

Bayswater – initial public consultation

Questions and answers (Q&A) summary, online events and in person

Overview

Thank you to everyone that attended and took part in our consultation webinars on 3 and 15 March and joined us at our in-person events on 11 and 12 March 2022.

Our consultation has now closed and we are carefully considering all the feedback submitted during the consultation period (3 – 31 March 2022).

Although this formal stage of consultation is now closed, we are still keen to hear your views and ideas. We'll consider all comments and value your input as we develop a final masterplan for Bayswater.

This can be done by emailing us at info@bayswateroxford.co.uk or by writing to us at: Bayswater Team, c/o Camargue, Eagle Tower, Cheltenham GL50 1TA.

Comments, suggestions and specific concerns were raised by participants both in the chat, and through follow-up discussions. A number of questions were also asked during the two webinar events. We tried to answer as many of these as possible during the Q&A sessions at the end of each event, but this document attempts to provide overarching answers to all the questions raised during both the online sessions and the in-person events

General

Why/ when was the Green Belt land reallocated?

The site is allocated for development in the Local Plan, which was adopted by South Oxfordshire District Council (SODC) in December 2020. Its adoption meant that the parts of the site proposed for development were removed from the Green Belt. Three sites allocated in the Local Plan were specifically identified to help with addressing Oxford's unmet housing need. Land North of Bayswater Brook ('Bayswater') is one of these three sites.

The Bayswater site was included in the Local Plan as part of the second Regulation 19 stage of the process, which went through its public consultation in January/February 2019 before the whole Local Plan was subject to an Examination in Public during summer 2020. There was then further consultation on proposed modifications to the Local Plan following the receipt of the Inspector's report in the autumn 2020, before the Plan was finally adopted by the Council in December 2020.

The Local Plan is the result of years of painstaking and highly professional work, consultation and analysis and has been thoroughly scrutinised by an independently appointed Local Plan Inspector. It now forms the statutory basis for all planning decisions in the district.

Will Bayswater provide S106 funds?

Yes, discussions are ongoing with the Local Authorities and other stakeholders to identify appropriate types and levels of financial contributions and/or provision of a range of social and physical infrastructure and service enhancements. Please also refer to our answer below about public services and facilities.

What are your plans for Wick Farm? Have you met with residents?

We are committed to making sure the new site integrates with existing local communities.

Bayswater

Our plans are for there to be a local centre at Wick Farm. These plans are still evolving and will be discussed further with residents and tenants before any final decisions are made. The local centre at Wick Farm is likely to include a café/restaurant, a square, a co-working hub, a bicycle shop and an additional retail space along with the refurbishment of the Well House. We will work closely with the existing businesses leasing buildings at Wick Farm. We are also planning a specific engagement event for Wick Farm Park residents and commercial tenants.

What will happen to electricity lines running through plots R6 and R7?

These will be undergrounded and diverted either through the open space or via highways.

Are you building to Passivhaus standards?

We are building the development to exceed the low carbon requirements set by SODC and the current building regulations. As the electricity grid decarbonises more broadly, and moves away from coal and gas towards cleaner energy, this should mean that the in-use carbon drops to zero, depending on use in the property.

We are not ruling out Passivhaus standards at this stage, but are investigating a range of different options and standards to ensure Bayswater offers exemplary low-carbon standards.

Are you working with Oxfordshire and Oxford City Council to discuss public services and facilities?

Christ Church and Dorchester are looking at a range of options for public amenities and facilities at Bayswater and this is one of the specific elements we are seeking input from the community on. We are currently considering what these could look like.

We are also working closely with officers at South Oxfordshire as well as Oxford City and the County Council in our planning for Bayswater, including the provision of public services and facilities. Over the coming months we will continue talking to the community and stakeholders about the sorts of uses we could put on the site.

Why are you proposing 1,450 homes and 120 assisted living properties when the Local Plan allocation is for 1,100 homes?

With the parts of the site proposed for development now removed from the Green Belt as part of the adopted South Oxfordshire Local Plan, we believe we have a duty to optimise the way we use it, meeting the significant and urgent demand for housing in Oxford. This was the clear advice of the Local Plan Inspector and is vital if we are to avoid placing pressure on other locations not already identified for development.

From the earliest stages of our work, it was clear the site could hold more houses than the number expected by the Local Plan allocation (approximately 1,100). Indeed, we originally identified that the site's capacity was for 1,600 homes based on typical housing densities.

Our extensive studies informed by discussions with a range of stakeholders have led us to the conclusion that 1,450 homes, alongside 120 assisted living properties, creates the right balance between desperately needed new homes, green space, community benefits, biodiversity gains and transport improvements. This means that Bayswater will deliver 785 (50 per cent) more financially accessible homes, which is 235 more than in the local plan allocation.

How many residents will live at Bayswater once all the homes are built?

We anticipate that Bayswater will be home to around 3,600 residents once complete.

How will the community be able to influence the site?

Our plans have been, and continue to be, developed in consultation with a range of stakeholders including the local community.

We have also carried out a process known as Enquiry by Design (EbyD) since the Local Plan adoption, to directly engage with communities and a wide range of organisations in and around Barton and the local villages to help us understand key issues and opportunities. The feedback obtained here, and through our conversations with local people, informed the masterplan and vision for the site that we put forward for public consultation, and will continue to do so.

The March 2022 consultation was a widespread community consultation open for all to take part in. We widely promoted this consultation to reach a large number of people, to allow the opportunity to attend and feedback. This promotion included directly inviting over 10,000 households as well as online and newspaper adverts.

Before submitting a planning application, we will be holding a second extensive public consultation.

We're also looking to create a long-term community liaison group and plan to hold the inaugural meeting later this year.

Do you plan to expand the site? Do you have plans for the additional land to the north of Bayswater that Christ Church owns?

The current proposals are to be delivered up to 2035. What happens beyond that would be subject to further Local Plan review processes based on Oxford's and South Oxfordshire's housing need and the suitability of sites to deliver this. We believe that Bayswater does have some further capacity should it be needed.

Is anything being done to ensure local workers can live at Bayswater?

We are not designing the site for London commuters – our proposals are focused on sustainable connections into Oxford.

We expect the majority of people moving to the site to be people already living and working in Oxford. By providing a wide mix of tenure types, sizes and financing options, our aspiration is to create a community for people of all incomes and at all stages of life.

Both local authorities are in the process of agreeing an allocations policy to allow those who are currently on Oxford City Council's and South Oxfordshire District Council's Housing Register to access Affordable Housing at Bayswater.

We are also keen to work with both authorities to understand how we can help support and prioritise the housing needs of key workers, such as NHS staff working at local hospitals such as the JRH.

Housing

How many homes will be for social housing?

50 per cent of homes at Bayswater will be offered through the tenures and buying options deemed as Affordable Housing.

Of the 50 per cent Affordable Housing:

- **254 homes will be Social Rent:** a low-cost rent set by a government formula, paid to registered providers and housing associations.
- **181 homes for Affordable (or immediate) Rent:** rent that is capped at 80 per cent of the market rate (including service charges) or at Local Housing Allowance rates fixed by the Government, whichever is lower. These properties are regulated by the Regulator of Social Housing.
- **181 First Homes:** homes to buy for first-time buyers in the local area, available at a discounted rate with prices capped at £250,000. This government scheme is open to all first-time buyers (with a maximum household salary of £80,000) but prioritises key workers such as nurses, doctors, teachers, carers, the emergency services and the armed forces.
- **109 homes for Shared Ownership:** buyers can purchase a share of a home, paying a mortgage on the share that they own (normally between 25 and 75 per cent), and a below-market value rent on the remainder, with the option to purchase further shares in the property up to full ownership. This also offers the security in knowing you can buy the house in future.

Where will Affordable Homes be located?

Affordable Housing will be 'tenure blind' – these homes will be 'pepper-potted' around the site so that they are fully integrated in the community, and not clustered in one part of the site.

Can you give more information about what the assisted living facilities will be?

The assisted living facility will likely consist of self-contained properties for those aged 55 or over, with communal facilities and some onsite care provided. Half of the assisted living properties will also be Affordable Housing. We are at an early stage of developing this element of our scheme and as such we are currently unable to provide more information. We will be working this up in more detail once we have identified an operator.

Can you give more information about the homes at R19?

The homes in R19 will be detached and low density in nature with a single private access from Bayswater Road. Building heights will not exceed 2 or 2.5 storeys.

What is the proposed height for buildings at Bayswater?

Building heights will vary across the scheme at Bayswater responding to the site constraints and local context. While the building height parameter allows for up to 5 storeys, these buildings will only be located in the south west of the site and will respond to the existing built form of Barton Park. The majority of the development will consist of 2-3 storey houses with occasional 4 storey apartments in key locations to aid with placemaking. Homes around Wick Farm will be lower in scale and predominantly 2.5 storeys. Land east of Wick Farm will also consist of lower building heights ranging from 2-3 storeys.

Is Lower Farm part of the development?

Lower Farm is part of the Local Plan allocation area. We have included some parts of the land within our application, but not the whole of the Lower Farm area.

Timescales

What are the timescales for the project?

We are currently anticipating that building on site will start in 2024, subject to planning, and the first Bayswater home being ready for occupation in 2025. This timeframe is not set in stone, and we anticipate that completing the development in full will take up to around 10 years.

Will construction happen in stages? When would public facilities and infrastructure be introduced?

We are still considering options here and are not yet able to commit to the exact phasing of the site.

Given the scale of the green space on the development, green infrastructure will be created in phases. We anticipate the first areas of green space being ready to use before the first home is occupied.

We are currently looking at the overall phasing of the delivery of the site and the infrastructure. Our aspiration is to deliver services and facilities early in the building of Bayswater. The local centre may be delivered in phases, but we are keen to see some elements open as early as reasonably possible

We also want to see elements like the pedestrian and cycle bridge over the A40, and the bus route being built early in the process.

Christ Church and Dorchester will remain involved the whole way through to ensure that our vision for Bayswater is delivered during and beyond construction.

Facilities

What are your plans for outdoor sports? Where are these located?

We will be contributing towards local sport and community facilities, along with some on-site provision of outdoor sports facilities. We are currently considering a range of feedback from our consultation, but the options we have already been considering include tennis courts, a skate park and mountain bike area.

Having heard concerns raised during consultation we are currently investigating some alternative and additional options. The current proposed locations for these facilities is to the east of the site, close to Barton Underhill Circus. There will be leisure routes throughout the site that can be used for walking, running and cycling, as well as various play areas and informal kickabout spaces.

What are your plans for community facilities?

We are committed to making sure the new site integrates with existing local communities, and provides amenities that complement, rather than compete with, nearby local centres. Our aim is to enhance local services for the benefit of Bayswater and existing communities such as Barton and neighbouring villages.

There will be a primary school, including nursery provision, a co-working hub, café/restaurant, public squares, and small retail spaces.

As a result of the consultation we are also looking to provide our community space on-site rather than off-site, and are working with SODC to refine these plans.

We are proposing an extensive network of footpaths and cycle paths in and alongside green spaces for people to use for exercise and recreation, adding to and enhancing existing connections between these local communities. We are providing around 50 hectares of green space as part of our proposals which will be accessible to all and include areas for allotments and dog walking.

We will also be contributing towards a new secondary school in Oxford and plan to support libraries.

We welcomed additional thoughts on the sorts of facilities that could support new and existing communities throughout the consultation and will be considering all these suggestions carefully as we refine our proposals further.

What healthcare facilities are you proposing?

As part of our development, we will be making significant contributions to elements such as expanding local GP services. We have engaged with the Oxfordshire NHS Clinical Commissioning Group (OCCG) on this issue and have offered space on site for a new facility. OCCG has asked us to contribute to the expansion of existing local practices instead. This is something we are continuing to work with OCCG on.

Who will manage green spaces and allotments?

We're currently in the process of exploring various stewardship options for who will maintain the green infrastructure and recreational spaces and how. While not set in stone, there is likely to be a management company responsible for the upkeep of the site.

What are your plans for bike storage on site?

All homes will be provided with secure and covered on-plot cycle parking in accordance with Oxfordshire County Council's cycle parking standards or better. In the case of flats/apartments, communal cycle parking will be provided. Cycle parking will be conveniently located within plots to encourage use, and electric cycle charging will be considered.

In the case of other uses (primary school, assisted living, local centre etc.) both staff and visitor parking will be provided, again parking in accordance with Oxfordshire County Council's cycle parking standards or better. Staff parking will be covered and secure – visitor parking secure and may be covered. All cycle parking will be located in visible and convenient locations.

We are also looking at including some secure bicycle parking at our mobility hubs so that people can cycle to the bus stops on site.

Where will the nearest shops be located to the assisted living?

The assisted living is located towards the western end of the site around the community square that is being proposed. Its location is close to the local centre that will be coming forward at Barton Park, with a direct link across the Brook for easy cycle and pedestrian access. We are also allowing space to be able to provide some small shops around the community square, and the assisted living will likely have some of its own small facilities onsite, though what these are subject to discussions with an operator.

Transport

Can you give more information about the mobility hub plans?

Bayswater

We're creating four mobility hubs within the site based on county guidance, and are developing plans for a fifth hub at the eastern end of the site. These are designed to attract people to encourage more sustainable travel. The mobility hubs will act as an accessible, centralised hub for greener options and may include some or all of the following:

- Shared bikes and e-scooters
- Secure cycle parking
- Parcel delivery lockers
- Public EV charging and EV car club
- Bus stops
- Sheltering facilities

What are your plans for cycle infrastructure? How will you encourage cycling?

Our designs for Bayswater put cycling and active travel first, making greener transport the more convenient option. We are proposing an extensive network of footpaths and cycle paths in and alongside green spaces for people to use for exercise and recreation, adding to and enhancing existing connections between these local communities. We will also be providing a new foot and cycle bridge over the A40, as well as pedestrian and cycle links over the Brook into Barton and Barton Park.

Cycle infrastructure and cycle improvements are currently proposed to be made to Bayswater Road, Headington roundabout and to Marsh Lane.

We are looking to pedestrians and cyclists having priority throughout the site, which includes for crossing our main street at key locations and the side streets.

Will you consider extending cycleways northwards to local villages, and southwards?

The priority is to provide for the needs of cycling generated by the development which is mainly towards Oxford and across the A40 ring road. However, the cycle network will be designed in a way that will enable cycle routes from the villages to tie into it. The need for cycle improvements beyond those currently identified will be a matter for discussion with SODC and Oxfordshire County Council.

Are you proposing segregated cyclist and pedestrian ways?

Yes – the main pedestrian and cycle spine through the site will be segregated, as will major connections to it to provide for commuting cyclists. As a minimum, vertical segregation will be provided but horizontal segregation by way of a landscape strip will also be used in places.

Shared paths will be proposed where appropriate, either where pedestrian or cycle numbers are expected to be very low, or where a path is providing access to a segregated path over a relatively short length. In all cases, a high level of service will be provided.

A reasoning for the types of path and dimensions will be provided at the planning stage to show our thinking, and it is expected this will then be a matter for discussion with interested parties.

How have you chosen the proposed location for the new A40 cycle and pedestrian bridge?

We are proposing a new foot and cycle bridge over the A40, ensuring that Bayswater is seamlessly connected with the A40 Cycleway, Swan School and Cherwell Schools, and key employment areas such as the John Radcliffe Hospital, Oxford North and Oxford city centre. We are also proposing pedestrian and cycle linkages across the Bayswater Brook to Barton and Barton Park, allowing all local residents to use the A40 foot and cycle bridge.

Bayswater

We initially considered a bridge immediately to the southeast of the Marston Interchange to connect to Marsh Lane, however in discussion with County it was considered that a location that landed closer to the Barton Park traffic signal controlled access would be preferred as it would offer:

- A connection towards the JR and for those travelling south-eastwards along the A40;
- Allow for linkage to Marsh Lane via Foxwell Drive/Borrowmead Road;
- A connection to the A40 north-westwards (with an improved crossing where the cyclepath crossed the A40 north-westbound on slip), and;
- With an appropriate connection, an alternative option for residents to the surface level crossing at Barton Fields Road signal junction for those living in Barton Park.

Consideration has been given to the possibility of a more central bridge through Barton Park to Stoke Place, however this has been discounted as it would provide less effective connectivity for those living at the western end of the development and it also prioritises the key cycle movements towards the secondary schooling at the Swan and Cherwell Schools, and A40 towards Parkway and Oxford North due to land issues.

How many vehicles do you expect to be owned by Bayswater residents and where will people park their cars?

County Highways is currently developing new parking standards for edge of Oxford sites, which we will need to comply with. However, the following sets out our approach to parking:

- The site has been designed so that you can live car free if you choose to
- While we would want parking levels to be low, car ownership should be allowed for
- A potential consequence of parking being too low is overspill parking in Barton Village unless it is subject to a residents parking scheme
- Location and form of parking to make the car an option but less convenient are being explored
- In any event, the County Council is reviewing parking standards and has indicated we will have to comply with them – this will at least provide a uniform position in relation to all developments on the edge of the city
- Our approach is not to ban use of the car, but to truly prioritise the use of other modes at the expense of the convenience of the car, which includes our approach to access, priorities at crossing points, travel planning measures etc.

Barton Park currently operates a privately enforced Controlled Parking Zone (CPZ) so the amount of street parking is controlled. We will be working with County Highways to ensure there is no overspill parking at Bayswater from Barton Park properties, but equally that there is no overspill parking from Bayswater at Barton Village.

We anticipate there will be a CPZ across the Bayswater development to control pavement parking and to limit the amount of on-street parking available, so that cars do not dominate the streets.

Will parking have EV (electric vehicle) charging points?

The mobility hubs we're creating across the site will act as an accessible, centralised hub for greener transport options and will include public EV charging and an EV car club.

All homes with on-plot parking spaces will also be equipped with EV charging, and appropriate charging facilities will also be provided for the school, assisted living, and employment uses, and in communal parking locations. We will ensure that the infrastructure is provided to enable increased take-up of EV over time.

How will traffic be managed on Bayswater Road and at the Headington roundabout?

Bayswater

All traffic improvements need to be considered in the context of Oxford and Oxfordshire's emerging transport policies which are seeking to reduce car use. Any measures that increase traffic capacity will encourage greater car usage, and will need to be carefully considered as it would be contrary to any emerging policies.

It is not a requirement of the development to address existing traffic issues, but rather to mitigate against the effects of the development. We plan to provide people with the option to avoid congestion by using other, more sustainable modes of travel such as walking, cycling and the bus service.

We are proposing that our access junctions will be signalised, as this will allow traffic to be managed by the County highway authority, including that from the development. We are also proposing improvements to the Headington roundabout, including the signalisation of the Bayswater Road arm which our assessments show will leave traffic conditions no worse than if the development did not take place – all improvements will be subject to the approval of the County Council as highway authority.

Furthermore, as well as this we are proposing a cycle path along Bayswater Road from the site to Headington roundabout, a new surface level crossing across the A40 western arm, and improved bus access from Barton Village, all of which will add capacity to the transport network.

What have you put in place to mitigate the risk of increased traffic?

Bayswater will be designed to put cycling and walking first, together with provision for prioritised and regular bus services, and EV charging for longer journeys or those that can't reasonably be made other than by car. We will be providing for access by car, but this will be secondary to all other modes. We want greener travel to be the preferred and easier option. Our proposals are centred around sustainable access to Oxford.

We hope to make travelling by bus easier for everyone, providing either a new bus lane on the A40 or contributing towards County's proposed Waynflete Road bus access to improve for Barton Village, resulting in more consistent public transport services. We are also proposing a bus only access onto the A40 at the western end of the development to provide bus services priority over cars. Encouraging the use of public transport over cars will result in more sustainable travel.

How will you minimise traffic in local villages?

We are modelling the effects of the development on routes to and from villages to the north so that we can understand any effects, and this will be shared as part of the planning application process. We'll be continuing to talk with neighbouring villages to discuss measures, in the context of the modelling and potential impacts, that they feel might be appropriate as we continue refining our transport proposals further.

What bus routes will run through the development?

Bayswater will create and enhance important connections within Oxford, including connecting with Barton and Barton Park and improving cycle and bus links into Oxford. There will be a new bus lane onto the A40 and Barton Village Road, and new bus links between the development and the nearby John Radcliffe Hospital, and to Oxford city centre. We are also proposing to subsidise the provision of electric buses. Details of the actual services are subject to on-going discussion with County and bus operators.

Can you give more information about plans for the bridge across the A40?

Bayswater

We are proposing a new foot and cycle bridge over the A40, ensuring that Bayswater is seamlessly connected with the A40 cycleway, the Swan School and Cherwell Schools, and key employment areas such as the John Radcliffe Hospital, Oxford North and Oxford city centre.

We have appointed award-winning architect, Wilkinson Eyre, to design this important infrastructure. We will be providing more information and a chance to feedback on the A40 pedestrian and cycle bridge plans when we consult before submitting the planning application.

Do you expect an increase in congestion during commuting times?

While we are proposing a modest improvement to the traffic capacity of the Headington roundabout, this will only mean that conditions are either no worse or only slightly better than if this development did not take place.

However, we are proposing improved pedestrian and cycle routes, and improved bus access that will make these modes more attractive, and potentially quicker and more convenient than using the car. The intention is that this encourage those who are able to use these in preference to the car. As an example, the County Council has highlighted that around 70 per cent of those working in the main employment areas in Oxford live within cycling distance, and so are looking to increase the percentage cycling and reduce the percentage driving in these cases. This will not only help control traffic congestion, but reduce car usage which is important in reducing air pollution and greenhouse gases.

Why were proposals for the link road dropped?

The provision of a 40mph Link Road (also termed 'Edge Road') within the site is not being progressed further as, through the local plan process, it became clear that a car-based approach to accessing developments did not align with Oxfordshire County Council's and Oxford City Council's transport policies.

Its only benefit was considered to be as part of a link between the Marston Interchange and the A40 east of Thorne Hill Park & Ride, which would have reduced traffic levels at the Headington roundabout until such time as traffic growth returned flows to their current level (a known effect of road improvement schemes). Hence such a scheme would encourage greater use of the car not less, not in keeping with current transport policy.

How will you limit people using the development as a bypass for the ring road?

Although it will be possible to pass through the development, the site will be designed and limited to 20mph. The winding nature of the main street through the site, combined with traffic calming and the priority that will be given to pedestrians and cycles over cars through the use of Zebra crossings (and their cycle equivalent – Tiger Crossings) means that the route through the site is unlikely to prove attractive as a through route, and so is unlikely to be used by a significant level of through traffic. This is however being tested in the traffic modelling we are undertaking.

How will you make sure roads are safe for children?

We are designing the scheme to a 20mph or lower design speed, and will prioritise pedestrian and cycle movements at significant crossing points through the use of Zebra/Tiger crossings. We are proposing a range of walking and cycling routes (segregated where appropriate) to provide choice, all of which will be mainly car free other than within the housing pockets, which are being designed along the principle of low car neighbourhoods.

What schemes are you proposing for car sharing?

This is at an early stage, but we envisage three levels of car sharing:

- Car club (EV) where any resident can use a car club car;
- Shared car – where a group of residents (typically up to 5 households) share use of a single car
- Car sharing scheme through the travel plan – which will allow for those on common trips (commuting/food shopping) to share a car

Are you improving the subway under Green Road?

Not at this stage – rather, we are proposing to provide an additional surface level crossing across the western A40 arm to provide an alternative option, which we envisage to be a segregated pedestrian/cycle crossing. We are however in discussion with County about this and would welcome any thoughts on what could be done to improve the subways.

What are your plans for bridleways?

At this stage we are proposing to leave existing bridleways as they exist, but would be providing a suitable crossing where Bridleway 123/7/20 would cross the main street. We would however welcome suggestions of how we could improve bridleway provision within the site in the context of the wider development.

Flooding

What is the flood risk on site?

We know the flooding over the site can be extensive. It comes from a combination of:

- River (fluvial) flooding – i.e. flows in the Bayswater Brook from the upstream catchment, and,
- Surface water flooding – rainfall directly over the area which runs off over the site and ponds in the low lying areas (with the impermeable clay preventing percolation into the ground).

Detailed hydraulic modelling of the Bayswater Brook (and Sydlings Brook) has been developed in line with Environment Agency (EA) guidance and subject to EA review and approval. This modelling has refined our understanding of flooding over the site and has been used to determine the level of flood risk across the area.

The modelling is used as a basis for the assessment of flood risk, and any proposals are designed so as not to increase flood risk to third parties. In some areas the proposal results in a reduction in the existing flood risk, for example Barton Village Road.

What flood mitigation measures are you putting in place?

Bayswater

We know from our work and site visits already that significant areas of the site alongside the Bayswater Brook is subject to flooding after heavy rainfall. Our proposals will ensure these areas remain as natural floodplains and floodplain meadows – this is to retain the existing floodplain volume and the areas will be enhanced for the benefit of local wildlife and habitats.

We are having detailed and ongoing conversations with organisations including the Environment Agency (EA) about the best ways to sensitively manage flooding. We are also designing the layout of the site to allow for the effects of extreme weather that could occur as a result of climate change in the future. The EA requires all modelling to include assessments to allow for potential impacts of climate change, and be designed for these extreme scenarios.

We are very conscious that the condition of the Bayswater Brook channel is very poor, from both overgrown vegetation and debris in the channel. As part of the development, we propose to enhance the channel along its length through the site through clearance of vegetation, replanting and reprofiling of the channel in selected locations. This will provide a more naturalised feature and enhance biodiversity. The proposals also include a new river channel in the western part of the site to flow through the floodplain meadow (where there is currently the straight modified section of watercourse running alongside the A40).

Our proposals are to enhance connectivity over the Bayswater Brook from Barton and Barton Park. Existing crossings will be improved, and where feasible it is intended that the key links over the Brook are set above the reference flood levels, so that even in times of high rainfall, access links between Bayswater, Barton and Barton Park and the wider countryside are still usable.

We propose to locate the new homes are proposed outside of the floodplain. We are investigating measures to help reduce the risk of flooding to existing properties around Barton Village Road through the incorporation of a low level flood defence wall/bund.

Any planning application will be accompanied by a Flood Risk Assessment (FRA), to be reviewed and approved by the EA.

The scheme is being designed so that the development increases, rather than reduces, the floodplain volume of the Bayswater Brook. Also, so it does not cause an increase in surface water runoff from the new buildings and roads into the Bayswater Brook.

The work is being done using a detailed river model developed for the project and subject to review by the EA. The surface water drainage design will be reviewed by Oxfordshire County Council as the Lead Local Flood Authority.

As part of the surface water drainage strategy, we are also proposing a number of landscaped attenuation ponds and similar Sustainable Drainage Systems (SuDS) such as swales. These features are designed to fill up with rainwater from the roads/houses and temporarily store it, so that any discharge into the Bayswater Brook is limited at a rate no greater than that off a green field.

What is being done to prevent flooding on Bayswater Road?

Bayswater Road lies at the eastern end of the development site, and it is known to be subject to regular flooding even after limited periods of rainfall.

Since it is at the upstream end of the site, the proposals will have no detrimental effect on the flows in the Bayswater Brook at this point, which are generated by the upstream catchment area of the watercourse.

The main contributor to flooding on the Bayswater Road appears to be highway drainage deficiencies or silt blocking the gullies in the highways drainage system, since flooding has been regularly observed at this location even when the Bayswater Brook water level is low.

There is scope to provide some improvement to the localised highway flooding situation, through local drainage improvements and a new outfall into the Bayswater Brook on the downstream side of the road. However, in the first instance we recommend that gully jetting and clearance is undertaken by

the Highway Authority (OCC) to address the current issues and have requested that this work is carried out. We understand that this has been completed.

What is being done to prevent flooding on Woodeaton Road?

Woodeaton Road lies to the west of the site and follows the route of the Bayswater Brook (that flows on the north side of the road for a significant length). It is known to be severely impacted by flooding, both from the Bayswater Brook and – more significantly – from the River Cherwell.

The development is being designed so there is no detrimental impact on flood risk from the site, ensuring the flooding is not worsened due to the proposals. However, as the most severe impacts are due to the downstream effect of the River Cherwell the scope for improving the situation is limited. Nevertheless, further hydraulic analysis is also underway to determine if improvement works could be undertaken to alleviate some of these flooding issues.

Environment

Which and how many trees/ hedgerows do you intend to remove?

We see the existing landscape features as a real asset to the site, and are focusing on minimising the removal of vegetation.

We cannot completely avoid any tree or hedgerow removal, and indeed there are some trees which need to be removed as they are in a poor condition. Where appropriate, felled trees will be retained on site to form habitat opportunities for wildlife.

We want the existing landscape features to enhance the neighbourhoods we create, and have used this as the framework for our proposals. Where possible, proposed roads have been located where there are existing field gates thus reducing the need for vegetation removal.

The proposals also include the planting of hundreds of new trees, hedges and shrubs, the majority of these will be native species, in particular close to the areas rich in wildlife such as along Bayswater Brook. Drought tolerant street trees are proposed within the roadways of residential areas to create healthy and attractive streetscapes, and large 'feature' trees are proposed at key focal points or junctions within the development.

Excitingly, there are several 'Veteran' trees on site; these are defined as: 'a tree that is of interest biologically, culturally or aesthetically because of its age, size or condition'. These will be retained, where they are in a safe condition, and given extra protection per arboricultural good practice.

How will you protect the Sydlings Copse SSSI (Site of Special Scientific Interest)?

Bayswater will work with its surrounding natural environment, not against it. We are committed to making sure wildlife and habitats are left in a better condition than before the site was allocated known as 'biodiversity net gain'). We are having detailed ongoing discussions with a wide range of specialist stakeholders including Natural England and Berks, Bucks and Oxon Wildlife Trust (BBOWT) about how best to achieve this.

Most of the site is currently active farmland and therefore not publicly accessible outside of the Public Rights of Ways. Our masterplan involves creating an extensive country park in the west of the site focused around floodplain meadows.

This parkland space extends along the southern area of the site alongside the Bayswater Brook, with additional parkland space wrapping around the north of the site providing more leisure opportunities as well as designed in dog walking areas. We are also retaining farmland buffers to protect Sydlings Copse SSSI to the north and are exploring a range of protective measures such as planting and enhanced fencing with BBOWT.

We are also providing plenty of designated areas for a variety of outdoor leisure activities, including around 50 hectares of accessible green space and infrastructure, over 12km of leisure walking routes and designated dog walking areas. This will ensure people have enough attractive alternatives to enjoy nature away from the SSSI.

What ecological studies are underway, when will we have more information?

The following ecological surveys / studies have been undertaken between 2019 and 2021:

- Desktop study
- Extended phase 1 habitat survey
- Hedgerow assessment
- Arable weed assessment
- Modular river survey
- Breeding bird surveys
- Preliminary bat roost assessment (trees and buildings)
- Bat emergence / re-entry surveys (Wick Farm)
- Automated bat hibernation survey (Wick Farm)
- Bat emergence / re-entry surveys (Wick Farm)
- Bat activity surveys (automated recording and walked transect surveys)
- Badger surveys
- Water vole surveys
- Otter surveys
- Great crested newt eDNA surveys
- Reptile surveys

Further detailed baseline information and detailed analysis will be provided within the Environmental Statement (ES) Biodiversity Chapter and within associated technical appendices provided as part of the planning application.

What measures are you putting in place to protect wildlife?

We care about protecting local wildlife. Once finalised, all our plans will be implemented in full accordance with the protection, mitigation and licencing requirements of the relevant organisations including Natural England and the Environment Agency.

As part of the over 50 hectares of green space being provided as part of our proposals, we are exploring options to create and enhance habitats for wildlife, making sure the species living on the site have the opportunity to flourish. We will also be providing north south links with minimal hedgerow removal to provide corridors for wildlife.

We are currently considering: nesting bird opportunities, such as swift bricks in new buildings; a sand martin nesting bank located along the new river corridor; otter holts; a variety of wildlife boxes including built-in bat roost features on new buildings; wildlife underpasses and hedgehog gaps provided in residential fence lines; and new hedgerow and tree planting.

Who will maintain green spaces?

We are currently in the process of decided exploring various stewardship options for who will maintain the green and recreational spaces, and how. Whilst not set in stone, there is likely to be a management company that is responsible for the upkeep of the site, This structure will ensure that there is a long-term vision, plan and funding in place to maintain these areas.

How will the site achieve biodiversity net gain?

Bayswater

The proposed development has been designed to avoid and retain habitats of local biodiversity importance such as woodlands, watercourses, semi-improved grasslands and hedgerows. It will largely use land of relatively low biodiversity value currently used for intensive agricultural practices. In addition, extensive semi-natural habitat creation is proposed throughout the site, most notably along the Bayswater Brook floodplain. This will provide very valuable resources to local flora and fauna and significantly contribute to its biodiversity net gain.

Biodiversity value will be measured in accordance with national standards as required under planning policy and legislation. For information, in line with the NPPF and Environment Act 2021, the baseline (pre-development) and post-development (based on the final submitted landscape plans) biodiversity value of the Site will be calculated using the DEFRA Biodiversity Net Gain Metric (V3.0) in order to demonstrate a measurable biodiversity net gain. The use of the V3.0 metric adheres to current Natural England and CIEEM guidance about the provision of measurable quantifiable gains and will be undertaken in adherence with the current South Oxfordshire and Vale of White Horse Biodiversity Metric Guidance (updated in October 2021). By following nationally set processes and standards, we will be able to accurately state that biodiversity has been measured and that enhancements are provided.

In addition, other biodiversity enhancements are not measurable and do not form part of the V3.0 metric calculation; these include the inclusion of features such as otter holts, bird and bat nesting boxes and build in invertebrate, bat and bird bricks within new built structures. The final submitted ecological assessment (Biodiversity ES Chapter) will also take these into account during the assessment process.

What are Christ Church's short-term maintenance plans for Bayswater Brook?

Through the consultation process we were made aware of some of the problems being caused by trees clogging up Bayswater Brook. We have asked our tree surgeons to survey the brook and we're working with them to identify what should be done. We have also engaged a contractor to manage tree and hedge trimming on Bayswater Road.

Will you be creating wildlife corridors?

Plans currently see green links running north-south through the development, offering enhanced green corridors along existing public rights of way, and parkland along the development's northern edge, with tree and hedgerow planting, recreational routes and dog walking areas. Gaps in some existing green corridors to the north of the site will also be strengthened and reinforced to connect to Sydlings Copse and the wider countryside beyond.

The area along the Bayswater Brook will also see significant habitat creation for wildlife, and the parkland running along the top of the site will have areas of habitat and tree/hedgerow planting running the length of it, allowing for wildlife corridors east to west as well.

How will views be impacted from Elsfield?

A Landscape Character and Visual Amenity Assessment is being produced to understand how views from all of the surrounding areas will be impacted. The results of this assessment will feed into the design process as more detail is added to the outline proposals.

The proposed Country Park located in the western area of the site will maintain the protected view from Elsfield – also referred to as the Elsfield View Cone – and will therefore contain no residential development.

What will you do with toxic runoff/ ground near Wick Farm?

The contaminated land behind Wick Farm which was previously used as a landfill area will be remediated as part of the plans, so that the ground is clean and safe.

How are you protecting the landscape, could this be a part of the vision?

Landscape is a core tenet of our vision for the site. Our vision is for green spaces which balance providing great recreational spaces and significant opportunities for health and wellbeing, while also providing ecologically rich areas that are quieter with less disturbance. We are looking to retain the majority of the existing trees and hedgerows on site while planting lots of new trees and hedgerows as part of our proposals. The westernmost field which remains in the greenbelt is planned to be parkland containing a range of habitats and recreational spaces.

Sustainability

Will houses have EV charging points?

Government has announced that all new homes should be built with EV charging from 2022 and have said that this will be incorporated into legislation. At the moment, the detail of this is not available but we will be complying with legislation as well as providing a range of EV charging for electric cars, bicycles and scooters across the site via mobility hubs.

Who will run the cycle shop?

We do not at this stage have a specific business lined up to run the cycle shop and are open to suggestions of local businesses who could be well suited to approach about the opportunity,

Will there be battery storage?

Although we haven't arrived at a final set of options at this stage and are keeping our options open to allow for new and emerging technologies, we are currently looking at air-source heat pumps (for heating and hot water) with a hot water store and mechanical heat recovery, as well as solar PV with battery storage to support electrical requirements.

Our aim is to reduce energy demand in the first instance, for example through high levels of insulation rather than provide for a lot of technological solutions.
