

This document is the outline of the 'other' Garden Village (GV) proposal. It is described as a Vision Document which means it isn't yet a complete plan but does give us a clear picture of what the proposal will be.

We should not forget that this will be a huge shock to South Leigh who will feel just as 'dumped on' as we did when WODC increased our housing allocation from about 250 to 3200!

Eynsham must not assume that we can or should shift our problem onto South Leigh. Let the matter be judged on merit.

We have no idea what will happen next.

Eynsham Futures will revisit the Neighbourhood Plan again to see if we have covered all the options. If this GV goes ahead there will still be pressure to develop north of the A40 so we will dust off the section of the Neighbourhood Plan for a smaller but integrated northern extension to Eynsham which, of course, will bring us back to the problems of the A40 again.

Eynsham Parish Council web-site has a file-size limit which is just below the original size of this document. Until the size limit can be raised, two pages (p33 and p35) which are artist-impression pictures have been removed to make it fit. We apologise to the document's authors for this temporary necessity.

Barnard Gate Garden Village

West Oxfordshire

Development Vision



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01



Wider Site Context

KEY  Site Boundary

01 Introduction

Gladman Developments wish to promote land at Barnard Gate, West Oxfordshire for development as a new Garden Village. The 228 hectare site presents an ideal opportunity to create a sustainable, distinctive and attractive residential-led mixed use development which will help to meet the needs of the District (and the unmet needs of the city) in this area of high housing demand.

West Oxfordshire District Council currently has a need to identify strategic housing sites and is seeking to deliver a wide range of high quality housing opportunities and choice including self-build, key worker, affordable and starter homes. Development of land at Barnard Gate provides a key opportunity to achieve this.

A new Garden Village at Barnard Gate has potential to deliver a combination of high quality housing, business and community uses and greenspace in a strategically important and sustainable location immediately to the south of the A40 between the towns of Witney and Eynsham, approximately 6 miles from Oxford.

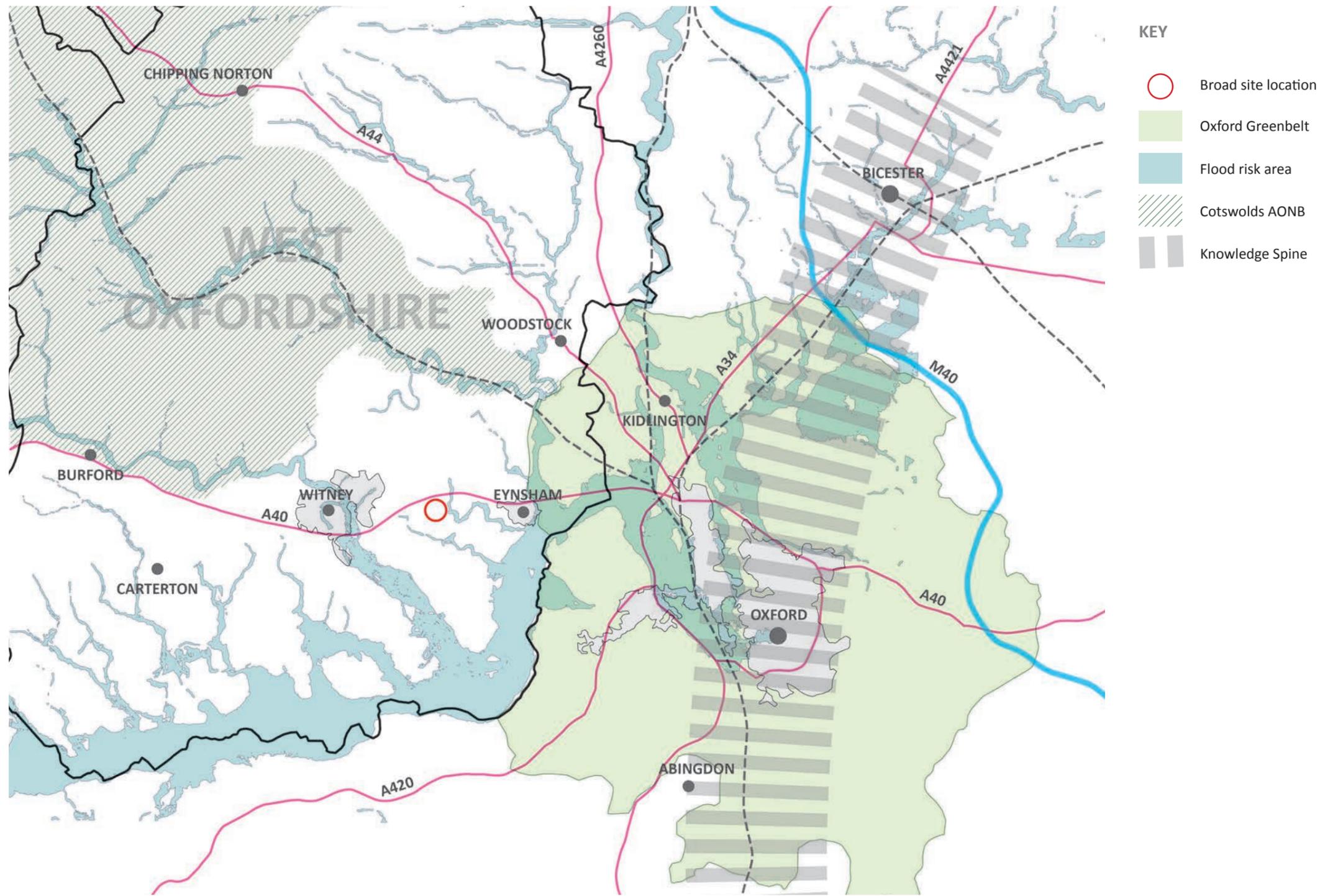
The proposal could deliver in the region of 2000 new homes by 2031, along with an estimated 23 hectares of science/business parks building on the strength of the Oxford economy. The development has potential to provide new Park and Ride facilities to improve sustainable travel in the area. The development is proposed to include a neighbourhood centre, primary school, sports centre and hotel, along with a substantial network of publically accessible greenspace accommodating new pedestrian/cycle and bridleway routes and a 66 hectare new Country Park for the recreational benefit of existing and future local residents.

As the site is located centrally between Witney and Eynsham, the Garden Village at Barnard Gate will be a distinct new settlement in its own right and has the ability to create an independent community which is a self-sufficient sustainable settlement. The site has a minimal direct relationship with existing urban areas. Distinct separation between the new settlement and the village of South Leigh to the south will be retained through the creation of an extensive new Country Park, ensuring that permanent physical separation between the two areas will be retained.

The area to the west of Oxford has been identified as one of a number of preferred locations for strategic growth by the Oxfordshire Growth Board (OGB) as part of a joint process to consider how the unmet housing needs of Oxford City can be best accommodated within the four neighbouring authorities.

Land at Barnard Gate is entirely suitable for the required scale and form of development, and is genuinely deliverable, being under the control of one single landowner. Gladman Developments would welcome the opportunity to bring this exciting project forward.

02



Strategic Context

02 Strategic Context

The Government's 'Locally Led Garden Villages, Towns and Cities' Programme

The Government has detailed its most ambitious housing programme for more than a generation with its commitment to support locally-led Garden Villages, Towns and Cities that not only deliver new homes, but revolutionise the creation of communities.

To drive this forward, the Government is encouraging local authorities to present proposals for new settlements that inherently embed the Garden Village principles. Garden Village proposals should stand out from the ordinary and be well designed, attractive locations.

To be successful, Garden Villages need to include between 1,500 and 5,000 dwellings, be free-standing developments in locations that have minimal impact on existing communities, and be located where sustainable transport infrastructure can be easily accommodated. They also need to be large enough to sustain public services such as schools, shops and surgeries, but not so big that they become urban extensions by another name.

Oxfordshire's Housing Need

The Oxfordshire councils have agreed to work together on devolution to discuss areas of common ground, assess potential options and establish a way forward. One of their aims is to seek investment in housing and transport infrastructure. Investment is needed if Oxfordshire is to reach its potential as part of the Cambridge-Milton Keynes-Oxford: Growth Corridor.

Oxfordshire is home to some of the United Kingdom's principal resources for high quality, knowledge-based, economic growth. It generates output to the value of about £20.5bn (ONS, 2014) from around 400,000 jobs in 30,000 enterprises. Oxfordshire performs well on key metrics of productivity and is consistently in the upper echelons of league tables relating to the UK's economic performance. Key sectors for inward investment are advanced engineering and life sciences. In 2014, GVA per hour worked in Oxfordshire was an estimated £32.70 - compared to a UK average of £31.00. Both activity and employment rates are higher than the regional average, and substantially higher than the national average. The rate of unemployment is very low and Oxfordshire is currently approaching full employment.

The affordability of housing across the county is a major concern. The challenges are particularly acute for younger people, those in less well-paid jobs and those key to the economy: especially in the sectors for which the area is best known to the world. The problem is especially marked in Oxford. A recent study of house prices to earnings ratios (by Oxford University's Professor Dorling, February 2016) showed that in January 2015, the ratio of average house prices to incomes in Oxford was over 15, compared to 14 in London. The London-based Centre for Cities think tank has found that Oxford's housing is now the least affordable of any City in the country.

The Oxfordshire Strategic Housing Market Assessment (April 2014) has identified a high level of future housing need in the county, 5,000 dwellings a year are needed up to 2031. A significant proportion of this need is in Oxford City, and yet tight administrative boundaries mean that growth potential within the City is limited. The Oxfordshire Growth Board's working assumption is that 15,000 dwellings need to be provided to address this unmet housing need. The Growth Board is leading a collective process to determine the apportionment of the unmet housing need between the various Council areas. The emerging findings show that West Oxfordshire will need to provide for a significant amount of this need.

Where Should New Housing Be Located?

The area of land located between the existing settlements of Eynsham and Witney is the most promising area within West Oxfordshire to meet this need given the close proximity to Oxford. The area is distinctly separate from the planning constraints of the Oxford Green Belt to the east, the Cotswolds AONB to the north and west, and the extensive flood risk area of the River Thames to the south.

The A40 passes through the area connecting Witney and Eynsham to Oxford. Through the Local Growth Fund, funding of £5m has already

“Garden Village proposals should stand out from the ordinary and be well designed, attractive locations.”



been secured towards a new Park and Ride facility at Eynsham together with a new eastbound bus priority lane along the A40 towards Oxford to alleviate peak time congestion on this key county route.

Oxfordshire County Council also has aspirations to deliver further long-term improvements to the A40 including additional dualling of the A40 between Witney and Eynsham, and a west bound bus lane returning from Oxford to Eynsham, although funding for these measures has not yet been secured. These planned infrastructure improvements will facilitate greatly improved public transport connectivity into central Oxford and to the important employment locations in eastern Oxford, and will create an important transport hub on the A40.

Beyond this, funding from the Local Growth Fund has also been agreed for a package of measures to improve transport in North Oxford and enable the Northern Gateway development which will provide business and research space and new homes at this strategic location. Through the City Deal a new road linking the A40 to the A44, bypassing Oxford's Wolvercote roundabout, has been agreed. This will provide better connectivity to the A34 and M40 from the proposed development at Barnard Gate and from wider West Oxfordshire. The District Council would like to see further improvements to the A40 in the longer term to dual from Eynsham to Oxford.

The Barnard Gate site is approximately 1.5 miles from both Witney and Eynsham. Witney is the largest town in West Oxfordshire. It is an important destination providing shopping and leisure services which are accessible by bus, cycle and car. Proposed improvements to the Shore's Green junction in Witney will enhance access from the east.

Eynsham is the fourth largest settlement in West Oxfordshire, although it is still considered to be a village as it has no commercial centre. Its core features are the church and the square in the historic centre, with shops and services scattered along the oldest streets.

Access to the rail network can be obtained from Hanborough Station, approximately 3 miles from the Barnard Gate site, which provides services to Oxford and London.

The location of the site at Barnard Gate - close to Oxford and on the edge of the Oxfordshire 'knowledge spine' means that demand for additional modern business space in the area is significant. This part of West Oxfordshire is a key economic 'hotspot' with significant economic growth potential. There are already a number of important local employers such as Siemens and Polar Technology and there is potential to attract more through delivery of a new Science Park as part of the proposals for land at Barnard Gate.

Land around Eynsham is currently being promoted for a new Garden Village by West Oxfordshire District Council. This new development would essentially become an extension of Eynsham rather than a standalone new Garden Village. Approximately 1000 new homes are proposed immediately to the west of Eynsham, and a further 2200 are proposed within a new Garden Village on land to the north of Eynsham.

We consider that the potential development at Barnard Gate presents a viable, realistic and preferable alternative to the large scale expansion of Eynsham as it can deliver a similar range of uses and quantum of housing but with the following added advantages:

- A single landowner willing to progress ASAP;
- A promoter in place with the necessary expertise and consultant team actively developing proposals;
- It has potential to utilise a more sustainable source of electricity from the solar farm on the north side of the A40;
- The proposal can be designed to avoid any unacceptable impacts to existing villages/towns;
- It can safeguard/contribute to the future aspirations to improve the A40;
- Given its separation it can command an identity of a new settlement rather than an extension of Witney or Eynsham;
- Its location can benefit from accessing services within Witney and Eynsham (if required);
- Due to the above (and unlike the Eynsham North proposals) it can make a meaningful contribution to housing delivery within the plan period and therefore a sound and valuable addition to the emerging Local Plan.

“ We consider that the potential development at Barnard Gate presents a viable, realistic and preferable alternative to the large scale expansion of Eynsham ”

03



KEY

- Site Boundary
- Other land in same ownership

Site Context

03 The Site and Surroundings

The 228 hectare site is located immediately to the south of the A40 between the towns of Witney and Eynsham, approximately 6 miles from Oxford. The hamlet of Barnard Gate is located to the north of the A40 and the small village of South Leigh is located to the south of the proposed site. The site is not subject of any protective designation, it does not lie within a protected landscape or the Green Belt.

A multi-disciplinary team of specialist consultants have undertaken a comprehensive series of surveys and appraisals of the site and its setting. From this initial work we have established that there are no significant constraints to prevent the delivery of a Garden Village at Barnard Gate.



“ there are no significant constraints to prevent the delivery of a Garden Village at Barnard Gate ”

Landscape Context

National Character Areas

In the 1990's Natural England assessed landscape character at a national level. The country was subdivided into 159 different character areas. At this level of assessment the site was located centrally within the 'Upper Thames Clay Vales'.

The Upper Thames Clay Vales is a broad belt of open, gently undulating lowland farmland on predominantly Jurassic and Cretaceous clays. The area includes a World Heritage Site at Blenheim Palace, along with a large area of the North Wessex Downs Area of Outstanding Natural Beauty (AONB) and smaller areas of the Chilterns AONB and the Cotswolds AONB.

As part of the summary of the character area it is stated that 'potential growth of urban areas, particularly around Oxford and Swindon, may provide opportunities for creation of significant areas of accessible natural greenspace as part of comprehensive green infrastructure planning'.

Land at Barnard Gate does not include any of the specifically protected areas of land within this landscape character area. Development of the site would provide an opportunity to create and enhance natural greenspace within the local area.

Oxfordshire Wildlife and Landscape Study (OWLS)

The Oxfordshire Wildlife and Landscape Study (OWLS) is an investigation of landscape character and biodiversity across the county. The OWLS is the current landscape character assessment for Oxfordshire.

At a local level the site is located almost entirely within the 'Rolling Clayland' character area. This landscape type covers the rolling vale landscapes to the south of Thame and around South Leigh.

The key characteristics of 'Rolling Clayland' are listed as:

- Rolling landform, strongly undulating in places;
- Dense corridors of willows bordering many small streams and ditches;
- Small to medium-size mixed plantations;
- Small to medium-size grass fields and some arable cropping;
- Moderately sized settlements and dispersed farmsteads.

In relation to land use and vegetation, the character area description states that 'small to medium sized woods are scattered throughout the area and are a key visual component in the landscape'. 'The scattered woods, together with the waterside and hedgerow trees, create filtered views, and the pronounced undulating landform also contributes to the semi-enclosed nature of the landscape'.

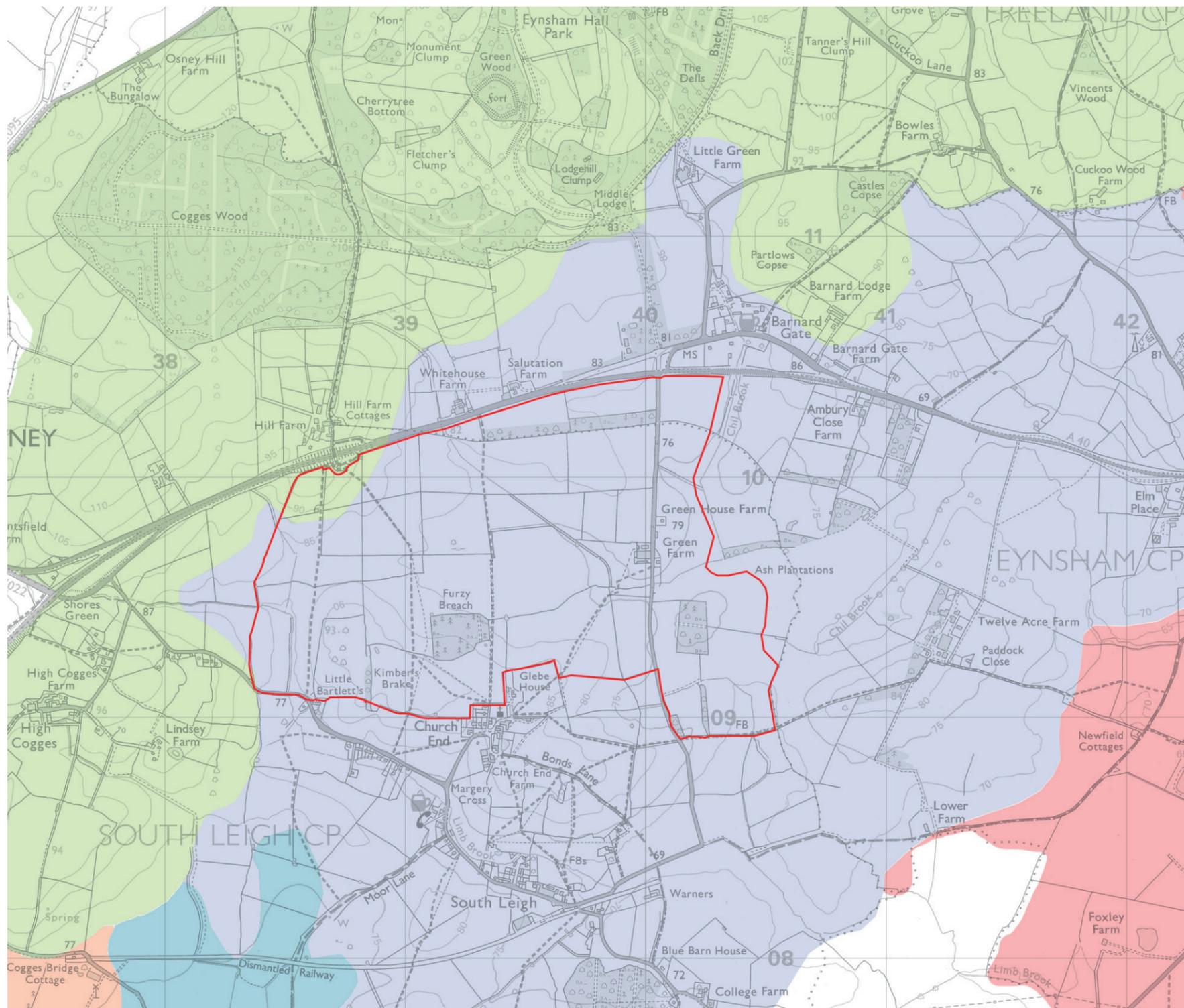
In relation to building materials, the character area description emphasises that 'local vernacular character is strong in villages such as South Leigh'. Throughout the character area there are a variety of traditional buildings and styles, including red brick, brick and stone, and timber framed houses with clay tiled or thatched roofs. In South Leigh limestone buildings with stone tiles are more characteristic.

The forces for change consider the effect of new residential development within settlements and note that 'this is mitigated to some extent by the rolling landform and dense tree cover'. Visual effects of pylons and masts are also 'mitigated to some extent by the strong pattern of tree cover'.

As part of the landscape strategy, the recommendation is made to conserve and enhance the pattern of fields, small woods, hedgerows and trees. It is recommended to 'minimise the visual impact of intrusive land uses at the fringes of towns, villages and roads with the judicious planting of tree and shrub species characteristic of the area'. 'This will help to screen the development and integrate it more successfully with the surrounding countryside'.

This indicates that the landscape character area has characteristics which make it have potential to accommodate change and therefore appropriately designed new development would not be expected to have a significantly adverse effect upon the wider character area.

Barnard Gate Garden Village, West Oxfordshire



KEY

- Rolling Clayland
- Wooded Estatelands
- Lowland Village Farmlands
- River Meadowlands
- Terrace Farmland



Typical Building Materials Found in South Leigh

Visual Appraisal

The relatively flat nature of the landscape context of the site, combined with localised undulating landform and vegetation in the form of small woodlands, hedgerows and occasional trees creates a semi-enclosed landscape with limited visibility.

Views from the South

The majority of the site is not visible from existing properties along South Leigh Road and Chapel Road within South Leigh due to an area of high land located in the south-west of the site and the small pockets of woodland which occur around this area.

Further east a cluster of existing properties around Church End within South Leigh are located on an area of higher land, but are well enclosed by existing vegetation which screens the majority of northward views.

An existing Public Right of Way (PROW) runs northwards from Church End into the site. There are views to the site from this footpath. A wide view extends as far as the Furzy Breach Wood, beyond which the view of the northern part of the site is framed by existing vegetation.

There are few visual receptors in the area to the south-east of the site. The single track road running from South Leigh to the A40 features a gentle ridge just to the south the site boundary which restricts northward views across the site. Beyond the ridge, close to the site boundary, the views from the road open up so that the site is visible, and vegetation in the local area along with gently undulating landform restrict the majority of distant views.

A PROW runs eastwards from Church End in South Leigh, eventually passing adjacent to the southern edge of the site. The PROW runs to the south of a well-established tall hedgerow which generally restricts views into the site.

Views from the East

Land to the east of the site is generally open, relatively flat farmland extending as far as Eynsham. From within the site it is possible to see high land at Wytham Hill on the horizon. The area to the east of the site is punctuated by small areas of woodland and vegetation along field boundaries and ditches. There are limited visual receptors with potential views from this area.

Views from the North

To the north of the A40 land rises up to woodland within Eynsham Park Estate. There are limited visual receptors in this area with any views to the site.

Views from the West

Land to the west of the site is generally in agricultural use and features strong vegetation at field boundaries and along the verges of the A40. There are no prominent views of the site from this area.



KEY

-  Site Boundary
-  Other land in same ownership
-  Public Rights of Way
-  Viewpoint Location

Photo Location Plan

Barnard Gate Garden Village, West Oxfordshire



Photo 1 - View from the A40 looking west

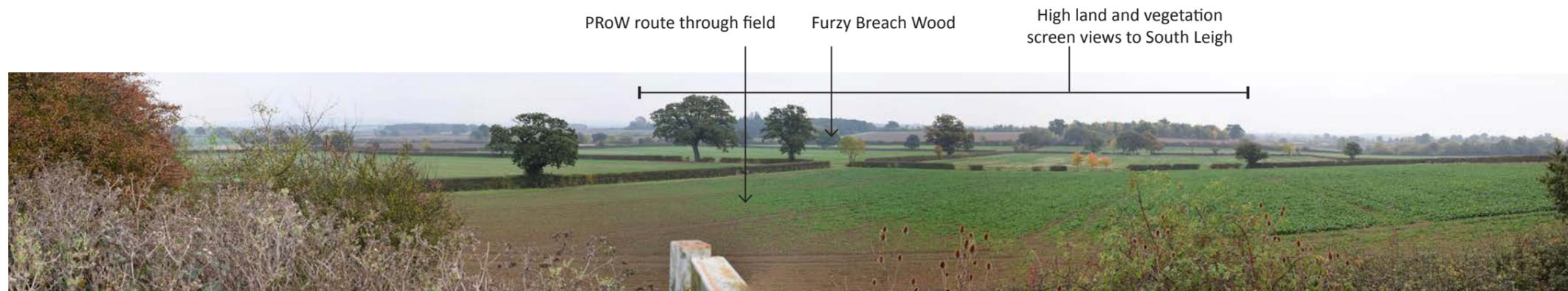


Photo 2 - View from ramp to bridge across A40 looking south-east across the site

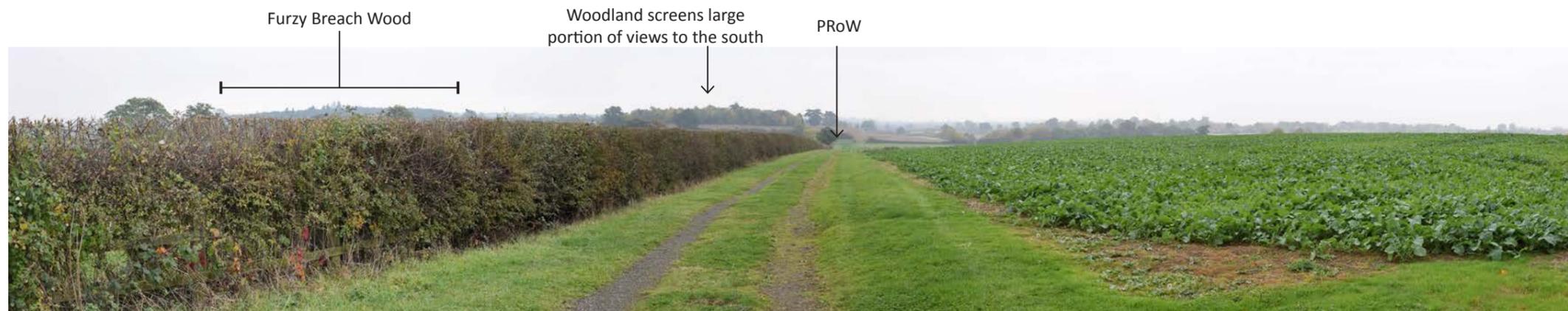


Photo 3 - View from the site looking south along existing Public Right of Way



Photo 4 - View from Public Right of Way off Chapel Road looking north across site



Photo 5 - View from Public Right of Way off Chapel Road looking north toward the site

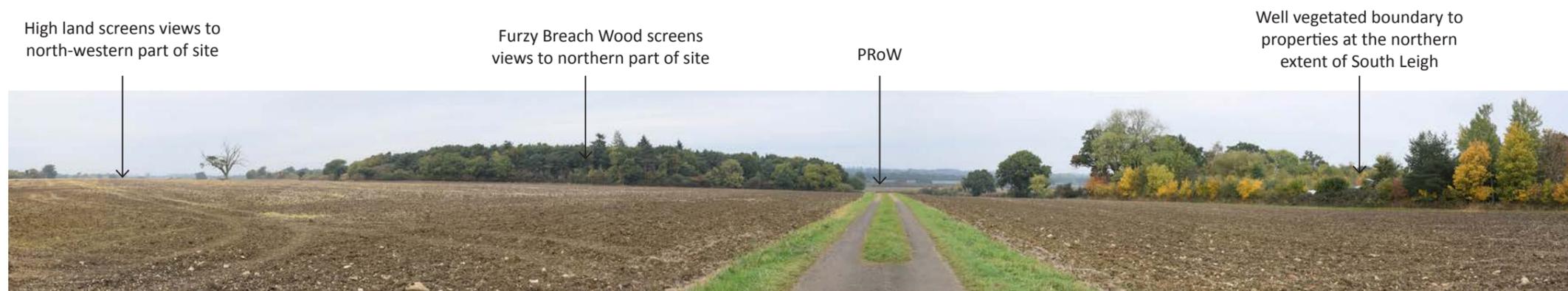


Photo 6 - View from Public Right of Way to the north of South Leigh, looking north across the site.



Photo 7 - View along Public Right of Way looking south towards South Leigh



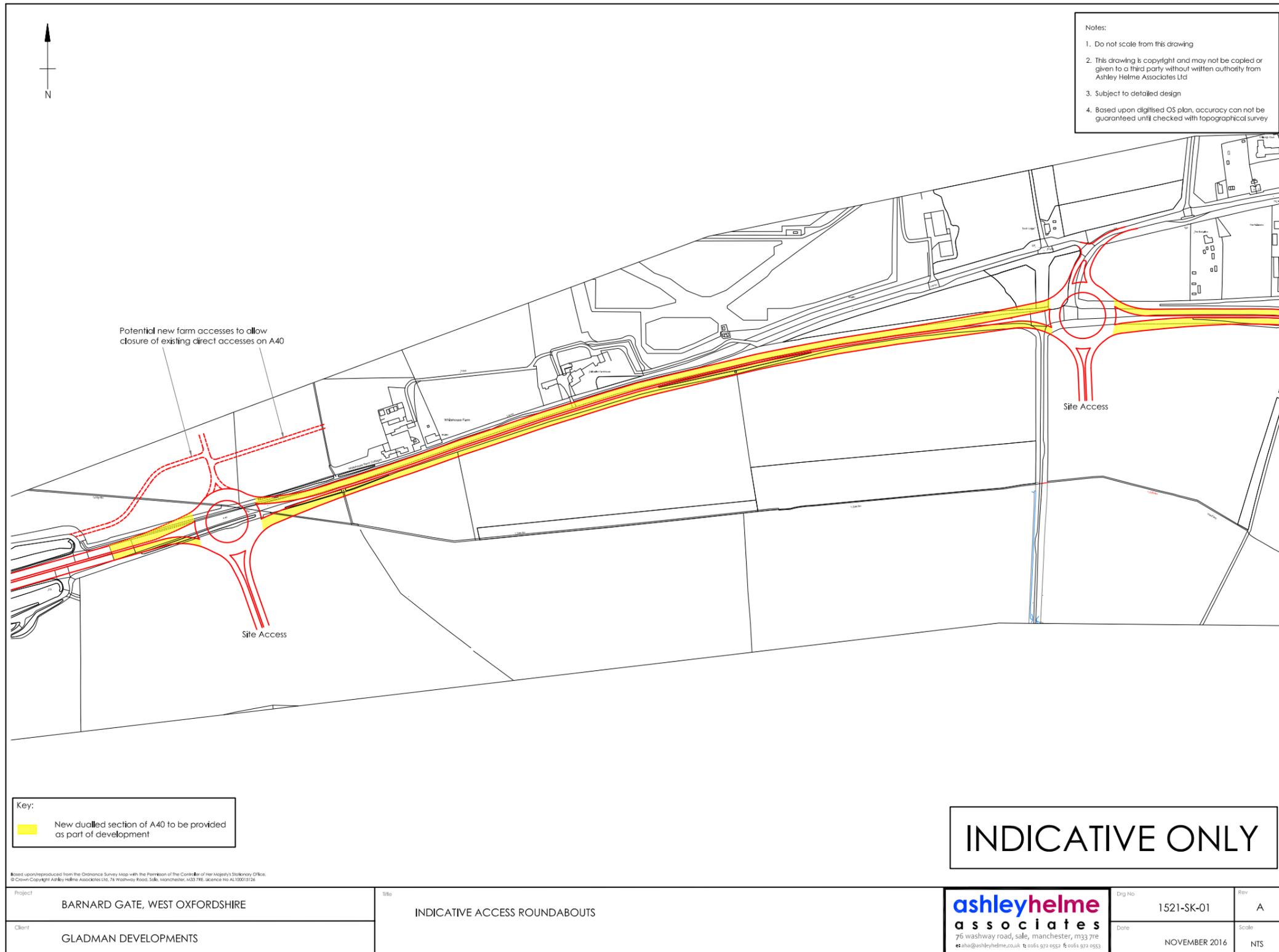
Photo 8 - View across site looking north-east towards Green Farm and existing single track road



Photo 9 - View from single track road between South Leigh and A40, looking west towards South Leigh



Photo 10 - View from single track road between South Leigh and A40, looking north



Site Access Plan (NOT TO SCALE)

Transport and Movement

A40 Corridor

The A40 is a main route providing links to the M40 motorway, Oxford, Cheltenham and South Wales. Between Witney and Oxford, the A40 is a single carriageway road and currently carries between 23,000 and 30,000 vehicles per day which exceeds the capacity of the road and leads to regular delays and congestion.

Although the A40 is a strategically important route, most of the peak time traffic has a local origin or destination. The route is also important for freight traffic and it has a higher than average proportion of light goods vans and lorries.

Connecting Oxfordshire

Oxfordshire County Council (OCC) has published a document 'Connecting Oxfordshire' which sets out a range of possible options to overcome the problems encountered along the A40. There are a number of agreed improvements, including:

- (i) New junctions and junction upgrades;
- (ii) Park & Ride facilities; and
- (iii) Bus lanes and bus priority measures.

Some of these measures are now complete, others will come forward between now and 2025.

Park & Ride at Eynsham and Eastbound Bus Lane

OCC has secured funding to implement a 1000 space Park & Ride (P&R) facility at Eynsham. This is to be located on the north side of the A40 and to the west of Cuckoo Lane. It is understood that the existing Cuckoo Lane/A40 priority controlled 'T' junction is to be upgraded to

a roundabout. As part of the proposals, an eastbound bus lane is to be installed along the A40 between the Eynsham P&R and Duke's Cut canal bridge, near Wolvercote.

OCC is also committed to investigate a Longer Term Scheme which comprises:

- (i) A 4.5km long dual carriageway between Witney (Shores Green) and the Eynsham P&R facility.
- (ii) Westbound bus lanes along the A40 from Duke's Cut canal bridge to the Eynsham P&R facility.
- (iii) Provision of high quality cycleways along the A40 between Witney and the Eynsham P&R facility.

A40 Dual Carriageway

OCC has an aspiration to widen the existing single carriageway section of the A40 between Witney (Shores Green) and northwest Oxford. The cost of this c.11.2km scheme is estimated to be £120million and would require significant alterations to junctions at Barnard Gate and Cassington and benefit both passenger vehicles (buses, cars, etc.) and freight traffic.

How Could Barnard Gate Garden Village Help?

OCC would like to upgrade the 4.5km of A40 that runs from Witney (Shores Green) to the Eynsham P&R facility. The Barnard Gate site frontage on the A40 extends to about 2.2km and is all within a single ownership which means that the Barnard Gate Garden Village could ensure the delivery of about half of the dual carriageway scheme that OCC would like to implement.

It could also be feasible to introduce east- and westbound bus lanes along the Barnard Gate A40 site frontage which would improve bus journey times between Witney and Oxford.

Similarly, OCC would like to install high quality cycleways from Witney to the Eynsham P&R facility. Therefore the Barnard Gate site frontage could also allow for about half of this cycleway scheme to be delivered. As shown on the Indicative Access Plan there is also potential to remove the (limited) direct access on to the A40 from the existing properties.

Access to Barnard Gate

It is proposed that vehicular access to the Barnard Gate scheme is via two new at-grade roundabout junctions formed on the A40. This type of junction is consistent with the existing at-grade roundabout on the east side of Eynsham and also the proposed at-grade roundabouts for Witney West and the Eynsham P&R facility.

The access proposals include the upgrade of the A40 corridor from single to dual carriageway along the site frontage. This could deliver about 2.2km of dual carriageway road and would represent about 20% of the OCC aspiration for dual carriageway between Witney to Oxford, especially because all of the Barnard Gate site is within a single ownership that simplifies delivery.

Park & Ride Facility

The proposed development could include a Park & Ride facility to complement the proposed P&R at North Eynsham. It would be accessed via a new roundabout junction on the A40 and conveniently located alongside a dual carriageway section of A40.

The upgrade of the A40 corridor outside of the site could be designed to include bus priority measures which could supplement the P&R scheme.

Topography and Drainage

The topography of the site is gently undulating but generally falls from north-west to south-east. An area of localised high land is located within the south-western part of the site, creating a rounded ridge between the northern part of the site and South Leigh.

The site is entirely within Flood Zone 1, land at low risk of fluvial flooding and suitable for all types of land use in accordance with the NPPF.

An extensive and well maintained network of drainage ditch watercourses cross the site. It is proposed that surface water attenuation (up to the 1 in 100 year plus 40% climate change event) would be managed by several attenuation/retention ponds. Surface water would then be directed to the onsite drainage ditches that route to Chil Brook, just east of the site.

Energy Strategy

The strategic approach to the design of the development will be to reduce the demand for energy consumption in the first instance (Lean Engineering), prior to the consideration of high efficiency plant (Clean Engineering). These steps are fundamental as controlling demand is the most effective way of reducing carbon emissions and, by providing solutions to reduce the carbon emissions within the fabric of the buildings themselves is a more sustainable option. As the scheme includes for mixed land use this does offer the opportunity to investigate on site renewable generation technologies that could allow for site wide generations systems to be installed for example central CHP plant, biomass energy production or ground source heat pumps. The viability of these options would all be considered within the design of the development.

Utilities

The site benefits from being located within the vicinity of existing high voltage electric mains, medium pressure gas mains and water mains that could provide the connection points for the new development site. Full network capacity analysis would be undertaken to assess what, if any, network reinforcement would be required. In addition, there is existing BT Openreach plant within close proximity to the development, however given the scale of the development there is the potential to bring high speed fibre connections to the site.

The proposed masterplan also allows for the existing major mains to be accommodated eliminating the need for significant diversion works.

Archaeology and Heritage

The site is free from known heritage constraints. There are no listed buildings on the site, or any Conservation Areas in the close vicinity.

The site forms part of the extensive Wychwood Project. This is a registered charity that uses the focus of the Royal Hunting Forest of Wychwood to encourage local people to understand, conserve and restore its rich mosaic of landscapes and wildlife habitats. Appropriate masterplanning of the site provides an opportunity to support and meet the objectives of the project by including a considered and managed network of publically accessible greenspaces throughout the development.

Noise

The northern edge of the site may require some form of noise mitigation, such as a landscape bund, to reduce noise levels from the

A40. Appropriate masterplanning and design can deliver a visually acceptable treatment for this mitigation. There are no significant noise constraints to prevent delivery of the site.

Land Use and Ecology

There are no statutory designations at an International or National level covering the site.

The land is almost entirely in agricultural/arable use which offers limited wildlife habitat on the site. The broadly rectangular arrangement of fields vary in size, subdivided by hedgerows with occasional trees, and a series of field ditches. Small woodland areas occur at locations throughout the site. These landscape features will be retained and could be expected to provide wildlife habitats on the site. The provision of a well-connected green infrastructure network across the site would be expected to enhance the wildlife habitats and biodiversity offered by the site.

Existing Residences on the Site

There are a handful of existing residential properties included within the site. These are under the same ownership as the wider site. The properties are accessed from a single track road which runs southwards from the A40 linking to South Leigh. Properties may be retained, upgraded or removed as appropriate but will not constrain development.

Public Rights of Way

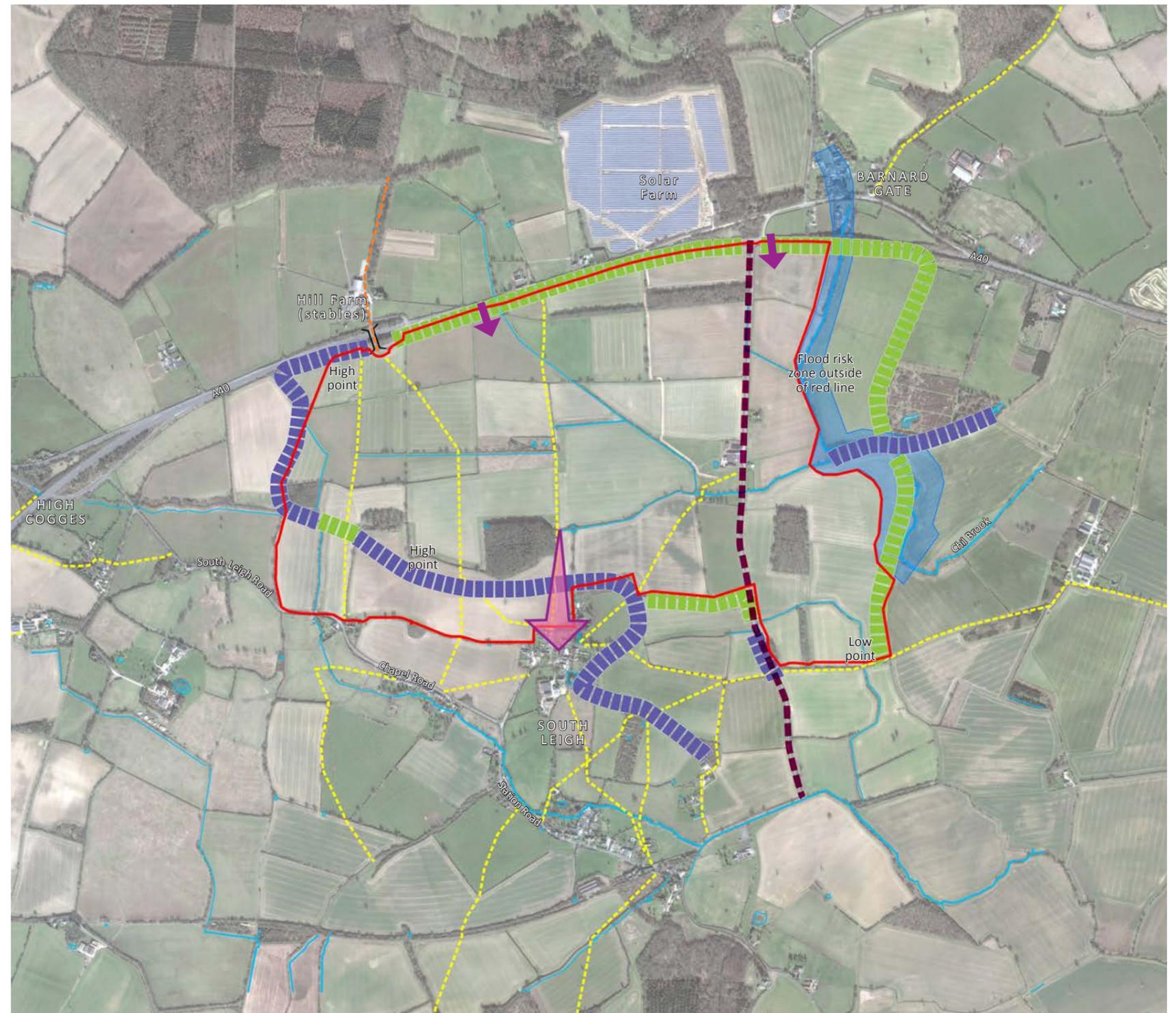
Six Public Rights of Way pass through the site. Four of the routes connect South Leigh to the A40, and the footbridge across it. To the north of the A40 the route becomes bridleway which complements the existing

horse riding facilities at Hill Farm which is located immediately to the north of the A40 footbridge. One of the footpaths links South Leigh, at Church End, to Green Farm on the single track road which bisects the site. A further footpath route runs east-west linking Church End to Eynsham.

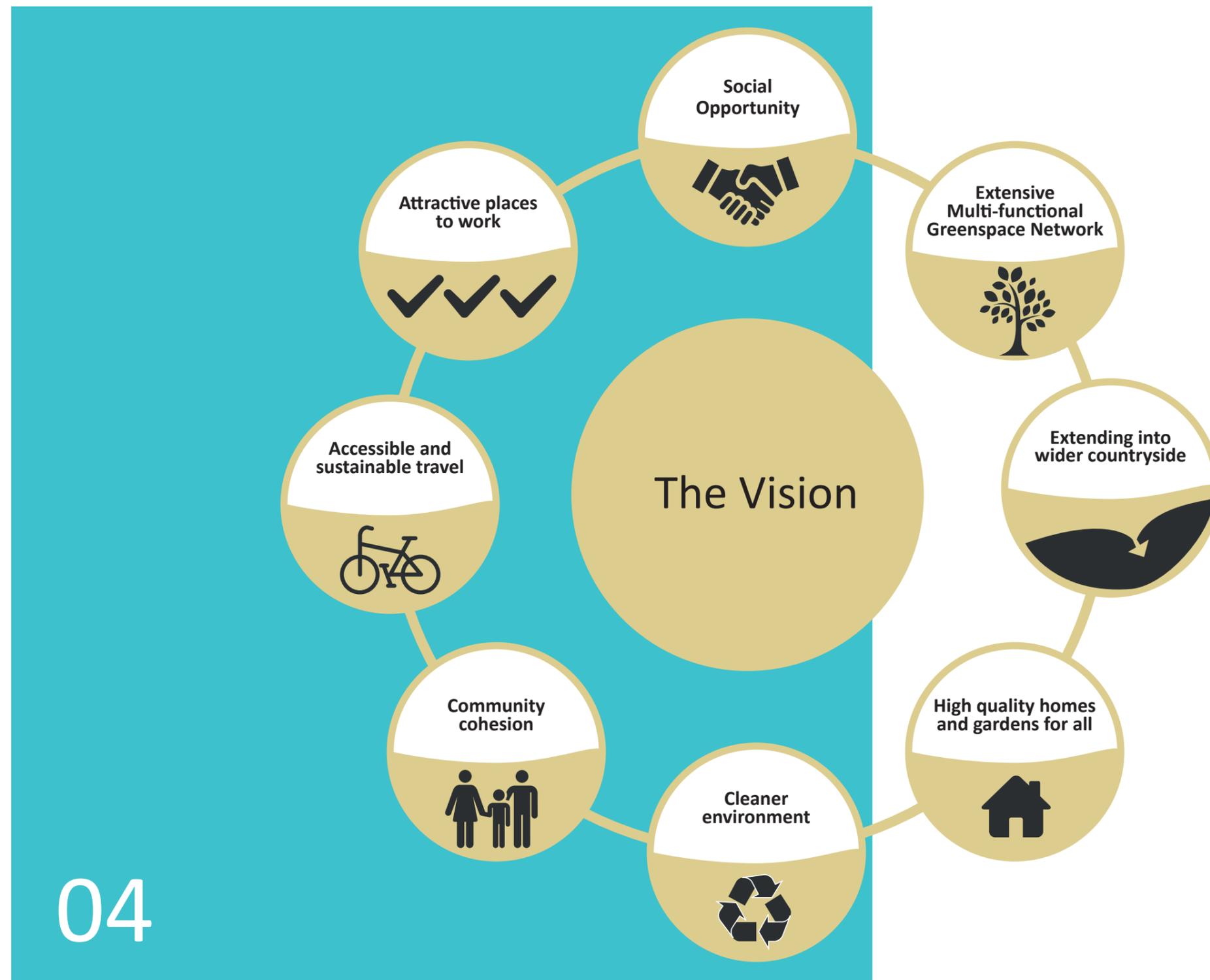
The existing footpath routes can be appropriately accommodated within the proposed Garden Village, while the development provides opportunities to create additional pedestrian, cycle and bridleway routes throughout the area to increase access for all into the green spaces throughout the proposed development.

KEY

-  Site boundary
-  Existing Public Right of Way
-  Existing Bridleway
-  Existing water bodies/ ditch network
-  Flood risk (Zone 3)
-  Bridge crossing over A40
-  Potential highway access from A40
-  Single lane track between South Leigh & A40
-  Approach to South Leigh
-  Potential to strengthen landscape structure
-  Vegetation & landform restrict views



Site Constraints and Opportunities Plan



04

04 The Vision for the Site

Land at Barnard Gate offers a unique opportunity for West Oxfordshire District Council to plan, and importantly – deliver, a new exemplary development of the highest standards – a place where people will genuinely want to live and work, delivering 21st Century living whilst embracing the character and distinctiveness of Oxfordshire.

We anticipate that the Barnard Gate Garden Village will provide at least 2,000 homes in the period up to 2031. A range of house types, sizes and tenures will be sought with a strong emphasis on affordable housing including starter homes and key worker homes, as well as opportunities for individual and community self-build.

All homes within the new community will be expected to achieve the highest benchmark standard of sustainable design and construction with the development acting as an exemplar for other large scale housing schemes in Oxfordshire and further afield. The building character will be informed by the rich local vernacular evident throughout the surrounding villages, but will providing an appropriate contemporary interpretation of historic building styles. A uniform character will be avoided - instead we will seek to create a distinct sense of place by delivering varied, yet complementary, character areas throughout the site which will present appropriate characteristics for their location and setting.

A high quality employment area will be provided on the site in the form of a 23 hectare Science Park. This will be a contemporary space, capitalising on the site's close proximity to Oxfordshire's knowledge spine and opportunities to attract high-tech university 'spin-outs' from Oxford.

The Garden Village will be designed to minimise car travel and maximise walking, cycling and public transport use. This will help to encourage a healthy community and a high level of community interaction.

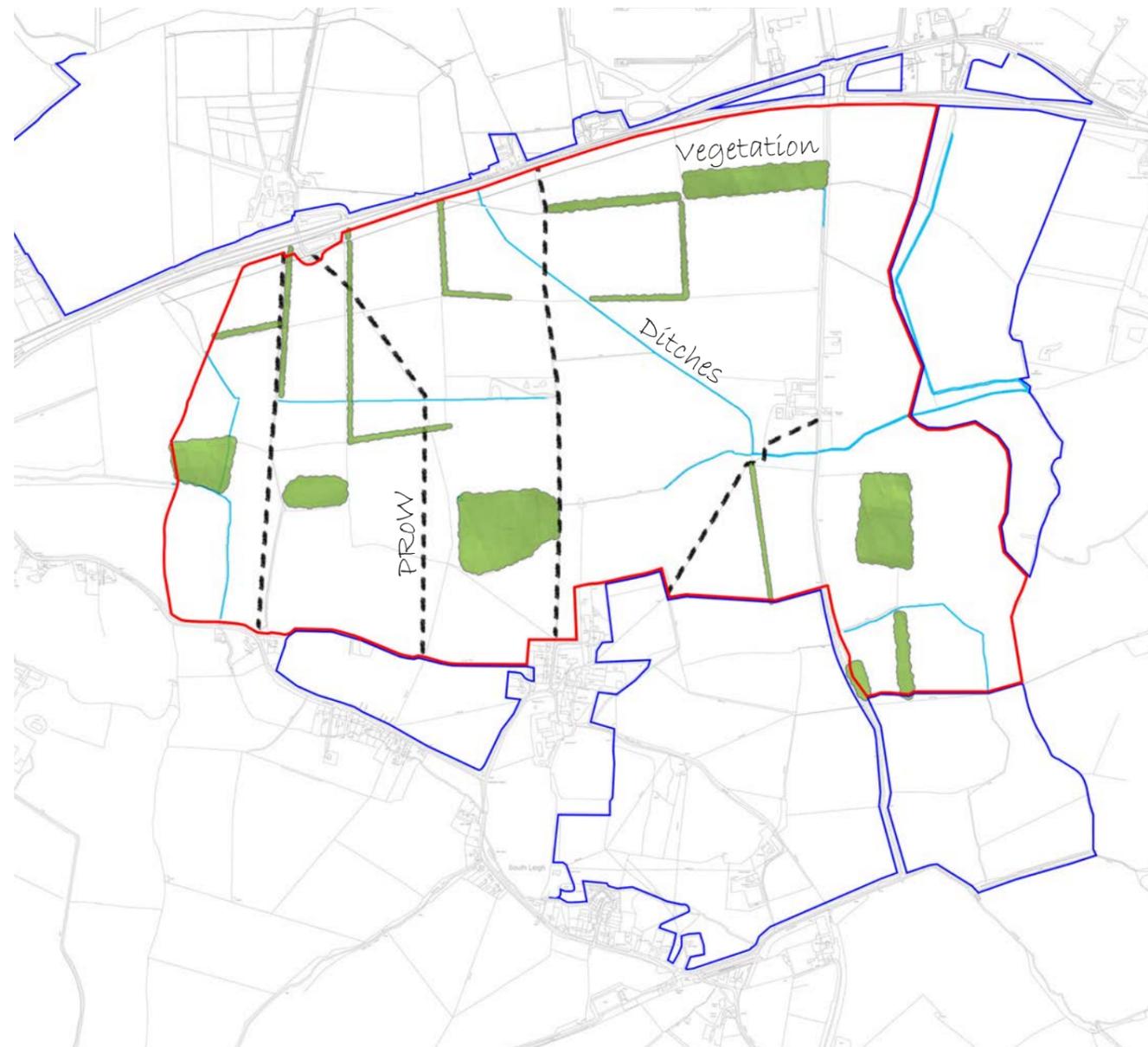
The creation of a comprehensive network of greenspace within and around the site is fundamental to the vision for the Garden Village. The existing character and features of the site will be integrated into the greenspace network which will provide an attractive setting to development while also maximising recreational and amenity opportunities.

Key Concepts for the Development

The masterplan vision for the new Garden Village at Barnard Gate is based upon four key concepts which respond directly to the characteristics of the site:

1. Retain existing landscape features;
2. Strengthen and improve landscape structure at the site boundaries;
3. Create a central hub of neighbourhood facilities with a landmark building which will be visible from key locations throughout the development;
4. Allow for widening of the A40 and provide employment and Park and Ride facility to enhance the sustainability of the site.

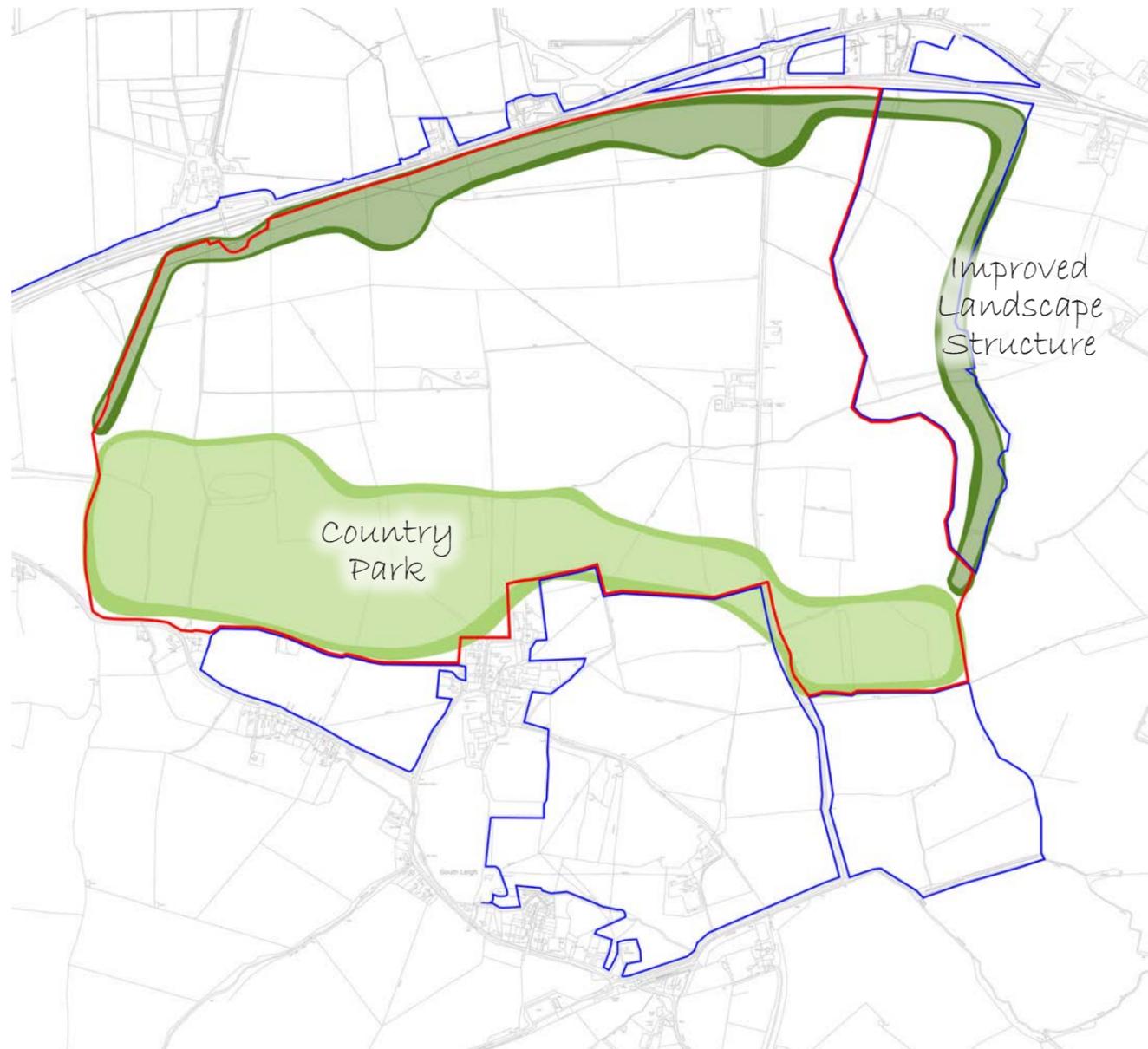
“...a place where people will genuinely want to live and work, delivering 21st Century living whilst embracing the character and distinctiveness of Oxfordshire.”



Concept 1 – Retain existing landscape features

The network of landscape features comprised of small woodland areas, hedgerows, ditches and public rights of way provide a sense of character and grain to the site. These elements are valuable and should be retained wherever possible. The retention of these features will add a true sense of character and maturity to the new Garden Village.

Concept 1: Retain existing landscape features



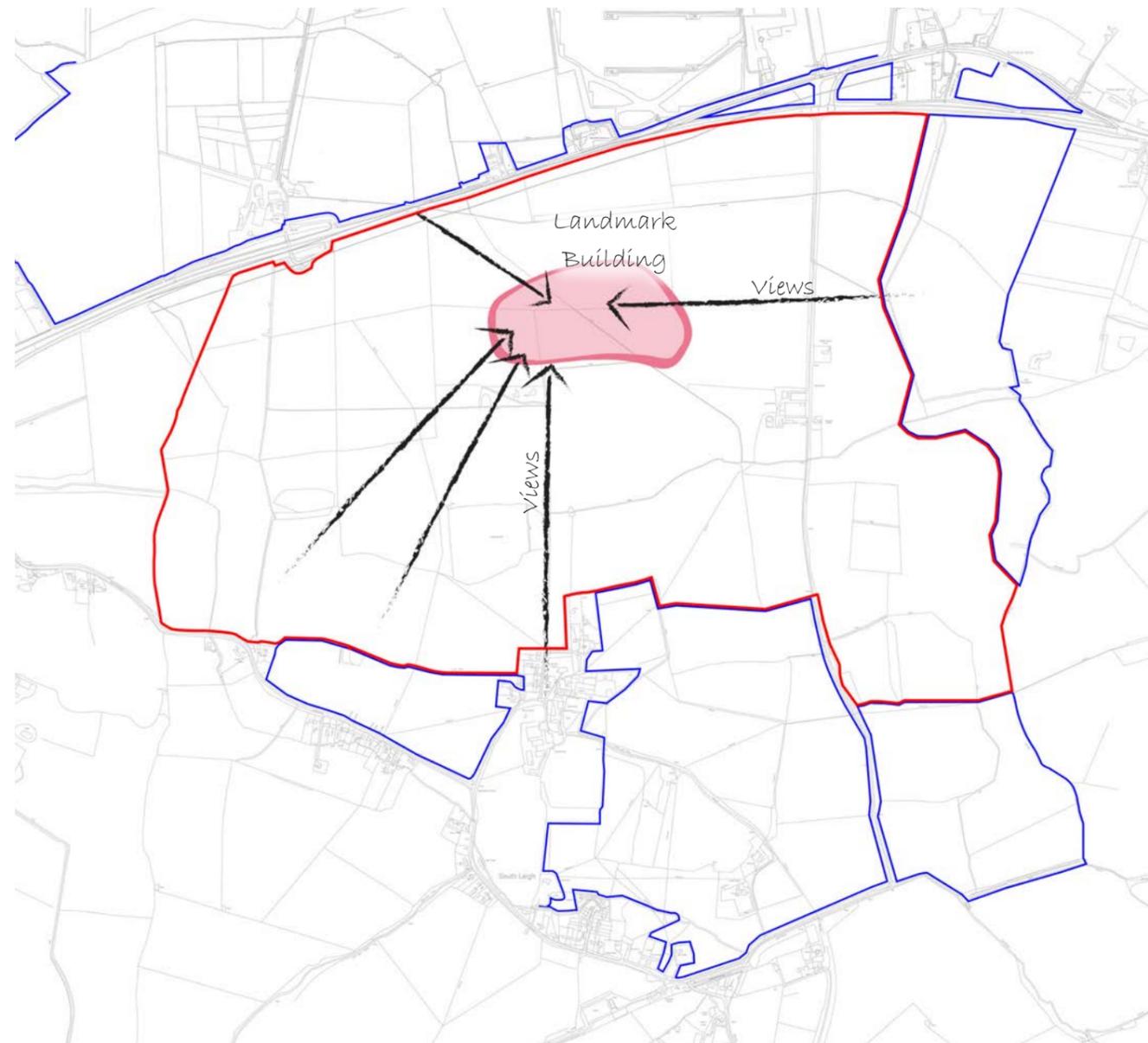
Concept 2: Strengthen and improve landscape structure at site boundaries

Concept 2 – Strengthen and improve landscape structure at the site boundaries

Many parts of the site are screened from the wider landscape due to subtleties of landform and/or existing vegetation. A ridge in the southern part of the site restricts views between the site and South Leigh. The ridge features small woodlands set within open fields. This area, and the land to the east, has great potential to become a new Country Park with additional landscaping to strengthen the existing landscape structure. Existing footpath routes through the Country Park will be retained ensuring that the park is accessible to all. The Country Park will provide a permanent buffer between the proposed development and South Leigh.

The northern, eastern and western edges of the site will feature substantial new woodland planting. Woodland planting at the eastern edge of the site is proposed on adjacent land. This is considered to be the most appropriate location at which to create new woodland structure.

The perimeter woodlands will strengthen existing landscape structure, assisting in filtering views of development from many areas. The new woodland will form part of a wider green infrastructure network and will provide a recreational perimeter route around the Garden Village. Combined with the Country Park this will be a genuine asset to the local community, providing opportunities for leisure and recreation and an opportunity to access the wider countryside from the development. Extension of the bridleway network around the perimeter of the Garden Village will benefit the existing stables located at Hill Farm, to the north of the site over the A40.



Concept 3 – Create a central hub of neighbourhood facilities with a landmark building which will be visible from key locations throughout the development

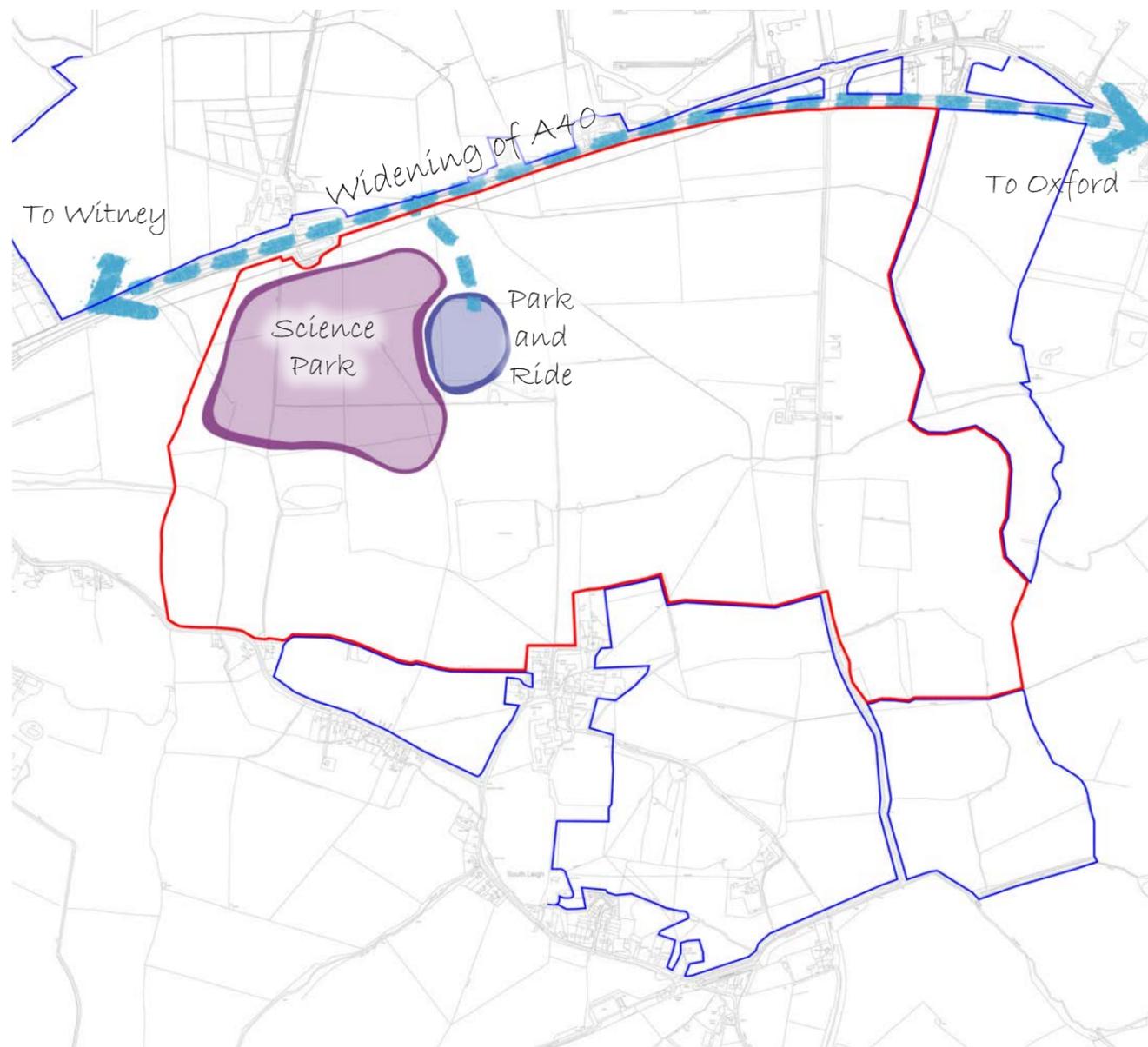
An area close to the centre of the site is proposed to become the new central hub of neighbourhood facilities. This area will include a neighbourhood centre, hotel, school and sports facilities which will be conveniently accessible to all.

The masterplan is designed to provide views from key locations within the development towards the central hub, which will include a taller and distinctive landmark building to provide a sense of place.

Views to the neighbourhood centre will be available from:

- the main access into the site from the A40;
- the approach into the Garden Village from the PRoW from South Leigh;
- from selected elevated viewpoints within the proposed Country Park;
- and, from the housing area at the eastern part of the site.

Concept 3: Create a central hub of neighbourhood facilities with a landmark building which will be visible from key locations throughout the development



Concept 4: Allow for widening of A40 and provide employment and Park and Ride facility to enhance sustainability of the site

Concept 4 – Allow for widening of the A40 and provide employment and Park and Ride facility to enhance the sustainability of the site

The masterplan is designed to allow the widening of the A40 in the vicinity of the site, along with the provision of bus only lanes and improved cycleways to improve the sustainable travel options in the local area.

New Park and Ride facilities will be provided to complement the new Park and Ride proposed at Eynsham. The Park and Ride will enable Garden Village residents and people from out of area to travel into Oxford via public transport. The close proximity of the Park and Ride to the neighbourhood centre and hotel will assist in supporting its viability.

A large proportion of the western part of the site will provide a new Science Park. This location is close to the Park and Ride ensuring that people who live outside of the Garden Village can conveniently and sustainably access the new employment area. Residents of the Garden Village who work in the Science Park will be able to safely and conveniently access the area via a network of off-road pedestrian and cycle routes along attractive greenways throughout the Garden Village.

Illustrative Masterplan

The illustrative masterplan presented here is based upon the key concepts described above. The proposals are inspired by the existing landscape features and characteristics of the site and the character of the surrounding areas.

The masterplan will deliver approximately:

Land Use:	Area:		Notes:
	Hectares	Acres	
Residential development	61.3	151.5	Delivering more than 2000 dwellings
Primary school	2.2	5.4	
Neighbourhood centre	1.6	4.0	
Sports club and pitches	9.9	24.5	
Hotel	0.7	1.7	
Country Park	66.3	163.8	
Park and Ride	3.9	9.6	
Science Park	23.1	57.1	
Extensive amenity greenspace/greenways			



KEY

-  Site boundary
-  Other land owned by applicant
-  Existing vegetation to be retained
-  Existing Public Right of Way/Bridleway
-  Proposed woodland/tree planting
-  Proposed greenspace
-  Proposed residential areas
-  Proposed neighbourhood centre
-  Proposed primary school
-  Proposed Park and Ride
-  Proposed Science Park
-  Proposed hotel
-  Proposed sports club and pitches
-  Proposed Country Park
-  Indicative road network
-  Proposed footpaths
-  Proposed bridleway
-  Potential SUDS areas/wetlands/ponds

Illustrative Masterplan Scale 1:10,000 @A3

Quality and Design

The vision for the Garden Village is to deliver an exemplary high quality new community where people will choose to live and visit. We propose to work with stakeholders to develop the masterplan into a final product which is a perfect fit for the site.

We will commit to using robust design codes which will be developed in accordance with best practice guidance to ensure that the development is functional, durable, viable, useable, and positively reflects distinctive local character. The use of design codes will have a number of advantages including improved design quality, character and sense of place, certainty for developers, improved cohesion between different components or phases of development, and a quicker timescale due to less time being spent on negotiations.

We will welcome the involvement of local stakeholders in the development of the proposals and design codes to ensure that they are reflective of local aims, objectives and key principles.



Aspirational high quality housing

Housing Mix and Tenure

The proposed Garden Village will deliver a range of house types, designs and tenures with a strong emphasis on meeting affordable housing needs.

We will use the Oxfordshire SHMA (2014) as a basis for determining an appropriate mix of house sizes and draw on the evidence of significant affordable housing need to deliver a significant number of new affordable homes. Subject to viability, the emerging draft Local Plan requires the provision of up to 50% affordable housing in this area which would make a significant contribution towards meeting identified needs.

Affordable housing will include a range of different housing options to buy and rent including starter homes, affordable rent and a range of intermediate tenures including that required for key workers. We expect around 20% of the affordable housing element to be in the form of starter homes capped in value in accordance with national policy.



We will also ensure the delivery of significant opportunities for self-build both individually and through community led schemes. The emerging Local Plan requires all larger housing schemes of 100 or more dwellings to include 5% of residential plots to be serviced and made available for the purpose of self-build. This approach has been supported by the Local Plan Inspector in his preliminary findings published in December 2015. The Council has a register of those seeking to custom build or self-build their own homes, and to date over 150 households have shown interest. The self-build element also presents an opportunity for employment and skills training in small to medium local enterprises through placements for apprentices.

To support local developers, we propose to offer parts of the site to local building companies based in Oxfordshire.

Consideration will also be given to the need for supported living, including extra-care housing.



Business

As part of the Garden Village proposals we aspire to deliver a high quality, exemplary, landscaped 'Science Park' which can be developed over a period of several years and which will act as a magnet for inward investment, as well as providing opportunities for expanding businesses. This would complement the proposal for more intensive employment development at Oxford's Northern Gateway site which focusses on businesses relevant to the knowledge economy in Oxford.

Inspiration for this area draws upon The Oxford Science Park which is a high quality development located four miles south-east from Oxford. The park is designed to provide an 'environment that inspires creativity'. It is intended to be 'a place that makes work-life balance far more enriching, from on-site food and drink offerings, to the landscaping and the beautiful fountains and feature lakes'.

The rationale for the Science Park provision is based upon the following:

- Oxford is a global centre for science and technology centred on universities;
- Oxfordshire has a number of notable science parks. Harwell, Culham, Milton Park, Begbroke, Oxford Science Park are all well-established;
- Oxford will need further high quality business / science parks in due course if it is to continue to develop and commercialise research and innovation from the universities, and continue to attract high quality inward investment as part of the science / high tech cluster.

The location of the Barnard Gate site on the A40 makes this a strategically placed location for a new Science Park as it is directly linked to the Oxfordshire 'knowledge spine'. The potential for the development to include Park and Ride facilities will allow convenient and easy access for park users, while nearby rail facilities at Long Hanborough provide direct rail links to Oxford, Worcester and Paddington.



Example: The Oxford Science Park

“...an environment that
inspires creativity”

Supporting Infrastructure/Uses

A new Garden Village at Barnard Gate has the potential to deliver, the following infrastructure:

Transport:

- Upgrading circa 2.2km of the A40 to dual carriageway along the site frontage;
- Provision of both east and westbound bus lanes along the site frontage to the A40, improving bus journey times between Witney and Oxford;
- Provision of new high-quality cycleway along the A40, which complements ambitions to provide a high quality route between Witney and Eynsham;
- Removal of limited existing direct access onto the A40 from existing properties;
- New Park and Ride facilities to complement the proposed Park and Ride at North Eynsham;
- Extensive new network of pedestrian, cycle and bridleway links throughout the development.

Community Facilities and Education:

- Neighbourhood centre providing a range of local shops, pub, cafés, small scale live/work units, community hall, and other community and recreational facilities;
- Hotel;
- Sports club and multi-purpose sports pitches;
- New primary school.

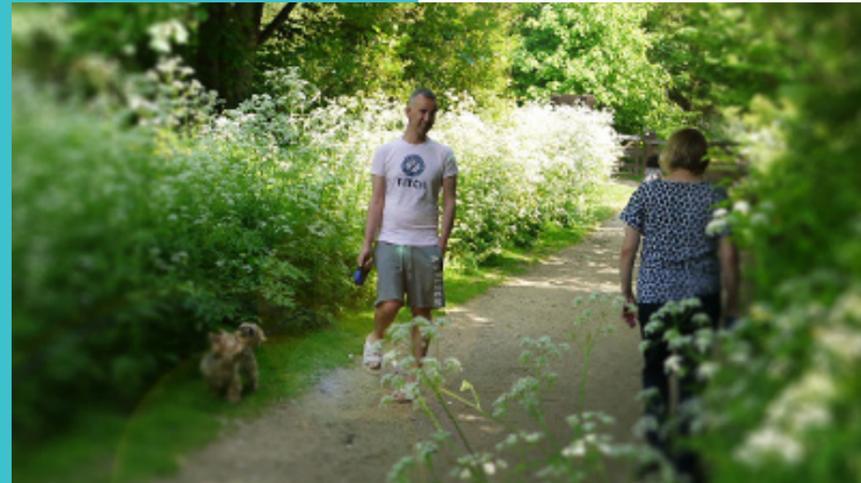
Utilities:

- Connection to high voltage power;
- Connection to medium pressure gas main;
- Connection to Thames water supply;
- Wastewater treatment;
- High speed fibre broadband connections;
- Potential on site renewable generation technologies e.g. central CHP plant, biomass energy production, or ground source heat pumps.

Green Infrastructure:

- Country Park, including potential allotments/community farm area;
- Village Green;
- Community orchard/garden;
- Street tree planting along key routes throughout the site;
- Substantial areas of new woodland planting;
- Enhanced access to the countryside;
- Multi-functional SUDS network as part of a biodiverse network of green infrastructure;
- Extensive network of new footpaths set within greenspace;
- Extension of a bridleway loop around the landscaped perimeter of the site providing an extension to bridleway facilities and stables to the north of the A40;
- Local parks and play spaces.





05

05 Sustainable Development Principles

The Barnard Gate Garden Village represents a sustainable solution to West Oxfordshire's housing needs which will generate economic, social and environmental benefits in accordance with the three pillars of sustainable development, whilst delivering the type, quality and a large proportion of new homes to support the growth of West Oxfordshire over the Local Plan period.

Economic Role

The close proximity of the site to Oxford and the wider 'knowledge spine', makes it attractive to a range of employment uses, benefiting from direct access onto the A40 arterial route into Oxford.

The delivery of a mixed use development within the proposed Garden Village at Barnard Gate will:

- Help businesses to improve, grow and take on more staff by attracting people to move to, or stay in, the area through the provision of high quality housing.
- Facilitate the delivery of new employment opportunities through the provision of a new high quality Science Park that complements the objectives of the Oxford and Oxfordshire City Deal relating to the improvement of the 'knowledge spine'.
- Improve the skills of local people to enable them to take advantage of employment opportunities through apprenticeships and training opportunities as part of housing development delivery.
- Seek to use local construction firms and suppliers in the construction of the development.
- Provide fiscal support to the Council through the New Homes Bonus and Council Tax payments.

Social Role

The development of a new Garden Village at Barnard Gate will:

- Deliver affordable and market homes to meet local needs.
- Enable the creation of a new extensive Country Park on land between Barnard Gate and South Leigh for the benefit of existing and future communities.
- Provide public access to informal recreation in a natural setting and build upon the variety of habitats across the site through the provision of new woodland areas, grasslands and the creation of an extensive new footpath network across the site.
- Maintain opportunities for horse riding through the creation of a perimeter bridleway route through the greenspaces and woodlands surrounding the site, which is easily accessible from existing horse riding facilities at Hill Farm, immediately to the north of the bridge across the A40.
- Increase opportunities for cycling in and around the site with cycleways linking onto the existing cycle network along the A40 to enable convenient access into Oxford and the surrounding area by bike.
- Establish a mixed and sustainable community through the provision of a variety of house types, sizes and tenures.
- Enhance the overall quality of the area by creating an attractive, high quality and characterful place to live and work.
- Support the creation of a strong, vibrant and healthy community by the provision of attractive and well located open space enhancing the existing recreational offer in the local area.
- Provide opportunities for sport and recreation that will make an important contribution to the health and well-being of the local community.

Environmental Role

The proposed development will deliver environmental benefits including:

- The enhancement of existing landscape structure at the edges of the proposed development thereby creating a defensible limit to development and an attractive edge to the site.
- Additional structure planting and greenspace network within the site itself which will enhance biodiversity and provide a nature conservation enhancement.
- The delivery of improved amenity space and play areas on the site which will benefit residents of the Garden Village and the wider community, including enhancements to existing recreational routes and connections to them.
- The provision of a sustainable drainage system which will minimise waste and support new habitats and ecosystems.

Conclusions

There is a compelling need to deliver the development needs of West Oxfordshire in an appropriate way. The future development of Barnard Gate Garden Village would deliver a range of sustainability benefits whilst creating no significantly adverse local impacts. The development of this site is a wholly appropriate and sustainable option, which in itself delivers a wide range of local benefits, not least an increase in market and affordable housing and extensive community facilities. Moreover, the development will deliver significant inward investment from the private sector.



06

06 Viability and Deliverability

The Government requires that development should be deliverable. To be considered deliverable, sites should be available now and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that the site is viable.

The Barnard Gate site is being promoted by a major developer, on behalf of a single land owner, who is seeking to develop the site at the earliest opportunity.

Gladman Developments have undertaken an evaluation of the technical and environmental constraints that could prevent or restrict the development of the site. No overriding constraints have been identified. Gladman Developments have reviewed the economic viability of the proposals in terms of the land value, attractiveness of the locality, level of potential market demand and projected rates of sales; as well as the cost factors associated with the site including site preparation costs and site constraints. Where potential constraints have been identified, Gladman Developments have considered the necessary mitigation measures and required investment in order to overcome any deliverability barriers.

Housing values in West Oxfordshire are relatively high in comparison with the UK as a whole, but there is significant variation across this large rural district. The emerging West Oxfordshire Local Plan 2031 identifies three housing value zones. The Barnard Gate site falls in the District's high value zone and it benefits from premium sales and rental prices. This reflects the strong influence of Oxford on the housing market in this area.

Gladman Developments can therefore confirm that the development of the site is economically viable and are confident that residential development can be achieved on the site within five years.



07

07 Community Involvement

The planning process for Barnard Gate Garden Village is at an early stage. We commit to developing a comprehensive community engagement strategy as soon as possible to guide the development of the Garden Village proposals. We hope that we will be able to achieve a strong degree of stakeholder support from the outset.

The Garden Village site is located within the Wychwood Project area, an area covering 120 square miles and 41 parishes, mostly in West Oxfordshire. The Wychwood Project is a registered charity that uses the focus of the Royal Hunting Forest of Wychwood to encourage local people to understand, conserve and restore its rich mosaic of landscapes and wildlife habitats. We strongly believe that the development of Barnard Gate Garden Village provides a key opportunity to assist with the Wychwood Project due to the extensive green space network and new Country Park which are included within the proposals. We will endeavour to explore opportunities for this existing community led project to be involved in the design, delivery and/or management of the landscape elements of the proposed Garden Village.

The Garden Village will grow into a thriving living community. It will deliver a balanced mix of housing and land uses that are complementary to each other. There is significant scope for community ownership/involvement in managing new community infrastructure such as the Country Park, green infrastructure, community energy, community facilities etc. The establishment of a community management company would provide a key vehicle to achieve this.



08

08 Summary

We consider that the potential development at Barnard Gate presents a viable, realistic and preferable alternative to the large scale expansion of Eynsham as it can deliver a similar range of uses and quantum of housing but with the following added advantages:

- A single landowner willing to progress ASAP;
- A promoter in place with the necessary expertise and consultant team actively developing proposals;
- It has potential to utilise a more sustainable source of electricity from the solar farm on the north side of the A40;
- The proposal can be designed to avoid any unacceptable impacts to existing villages/towns;
- It can safeguard/contribute to the future aspirations to improve the A40;
- Given its separation it can command an identity of a new settlement rather than an extension of Witney or Eynsham;
- Its location can benefit from accessing services within Witney and Eynsham (if required);
- Due to the above (and unlike the Eynsham North proposals) it can make a meaningful contribution to housing delivery within the plan period and therefore a sound and valuable addition to the emerging Local Plan.

Randall Thorp Document Control

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