

West Oxfordshire District Council
Draft Core Strategy – Carterton Strategic Sites
Summary of Agents' Comments, Supporting Technical Reports and
Further Technical Comments

Detailed representations including supporting technical reports were received to the Draft Core Strategy consultation from agents promoting strategic development sites to the east, west and north of Carterton. These representations and any further technical responses received are summarised below.

Land East of Carterton

Savills on behalf of Bloor Homes and Christ Church

- A brochure has been submitted promoting two alternative development options for either 1,000 homes or 750 homes with increased provision of open space. Both options include provision for a mixed use local centre and primary school.
- The principle of a new strategic development area at Carterton is supported particularly Land at Carterton East, as a more sustainable location than Carterton West. The advantages of Carterton East are suggested as:
 1. Better related to and contained by existing development.
 2. Better integrated with the existing built up area of Carterton
 3. Much closer to the main gate of RAF Brize Norton which is the largest employer in the District.
 4. Closer to existing local community facilities and existing employment areas.
 5. Next to two existing bus routes (S1 and S2) which provide a regular service to Witney and Oxford.
 6. Better related to existing roads for traffic bound for Witney and Oxford.
 7. A location which allows use of existing highway infrastructure and nearby community infrastructure. This means it is likely to have less 'up front' costs which increases the financial viability of the scheme and should allow additional planning benefits to be secured.
 8. In a single ownership (Christ Church) and is controlled by a single developer (Bloor Homes) which means that the site is more deliverable.
 9. A location that allows off-site planning benefits to be secured such as the potential improvement of the B4477 and the A40 junction and additional open space on the western edge of Brize Norton, as a result of the land owned by Christ Church. This additional open space will also allow the delivery of the flood attenuation measures being proposed by the District Council adjoining Burford Road.
 10. A proposal which will result in the loss of substantially less farmland with 116 acres (47 hectares) as opposed to the proposal at West Carterton as defined by the Council Core Strategy document which is 247 acres (100 hectares).
- A plan has been submitted identifying open space outside the site on the western edge of Brize Norton Village to be offered to the Parish Council on a long term lease.
- Objection is raised to Policy CS10 that the percentage of affordable housing on undeveloped sites, at least 50%, is inconsistent with the affordable housing viability study. The report recommends the Council seek 35% in Witney and Carterton.

- A Transport Appraisal and a Hydrology Appraisal, both prepared by Cole Easdon have also been submitted and are briefly summarised below.

East Carterton Transport Appraisal – Cole Easdon March 2011

A Transport Appraisal submitted by Savills, March 2011 seeks to compare the accessibility and transport impacts of sites east and west of Carterton. It can be summarised as concluding that:

- east site outperforms the western site in terms of access to key services and facilities, with more facilities being within easy walking and cycling distance than compared to the western site
- east site benefits from the presence of existing foot/cycleway along Monahan Way and within Shilton Park. Western site described as constrained by ability to improve pedestrian/cycle connectivity through physical features (Shill Brook) and financial implications
- east site offers more potential to attract additional passengers on existing bus services than western site and easy access S1 and S2 services without need for significant rerouting or additional infrastructure
- highway infrastructure requirements associated with the western site noted as far greater than for the eastern site which can be readily accessed from existing highway infrastructure off Monahan Way and is not dependent on delivery of major new infrastructure.
- east site will have a lesser impact on the highway network than development at West Carterton which will generate a higher proportion of traffic through Carterton town centre

Suggested highway improvements for the eastern site include:

- Upgrade of existing junction between A40 and Minster Road to all movement interchange
- Upgrading of Minster Road between Monahan Way and junction with A40 through carriageway widening
- Traffic calming features and pedestrian and cycle crossing points on Station Road, Brize Norton to discourage traffic routing through the village and facilitate improved access to local primary school
- New pedestrian and cycle crossing facilities on Monahan Way linking to Shilton Park
- New shared foot/cycle way on eastern side on Monahan Way and northern side of Carterton Road
- Contributions to upgrade S1/S2 service to Premium Route status (4 services per hour, currently 2-3 services per hour)
- Extend number 19 service into site to improve bus service provision to the town centre
- Potential to provide funding to improve number 64 service linking Carterton to Swindon

A Transport Appraisal prepared in 2009 for 1,000 dwellings on land east of Carterton is included as an Appendix and noted as concluding:

- That all highway links analysed would operate with capacity in 2023
- Good accessibility to the town centre, RAF Brize Norton, schools and other important day to day services and facilities

- Good accessibility by public transport and that development could enhance and support existing S1 and S2 bus services linking Carterton to Witney and Oxford.
- The majority of traffic heading out of Carterton from the eastern development would do so via the A40 without impacting on the existing highway network in and around Carterton

East Carterton Hydrology Appraisal – Cole Easdon March 2011

A Hydrology Appraisal submitted March 2011 seeks to compare the sustainability in flood risk terms of both eastern and western sites and concludes that the east site is most capable of delivering sustainable development in relation to flood risk and drainage. The conclusions can be summarised as:

- The eastern site is within Flood Zone 1, fluvial flooding has been recorded in the site vicinity and greenfield runoff from the undeveloped site has caused flooding on the Carterton Road. A flood alleviation scheme is being implemented by WODC which will reduce the flood risk to the site and locality. The developed site will introduce sustainable drainage for the management of surface water runoff which may be possible based on a strategy solely on infiltration methods.
- The western site is partially within higher risk Flood Zones 2 and 3 and hydraulic modelling will be required to determine precise flood zone extents. Surface water management proposals will incorporate sustainable drainage principles to avoid an increase in flood risk, however the presence of weathered/ unweathered mudstones strata as shown on the British Geological Soil Map may jeopardise the feasibility of any sustainable surface water drainage strategy.

A Flood Risk and Drainage Scoping Report prepared in 2009 for 1,000 dwellings on land east of Carterton is included as an Appendix and noted as concluding:

- Development area is sited entirely within Flood Zone 1
- Flood risk can be managed without increasing flood risk to development or elsewhere
- SUDs facilities can be implemented to ensure runoff discharge from the development area does not increase flood risk to the locality

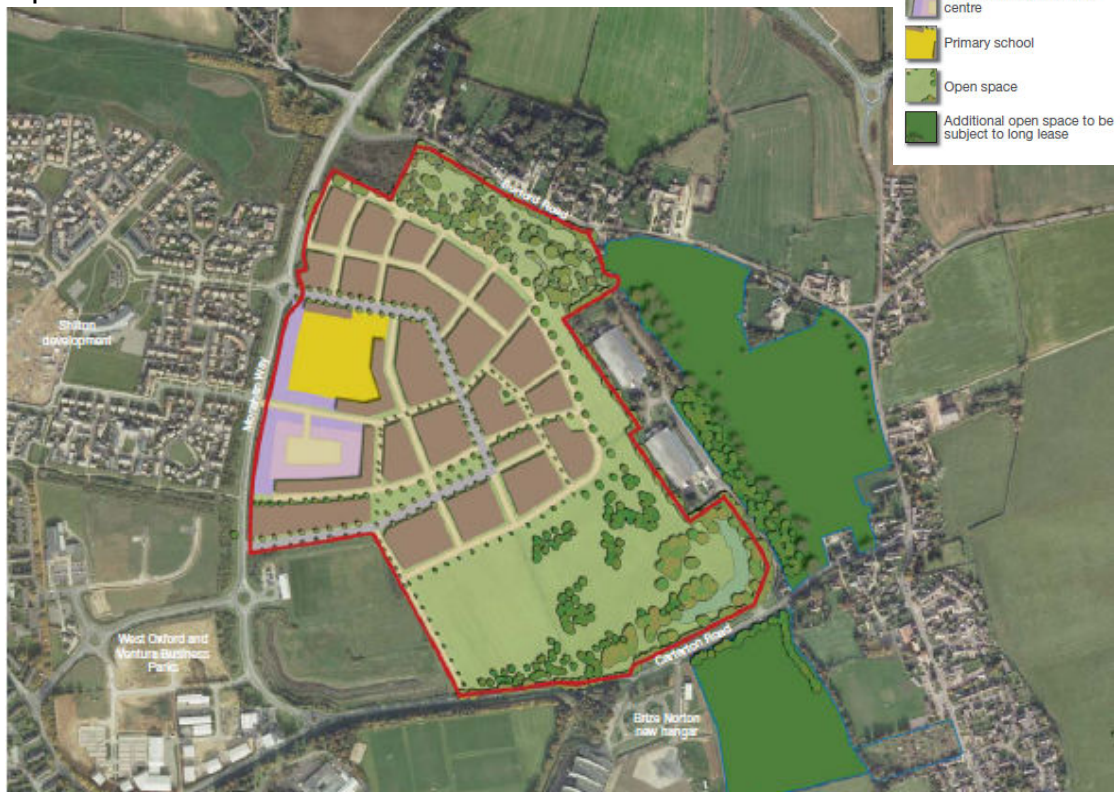
The full content of these representations and technical reports can be viewed in full on the Council's consultation website – [click here](#)

East Carterton – illustrative masterplans, Savills, March 2011

Option 1 - 1,000 homes



Option 2 - 750 homes



Land East of Carterton – Summary of further technical responses and comments

WODC Engineer Comments April 2011

Comments on the Cole Easdon Hydrology Appraisal:

- Need for ground water monitoring for a period of 12 months
- Infiltration testing should be carried out to help determine surface water disposal strategy – use of SUDs supported
- One attenuation pond is not acceptable as would be considered a reservoir under Floods and Water Management Act and neither Thames Water nor WODC would wish to adopt such a structure.
- Developer should be made aware of proposed diversion of drain into Thames Water balancing pond west of the site
- WODC are progressing an attenuation flood control dry pond to the east of the proposed site which will reduce storm flow from drains 1 and 2
- WODC are aware of localised foul sewer flooding and recommend a programme of works for the improvement of the foul sewer system be agreed with Thames Water before a decision is made
- Measures of attenuation would be easier to construct than for the West site because a smaller site and two diversion schemes already planned to control effects of storm water on MOD camp and downstream settlements.

Environment Agency Comments May 2011

No objection to the principle of development. Welcome the Flood Risk and Drainage Scoping Report and support the following commitments:

- Proposed surface water runoff is reduced to 80% of the existing greenfield rate – offering reduction in flood risk downstream
- Attenuation to be provided on site in a pond. Attenuation required may reduce if infiltration to ground is possible.
- 8m buffer to be provided along all open watercourses

MOD Comments May 2011

The MOD Safeguarding department is not objecting based on the bird strike concern which can be managed through the careful design of any balancing ponds/SUDs.

OCC Highways Comments May 2011

Detailed comments provided and concludes that in purely transport terms the east site is more favourable than the west as it benefits from better access to employment, services and facilities; proximity to the airbase; greater ability to integrate the new community with existing Carterton and the lower relative costs of transport infrastructure and consequently the delivery of a viable supporting infrastructure package for the development.

OCC Ecology Comments May 2011

The submission does not include any ecological survey report. It is therefore not possible to comment on whether there are potentially negative or positive impacts on biodiversity (although there are no designated sites within the proposed development boundaries). It is strongly recommended that the promoters carry out baseline ecological surveys.

OCC Education Comments May 2011

There are still uncertainties regarding the impact of the relocation of RAF personnel. At this time the expectation is that all the existing spare primary school capacity will be required to accommodate children that will arrive. The proposal needs to include a site large enough for a 2 form entry primary school. Carterton Community College may require expansion but its site is large enough to accommodate the likely scale of increase.

Thames Water Comments June 2011

It is unclear from the Flood Risk and Drainage report what the impact of the net increase in demand on Thames Water infrastructure would be. The network in this area may be unable to support the demand anticipated from this development. The report correctly identifies that the scale of the proposed development is such that its impact on the existing surface and foul water drainage network must be assessed. The report acknowledges that Thames Water has advised that extensive modelling of the existing foul water system will be required in order to determine the spare capacity available in the existing system. The report also correctly identifies that if spare capacity is not available, Thames Water may request that the developer finances appropriate off-site upgrade works to the system so as to facilitate a connection from the site. Ahead of any potential allocation of this site, it would be Thames Water's strong preference that the local foul drainage network is modelled to provide an accurate assessment of the impact of the proposed development on the local foul drainage network and any viable mitigation measures detailed.

Land West of Carterton

West Waddy on behalf of Crest Nicholson

- Promote land to the west of Carterton for 1,300 homes, employment (3ha), primary school, local shopping, community and leisure facilities, an ecological park along the Shill Brook valley, allotments, sports facilities and play areas.
- Support for the strategy focussing new housing on existing urban centres and the number of dwellings proposed at Carterton to support existing public facilities and strengthen the town centre.
- Considers it important that the green buffer between Carterton and Brize Norton is maintained, and that the Shill Brook Valley is protected and the biodiversity and leisure value enhanced.
- The advantages of the West Carterton development are suggested as:
 - The site provides plenty of room for the housing numbers required for Carterton along with open space, landscaping and, unlike the site to the east, provide community facilities to support the development and the local area.
 - A Shill Brook Ecology Park proposed to enhance and protect the Shill Brook, manage it more effectively and allow a greater level of public access.
 - The landscape character of the area to be enhanced by planting, water features and high quality design including a sustainable drainage scheme to reduce flooding in neighbouring villages and new recreation facilities, sports facilities and allotments.
 - Carterton West will not join Carterton with outlying villages. There is a reasonable distance between the development and the villages of Shilton and Alvescot. Development to the east will cause Carterton to join up with Brize Norton.
 - The close proximity to Carterton Town Centre will assist the regeneration of the town. The location to the west will make Carterton Town Centre a more convenient destination than Witney.
 - Houses on the site can be delivered quickly to provide a higher population to support local schools, businesses and services.
- In promoting Land at Carterton West a number of supporting statements have been submitted and revisions have been made to these reports since March 2011. Supporting documents now include:
 - Site Vision December 2010
 - Development Opportunity document (and Appendix) Revised June 2011
 - Summary of Consultants' Reports Revised June 2011
 - Planning Noise Assessment March 2011
 - Landscape and Visual Appraisal Revised June 2011
 - Interim Ecological Appraisal February 2011
 - Flood Risk Assessment Revision B June 2011
 - Transport Assessment Revision C June 2011
 - Energy Strategy (and Appendix) February 2011
 - Foul Water Drainage Infrastructure Options March 2011
 - Proposed Policy received 31st March 2011
 - Response to key objectors received 31st March 2011

- Deliverability Statement received 31st March 2011
- Response to comments submitted by Alvescot Parish Council received 19th May 2011
- Letter of 17th June 2011 outlining revisions to masterplan and supporting studies

West Carterton Planning Noise Assessment – Cole Jarman March 2011

Unattended noise monitoring over more than 3 days was carried out from a single location at the southern boundary of the site close to Alvescot Road and during which aircraft activity was observed to have taken place. The results indicate that the site is within Noise Exposure Category B which indicates that the site is suitable for residential development provided the design of development takes account of incident noise levels.

West Carterton Flood Risk Assessment Revision B – Hannah Reed Revised June 2011

Flood risk assessment to assess the feasibility of the proposed development with regard to flooding from a range of sources. Hydraulic modelling of the Shill Brook carried out to determine the extent and depths of individual flood zones and shows that the majority of the site is Flood Zone 1 while land immediately adjacent the Shill Brook is in Flood Zones 2 and 3. It is proposed to incorporate a SUDS that not only deals with the run-off from the post development site of 1,300 dwellings with associated infrastructure but also the surface water flooding issues highlighted by local residents and parishes. A ground investigation was carried out to confirm the geology and permeability and indicated that SUDS in the form of source control (infiltration basins) and site control (soakaways, swales and permeable paving) would be feasible to manage surface water. It is proposed to incorporate swales along the western and southern boundaries of the site to collect, infiltrate and convey overland flow from the agricultural fields to the west to assist in mitigating surface water flood risk to the villages to the south of the site. Indicative attenuating infiltration basins are located in the southern area of the site.

West Carterton Transport Assessment Revision C – Hannah Reed Revised June 2011

The Transport Assessment analyses the transportation effects of up to 1,300 new homes west of Carterton. The main vehicular access is proposed onto Upavon Way via a new road bridge across Shill Brook valley with a secondary vehicular access onto Alvescot Road. Two new footway cycle links are proposed across the Shill Brook valley with a third pedestrian cycle access alongside Alvescot Road to the mini-roundabout. The distance from the centre of the development site to the town centre via the improved cycleway (parallel to Richens Drive) is noted as 1.5km – considered an acceptable walking distance. The Oxford-Carterton S2 bus service is suggested as likely to be diverted into the site and service 64 to Swindon could be diverted into the site. The majority of traffic (60%) assessed to exit north onto the B4477 Upavon Way to travel to the east side of Carterton to access jobs and services in Carterton, Witney and Oxford. The roads affected by additional traffic are suggested to be main roads able to absorb the additional traffic. Kencot, Filkins, Alvescot, Black Bourton and Clanfield suggested to experience an increase of one to two vehicles a minute in peak hours. The level of additional traffic is suggested to have a negligible effect on safety and amenity in villages. Suggested need for

improvements (roundabout) at B4477 Upavon Way and B4020 Burford Road and adjustments to B4477 Upavon Way/Monahan Way traffic lights and lanes. A T-Junction at Filkins is reported to have inadequate visibility – options to improve include noted as a mini-roundabout or buildouts. Traffic calming along Alvescot Road is suggested to discourage traffic from going through the town centre. 40mph limits could be introduced at accidents spots along B4020 Shilton Road and B4477 Minster Road.

West Carterton Landscape and Visual Appraisal –Land Use Consultants Revised June 2011

Suggests reasonable degree of screening is afforded by topography and natural screening. Development is proposed to be located in areas of lower visibility and natural screening would be increased through extensive woodland planting. When proposed additional screening is taken into account visual effects suggested as dropping significantly and development can be well screened. A slight detrimental effect on Shilton Village is noted, reducing with time. No anticipated detrimental impact on Alvescot or Kencot by keeping the south-west corner of the site free of housing development. Effects on the Alvescot Downs local character area are appraised as being reasonably well contained, reducing as landscaping becomes established. Considerable effects noted on the Upper Shill Brook valley through creation of the Shill Brook ecology park but with retention of much of the existing landscape fabric. The critical screening ability of woodland along the west side of Upavon Way noted as retained intact except for two localised breaks for the access road and the main cycle/pedestrian link. Effects on the wider Shilton Downs landscape character area identified as negligible. Visual effects of development near to the western boundary suggested to be negligible or slight if the proposed tree screening along the western boundary is implemented early in the development.

West Carterton Interim Ecological Appraisal – Ecoconsult February 2011

Suggests that development can take place without significant adverse ecological impacts. The site is dominated by arable fields and associated defunct hedgerows and stone walls. The farmland supports birds including linnet, skylark, yellowhammer, and corn bunting, as well as brown hare. Ten Red List and eight Amber List Birds of Conservation Concern (BoCC) were recorded. Evidence of badger setts is recorded as is potential to support water vole, bats, barn owls, otter and reptiles. Further surveys suggested to be undertaken to provide additional information on bats, breeding birds, reptiles and arable plants. It is considered unlikely that great crested newts would be affected by the proposed development.

Suggested opportunities to restore and enhance a range of habitats in the Shill Brook Valley and South Cotswolds Conservation Target Area through habitat restoration, enhancement and creation on site and through improved management of nearby areas. This includes the UK Biodiversity Action Plan priority habitats including limestone grassland, lowland meadow, fen, lowland deciduous woodland, reedbed and ponds. Water vole to be encouraged by creating suitable habitat along the Shill Brook. Potential to facilitate the conservation management of Local Wildlife Sites such as Willow Meadows and Carterton School Grassland. Funding to be provided to encourage farmland birds and brown hare in the South Cotswold Valleys Conservation Target Area and on other nearby land. The development has been

designed to retain natural green corridors to provide wildlife habitats and commuting routes for wildlife through the site.

West Carterton Foul Water Drainage Infrastructure Options – Hannah Reed March 2011

The study identifies two options for the management of foul waste water:

1. Upgrade the existing public sewer system and treatment works, following consultation with Thames Water, and connect to the public foul sewer
2. Provide an on site foul waste water treatment plant to be connected to the public foul sewer following limited upgrading or be discharged to land following tertiary treatment.

Site investigation has found that infiltration techniques such as reed beds and infiltration basins would be feasible to manage the treated discharge water. The estimation of the foul waste water peak and daily flows has been calculated on the assumption of 1,300 dwellings with an average of 3 bedrooms.

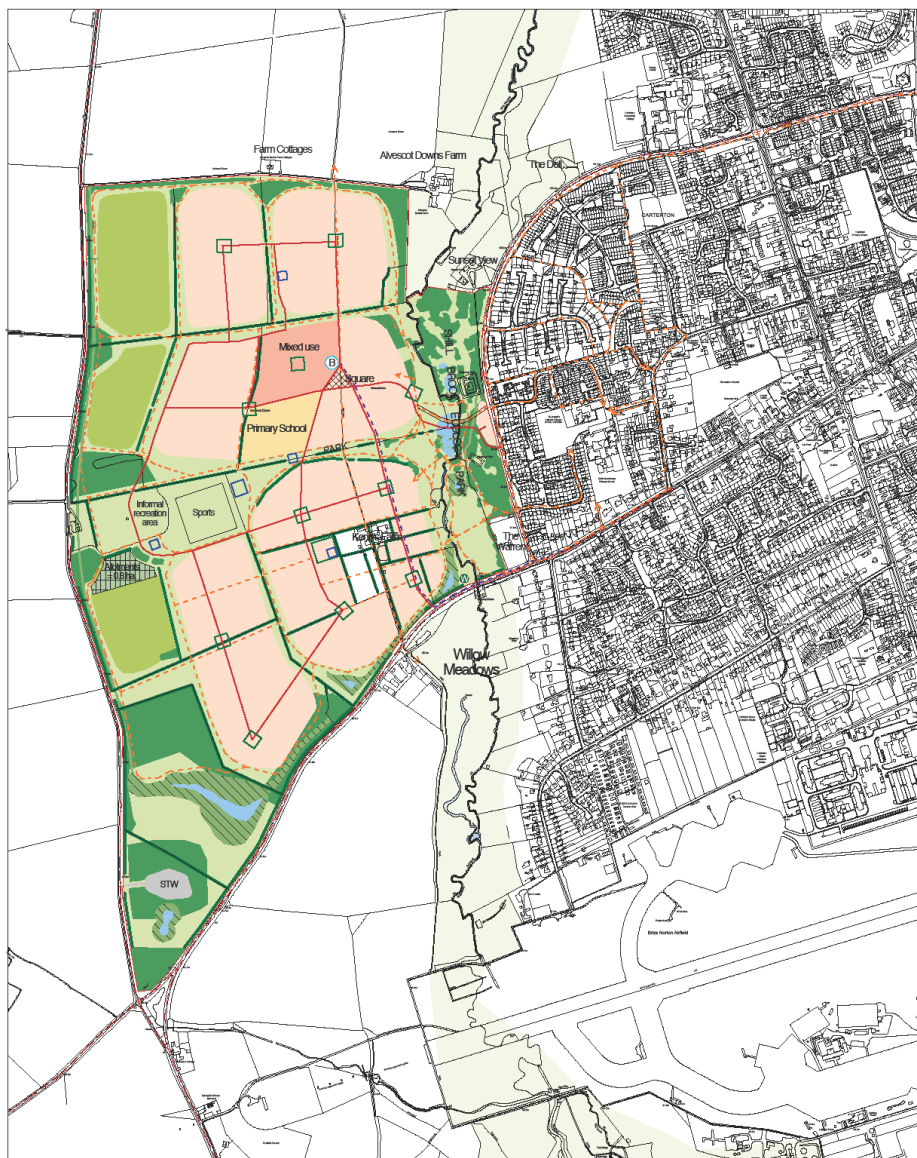
West Carterton Energy Strategy – Ramboll February 2011

Estimates of energy consumption based on 1,300 dwellings and 20,000sqm of commercial (office) and primary school space. Technologies considered to enable the dwellings to meet Passivhaus or Code for Sustainable Homes Level 6 include:

- Small scale micro solar PV's particularly on large properties and ground source heat pumps to serve small public and commercial areas on the site.
- Site wide options including:
 - Anaerobic digestion supplying a district CHP system,
 - Anaerobic digestion supplying biofuel for heating/hot water
 - Off-site wind turbine supplying electricity for heating, hot water and power
 - Off-site photovoltaic farm with direct private supply to the development

The full content of these representations and technical reports can be viewed in full on the Council's consultation website – [click here](#)

West Carterton - indicative masterplan, West Waddy, Revised June 2011



	Site boundary
	Grassland/Agricultural Land
	Proposed sewage treatment works
	Principal/secondary road network
	Principal pedestrian/cycle network
	Existing road network
	South Cotswold Valleys Conservation Target Area adjoining site

	Bus terminus
	Wildlife centre
	Neighbourhood Equipped Area for Play (NEAP)
	Local Equipped Area for Play (LEAP)
	Local park / square
	Bus route
	Proposed allotments

	Existing/proposed woodland
	Proposed hedge/scrub
	Existing hedges and field boundaries
	Attenuation/temporary (damp grassland)/ permanent open water
	Swale
	Proposed area - Primary school
	Proposed area - mixed use
	Proposed development areas

Masterplan - SK04
West Carterton 1:5000 @ A1



Land West of Carterton – Summary of further technical responses and comments

NB: the comments below were made on the basis of reports submitted as at March 2011 and therefore may not reflect recent revisions to reports submitted by the agent/developer in June 2011.

WODC Environmental Health Comments April 2011

Comments on the submitted Noise Assessment that site is within Noise Exposure Category B and that noise is not currently unacceptable subject to mitigation measures such as by internal layout, good glazing and acoustic vents to achieve the 'good' standards as defined in BS8233.

WODC Engineer Comments April 2011

Comments on the Flood Risk Assessment:

- Need for ground water monitoring and for a period of 12 months
- The current proposal for the disposal of surface water states run-off rates and attenuation areas based on the results of one soakage test for a site of 120 Hectares which is not acceptable.
- The site proposal suggests that 20 Ha will be retained as a conservation area and for flood storage. Who will adopt this area, as the riparian responsibilities and conservation obligations will be onerous and expensive to fulfil?
- The overland flow from the West does not seem to be factored into the equations.
- It would also be sensible to carry out further soil investigation including soakage tests, to determine whether infiltration or attenuation is the principal strategy.

Thames Water Comments May 2011

It is unclear from the Foul Drainage Infrastructure Options report what the net increase in demand on Thames Water infrastructure would be. 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 waste water from the development and also any impact it may have off site further down the network, if internal/external sewage flooding of property and pollution of the wider environment is to be avoided. Recommend that the report be expanded to consider the development's demand for sewage treatment and network infrastructure both on and off site and whether it can be met.

OCC Highways Comments May 2011

Detailed comments provided and concludes that in purely transport terms the east site is more favourable as it benefits from better access to employment, services and facilities; proximity to the airbase; greater ability to integrate the new community with existing Carterton and the lower relative costs of transport infrastructure and consequently the delivery of a viable supporting infrastructure package for the development. However, should the west site be promoted, OCC feel there is sufficient evidence, at this stage, that the site could provide significant transport infrastructure and investment to provide an adequate transport solution. OCC does not object to the west site on transport grounds.

OCC Education Comments May 2011

There are still uncertainties regarding the impact of the relocation of RAF personnel. At this time the expectation is that all the existing spare primary school capacity will be required to accommodate children that will arrive. The proposal needs to include a site large enough for a 2 form entry primary school. Carterton Community College may require expansion but its site is large enough to accommodate the likely scale of increase.

OCC Ecologist comments May 2011

The Interim Ecological Appraisal demonstrates that there are unlikely to be any major negative biodiversity impacts of the proposed development, and that there are potential major positive impacts resulting from habitat creation along the Shill Brook and developer contributions to conservation work within the wider Conservation Target Area to benefit biodiversity.

MOD Comments May 2011

The MOD Safeguarding department is not objecting based on the bird strike concern which can be managed through the careful design of any balancing ponds/SUDs.

Environment Agency Comments May 2011

No objection to the principle of development. Welcome the Flood Risk Assessment (FRA) and support the following commitments:

- Whilst the development area has areas of Flood Zone 2 and 3 within its boundary the actual development appears to be entirely within Flood Zone 1.
- Possible use of infiltration – however, further tests are needed to demonstrate this is feasible.
- Proposed surface water runoff is reduced to as much as 66% of the existing greenfield rate – offering reduction in flood risk downstream
- Proposed use of basins for attenuation

Concerned about the proposed culvert/bridge mentioned in paragraph 4.6.1 of the FRA. Unlikely to support the use of a culvert. Would support the construction of a bridge if the design ensured that there was no increase in flood risk. Note that a Flood Defence Consent will be required for works within 8m of a main river.

Have made an assessment of the Interim Ecological Appraisal and welcome the proposed retention of green corridors into and across the site and note the planned green corridor along the Shill Brook. Note that detailed design and management of these areas will be key to determining the amenity and biodiversity value of this area and keen to see substantial biodiversity benefit delivered along with the amenity aspects.

Local Resident and Parish Council comments

Detailed comments on several of the technical documents submitted in relation to Carterton West have been received from local residents and parishes – notably Mr and Mrs Garbutt, Mr Harwood Stevenson, Alvescot Parish Council, Clanfield Parish Council, and Filkins and Broughton Pogs Parish Council.

Kilkenny Farm - North of Carterton

Overbury Planning Consultancy on behalf of Figbury Ltd

A new strategic site for about 1,000 dwellings to the north of Carterton (north of Kilkenny Lane) is promoted also including a primary school, local centre and employment opportunities, playing fields, woodland and potential sites for additional allotments, cemetery and fire station. It is argued that the Council has discounted the North option at too early a stage in the assessment process.

- Submitted is a report outlining proposals for a northern extension of Carterton together with a separate Statement on Mineral Consultation by D. K. Symes Associates.
- A further revised submission was received on 9th June 2011.
- The opportunities of the North option are suggested in the revised submission as:
 1. The expansion of Carterton to the east or west would run contrary to the clear objective stated in the adopted Local Plan and the draft Core Strategy of retaining a green buffer between Carterton and Brize Norton and Shilton.
 2. The North Option avoids this major constraint to the expansion of Carterton and ensures that the existing strategic gaps between the town and these adjoining historic villages are retained.
 3. The Carterton Landscape Assessment concludes that the only area looked at in the study which is both relatively well screened from the wider countryside and is not part of a settlement gap/setting is the shallow minor valley north of Kilkenny Lane- i.e. the North Area proposed in this submission has the least landscape impact.
 4. The North Option is deliverable, in that it is in single ownership and the landowner is committed to development within the plan period. Working with the physical site constraints and contours identified in the Carterton Landscape Assessment, the North Option offers the opportunity to deliver the required 1,000 dwellings without any adverse impact on the landscape.
 5. The North Option should not be discounted on transport access grounds as it lies close to the main public transport link of Monahan Way which runs from Carterton to Witney and Oxford. A re-routing of the existing bus service to serve the new development would be quite feasible. Improvements to a section of the Burford Road and its junction with Monahan Way would be funded by the development.
 6. The North Option offers the potential link to the existing pedestrian and cycle infrastructure within Shilton Park. There are opportunities available to improve access in a southbound direction along Swinbrook Road and Burford Road with routes gravitating from the centre of the proposed site towards key destinations in Shilton Park and the town centre.
 7. The proximity of the site to Burford Quarry does not represent the major constraint to development that has been portrayed. Agreement has been reached with the Quarry owners to pursue a phased collaborative development programme which would ensure that housing areas are phased with quarry workings. This would ensure that there is neither sterilisation of mineral reserves, nor noise and dust pollution. It would also provide a unique opportunity to secure a sustainable supply of local building materials.

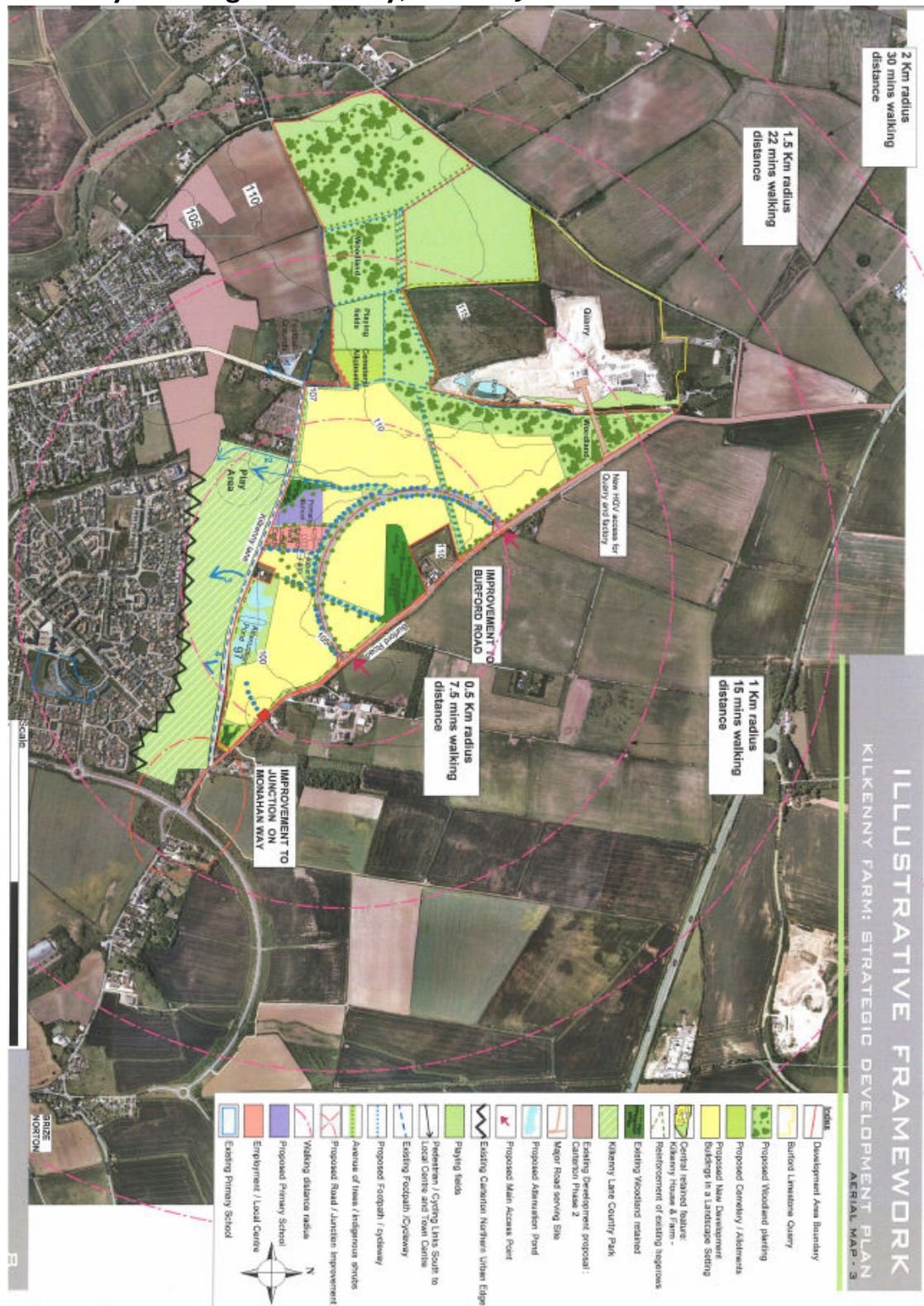
8. The distance of the north option to the town's existing facilities is again not a major constraint to development as stated by the District Council. The town centre and the recent employment and community/recreational facilities as provided to the east of the town are within a comfortable walking/cycling distance of the proposed Kilkenny Farm development and considerably closer than the West option.
9. The development, through developer funding, would offer the opportunity to enhance the existing community facilities within the town including the provision of a new primary school, affordable housing, playing fields, additional allotments, sites for a cemetery and fire station and employment opportunities.
10. The site is ideally located on south facing land to provide a totally sustainable community capable of reaching Level 3 of the Code for Sustainable Homes.

Statement on Mineral Consultation, D. K. Symes Associates March 2011

Statement suggests that Burford Quarry does not represent the major constraint to development that has been portrayed and there is scope to ensure measures are taken to ameliorate any potential noise or other environmental impact from the workings. A buffer zone of 100m is suggested as a more accurate interpretation of the zone required to protect future mineral reserves and prevent noise and dust pollution.

The content of these representations can be viewed in full on the Council's consultation website – [click here](#)

Kilkenny Farm, North Carterton (Figbury) – illustrative masterplan, Overbury Planning Consultancy, Revised June 2011



Land North of Carterton (Figbury) – Summary of further technical responses and comments

OCC Minerals Comments May 2011

Do not consider that the evidence put forward changes the view that County Council should oppose proposed housing development to the North of Carterton on minerals safeguarding grounds. It is for the development proposer to demonstrate that housing development in this area would not sterilise important mineral deposits. There is no standard buffer distance set in policy and buffer distances are determined on a case by case basis, but guidance in the Minerals and Waste Local Plan is that a distance of 350m may be required. Whilst it is possible that a distance of less than 350m may suffice in this instance, it needs to be demonstrated.

OCC Highways Comments May 2011

Purely in transport terms the east site remains more favourable. The 2009 Halcrow Report considered a 1,000 dwelling site to the north of Carterton, including the areas proposed by Figbury and David Wilson Homes and in summary identified that the north site, along with the east and west sites, are not opposed on access/transport grounds. The transport information provided is not in sufficient detail to provide detailed feedback. The proposal would require an upgrade of the Burford Road (Brize Norton) and possibly improvements to access to the A40.

OCC Education Comments May 2011

There are still uncertainties regarding the impact of the relocation of RAF personnel. At this time the expectation is that all the existing spare primary school capacity will be required to accommodate children that will arrive. The proposal needs to include a site large enough for a 2 form entry primary school. The St John the Evangelist Primary School at Shilton Park does not have scope to expand to take more children. Carterton Community College may require expansion but its site is large enough to accommodate the likely scale of increase.

OCC Ecology Comments May 2011

The submission does not include any ecological survey report. It is therefore not possible to comment on whether there are potentially negative or positive impacts on biodiversity (although there are no designated sites within the proposed development boundaries). It is strongly recommended that the promoters carry out baseline ecological surveys.

WODC Engineer Comments May 2011

The Figbury proposal is at the head of a delicate catchment regarding flood risk. The proposal to site one large storm attenuation pond next to Kilkenny Lane seems poorly thought out. Kilkenny lane has a critical drainage channel running parallel to it on the north side and has very poor highway drainage which causes flooding at the junction of Burford road already. Any SUDS system would require a contingency overflow system which would ultimately link into an existing undersized system.

Land North of Carterton

Barton Wilmore on behalf of David Wilson Homes

Residential development of land immediately to the north of the local plan allocation (east and west of Swinbrook Road) is promoted for allocation as a strategic site (about 300 homes in addition to 200 on the allocated land).

- Housing is proposed immediately adjoining the Carterton Football Club. An area of open space and woodland planting is proposed on the land closest to Shilton south of the bridleway.
- Land to the west of Carterton is not an appropriate location for development as it will create a segregated community beyond the natural green corridor of the Shill Brook. It is the least sustainable of the options. Walking and cycling into Carterton will not be attractive. It will require significant new infrastructure.
- The advantages of David Wilson Homes proposal are summarised as:
 1. The land lies outside the buffer zone around the quarry. There would be no adverse impact upon the quarry.
 2. A range of services lie with 2km of the site – considered a reasonable walking distance. There are direct, safe and attractive routes to reach the town centre by walking and cycling.
 3. Local bus services (19 and 113 on Thursdays) could be diverted via the proposed Shilton Road Link.
 4. Development will not give rise to adverse landscape or visual effects. A green buffer will be created on the northern edge.
 5. The site is not at risk of flooding.
 6. This site combined with a reduced development area at East Carterton would deliver about 1,000 homes. This has local support.
- The Core Strategy is currently unsound; however it can be made sound subject to the identification of land to the north of Carterton for development and amendments to Policies CS7, CS9, CS10, CS20 and CS21.
- Policy CS9 is particularly onerous on developers and is overly restrictive, seeking at least 50% of all new homes targeted at older people and newly forming households.
- Policy CS10 for affordable housing continues to be contrary to both national and regional policy. It is not supported by viability evidence. The target should be 35% affordable housing on all sites in Carterton.
- Policy CS20 should be flexible as to the most appropriate forms of technologies to deliver energy from decentralised and renewable or low carbon sources.
- Policy CS21 should encourage not require the immediate application of Code Level 4.
- Supporting technical appendices submitted including an accessibility appraisal and landscape and visual appraisal
- A summary is provided of the separate consultation exercise undertaken by David Wilson Homes.
- Amendments sought to the Sustainability Appraisal.

Accessibility Appraisal –Barton Wilmore March 2011

Concludes site would provide, direct, safe and attractive routes to the town centre and local facilities that will encourage walking and cycling. The town centre is within 2km parameter as set by PPG13 and the development is proposed to be served by an extension of the number 19 bus service. Access proposed from the proposed link road which will serve the 200 dwellings already with a resolution to grant planning permission. A reduced speed limit and traffic calming are proposed on Shilton Road. The appraisal also compares the relative accessibility of the sites east and west of Carterton and concludes that the West Carterton site will be separated from Carterton by the Shill Brook and its floodplain which will create a segregated community, unconnected and poorly integrated with Carterton, contrary to planning policy. Issues are raised that in times of flood the links from the west site across the Shill Brook to Upavon Way will be cut off and also that routes across the Shill Brook do not provide direct or overlooked links to the town centre to encourage walking and cycling as recommended by the Manual for Streets.

Landscape/Visual Appraisal – Barton Wilmore March 2011

Suggests development could be accommodated without significant adverse landscape and visual effects particularly when compared to the site to the west of Carterton. The proposal seeks to establish a robust urban edge which responds to existing urban influences and underlying topography with enhancements of the local landscape character, reinforcing a pattern of woodland and open space uses, and encompassing an extension of Kilkenny Lane Country Park to provide a visual landscaped buffer between Carterton and Shilton village and contain the perceived extension of development into the wider landscape.

The content of these representations can be viewed in full on the Council's consultation website – [click here](#)

North Carterton (David Wilson Homes) - illustrative masterplan, Barton Wilmore, March 2011



Land North of Carterton (David Wilson Homes) – Summary of further technical responses and comments

OCC Highways Comments May 2011

Purely in transport terms the east site remains more favourable. The 2009 Halcrow Report considered a 1,000 dwelling site to the north of Carterton, including the areas proposed by Figbury and David Wilson Homes and in summary identified that the north site, along with the east and west sites, are not opposed on access/transport grounds. The information supplied is insufficient to fully appraise the transport implications of a further 300 dwellings north of Swinbrook Road and would recommend the developer conduct a transport assessment should a planning application come forward.

OCC Education Comments May 2011

Would not object to the proposal to add an additional 300 homes but would seek S106 contributions towards the expansion of primary capacity in Carterton.

OCC Minerals Comments May 2011

No concerns about the direct sterilisation of mineral deposits within the proposed development area but concerned that the north western/western parts of the proposed residential development could prejudice possible future working of limestone within the land to the north, including (but not solely) land that has been put forward as a possible extension to Burford Quarry. Comments note that the County Council should oppose this housing development on minerals safeguarding grounds.

OCC Ecology Comments May 2011

The submission does not include any ecological survey report. It is therefore not possible to comment on whether there are potentially negative or positive impacts on biodiversity (although there are no designated sites within the proposed development boundaries). It is strongly recommended that the promoters carry out baseline ecological surveys.

WODC Engineer Comments May 2011

Drainage could link into the system of Shilton Park and ultimately outfall into the holding area at the pavilion which is shortly to become the property of OCC.