

Public Protection & Development Management

Andy Preston – Head of Public Protection & Development Management



DISTRICT COUNCIL
NORTH OXFORDSHIRE

West Waddy
FAO Stephen Pickles
The Malthouse
60 East St Helen Street
Abingdon
OX14 5EB

*Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA*

www.cherwell.gov.uk

Please ask for: Paul Ihringer

Direct Dial: 01295 221817

Email: Paul.ihringer@cherwell-dc-gov.uk

Our Ref: 14/00049/SCOP

22 September 2014

Dear Mr Pickles,

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2011 REQUEST FOR A SCOPING OPINION

Applicant: West Waddy

Application Number: 14/00049/SCOP

Proposal: erection of up to 1500 dwellings including affordable housing and a 150 unit care village with associated publicly accessible ancillary facilities; site for new primary school; up to 3000sqm of retail space including 2,325sqm supermarket; up to 7,500sqm of locally led employment (B1, B2, B8) space; site for a football associated step 5 football facility with publicly accessible ancillary facilities; public open space; provision of site for new park and ride facility; and associated infrastructure, engineering and ancillary works, with vehicular access provided from Upper Campsfield Road (A4095), Shipton Road and Oxford Road (A44)

Location: Land south of Perdiswell Farm, Shipton Road, Shipton-On-Cherwell

Parish Council: Shipton on Cherwell and Thrupp

I write to you in response to your request for a scoping opinion validated on the 13 August 2014. By mutual agreement the target date for a response is 22 September 2014. I am now in receipt of most of responses with regard to the request for a scoping opinion. Therefore please accept this as the Council's formal scoping opinion.

I have consulted with relevant colleagues within the Council, at Oxfordshire County Council and with statutory and other consultees as defined in Circular 02/99, the EIA Regulations 1999 and the Town and Country Planning (General development Procedure) Order 1995.

Below I have attached the content of the responses I have received to date from the various consultees in respect of what the Environmental Statement should address.

Community, Economic and Retail

Sport England comments as follows:

The site is not considered to form part of, or constitute a playing field as defined The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No. 2184).

Therefore, Sport England would assess a forthcoming application for planning permission against its adopted planning policy objectives. The focus of these objectives is that a planned approach to the provision of facilities and opportunities for sport is necessary in order to meet the needs of local communities. The occupiers of any new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Consequently, Sport England considers that new developments should be required to contribute towards meeting the demand they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facility Strategy, Playing Pitch Strategy or other relevant needs assessment.

This requirement is supported by the Government's National Planning Policy Framework (NPPF). Paragraph 17 sets out 12 land-use planning principles that should underpin both plan-making and decision-taking. One of the 12 principles is a requirement to:

"Take account of and support local strategies to improve health, social, and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs."

Paragraph 70 states:

"To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- *plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses, and places of worship) and other local services to enhance the sustainability of communities and residential environments...*
- *ensure an integrated approach to considering the location of housing, economic uses and community facilities and services."*

The population of the proposed development will generate additional demand for sports facilities. If this 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.

You may be aware that Sport England's Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain facility types. Details can be found at:

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/sports-facility-calculator/>

Any new facilities should be built in accordance with Sport England's design guidance notes, copies of which can be found at:

<http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

Sport England would expect any forthcoming application for planning permission to demonstrate how the above requirements of the NPPF have been met. This should be clearly set out in an environmental assessment or within other documents submitted formally as part of the application (e.g. Design and Access Statement, Planning Statement etc.)

Cherwell comments: Details of the mix, tenure and 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.

As Kirtlington Parish Council has suggested the report should take into account the impact of the proposed development and other approved schemes within the catchment area of the Marlborough School.

The Council is largely satisfied with the approach 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.

Traffic and Transport

Oxfordshire County Council (OCC) is the Local Highway Authority and the Senior Engineer comments as follows:

Access to the proposed site will need to be taken via two vehicle access points, which could be from the A44 Oxford Road and the A4095 Upper Campsfield Road in the form of a right turn lane designed to an appropriate standard i.e. DMRB. No vehicle access will be supported from the Shipton Road to serve this site, although an emergency access may be considered. A pedestrian and cycle link from the site along the Shipton Road to Marlborough School and on wards will require investigating and would be welcomed.

Pedestrian and cycle links from the site to the surrounding/adjoining residential roads would be desirable. The potential traffic impact the proposed development may have upon A44 is a concern due to its strategic nature. Therefore a robust Transport Assessment (TA) will be required.

The proposal to provide a P&R facility within the site is welcomed. However the need for this facility needs to be provided as part of a future TA and how it links into the transport strategy for Cherwell and West Oxfordshire, and their forthcoming Local Plans.

Required documents for future transport submission and design requirements

1. Transport Assessment (TA)

With regards to transport, a robust TA will be required and the following junctions will require surveying/assessments:

- A44 Oxford Road/A4095 Bladon Road/A4095 Upper Campsfield Road/A44 Woodstock Road roundabout;
- A4095 Main Road/Lower Road;

- A4260 Banbury Road/A4095 Bunkers Hill/A4095 Upper Campsfield Road;
- A44 Woodstock Road/Spring Hill Road;
- A44 Woodstock/Sandy Lane/Rutten Lane;
- A44 Woodstock Road/The Turnpike/Cassington Road;
- Loop Farm Roundabout; and
- A34/Services/A44 Woodstock Road
- Please note the Local Highway Authority may wish to see further assessments on junctions off the A44 through Woodstock.

A 5 year accident report study is required as part of the TA.

Car and cycle parking standards to OCC/CDC adopted standards

A Pedestrian and Cycle Audit is required to establish if the site is served by an acceptable level of footway and cycle connections to and from the town centre. Such a review will also need to include access to/and the frequency of public transport services.

A Transport Assessment (TA) Scoping form is attached.

2. Travel Plan

Due to the size of the development a framework travel will be need to be developed and agreed prior to occupation with the county council's Travel Plans Team. This plan will need to include a review programme for the duration of the site's build out, to ensure its plan is kept up to date (and in line with any changes in regulations).

To encourage sustainable travel on the development the site layout will need to link in with the existing walking and cycling networks; as well as consider the existing Oxfordshire lift share scheme and car clubs schemes in the area.

Each of the individual elements of the development site will require a travel plan and monitoring fee(s) as set out in Oxfordshire County Council's adopted guidance: Transport for New Developments: Transport Statements and Travel Plans dated March 2014 (or any updated guidance document). These travel plans will need to reference the overall objectives of the sites Framework Travel Plan.

The key issues the overall Travel Plan will need to consider are:

- Framework Travel Plan required
- Travel Plan monitoring fees required
- Travel plans for each element of the development as they are built.
- Contribution to the management of Oxfordshire Liftshare
- Contribution to setting up and on-going running of a car club for the residential element of the site.
- Details of how the site will link in to the existing walking and cycling networks

A Construction Traffic Management Plan (CTMP) will be required guidance attached.

3. Scaled Drawings (hard copies)

- Drawing required showing proposed access arrangements for site, to include vision splays, road width, junction radii etc (*to include Safety Audits on proposed access arrangements and subsequent highway mitigation requirements*);
- Parking arrangements, turning and servicing areas.
- racking plans for refuse and HGV deliveries

- Internal road, footway and cycle links (to accord with MfS and constructed to OCC specifications).
- S38 Adoption area drawings.

The highway boundaries adjacent the site must be investigated (Oxfordshire County Council's Land & Highway Records team can help 01865 815700). Rights of Way through and around the proposed site must be checked to ensure no footpath diversions are required etc.

Public Transport comments

"Site is very well located from the transport perspective, adjacent to the A44 strategic Premium Bus Route from Chipping Norton and Woodstock to Oxford. It is also located on the secondary strategic bus route from Burford and Witney to Woodstock.

The proposed Park and Ride site could provide a new strategic peripheral Park and Ride site for the Oxford area, consistent with emerging plans for the Northern Gateway area and for the forthcoming Oxford Transport Strategy.

The site stretches around 700 metres from the A44 to the north-east boundary. In order to maximise the amount of walking to bus stops and into the existing Woodstock town, 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).

The Park and Ride site should be located close to Bladon Roundabout, and the bus facility should be designed to facilitate through operation of buses along the A44 corridor and also to/from Witney via the A4095 through Bladon village.

There is therefore a good chance of securing a good proportion of sustainable travel, either by walking to the comprehensive facilities in Woodstock Town Centre or by using the good bus services which already exist at this location, which would be enhanced through this proposal".

Highways Agency comments as follows:

The HA is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport, which in this case is the A34.

We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure in place. When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. The HA in general, will support proposals that consider sustainable measures which manage down demand and reduces the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort.

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 SRN needs to be undertaken to ensure growth can be accommodated without impacting on the continued safe and efficient operation of the SRN. The Local Plan evidence base would likely be a starting point for this work which would inform the Transport Assessment supporting any subsequent full application. As you have already identified during scoping, we would expect the impacts to be assessed on the A34. We note the intention to consider the implications of the Northern Gateway Area Action Plan on the deliverability of proposals in the planned Transport Assessment. We support this approach.

Based on the information provided at this stage we would unlikely offer an objection to the proposal, however, we would recommend that the promoters of the development seek opportunities to encourage trips outside of the peak periods during both the construction and operational phases of development. This might be through a framework travel plan to support the proposal. The HA will need to consider all information provided with any subsequent full application when we are formally consulted by Cherwell District Council to determine our final response.

For background, you may be interested to read the Department for Transport Circular 2/2013 (The Strategic Road Network and the Delivery of Sustainable Development) which sets out the way the HA will engage with communities, local authorities, and the development industry to deliver development and, thus, economic growth, whilst safeguarding the primary function and purpose of the SRN. Please see the following link: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development>

Flood Risk, Drainage and Water Resources

Thames Water comments as follows:

It is unclear at this stage what the net increase in demand on our infrastructure will be as a result of the proposed development. Thames Water is concerned that the network in this area may be unable to support the demand anticipated from this development. The developer needs to consider the net increase in water and waste water demand to serve the development and also any impact the development may have off site further down the network, if no/low water pressure and internal/external sewage flooding of property is to be avoided

It is also unclear as to how the development will be constructed, Thames water is concerned that 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.

We would therefore recommend that any EIA report should be expanded to consider the following.

- The developments demand for water supply and network infrastructure both on and off site and can it be met
- The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met
- The surface water drainage requirements and flood risk of the development both on and off site and can it be met
- Any piling methodology and will it adversely affect neighbouring utility services.
- 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.

OCC's Drainage Officer comments as follows:

"Scoping of opinion only so no drainage details have been submitted. The developer / developers need to adhere to the requirements of the Flood and Water Management Act 2010 when designing the surface water management for the development. Sustainable drainage will be required on this development. Greenfield run off or better will be required".

Environment Agency comment as follows:

We feel that this section should include reference to the wider water environment (as opposed to just "water quality", which is one aspect). 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 [environment]. Agricultural-origin pollution is one reason for the waterbodies in this location failing to attain the WFDs 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.

We welcome that the Scoping Report identifies the need to consider surface water drainage at an early stage in the planning process. To support any future planning application drainage strategy should be undertaken, with an appropriate level of support (calculations, network drainage modelling etc) for the type of application.

It is assumed that an application for a development of this scale would be in Outline. The drainage strategy would need to establish the hydrological regime within the site and use the SUDs management Train approach to replicate the existing runoff regime post development through the use of a range of source, local and regional SUDs features.

Lighting, Noise and Vibration

Cherwell's Anti-Social Behaviour Manager has commented that the approach put forward for dealing with the chapters focusing on lighting and noise and vibration is acceptable.

Air Quality

Cherwell's Environmental Protection Officer comments as follows:

I can confirm I have been contacted by the applicant's consultants regarding the scope of the air quality assessment for this development. The broad approach to air quality assessment measures laid out in section 8 of the scoping report is acceptable. It is noted that this site is close to the district boundary and the reference to west Oxfordshire being involved in this air quality assessment when considering the impact locally will be required.

It is noted that our most recent draft local plan, which is currently being consulted on, also makes reference to the Oxford Meadows SAC and nitrogen deposition.

Landscape and Visual Effects

Cherwell's Landscape Officer comments as follows:

The areas/items to be addressed in the *Environmental Impact Assessment (Scoping) Report, Chapter 10 Landscape and Visual Impact* are acceptable. However, the developer must also consider:

- an proportionate LVIA dependant of the scale, massing, landscape character and heritage should be implemented by an experienced, qualified landscape consultant who is a member of the Landscape Institute;
- *Topic Paper 6: Techniques for Judging Capacity and Sensitivity/The Countryside Agency* is to be consulted and site's capacity for this Development to be judged accordingly;
- the impact and effects of the development on the historic setting of Blenheim Park;

- construction impacts on adjacent receptors;
- photographic information is to be in accordance with Landscape Institute guidelines; landscape mitigation proposals communicated through the use of photomontage from the previous photographically recorded images from publically accessible routes and residential areas. Projected growth rates of vegetation at year 0, years 15 and 20, to show potential stages of landscape mitigation.

Ground Conditions

Cherwell's Environmental Protection Officer comments as follows:

The broad proposals in section 11 (subheading "Contamination") are acceptable. Given the size of the site a preliminary site investigation would be more appropriate than a desk study in support of any conclusions which don't involve additional investigation.

Environment Agency comment as follows:

We have no records of contamination on this site and agree that the previous use of this site as agricultural fields means that the risk is low. We agree that a Desk Top study should be undertaken to assess the potential risks to soil and water. If this study does not identify any significant risks then we would be unlikely to request any further investigation.

Archaeology and Cultural Heritage

English Heritage comment as follows:

We welcome the inclusion of archaeology and cultural heritage within the proposed EIA, including the assessment of the impact upon the adjacent Blenheim Park World Heritage Site and Registered Garden and the Woodstock Conservation Area.

This development lies within the setting of the scheduled monument known as Blenheim Villa (Mon. No 35545). In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of this asset.

The Villa is scheduled and is believed to be well preserved. The scheduled monument description states that the site is visible as a low mound, and in any case the published English Heritage guidance on assessing the impact upon setting advises that sites consisting of only buried remains will still have a setting. Roman villas were essentially estates geared towards the production of an agricultural surplus and as such they illustrate the agrarian and economic history of the Roman province. The current setting of the Blenheim Villa is largely agricultural and clearly any development adjacent to the monument is likely to reduce the appreciation of its rural setting and therefore its historic illustrative value. This has the potential to cause harm which may well be substantial.

Aside from the above, we note that evaluation is being carried out on the site, and 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.

Given the above, it is important that any EIA assesses the impact upon the significance of the scheduled monument that might occur through any changes to its setting. We note the intention to carry out this assessment, although this is referred to in the landscape section of the scoping report (10.8) rather than the historic environment section. Since the

assessment will require an assessment of the significance of the asset this should perhaps be carried out within the latter section. We note also a reference to an archaeological desk based study, but I am not aware that this has been made available to us.

We would also expect the Environmental Statement to consider the potential impacts on other non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk) and relevant local authority staff.

Cherwell's Conservation Officer comments as follows:

I concur with the comments of English Heritage.

From CDC's view point the contribution of non-designated heritage assets to local distinctiveness should not be under-estimated and therefore appropriate assessment of impact will be required.

OCC's Planning Archaeologist comments as follows:

The Scoping Report states that a desk based assessment (DBA) has been prepared assessing the archaeological potential of the site. The report also states that a geophysical survey and a trenched evaluation will also be undertaken. The geophysical survey will need to consist of both magnetometry and, due to the possibility of further walls and foundations related to the Roman villa, a targeted resistivity survey. These surveys and the trenched evaluation will need to be undertaken in accordance with a written scheme of investigation, agreed in advance by Oxfordshire County Archaeology on behalf of the Local Planning Authority. The Desk Based Assessment, the Geophysical Surveys and the trenched evaluation should also be undertaken in accordance with the Institute For Archaeology's relevant standard and guidance.

The EIA should therefore contain the DBA, the two geophysical surveys and the results of the trenched evaluation.

Ecology and Nature Conservation

BBOWT comment as follows:

The EIA should assess the impacts on Priority Habitats and Species, in addition to protected species (in line with paragraph 117 of the National Planning Policy Framework).

The applicant would need to demonstrate that a net gain in biodiversity would be delivered (in line with the National Planning Policy Framework) using an accepted biodiversity metric in the EIA. The EIAs must show how lighting across the whole site is designed to minimise the impact on wildlife, in particular bats and wildlife corridors.

Appropriate management and monitoring of the site is crucial to whether the proposed development is able to succeed in delivering a net gain in biodiversity. The public areas of the site would need to be managed for biodiversity in perpetuity to avoid the loss of potential benefits from the mitigation and enhancement measures. Ecological monitoring is important to ensure that the management is successful in meeting its objectives for biodiversity and to enable remedial action to be identified, if necessary. The EIA should provide an outline of the proposed management and monitoring.

Delivery of biodiversity enhancements

Enhancements in biodiversity should be built into the design from an early stage on various scales, including individual house design. Features for biodiversity within the site should be planned to link up to habitats and features in the surrounding landscape. The EIA should demonstrate whether best practice has been followed, as suggested in the Oxfordshire Biodiversity & Planning Guidance.

Opportunities to include biodiversity within the built development should be maximised. In addition to green spaces this should include as many as possible of the following:

- SUDS schemes/balancing ponds to be designed so as to maximise their biodiversity value
- Bat and/or bird boxes within the fabric of buildings
- Green roofs on buildings where possible
- Street trees, and fruit trees in gardens
- Native wildflower meadows and other wildlife habitats within the street environment, ideally within gardens and also within the grounds of any public buildings.

Contribution to ecological networks (see NPPF paragraph 109)

The outcomes of the ecological surveys should be used to inform and develop appropriate biodiversity enhancements, in addition to any compensation that is necessary. One source of information that should be used to inform the location of any off-site biodiversity compensation and enhancements is the Conservation Target Areas (CTAs). In Oxfordshire CTAs have been identified by the Biodiversity Partnership. These are considered to be the most important areas for wildlife conservation in Oxfordshire Keynes where targeted conservation action will have the greatest benefit. The main aim within CTAs is to restore biodiversity at a landscape-scale through the maintenance, restoration and creation of priority habitats. CTAs provide a key focus for delivery of the Oxfordshire Biodiversity Action Plan (BAP).

The proposed development lies close to Glyme and Dorn CTA and Lower Cherwell Valley CTA. Further details and maps are available from: <http://www.oncf.org.uk/biodiversity/cta.html>

Scope of Surveys

The scope of surveys should not only include features receiving statutory protection, but should also pick up on species and habitats listed by the Secretary of State as being of principal importance under section 41 of the NERC Act 2006. As such, botanical surveys should identify habitats of principal importance. Further assessment may be needed to determine the value of some habitats on site, especially any habitat where the defining features are not only botanical.

Species surveys should be designed to identify species of principal importance using the site, in addition to protected species. The need to conserve species and habitats of principal importance is stated in paragraph 117 of the NPPF as follows:

“promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets”

Timing of surveys: it is important that all potential biodiversity impacts and enhancement opportunities are informed by full survey information. Surveys should be undertaken at the optimal time of year for each species using the best practice methodology. It would be particularly useful for surveys to identify any existing wildlife corridors connecting to features within the wider countryside, for example watercourses, ditches, hedgerows and railway embankments so that these can be taken into account in the design of the restoration and aftercare schemes.

Cherwell's Ecology Officer is satisfied with the intended content of the Ecology and Biodiversity Chapter. The only observation made was in terms of ecological enhancements, bat and swift boxes incorporated into new dwellings (where appropriate) should be considered given the nearby records for these species.

OCC's Ecologist comments as follows:

The ecology chapter should assess the potential direct and indirect impacts on designated and local sites and include an extended Phase 1 survey to determine the habitat present and identify whether there is any UK Priority habitat present or potential habitat for protected or UK priority species.

If potential UK priority habitat or potential habitat for protected species is identified further surveys will be required (phase 2 habitat and protected species surveys) to determine what biodiversity is present and the potential impacts of the development.

The EIA should answer the following questions:

1. What species are involved?
2. What is the population level (or area) likely to be affected by the proposal?
3. What is the impact of the proposal on protected species/ UK BAP priority habitat?
4. Is the impact necessary or acceptable?
5. What can be done to mitigate the impact?
6. Will a licence be required from Natural England?

Environment Agency comment as follows:

We are pleased to see that there will be significant and detailed ecological assessments undertaken for this site. The site has no immediate watercourses/waterbodies which could be impacted upon and so we would advise you to contact Natural England as they are the responsible body for the biodiversity/habitat which could be affected.

Additional Information:

London Oxford Airport comment as follows (they raise a number of points which are of relevance to various sections of the scoping report):

Items which the Airport considers as important and relevant to the planning application are as below:

- Airport operations on both runway 01/19 and 11/29
- Helicopter circuits
- Impact of noise on dwellings within the proposed development
- Safeguarding study required
- PSZ requirement
- Impact assessment in terms of building heights, lighting etc – to protect the radar installation and radar results which are critical to flight safety
- Street lighting assessment
- Bird/wildlife activity control for development/building stage and once completed
- Tree and water design
- Solar panels and the impact
- Increased aviation security risk by introducing densely populated area to the airport boundary

Environment Agency provided the following additional comments:

We acknowledge that this proposed development is at a very early stage but we feel that it is worth highlighting opportunities in making this development as sustainable as possible.

Green Infrastructure

We believe that for a development of this scale then green infrastructure needs to be considered as early as possible. Opportunities should be sought to improve existing green infrastructure (such as landscape, geology, habitats and species, recreational green space and features such as mature trees and hedgerows, rivers and ponds).

We would expect a development of this type to plan to protect existing wildlife and create and improve areas where wildlife can thrive (including grasslands, woodlands, wetlands and ponds, green roofs and sustainable drainage systems). Provide links between important habitats on and off-site and allow space around them to act as a buffer.

Climate Change and Renewable Energy

We would also 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

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.

Foul Infrastructure

We would advise that you talk to the Cherwell DC, West Oxon DC and Thames Water to make sure they can provide the water supply and wastewater treatment infrastructure for the lifetime of your development.

Soil

Development has a close relationship with the soil and the land on which it's built. Well-managed soil provides many benefits, such as storing carbon, reducing surface water run-off and improving water quality. Particular care is needed to safeguard 'best and most versatile' agricultural land. It's important, therefore, that you consider carefully the impact your development could have and make sure that you avoid damaging the soil during construction, avoid waste and find sustainable alternatives to disposal.

Woodstock Town Council comment as follows:

The Council resolved that Woodstock Town Council opposes this scoping opinion on the grounds that the scale of the development is incompatible with the present social infrastructure and demography of Woodstock.

Yarnton Parish Council comments as follows:

Likely adverse traffic conditions related to A44 and Northern Gateway proposal, and probable increase in traffic flow along Cassington Road and over weight-restricted rail bridge.

Kirtlington Parish Council comments as follows:

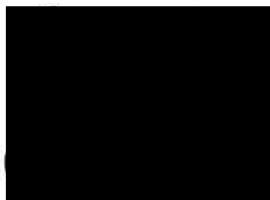
The Parish Council asks that the Scoping Opinion includes:

- A full assessment of existing and future secondary education provision for Cherwell DC residents currently in the catchment area of the Marlborough School in Woodstock – this includes Kirtlington.
- A full assessment of the impact of the additional traffic load on the surrounding trunk and minor roads, and on the smaller settlements on those routes e.g. Long Hanborough, Bladon, Bunkers Hill, Enslow and Kirtlington.

Conclusion

As previously stated you are advised to take into account all the points raised by the various consultees when formulating your Environmental Statement. The only comments that are perhaps out of the ordinary and those raised by London Oxford Airport. However, during discussions it would appear that you are going to either address the points raised in the relevant sections of the Statement or as part of the two air safety reports that have been commissioned. Although most of the consultees have responded, I will obviously forward on any additional comments should I receive any late representations. I trust the information provided is of assistance.

Yours sincerely



Bob Duxbury
Development Management Team Leader

Planning Service

Reply to: Mr Phil Shaw
Direct Line: (01993) 861660
Fax: (01993) 861451
E-mail: phil.shaw@westoxon.gov.uk

Elmfield
New Yatt Road,
WITNEY,
Oxfordshire,
OX28 1PB
Tel: 01993 861000
www.westoxon.gov.uk



**WEST OXFORDSHIRE
DISTRICT COUNCIL**

Mr S Pickles
West Waddy ADP
60 East Street
Abingdon
Oxon
OX 14 5EB

West Waddy ADP	
Date Rec'd	01 OCT 2014
Job:	Partner: Proj Adm:

Your Ref: 273-06-SP
Our Ref: Woodstock
Date: 29/09/2014

Dear Mr Pickles

**RE: Town and Country Planning (Environmental Impact Assessment)
Regulations- Request for a scoping opinion for 1500 dwellings and associated
facilities at Perdiswell Farm South East of Woodstock**

I refer to your letter and enclosures received 14th August 2014 regarding the above. I have now received the comments of English Nature, the Environment Agency and a number of internal consultees. I have also liaised with officers at Cherwell DC within whose jurisdiction the majority of the site lies and I have seen a copy of their scoping opinion to you dated 19th September

This Council is happy to endorse the general recommendations set out in the response by CDC.(copy enclosed) This corresponds with the external technical responses that we have received

In particular from a WODC perspective we consider the community and social impact of the development will be a critical factor but query whether the impacts on Woodstock and on adjoining parishes is correct or whether there are different catchments for different services and facilities. 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. The development is clearly of a scale where major socio-economic impacts will be caused and these impacts need to be quantified and assessed through the EIA. Factors such as recreational capacity, out commuting, retail impact etc and the ability to access services by sustainable travel modes will be key issues. In that regard the traffic impacts beyond the immediate environs and in particular on the A44 and the northern approach to Oxford needs to be assessed in the context of other major proposed developments such as the Northern Gateway AAP. How will the already congested highways cope with the increased demand? Potential provision of a Park and Ride is mentioned yet there is little reference to how the impact of such a proposal will be assessed

We have particular concerns regarding the impact on the adjacent World Heritage Site. Views off/into the Palace and its listed walls and protected grounds, the impact on its setting etc will be critical issues. Key views in the Blenheim Palace WHS Management Plan will need to be assessed. Given the international sensitivity of the setting we would actively encourage meaningful pre application discussions and in that regard Officers at CDC and ourselves would be willing to look at joint pre application advice provided that our costs are met. We

also consider that an independent external design review along the lines promoted by the Design Council/CABE is warranted given the sensitivity of the site

In terms of the consideration of alternatives, the lack of landownership is not considered a sound argument, particularly as Cherwell has identified a range of alternative sites in order to meet their objectively assessed need. This site is not one of the identified sites. In terms of cumulative impact, 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

The Environmental Protection team at WODC 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

I hope that this is clear but if not please contact me

Yours sincerely,



Area Development Manager
ENCL

CC Tracey Morrissey CDC
Woodstock TC