Officers. The Noise chapter takes the District advice fully into account.</p>
<p>Part 2 Cherwell District Council (CDC) comments</p>	
<p>1. Sport England: the population of the proposed development will generate additional demand for sports facilities. If the demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. Sport England will therefore seek to ensure that the proposal meets any new sports facility needs arising as a result of the development.</p>	<p>The Social and Community chapter identifies the recreational needs arising from Woodstock East (WE). It takes account of Sport England Standards and indicates the level/standard of new facilities that will be needed and provided.</p>
<p>2. Details of the mix, tenure & phasing of the development are required to enable forecasting of the likely numbers/age profile of the new residents. An accurate population profile is needed to inform the assessment of the implications of the new housing for demands for services and identification of necessary mitigation measures which should be funded by the development.</p>	<p>The Application and accompanying Planning Statement describe the proposed mix, tenure and phasing of the proposal. The make up of the anticipated population is described in the Social and Community chapter of the ES; this includes consideration of the present age profile of Woodstock and assessment of the number of school aged children typically generated by a development like WE.</p>

<p>3. The Council is largely satisfied with the approach proposed to be taken in respect of employment; particular attention should be given to the relationship with the Science Vale i.e. projections for numbers commuting to employment centres such as Milton Park. As regards retail, aside from the impact on existing stores in Woodstock, the impact on Kidlington should also be addressed.</p>	<p>The TA includes a Woodstock travel to work modal split.</p> <p>It also assigns traffic flow forecasts by routes including for the A34, and assigns 4% of employment trips into the Vale District. The Assessment uses the 'TRICS' data base as its source.</p> <p>The Retail Assessment examines the impact of WE on Kidlington.</p>
<p>4. No vehicle access will be supported from the Shipton road to serve this site, although an emergency access may be considered.</p>	<p>Vehicle access is proposed from the A4095 and A44, which will be used by the vast majority of vehicular traffic to the site. However, in order to promote connectivity from the development to Marlborough School, including for school buses, a link will be provided to Shipton Road.</p>
<p>5. In the TA the following junctions will require surveying/assessments:</p> <ul style="list-style-type: none"> • A44 Oxford Rd/A4095 Bladon Rd/A4095 Upper Campsfield Rd/A44 Woodstock Rd roundabout • A4095 Main Rd/Lower Rd; • A4260 Banbury Rd/A4095 Bunkers Hill/A4095 Upper Campsfield Rd; • A44 Woodstock Rd/Spring Hill Rd • A44 Woodstock/Sandy Lane/Rutten Lane; • A44 Woodstock Rd/The Turnpike/Cassington Rd • Loop Farm Roundabout; 	<p>Junctions assessed in the TA:</p> <ul style="list-style-type: none"> • A44 Bladon Roundabout • A4095 Upper Campsfield Rd – A4260 Banbury Road • A4095 Main Rd/Lower Rd • A44 Woodstock Road - Langford Lane • A44 Woodstock Road - Spring Hill Road • A44 Woodstock Road - Begbroke Science Park • A44 Woodstock Road - Rutten Lane - Sandy Lane • A44 Woodstock Road - Cassington Road • Loop Farm Roundabout • Peartree Roundabout

<ul style="list-style-type: none"> • A34/services/A44 Woodstock Rd <p>The Highway Authority may wish to see further assessments on junctions off the A44 through Woodstock.</p>	<ul style="list-style-type: none"> • Site Access – A4095 Upper Campsfield Road • Site Access – A44 Oxford Road.
<p>6. A five year accident study required.</p>	<p>Provided in the TA.</p>
<p>7. A pedestrian & cycle audit is required to establish if the site is served by an acceptable level of footway & cycle connections to & from the town centre. Such a review will also need to include access to/& the frequency of public transport services.</p>	<p>Provided in the TA.</p>
<p>8. Travel Plan – key issues are:</p> <ul style="list-style-type: none"> • Framework Travel Plan required; • Travel Plan Monitoring fees required; • Travel Plan for each element of the development as they are built; • Contribution to the management of Oxfordshire Lifts share; • Contribution to setting up & on-going running of a car club for the residential element of the site; • Details of how the site will link into the existing walking & cycling networks 	<p>Framework Travel Plan provided.</p> <p>This covers: car sharing, phasing and marketing, and funding of the Plan.</p> <p>It considers each element of the development – e.g. residential, primary school and the Care-Home.</p>

<p>9. Construction Traffic Management Plan will be needed. WODC provide guidance on content</p>	<p>A construction management plan has been provided with the TA</p>
<p>10. Scaled Drawings</p> <ul style="list-style-type: none"> • Drawings required showing proposed access arrangements for site, to include vision splays, road width, junction radii etc (to include Safety Audits on proposed access arrangements & subsequent highway mitigation requirements); • Parking arrangements, turning & servicing areas; • Racking plans for refuse & HGV deliveries • Internal road, footway & cycle links (to accord with MfS & constructed to OCC specifications) • S38 Adoption area drawings 	<p>A full complement of plans is provided as part of the planning application. The level of detail is proportionate to the scale of the development and to the fact that the bulk of the development proposal is submitted as an outline planning application at this stage.</p> <p>A number of the detailed elements of the scheme will be submitted as reserved matters as is usual for a development of this scale; more detailed plans will then be provided.</p>
<p>11. The highway boundaries adjacent the site must be investigated. Rights of Way through & around the proposed site must be checked to ensure no footpath diversions are required.</p>	<p>Rights of Way are identified and considered as part of the Masterplanning process and Landscape and Visual Impact Assessment. It is not proposed to divert any of these.</p> <p>As part of the design of the proposed access points, highway boundaries have been investigated. Other detailed alignments and highway boundaries are still to be investigated.</p>

<p>12. From a Public Transport perspective the residential part of the site should be contained within the first 500 metres of the site (from the A44 to the north east boundary).</p>	<p>A bus loop through the site is described in the TA. This will enable all dwellings to fall within 400 metres of inter urban and 200 metres of local bus stops.</p>
<p>13. The park & Ride should be located close to the Bladon roundabout, & the bus facility should be designed to facilitate through operation of buses along the A44 corridor & also to/from Witney via the A4095 through Bladon village.</p>	<p>This is considered in the TA. A Link and Ride is now proposed. The transport strategy allows for the S3 bus service to be either routed through the site (the developers preference) and run along the A4095 to the Bladon Roundabout, or to continue on its present route along the A44.</p>
<p>14. The Highways Agency have indicated that they would be concerned if any material increase in traffic were to occur on the strategic network as a result of planned growth without careful consideration of mitigation measures. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the A34. An assessment of the potential impact on any identified improvements to the Strategic Road Network needs to be undertaken to ensure growth can be accommodated without impacting on the continued safe and efficient operation of the Strategic Road Network. The Agency support the intention to consider the implications of the Northern Gateway Area Action Plan of the deliverability of proposals in the planned Transport Assessment.</p>	<p>The TA considers the Northern Gateway development plans; the change in flows anticipated resulting from the North Oxford Transport Strategy; the change in flows as a result of the strategy for the Woodstock East development including e.g. Link and Ride and increase in S3 service.</p> <p>Highway capacity improvements are proposed e.g. at Bladon Roundabout and bus priority measures for the A44.</p> <p>The mitigation proposed is phased in line with the progression of the development and is described in the TA particularly at Table 71.</p>

<p>15. Vibration & water mains: water mains and sewers immediately adjacent to the site may be affected by vibration as a result of piling, possibly leading to water main bursts and or sewer collapses</p>	<p>The Floodrisk, Drainage and Water Resources (FDWR) chapter indicates that there is no expectation of piling systems being required for construction works. It explains that a method statement would first be needed should piling be required.</p>
<p>16. Water Supply & Sewerage: the scope of the ES should be expanded to consider the following:</p> <ol style="list-style-type: none"> 1. 'The developments demand for water supply and network infrastructure both on and off site and can it be met?' 2. The development's demand for Sewage Treatment and network infrastructure both on and off site and can it be met?' 3. The surface water drainage requirements and flood risk of the development both on and off site and can it be met?' 4. There are water mains located within the development site area. The proposed EIA should include information on how these assets will be protected during construction. 	<ol style="list-style-type: none"> 1. The Utilities statement covers this by checking with Thames Water 2. The Drainage Strategy in the FDWR chapter addresses this matter; there are ongoing discussions with Thames Water in relation to a proposed new route for foul drainage to Woodstock Sewage Treatment Works to bypass the town 3. Surface Water is addressed in the FDWR. The scheme will be designed to ensure that greenfield run off rates will not increase flood risk on or off site 4. This will be done as part of the reserved matters application.
<p>17. Drainage: this section should include reference to the wider water environment (as opposed to just water quality). The best way to cover this would be to address it in terms of the Water Framework Directive (WFD), which covers both the quality and the ecology of water. Agricultural-origin pollution is one reason</p>	<p>The Water Framework Directive is considered in FDWR chapter.</p>

<p>for the water bodies in this location failing to attain WFD standards. The development has the potential to reduce inputs of agricultural -origin pollutants, but act as a source of pollutants more commonly associated with urban areas.</p>	
<p>18. Air Quality – The scoping request makes reference to the Oxford Meadows SAC and nitrogen deposition.</p>	<p>The Oxford Meadows have been addressed in the Air Quality chapter.</p>
<p>19. Landscape - sets out some additional matters that need to be considered including 'landscape mitigation proposals communicated through the use of photomontages from the previous photographically recorded images from publicly accessible routes and residential areas. Projected growth rates of vegetation at year 0, years 15 and 20, to show potential stages of landscape mitigation.'</p>	<p>As part of the Landscape and Visual Impact chapter Wireframes have been produced to illustrate the visual impact of the built development from key points outside the site i.e. views into the site.</p> <p>The assessment considers years 1,15 and 20 in it's assessment of impacts table 10.11.</p>
<p>20. Archaeology & cultural heritage - it should be noted that if archaeological remains are shown to exist which are associated with the nationally important Roman villa it may well be that they are in themselves of national importance and that paragraph 139 of the NPPF may apply to them.'</p> <p>Non designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for</p>	<p>The Archaeological chapter of the ES includes consideration of the undesignated area of the Roman Villa site and proposes that these areas of the site be retained undisturbed by built development. This approach forms an intrinsic component of the Masterplan.</p>

<p>designated heritage assets.</p> <p>The contribution of non designated heritage assets to local distinctiveness should not be underestimated and therefore appropriate assessment of impact will be required.' The assessment of non designated built heritage forms part of WWADP's heritage remit.</p>	
<p>20. Ecology & Nature Conservation - BBOWT have stated that the EIA must show 'how lighting across the whole site is designed to minimise the impact on wildlife, in particular bats and wildlife corridors.'</p> <p>BBOWT want to see biodiversity gain and request use of an accepted biodiversity metric in the EIA.</p> <p>The importance of management in perpetuity and monitoring is emphasised, as is the importance of linking up with habitats and features in the surrounding landscape, including wildlife corridors.</p> <p>BBOWT refer to the importance of building in biodiversity enhancement at an early stage into the design.</p>	<p>The ecology and lighting chapters detail how the development has been designed to minimise the impact on wildlife, including bats and the mitigation measures include the provision of a 25 metre bat corridor from north to south across the site.</p> <p>The NPPF and local Policy is clear that the habitats of concern (value) that should be protected are those that are listed as priority habitats as defined under the NERC Act 2006. The proposed development relates to arable habitat that is very common and inherently of low biodiversity value. The Biodiversity Offsetting metric calculator is not established, DEFRA recently said that they are still evaluating the outcome of the pilots and that they are unlikely to be making any further announcements on this for a while. As such there is not a government approved approach to calculating biodiversity offsetting requirements. Even if there were and the draft scheme were applied in this case the NPPF makes it clear that compensation and mitigation should be applied to valued assets i.e. habitats and species of principal importance or priority</p>

	<p>habitats and species and not all habitat types regardless of value.</p> <p>Notwithstanding this the proposed development provides the opportunity for creating new habitat and building in biodiversity enhancement as detailed in the ecology chapter.</p>
<p>21. Climate Change & renewable energy -</p> <p>The Environment Agency has stated that they would expect this development to be designed to take account of and adapt to the effects of climate change. Making sure there is enough water available is a challenge that needs to be considered along with minimising the amount of energy and water used and waste produced.</p> <p>Developers should consider reducing the lifetime carbon costs of the development by using renewable energy technologies and reducing the carbon footprint by using sustainable construction materials.</p>	<p>These matters have been addressed through the Code for Sustainable Homes pre-assessment process.</p>
<p>22. Soil – important to make sure that the development avoids damaging the soil during construction, avoids waste and finds suitable alternatives to disposal.</p>	<p>The Ground Conditions chapter considers soil handling; it will be carried out in accordance with standard soil handling good practice.</p> <p>The Waste report (separate from the ES) details that all excavated soil is to be reused within the development and will</p>

	therefore be diverted from landfill.
<p>23. London Oxford Airport -affects noise, lighting, landscaping/trees, ecology, renewable energy</p> <p>The matters raised by Oxford Airport include:</p> <ol style="list-style-type: none"> 1. Impact of noise on proposed dwellings 2. Street lighting assessment 3. Bird/wildlife activity control for development/ building stage and once completed 4. Tree and water design 5. Solar panels and their impact <p>The two air safety reports that are to be commissioned will not need to form part of the ES but can comprise separate technical reports. It will be important that these are submitted at the same time as the planning application</p>	<ol style="list-style-type: none"> 1. This is considered in the Noise chapter of the ES 2. Street lighting impacts are fully addressed in the Lighting Strategy (separate from the ES) 3. This matter is addressed in Ecology chapter which proposes a strategy designed to avoid flocking birds 4. Tree protection is considered in Arboricultural report (submitted separately from the ES) and Ecology chapter There will be no water features which would attract flocking birds 5. This has been considered – air source heat pumps will be installed for Phase 1 – the Energy strategy considers alternative options for sustainable design. <p>An Oxford Airport physical safeguarding report has been prepared by London Oxford Airport and is submitted with the Application.</p> <p>The second NATS Technical Safeguarding report can only be produced at the detailed development stage This position flows from discussions with the Airport.</p>