



# Eynsham Neighbourhood Plan

## Draft for Pre-submission Consultation.

Version	v#	date	Nature of change	Editor	Reviewers
	v0.8	02/06/16	Updated for preliminary consultations	RA	
	v0.9	07/06/16	Release for wider consultation	RA	
	v1.0	10/09/16	Respond to changed planning context	RA	
	v1.1	04/12/16	Incorporate feedback from residents and other local consultees	RA	
	V1.3	12/12/16	Complete for pre-submission consultation.	RA	

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# 01 INTRODUCTION

## INTRODUCTION

This draft plan has been prepared by the Eynsham Futures Steering Group (EFSG) on behalf of Eynsham Parish Council who are the qualifying body designated for the purpose of preparing the Eynsham Neighbourhood Plan (ENP) and will approve the plan before formal consultation.

Following a 6 week statutory consultation it will be submitted to the Local Planning Authority (LPA), West Oxfordshire District Council (WODC), who have provided technical support along with Oxfordshire County Council (OCC). WODC will then consider whether the plan complies with all relevant statutory requirements and publish it for a further period of 6 weeks before sending it for independent examination.

Policies in the ENP relate closely with those set out in the emerging Local Development Plan (LDP) of the Local Planning Authority, West Oxfordshire District Council. The Plan has been written to conform with the National Planning Policy Framework (NPPF), March 2012 and with the aim of achieving sustainable development with the presumption in favour of sustainable development in Eynsham.

The ENP applies to the geographical Parish of Eynsham with emphasis on the areas where development will take place. All development, including those areas not specifically mentioned in the ENP will be subject to WODC planning policy set out in the Local Plan.

EFSG has three Parish Council members and other village residents and representatives of the local community. Consultation with local residents, and other stakeholders such as schools and businesses, has taken place with a number of public events and surveys. Results are available in the [ENP Consultation Analysis](#) which is available with other documents from the Eynsham Parish Council website.

Policies are clearly indicated in **blue boxes**; they are identified by numbers, e.g. **ENP1**, with policy subclauses identified by letters, e.g. **ENP1.A**. Reasons for policies which follow are identified by paragraph numbers, e.g. ENP1.1 for reference and are intended to clarify the purpose, intent and extent of the policies. For matters outside the

control of the ENP, recommendations are made indicated by **green boxes**.

The evidence base of the ENP will include the Eynsham Design Statement (2001), Eynsham Parish Plan (2006), analysis of Census and similar official data presented in "Rural community profile for Eynsham" prepared by ACRE for ORCC, November 2013 and from consultations which have taken place as part of this process and outlined in the [Consultation Analysis](#). This and the other Neighbourhood Plan documents are available from [Eynsham Parish Council web site](#), e.g.

[Basic conditions statement](#)

[Sustainability Assessment Scoping Document \(SA\)](#)

[Consultation Analysis](#)

### Notes applicable to v1.3 – consolidating all the changes from informal local consultation:

this version includes feedback from consultations and in the light of various further planning consents and appeal decisions, Park & Ride location change, and

OCC plans for Eynsham Park&Ride and longer term plans for A40 ( released, Dec 6, 2016)

WODC local plan changes published (Oct 11, 2016) including both a large western extension and a new Garden Village.

Oxford City's unmet housing (Sept 26, 2016)

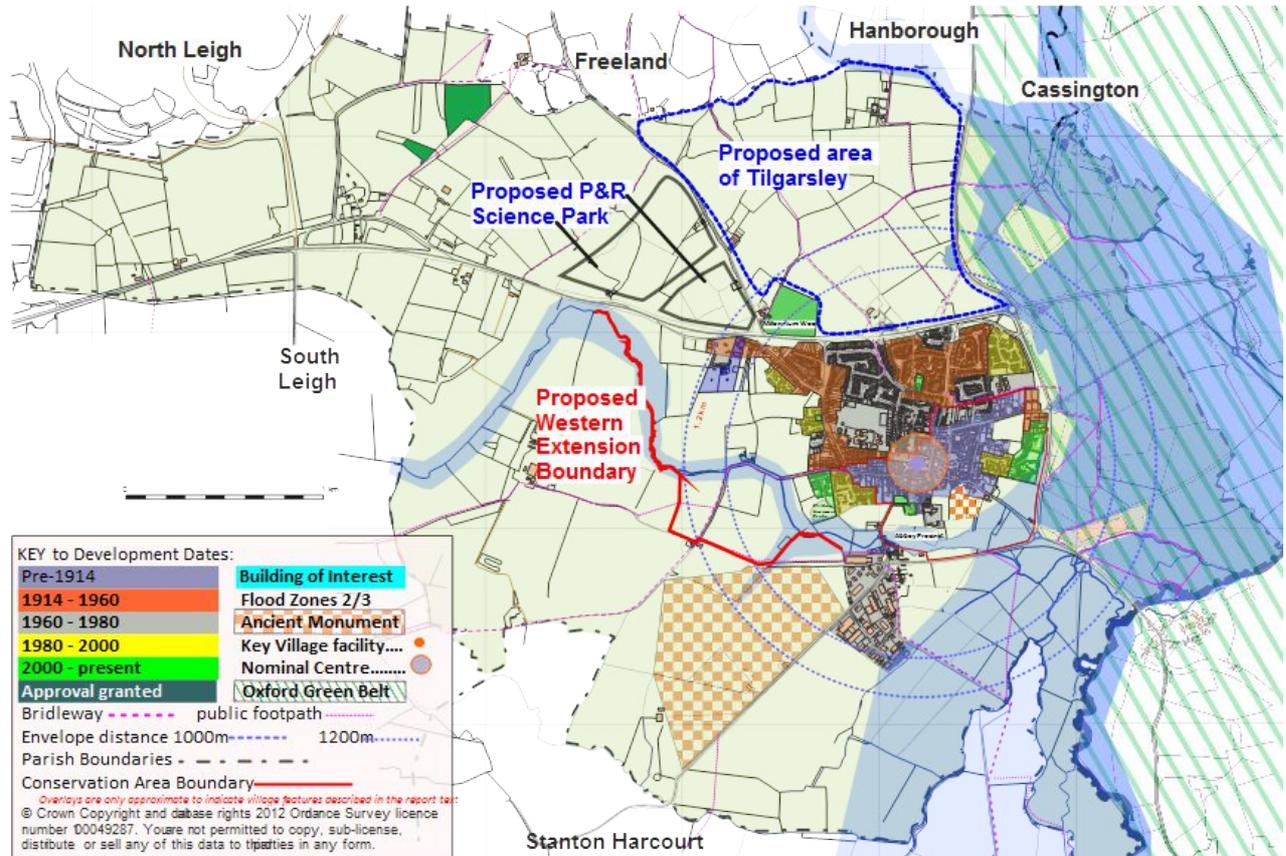
#### Note on names used to identify the two separate settlements within the WODC Local Plan.

'Eynsham' refers to the existing village south of the A40 within the Parish of Eynsham.

'Tilgarsley' or 'Garden Village' refers to an entirely new settlement north of the A40 within the current Parish of Eynsham.

References to 'the village' or similar makes reference to **both** settlements.

Map 1 – Village Context.



## Eynsham as a place.

Eynsham is the fourth largest community in West Oxfordshire. Though clearly a village, its population of 4,650 (2011 Census) makes it larger than many nearby small towns. Unlike a small town there is no commercial centre - its core features are the church and the square in the historic centre with shops and services scattered along the oldest streets which are primarily residential with most older houses built right up to the pavement.

Recorded settlement began in 1005 with the founding of the Abbey since when the village has developed in stages to the form shown on Map 2

The village lies on a gravel ridge just north of the River Thames, tightly hemmed in by continuous functional flood plain from the south west to north east with the A40 forming a northern boundary. The land within these well defined limits has been intensively developed, doubling the village size since 1960 and filling almost every possible development site. There is no village green; limited green space is

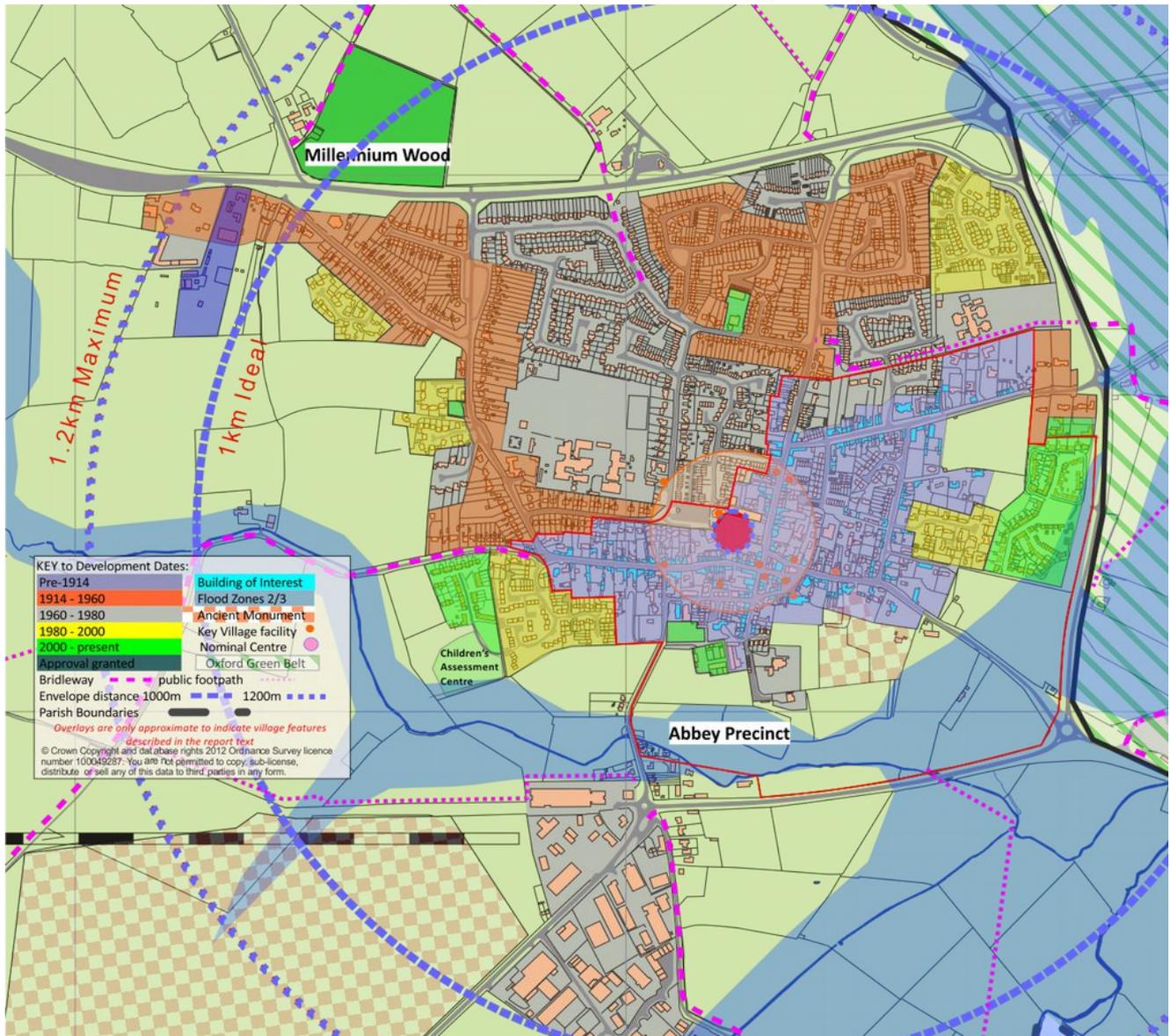
provided by a few mature trees within the village but easy access to open countryside within easy walking distance provides some compensation.

The historic core provides the built-form context from a considerable distance. Views into the Conservation Area with the Parish Church and prominent mature trees as primary features exemplify the compact nature of the village.

The village is well placed next to the A40 giving good access to Oxford, the A34 and M40 while a second route to Oxford is provided over the Toll Bridge opened in 1769. However, most of the A40 remains single carriage-way between Witney and Oxford resulting in long delays for anyone leaving the village during ever-longer peak periods. Queues at the Toll Bridge block the roads along the eastern and southern sides of the village, threatening the sustainability of the employment sites at south-east and south-west corners of the village as well as impeding villagers commuting to Oxford or major employment sites south of the Thames.

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Map 2 – Village Development.



Eynsham is located close to the arc which makes up the West Oxford 'knowledge spine' running from Harwell and Didcot in the south through Abingdon to Begbroke and Bicester which poses a significant opportunity for enhancing economic activity with high value jobs.

Eynsham aspires to capitalise on its proximity to that spine but poor transport access and high property prices due to the closeness of Oxford city, which makes the village unaffordable for even highly qualified graduate staff, is currently holding back local high-tech firms that wish to expand. There are limited suitable premises for new firms –

something the plan wishes to rectify.

Oxfordshire County Council (OCC) has announced plans for a roundabout giving access to a new Park and Ride, probably on land it owns just north of Eynsham which should improve access to the A40 from the west side of the village. OCC are now consulting on details to which EFSG will respond.

Most land east of the village is Flood Zone 2/3 and green belt, precluding development in that direction. Land south of the village is also affected by flood risk though to a lesser degree. Traditionally the A40 has been viewed as a barrier to development to the north and WODC have resisted

## 02 THE VILLAGE

development west of the village as they valued the way the village blends into the open countryside of rural West Oxfordshire. We now recognise that at least one of these perceived barriers needs to be breached.

Almost all the land surrounding the village has been put forward for inclusion in the emerging WODC Local Plan. EFSG once considered development to the west to be more immediately practical as it is not affected by what might happen to the A40. Sites north of the village were originally identified as reserves for this plan and for possible development at some future date when the situation of the A40 was clearer.

More recently, the requirement to accommodate Oxford City's unmet housing need has prompted WODC to propose a Garden Village style development on the same scale as Eynsham located in the Parish north of the A40.

As a result of these changes, emphasis has shifted to placing development to the north of the A40 where rapid development would ensure funding for the infrastructure of what is intended to be an entirely new free-standing settlement which has been named Tilgarsley after a hamlet which disappeared after the Black Death. The ENP is still relevant to any such development which is within the Neighbourhood Plan area and its vision is the same for a new village as the existing one.

While the emphasis is on the main settlements, the rest of the parish is, and will remain, protected from inappropriate development by WODC Local Plan policy on development in the open countryside.

### **Eynsham as a community.**

Eynsham is more than just a location – it is a community which, according to our consultation responses, is much appreciated by existing residents who are determined that it will be just as much appreciated by future generations of residents. Location and structure of the village are major contributors to this sense of a good community which the plan seeks to protect and enhance.

The village is very compact, allowing residents to access shops, pubs, places of worship and events and meetings which take place in various venues on

foot. A wide range of house type results in a very mixed community with a good range of ages and background who can and do work together. The village is large enough to sustain a good range of shops and retail businesses as well as the many societies, clubs and sports teams based here.



This compact layout has a cost – the village has very little open space with most of the 'green' provided by a small number of mature trees which are clearly visible amongst the roof-tops from outside the village. Compensation for this lack of open space within the village is provided by quick and easy access to open countryside around all sides of the village which residents regard as vital in maintaining the rural feel which is one of the village's main attractions for residents.

Thus, in combining compact, walkable, form with housing for a broad range of residents, Eynsham mirrors the classic medieval town whose vitality and enterprise were the foundation of modern England and perhaps helps explain the vitality of our modern community which we wish to retain.

It has become clear from consultation events and surveys that residents are willing to contemplate significant expansion of the village provided that it ensures that the benefits of living in Eynsham are preserved or enhanced for the continued benefit of existing residents and for the benefit of new residents also. This then is the guiding principle for our vision for Eynsham over the next 15 years.

## A Vision for Eynsham in 2031:

**Our vision for Eynsham at the end of the plan period is that both new and existing residents will be enjoying the same benefits of living in the village as current residents do in 2016 and that the village will be an even more attractive community in which to live and work.**

Eynsham is primarily a community, rather than just a settlement, with a wide range of people living together in a large but compact village. At consultation events and during surveys residents regularly commend the village for its 'strong community spirit' and 'rural village character' which they want to protect and enhance. We see no reason why the same vision should not apply to any new settlement built within the parish boundary.

Our vision will be made reality through meeting seven primary objectives.

### **ENV 1 Housing:**

**New development shall ensure that Eynsham has a mix of housing types and tenures to make a balanced community suitable for this area of West Oxfordshire close to the city of Oxford.** The ideal community will have a range of ages, incomes, education and skills so that the community could be largely self-sustaining.

### **ENV 2 Design:**

**New development shall be visually attractive and in harmony with its immediate setting and character. It shall provide a pleasant and safe place for all residents to live.** Developments should achieve a Built for Life accreditation under the Building for Life 12 (BfL12) standard and developers should aspire to achieve national recognition for excellence by attaining a 'green' in all categories.

### **ENV 3 Community facilities:**

**New development shall ensure that new residents have at least the same access to community facilities as existing residents and new developments shall, as far as reasonably practicable, contribute to the facilities of the entire community.** Eynsham is successful as a community because it is compact and people can access these facilities easily by foot and bicycle. New developments shall maintain this compact and well-connected feature of the village.

### **ENV 4 Natural Environment:**

**New developments shall bring together all aspects of design, connectivity and natural environment that constitute the landscape setting of the new (and existing) development, closely linking village and countryside.** Quick and easy access to countryside and retaining trees, hedgerows and footpaths is a vital element in retaining the village feel of Eynsham, in some measure compensating for the lack of a village green or park.

### **ENV 5 Transport and parking:**

**New development shall be planned and constructed to ensure that new and existing residents have ready access to local transport networks by private car, bicycle or public transport and that excellent pedestrian and cycle paths are created within the community.** New developments should not exacerbate existing parking problems within the village centre and shall ensure adequate and appropriate parking for new residents.

### **ENV 6 Economy – industry, commerce and retail:**

**New developments shall ensure that Eynsham continues to offer a range of employment opportunities that reflects its location on the edge of the 'knowledge spine' around Oxford city and which potentially utilises a full range of skills from manual through to post-graduate levels.** Development should also ensure the continued viability of the excellent range of local shops which allow residents to shop for day to day needs within the village.

### **ENV 7 Sustainability and climate change:**

**New development shall be sustainable now and in the long term without compromising one for the other.** Homes of a standard compatible with the intentions of the Climate Change Act are commercially viable in Eynsham and offer benefits which will be reaped by the many generations that will live in them

### **ENV 8 A new Garden Village-style settlement:**

**ENV1-7 shall be shared by the new settlement which shall be built according to Garden Village principles as a new, separate, community.** Neither settlement should be dependent on the other; any shared facilities shall be for mutual benefit and without harm to either.

## ENP1 Housing.

New development shall ensure that each village has a mix of housing types and tenures to make a balanced community. The ideal community will have a range of ages, incomes, education and skills so that the community can be largely self-sustaining.

This shall be achieved by:

- A The range of house types/sizes on each site should reflect the Oxfordshire Strategic Housing Market Assessment (OSHMA 2014) as far as is practical and shall apply to both market and social housing.
- B Exceptions to the requirement for 50% affordable housing shall only be permitted where some alternative benefit to the wider local community, or that this level of affordable housing is not viable, can be demonstrated.
- C Developments shall include a mix of 2 bed units to meet the different requirements of starter homes and for older residents to downsize into.
- D Residential development should normally be located within 1000m\* of the village centre to maintain the compact, walk-able, nature of the village. Exceptions shall only be made for properties where being further away from the village centre can be justified and it can be demonstrated that they are in character with their location.

\* indicates distance on a map – see [Note A](#)

### Reasons:

- 1.1 Evidence presented in SA Scoping Report S2(SA S2) and consultation with residents and businesses indicates that Eynsham is particularly in need of smaller homes, typically 2 bedrooms for the following groups:
  - those on a waiting list for affordable housing.
  - young families who want open-market starter homes.
  - junior skilled staff required by high-tech businesses, health & education institutions.
  - older people looking for somewhere smaller and better adapted to their needs
- 1.2 Data from “Rural Community profile for Eyn-

sham” (SA ref 4) indicates the existing housing mix is in reasonable balance with local demand apart from the need for smaller houses noted above. Proposals suggesting a higher proportion of larger homes (4 or more bedrooms) on the basis that this will 'release smaller homes as residents upgrade' are not justified.

- 1.3 The proportion of houses on each site should match the needs assessment as far as is practical. Sites of 30 or more houses should offer a reasonable balance of property types; above 50 properties the balance should match the needs quite accurately. Market housing in particular should match the needs – it will not be acceptable to have all the small houses as social housing while the need for smaller market houses remains acute.
- 1.4 For developments offering open-market houses for sale, the WODC target of 50% affordable housing shall be adhered to. Where alternative forms of tenure for market housing are offered to meet the needs of local businesses to attract and retain junior skilled staff who would not otherwise be able to afford housing in the area, the LPA should consider a different proportion on its merits provided it is satisfied that the alternative offered meets the specific local needs and is protected by an adequate long-term legal agreement.
- 1.5 Self-build home sites should be made available on larger developments in accordance with WODC policy.
- 1.6 It is expected that developers and Housing Associations will see and meet the need for homes suitable for older residents to downsize into. These may have larger rooms than those offered as starter homes reflecting the ability of existing home-owners to pay a higher price when they sell a larger house. They may also be single-storied for easier access. Residents do regard the availability of housing for older people as important in an area with a more than average older population ([SA 4.1.G](#)) so all developments subject to a Masterplan should have a proportion of at least 15% constructed to 'Homes for Life' standard to meet the needs of older or less-able residents. This

requirement applies to market and appropriate affordable housing. See also [ENP9.5](#)

**Note A: A reasonable walking distance**

*Retaining the perception of Eynsham as a village is considered essential and one measure of this is the ability for people to walk to village facilities. A definition of 'reasonable walking distance' is therefore necessary to guide decision-making. See also [Appendix C](#)*

Normal walking speed is generally taken as 400m in 5 minutes. Guidance in NPPF is not specific about distance though a figure of 800m (10 mins) seems to be commonly used as an acceptable walking distance, a figure published in "Providing for Journeys on Foot" by the Institution of Highways & Transportation in 2000 and therefore with some pedigree. This same document lists 1200m as the maximum for normal journeys, allowing 2000m for commuting and walking to senior school.

Based on plotting typical journeys across Eynsham on a map, a 20% uplift is required from direct 'crow-flight' distances to walking distance, therefore the target for maximum distances to new development shown on Map 2 and identified by a \* is :

from the village centre	1000m*
from a convenience store	800m*
from Primary School	800m*

Selection of a nominal 'village centre', roughly equidistant from the Village hall, Post Office, Pharmacy and Co-op, is covered in Note B.

For comparison almost all existing homes are within 700m\* of a convenience store. Some parents manage 1000m to Primary School but many with young children may be put off by such a long trek which should not be necessary when a new school is being built as part of a development.

- 1.7 Development should be within reasonable walking distance of the Village Centre (see Note B), to ensure the village feel is retained. The maximum distance to the nominal centre should be 1000m\*, but up to 1200m\* will be accepted for Eynsham as the nominal centre is so far south of the geographical centre for

reasons of history. Homes intended for older or less-able residents should be as close as practical, certainly within 800m\*.

- 1.8 Homes intended as 'extra care' housing for older or less-able residents should be as close as practical to the village centre. This is not easy to achieve within the existing village so such housing should be prioritised close to the centre of the new settlement north of the A40 but only after appropriate infrastructure is ready to support these vulnerable residents. See also [ENP16.15](#)

**Note B: The village centre**

It is necessary to define the village centre. This has been done by noting the following village facilities which are all located in the historic centre of the village, specifically:

- The Village Hall, the Library, the Bartholomew Rooms, the Medical Centre.
- The Parish Church and Church Hall, Baptist Church and Hall, Roman Catholic Church and Tolkien Room.
- The Post Office and neighbouring shops, Bakers, Butchers, Pharmacy.

All of these except the Roman Catholic Church fall within a 300m diameter central zone; the centre of this zone is taken as the nominal village centre as shown on [Map 2](#).

The convenience stores are treated separately as they are distributed round the village; pubs and eating places are also scattered throughout the village although the central zone does include two pubs, one restaurant and one sandwich shop.

A new centre – as part of the new Garden Village style development for example should adopt the 'ideal' distance of 1km 'as the crow flies' as the maximum distance, applicable for the whole village without concession to 1200m (see ENP1.7). In this case reference to 'village centre' in any policy shall apply to the appropriate 'centre' for the settlement in question

- 1.9 The targets of Note A are an objective measure aimed at preserving the compact nature of Eynsham. Development may be permitted bey-

and this limit if it can be demonstrated that it offers particular benefits while not detracting significantly from the compact nature of the village. Two such cases are offered in the following sections.

- 1.10 Exceptions may be permitted beyond this distance for smallholdings or a community farm outside the village envelope but in each case consent shall only be given where properties adequately blend into their landscape context and are subject to legal agreement that they remain as exceptions and solely for the originally permitted purpose.
- 1.11 'Rural Exception' sites that permit allocation of properties to people with a local connection shall be encouraged on the fringes of the village as the benefit of affordable accommodation for local people outweighs any concerns about such locations being isolated for people who will usually have some existing connection with the village to justify being allocated such a property.

\* this mark is used throughout to indicate a 'crow-flight' straight-line distance ([Note A](#)).



## Footpaths, cycle-paths and mobility vehicle access.

Within the Eynsham Neighbourhood Plan the word 'path' is used as a generic term for any route not for the use of road vehicles.

For the purposes of the ENP, the definition of a path is a surfaced route ([ENP8.2](#)), suitable for use by all pedestrians and push-chairs, cyclists, manual and motorised wheel-chairs (Class 1 and 2) and mobility scooters (Class 2 and 3) ([ENP8.5](#)). The design of paths shall be appropriate for their use and likely traffic levels.

The term path shall always be interpreted in the above way throughout the ENP, even if not all methods of transport are listed.

Technically, a statutory footpath should not be used by any wheeled vehicle; therefore any statutory footpath made part of a 'path' shall be upgraded to bridleway or otherwise adopted so that it may be used by all the users listed above.

Once a path goes beyond the built-up area into countryside the statutory footpath definition is once again applicable.

## ENP2 Design.

New development shall be visually attractive both in relation to its immediate setting and character and to the wider village and landscape context. Any new development shall provide a pleasant and safe place for all residents to live.

This shall be achieved by:

- A Proposals for development which have an adverse effect on the setting of any building within the conservation area and do not conform to the WODC design guide shall not be supported.
- B Building styles shall always be used with due consideration of their immediate setting and location. Where the context permits, good modern design is to be encouraged.
- C Height of buildings shall suit their location.
- D Streets and other public areas shall be planned and designed to be aesthetically pleasing and constructed using materials that will ensure long life and low maintenance costs.
- E Appropriate use shall be made of well-designed Green Infrastructure in creating an attractive setting – see also [ENP4](#).
- F A Master Plan shall be agreed with the LPA for larger developments where a site has been allocated through the Local Plan for more than 100 homes.

Reasons:

- 2.1 The Eynsham Neighbourhood Plan (ENP) will exist alongside the WODC Local Plan. WODC's Design Guide shall be the starting point for the design of properties within Eynsham, and should be considered mandatory where new building is in or affects the setting of the Eynsham Conservation Area unless exceptional circumstances can be demonstrated. Additional design requirements in the ENP are specific to the locality of Eynsham and Tilgarsley.
- 2.2 Sites allocated through the WODC Local Plan referred to as 'larger developments / sites' throughout the rest of the ENP, capable of taking 100 or more homes, shall have a Masterplan prepared to ensure that such large developments are properly integrated into the village and landscape. Masterplans, which should include local representation in their preparation, shall be approved by WODC in advance or as part of any planning application; such plans shall include how the infrastructure will be funded in the period before revenues are being received from the sale of houses to meet the requirements of [ENP3.1](#)
- 2.3 Particular emphasis should be placed on the immediate setting of any development so that there is a blending of old and new with great care taken to achieve an aesthetically pleasing combination both within a new development and its setting.
- 2.4 Developments should aim for a consistent and harmonising style for each visually-distinct group of buildings. Trees and green space, which are also considered essential to good design, may be used to soften and disguise the transition between styles so that distinct styles do not clash. Variation in detailing is encouraged to prevent uniformity.
- 2.5 Attempts to use a mix of styles in close proximity to each other has resulted in groups of buildings which appear an untidy and contrived jumble, even where each individual style reflects an existing historical property in the village. Developments where a passer-by sees only one consistent style, such as Merton Close or Star Close, present a more pleasing view, even though the buildings individually are mainstream.
- 2.6 Achievement of a high density using the terraced form may be acceptable. Houses of this type have been traditional throughout village history and have the added advantage of inherently better energy efficiency and land utilisation although modern standards of parking and waste collection will need to be addressed as set out in BfL12:Q10 and 12.
- 2.7 Three-storey houses have been used in Eynsham in the past but buildings of this height are very urban in form and not suitable for new sites at the edge of the village. The height of new buildings should reduce at the edge of

the village to ensure the required blending of the urban and the rural environments.

- 2.8 Given that each period of Eynsham's history is represented in its buildings, modern house designs, especially so-called eco-homes capable of operating with little or no net energy input, should be used in these 21<sup>st</sup> century developments where the context (landscape or existing buildings) makes this appropriate. (See also [ENP5](#))
- 2.9 Streets and other areas visible to the public shall be planned, designed and constructed using materials that will ensure long life and low maintenance costs.
- 2.10 Green Infrastructure shall have a maintenance plan in place before planning consent is given to ensure that it remains attractive in perpetuity; ideally the Parish Council or other body representing local residents will agree to take on this work to ensure long-term maintenance.
- 2.11 Green Infrastructure is considered in further detail in [ENP 4](#) which emphasises the need for a maintenance plan before consent is given.
- 2.12 Areas for recycling bins, public and private, should be screened to prevent litter and ensure they do not become unsightly as indicated in BfL12:Q12. Space should be provided for waste and recycling to be placed on collection day so that paths and pavements are not obstructed.
- 2.13 Sustainable Urban Drainage (SUDS) shall be incorporated in accordance with WODC and national policy to prevent flooding, particularly where sites adjoin areas subject to flash flooding such as the Chil Brook.

## ENP3 Community facilities.

Development shall ensure that new residents have at least the same access to community facilities as existing residents and new developments shall, as far as is reasonably practicable, preserve or enhance the facilities of the entire community.

This shall be achieved through contribution of funding and, where appropriate, land in proportion to the size of each new development to ensure:

- A Easy access to leisure facilities including sports and allotments, health-care, schools and pre-schools, play areas, pubs, restaurants and places of worship.
- B New residents have easy access to a community building suitable for community activities such as play-groups, older persons day-centres, clubs and societies.
- C New residents have the opportunity to access local pre-schools providing before- and after-school care as necessary.
- D Primary Healthcare facilities within an appropriate distance within each community.
- E Provision shall be made for allotments at a rate of one allotment to every 20 new homes.

For larger developments:

- F Developers shall provide a community building and pre-school where appropriate.
- G Land shall be made available to ensure that Sports facilities, Allotments, Play Areas and, where appropriate, a Burial Ground, can be provided.

### Reasons:

- 3.1 All developments shall contribute to extra facilities through S106 and CIL payments as appropriate according to the WODC schedule of charges. Facilities necessary for each new home shall be provided at the time of occupation and shall be adequate to meet the needs of all residents at all times during and after completion of the development. Planning consent should include an agreement as to how residents who are not provided with adequate facilities at the time of occupation will be com-

pensated by the developer.

- 3.2 Larger developments, specifically those requiring a Masterplan under [ENP 2.2](#), should contribute appropriately both financially and by contributing appropriate land to the infrastructure necessary to support the new community. Such development which extends beyond the existing built-up area of the village in particular should contribute land for these facilities in proportion to the size of the development.
- 3.3 A community building should typically provide 300 m<sup>2</sup> of floor space with kitchen area, toilets and storage to be suitable for community activities such as play-groups, older persons day-centres, clubs and societies.
- 3.4 Results of residents surveys (2015) indicate that pre-school provision is barely adequate for the existing village population. It is particularly important that purpose-built pre-school providing before- and after-school care for children of working parents is provided alongside a new Primary School as recommended by current school design standards.
- 3.5 New allotments shall be provided at a rate of at least 1 allotment to every 20 new homes. Current provision of 1 to 24 has just fallen short of village needs for some years and a small increase in take-up is anticipated in future. Allotments shall have a water supply on-site, be fenced with deer-proof fencing and have vehicle access to the site via a secure gate; an electricity supply and a secure communal building are also suitable uses for CIL funding.
- 3.6 Play Areas shall be provided with features for ages from toddler to 14 years to match existing provision in the village. Play areas shall be integrated with community open space where the play area can be overlooked to prevent unintended use and prevent anti-social behaviour but not so close to homes as to present a potential noise nuisance, especially where high-excitement equipment is to be installed. Attention is drawn to BfL12:Q2 and West-Oxfordshire-open-space-study-2013.

3.7 A new village burial-ground is urgently required. Various sites at the fringes of new developments beyond the normal limit for residential development have been noted and the inclusion of such an area in any large development proposal is considered a pre-requisite.

3.8 Developers shall contribute the necessary land for the required facilities in agreement with the LPA. Full financial justification shall be presented, explaining what is and what it is not possible in each particular case. The LPA shall decide if these reasons constitute a case acceptable to residents.

See also [ENP 6](#) Education.

## ENP 3a Health Care Facilities

**A Adequate Primary Health Care shall be available within the local community, ideally within the 1000\*m walking/riding distance (ENP1 Note A).**

**B If a new settlement is built north of the A40, adequate Primary Health Care facilities shall be provided both there and in Eynsham in proportion to the numbers in each community such that there need be no reduction in the services available in Eynsham. This shall be included in the Master Plan process.**

**C It is acceptable for facilities offering additional diagnostic and treatment services for the whole sub-region to be built in only one location.**

### Reasons:

3.9 Provision of adequate Primary Health Care, particularly the opportunity for a routine appointment within a few days, has been a regular concern raised during our consultations. While the ENP cannot resolve a national GP shortage, it can ensure that adequate infrastructure is in place for patients to be seen and treated within the local community.

3.10 Currently the Eynsham Medical Centre (EMC) operates as part of a two-surgery practice with the other site in Long Hanborough.

3.11 An estimate based on current numbers indicates that at least 2 extra consulting rooms and

an extra treatment room would be required to cope with another 1000 homes in Eynsham and a new surgery with 4 consulting and 2 treatment rooms would be required for a new settlement of 2200 homes north of the A40.

3.12 However, the CCG have indicated that they would not normally support setting up a new practice for 'only' 5000 patients. Quite what the CCG does propose is not yet clear but EMC itself is also concerned that operating 3 sites will be noticeably inefficient in admin and support staff which it currently struggles to recruit, compounding recruitment difficulties for GPs and nursing staff.

3.13 A major concern for Eynsham is that a new Health Centre will be built north of the A40 and the Eynsham Medical Centre closed, causing particular hardship to those least able to make the car journey to the new site. Planning consent for a Health Centre north of the A40 large enough to serve both settlements shall be refused unless the requirement of ENP3a B is guaranteed by legally enforceable agreement.

3.14 On a positive note, building a new Health Centre would allow space for additional services and minor procedures of the type that are increasingly being devolved from hospitals to Primary Care. These additional services would be available to many nearby communities from a new purpose-built premises that could be provided in the new settlement and would, to some extent, mitigate the inefficiency of operating three sites. The provision of *additional* services only in the new Health Centre would not constitute a reduction in service for Eynsham and is therefore both acceptable and to be encouraged. ([ENP16.14](#)).

### ENP4 Green Infrastructure – creating a setting for new developments

New developments shall integrate all aspects of design, connectivity and natural environment to create a landscape setting for the new development. Due consideration shall be given to the environmental relationship between the village and countryside.

This shall be achieved for both residential and non-residential development by:

A Appropriate and carefully planned landscaping including the creation of a visual buffer between the edges of developments and open countryside by the planting of suitable hedgerows and trees.

B Planting adjacent to paths and other areas which the public will use after dark shall be designed so path users feel secure at all times and to minimise anti-social behaviour.

C Existing Green Infrastructure shall be protected particularly where it is prominent in the public realm, including the specific locations set out in ENP12, 13

D A plan shall be agreed with an appropriate organisation for the long-term maintenance of Green Infrastructure before planning consent is granted.

Reasons:

4.1 A 'green' setting for the village, including existing and newly developed areas, is seen as vital to preserving and enhancing the village 'feel' of Eynsham and will allow new development to co-exist with adjoining open countryside. It should also be recognised that increasing bio-diversity is a good thing in its own right, not just a benefit to residents.

4.2 Green infrastructure, particularly trees, is considered essential in softening the built environment while providing both a link and a screen between the village and countryside but careful design is required with the following guidelines in mind. These requirements apply equally to residential and non-residential locations, see [ENP10](#).

- 4.3 Sites which form a significant feature visible from the public realm shall be protected from unsympathetic development so that their value as open space, screening or otherwise setting the context for the built or natural environment is retained. Such locations include village entrance points, public footpaths and near public buildings.
- 4.4 Hedgerows with occasional specimen trees are the predominant local form of field boundary and should be preserved where they exist to the greatest possible extent. Continuous hedgerows are an essential conduit for wildlife – even better if constructed on a raised bank. These areas will typically form the edge of developments and shall generally be accessible for public use linking to existing footpaths and paths within the development.
- 4.5 The appropriate use of street trees is encouraged as part of the overall design.
- 4.6 Careful choice of species and planting distance is important in any planting scheme to ensure that they are well suited to the site in terms of drainage, lighting, etc., such that they will not overhang gardens or excessively obstruct natural light to properties as they mature.
- 4.7 Facilities such as allotments and play areas which are fenced and actively maintained are good ways to bring green space into an otherwise developed area; they should be overlooked as this reduces the incidence of anti-social behaviour. Alternatively, the necessary distance from house to trees could be maintained by the use of long, narrow gardens typical of medieval Eynsham
- 4.8 Paths and anywhere else that people *need* to go after dark to access community facilities needs to include suitable measures to ensure users feel safe – these are detailed in [ENP8](#).
- 4.9 Development designs may include open areas such as front gardens, parking spaces and the like to contribute to the sense of open space. Where the openness of private areas is part of the overall design it shall be protected against inappropriate enclosure by covenant on the property.
- 4.10 Developers are encouraged to use alternatives to grass where appropriate – particularly planting native wild-flower meadows - as these can offer a more attractive environment and may be easier to maintain under the agreed maintenance plan.
- 4.11 A maintenance plan shall be agreed with Eynsham Parish Council or other body representative of local residents for all areas of green infrastructure as part of planning consent, see also [ENP 2.10](#).

## ENP5 Sustainability: Climate Change.

New Development shall be designed and built in accordance with the goals set by the Climate Change Act 2008 and the principles set out in the NPPF for ensuring the transition to a low-carbon future.

Where additional technical requirements are permitted, the following shall apply. Where such requirements are not enforceable, the developer shall provide justification for not including these measures which clearly benefit both occupiers and local residents by tackling climate change:

- A All homes shall be constructed to a level compatible with Passive House standard with regards to insulation and air-tightness and be fitted with the internal ducting necessary for Mechanical Heat Recovery Ventilation.
- B Implement Combined Heat and Power schemes where practical and viable.
- C All homes on a development site shall have an average of 3 kW PV generation capability.
- D New homes shall at least have the capability of adding a 32Amp charging point for an electric vehicle.
- E New homes shall have water-saving fittings as standard for toilets and showers.

### Reasons

- 5.1 This is our contribution to implementing the Climate Change Act of 2008 which requires that carbon emissions in 2050 will be reduced by 80% below 1990 levels. These requirements are the minimum necessary to make the transition to a low-carbon future a reality while ensuring that home-owners have good-value and properly sustainable homes.
- 5.2 WODC notes that the Eynsham area has some of the highest property prices in the District. This, together with the fact that development will be on green-field land whose value is primarily the difference between the sale price and the build cost, should ensure the viability of developments built to the highest standards of energy efficiency, local energy generation or water conservation.

- 5.3 Developers should aspire to achieve these high standards as a selling point for new homes. Where developers consider that these standards make delivery of new homes unviable they shall present a full economic case when applying for planning consent, including land costs, justifying why all the listed features of ENP5 cannot be included.
- 5.4 Constructing homes to Passive House standard of insulation and air-tightness is inexpensive during build but almost impossible to achieve retrospectively. The same is true of the ducting for Mechanical Heat Recovery Ventilation which is a better alternative to trickle vents where construction is well sealed. Developers should aspire to offer properties to full Passive House specification but, where they believe this is not viable, including the internal infrastructure will still benefit residents and permit easier upgrading as the need or opportunity arises.
- 5.5 Local energy generation is important to meeting low-carbon targets. Combined Heat and Power should be practical on sites subject to a Masterplan ([ENP2.2](#)). An average of 3 kW PV generation capability per property is realistic and new developments should align buildings to improve the efficiency of solar collection and maximise passive solar gain wherever practical. Given the low cost of installation when scaffolding is already in place during build, developers should aspire to install solar PV but as a minimum shall demonstrate that retrofit installation will be cost-effective.
- 5.6 Community energy generation projects have already been implemented successfully in Eynsham. Further projects will be supported, particularly on commercial and civic buildings.
- 5.7 Electric vehicles are expected to achieve cost-parity with petrol during the lifetime of this plan, therefore the capability of adding a 32Amp charging point is considered necessary. House-builders may be choosing to fit charging points as a marketing feature before the plan is superseded. See also [ENP9.6](#)

5.8 Recognised water-saving fittings for toilets and showers add virtually no cost to a new build and are particularly important as all new homes should have water meters as standard.

5.9 Rainwater harvesting will be encouraged, particularly along-side a SUDS ([ENP2.13](#)) to optimise local water management.

Despite the core principle of the NPPF (National Planning Policy Framework), current regulation (Autumn 2016) does not permit the enforcement of 'additional technical standards' (of which energy efficiency requirements beyond the current building regulations minimum is deemed to be one) to new houses on sites allocated in the West Oxfordshire Local Plan in order to meet the district's 5 year land supply. Developments that do not come within this regulation shall conform to ENP5 in full.

Clearly this restriction against enforcing higher environmental impact standards must be a temporary measure as the Climate Change Act remains on the statute books, a fact reinforced by the government signing the Paris Agreement endorsing a maximum 1.5°C rise. As a result, all properties commenced after the limitation on 'additional technical standards' is withdrawn shall conform to ENP 5.

## ENP6 Education.

New developments shall contribute to the expansion or new building of educational facilities to ensure that there is the opportunity for an excellent education, within the local community, for its children from pre-school to sixth-formers.

This shall be achieved by:

- A Demonstrating, before planning consent is given, how places will be provided within the relevant village's primary school for each new home as it is completed.
- B Demonstrating, before planning consent is given, how places will be provided within the local secondary school for each new home as it is completed.
- C New developments shall contribute to the building of a new school or the expansion of an existing school in proportion to the predicted number of school places.
- D Larger allocated sites will be expected to contribute land for a new primary school through the Masterplanning process where appropriate.

*Contextual Note: education in Eynsham is currently provided by the Eynsham Partnership Academy (EPA) who are represented on the ENP team but the responsibility for ensuring education provision rests with OCC and future schools will not necessarily be provided by EPA.*

### Reasons:

- 6.1 Providing children and young people with academic, vocational and life-skills is vital to the social and economic future of the village and is such a critical issue given the condition and lack of capacity of the Primary School that a separate policy section is dedicated to it.
- 6.2 Developers shall work closely with OCC and EPA to ensure that land, access and financial contribution is available from development sites to allow them to meet their responsibility to educate the village's children. OCC and EPA (as education provider) shall sign off any Masterplan before implementation.
- 6.3 The Primary School is already at capacity and

the prospect of 'bussing' of primary-age children to schools outside the village is particularly undesirable. Therefore development should only be permitted when it can be shown that there are (or will be at the time of completion) enough school places available to meet the demand predicted for the number and type of homes to be built according to OCC's schedule. This shall apply to Eynsham and Tilgarsley separately for primary schooling and in combination for secondary schooling.

- 6.4 Small infill developments giving rise to a few extra school places should be acceptable on payment of the CIL contribution for education.
- 6.5 Larger allocated sites giving rise to a significant number of new school places (e.g. those requiring a Masterplan as ENP 2.2) should, as appropriate to the size of the site, contribute to or completely fund :
  - Increasing the school capacity from 2 to 3 form-entry in a manner acceptable to the EPA (as provider) and OCC.
  - Building a new school of sufficient capacity to meet the needs of the allocated site.
- 6.6 Developments or combinations of developments that contribute adequate land or funds to meet educational needs will be supported and prioritised.
- 6.7 If a new settlement close to Eynsham is created whose students will attend Bartholomew School, a suitable expansion of the school shall be funded from an S106 agreement for this new settlement so no Eynsham or Tilgarsley students are required to attend another senior school. See also ENP16.18.
- 6.8 New schools shall have provision for safe drop-off and collection of pupils including appropriate space for parents to wait without causing nuisance or hazard to other road users.
- 6.9 Development giving rise to a new Primary School should all be within 800m\* of it. All new development should be within 2000m\* of the local secondary school (Note A).

## ENP7 Sustainable Transport.

In support of WODC Policy T1, new development shall have ready access to local transport networks by private car and public transport.

This shall be achieved by:

- A New developments shall only be accessed by motor vehicle from existing main roads (A40, B4044/4449) and not through existing village roads except as noted in 7.2. This provision shall apply to both construction and residential traffic.
- B Residential streets, those giving access to individual properties, shall be designed and constructed to ensure a 20mph speed limit or on a 'Home Zone' basis to complement other village streets which will also have the same speed limits in force.
- C Measures to utilise and improve Eynsham's existing good Public Transport shall be included in all Master Plans, particularly to ensure an equally good service within a new settlement.

Non motor vehicle access is detailed in ENP8.

### Reasons:

- 7.1 Making the most use of public transport, cycling and walking and addressing traffic congestion in and around Eynsham are issues at or near the top of concerns raised by residents at consultation events. These are also NPPF requirements for sustainable development.
- 7.2 To prevent further congestion within the village, new developments should only connect vehicle access with existing main roads (A40, B4044/4449) and at only a few places to minimise delays to through traffic on these routes. Exceptions may be justified for infill developments where no reasonable alternative exists and the main routes identified above may be reached without going through any significant part of the village.
- 7.3 Heavy construction traffic causes more distress to residents than private cars. Therefore, no traffic relating to the construction of any new development shall be permitted through the existing village roads (except as noted in

7.2). All building work must be preceded by the construction of access roads direct to the main routes such as the A40.

- 7.4 Any new Link Roads between main routes necessary for and passing through or past new developments should be designed for a speed limit of no more than 40mph and be provided with a combined cycle way and pedestrian path along its full length. Due to their use for through and HGV traffic, such roads shall not normally provide access to individual properties. [Road types are discussed in an Appendix.](#)
- 7.5 Eynsham Parish Council has agreed in principle that the entire built-up area of the village should have a 20mph limit. Therefore, roads giving access to individual properties within new developments shall also have a 20mph speed limit and be designed so as to ensure self-enforcement of this limit based on the design principles set out in the Manual for Streets. 'Home Zones' may also be used to provide a safe place environment for non car-users.
- 7.6 Crossing points for the heavily used A40 are discussed under [ENP 16](#)
- 7.7 Developments shall encourage the use of alternatives to the private car particularly by providing pedestrian and cycle paths that provide the shortest practical routes to bus stops, long-distance cycle paths and the like.

#### ENP 7 - RECOMENDATION:

To ensure safety of users, especially the young and the old, OCC should insist that new junctions on main and link routes shall incorporate safe crossing places for cycles and pedestrians.

“At grade” crossing points shall include a central reservation and user-activated lights according to highway design guidance specified for the speed limit and flow rate of the road.

The LPA should seek contributions from developers to improve the wider transport network as part of any sites Transport Plan.

## ENP8 Connected Place – integration of new developments with the village.

New development shall be within reasonable walking distance (ideally 1000m\* see [Note A](#) and ENP 1) of local services such as schools, shops, doctors, dentists, buses and community facilities within the village.

This shall be achieved by:

- A New developments shall demonstrate at least one path providing direct, secure, safe and 24/7 access to the village centre for pedestrians, cycles, push-chairs and mobility vehicles. These designated routes shall be constructed to standards compatible with their purpose.
- B Paths within new developments or necessary to connect new developments to existing paths shall be wide enough for concurrent use by permitted wheeled equipment and pedestrians in accordance with guidance from OCC.
- C Paths shall be designed to provide, wherever practical, a green corridor to the open countryside and link up with existing footpaths and bridleways.

#### Reasons:

- 8.1 All developments shall be able to demonstrate the presence of designated routes for direct, secure, safe and 24/7 access to the village centre and to both primary and secondary schools for pedestrians, cycles, push-chairs and mobility vehicles. Paths, [as defined earlier](#), should comply with [Sustrans Handbook for Cycle-friendly Design](#) or recognised equivalent.
- \*Reasonable walking distance - see [Note A](#).
- 8.2 Paths from larger allocated sites subject to a Masterplan ([ENP 2.2](#)) may only use existing paths to connect with the village centre if they are brought up to the same standard as ENP 8.1. Smaller developments may include any existing surfaced path as part of their chosen route to the village centre.
- 8.3 All paths on designated routes, shall be properly surfaced, open in aspect and integrated

into the green infrastructure to make them attractive and secure places for all users. Features to be avoided include blind corners, narrow passageways between hedges, shrubbery or fences and paths which are not overlooked.

- 8.4 Lighting on designated routes should be provided for 24/7 operation and should be specified to minimise light pollution and energy consumption.
- 8.5 Paths of designated routes shall be wide enough for use by mobility vehicles. Where it is not practical to have paths wide enough for two motorised buggies to pass, places shall be provided which are wide enough for two such vehicles to pass so that a passing place is always in sight and never further away than 30m so that there is no need for users to 'back up' to allow others to pass.
- 8.6 Paths of designated routes shall be constructed so they are easily maintained in a safe and usable state. Provision shall be made for their long-term maintenance including the cutting of verges as part of a maintenance plan ([ENP 4.9](#)).
- 8.7 All developments shall, wherever practical, provide access to the countryside through links to existing footpaths or bridleways and the creation of new routes is strongly encouraged to provide easy access to open countryside identified as an important part of retaining the rural feel of the village.

See also [ENP 4 Green Infrastructure](#).

#### ENP8 - RECOMENDATION:

Paths which are not adopted as highway should be adopted as bridleways or taken into ownership of the Parish Council to ensure they are retained and maintained:

## ENP9 Parking

In support of WODC Policy T4, new developments should not exacerbate existing parking problems within the existing village centre and shall ensure adequate and appropriate parking for new residents.

This shall be achieved by:

- A Development which reduces the available parking space in Eynsham village centre will not normally be permitted.
- B New development shall include appropriate parking for both residents and visitors.
- C Safe storage for bicycles and, where appropriate, motorised mobility vehicles shall be provided.
- D Provision shall be made for charging of electric vehicles at each new home.

#### Reasons:

- 9.1 Parking in the historic core of Eynsham, which includes the shopping area, has always been high on residents' list of concerns as few properties have off-street parking so residents and visitors vie with each other for spaces and delivery vehicles often park where they obstruct through traffic including buses. See [ENP15 Recommendations B, C](#) and [Appendix B](#)
- 9.2 New development shall encourage residents to access the village centre without using a car by providing safe, direct access, particularly in Tilgarsley which has no pre-existing constraints
- 9.3 OCC guidelines and the details of BfL12:Q10 provide excellent guidance on creating attractive and effective parking places and all new developments shall be constructed so as to achieve 'green light' status for this section of BfL12.
- 9.4 In addition to car parking, safe storage for bicycles shall be provided for all developments. This storage will be easily accessed so that residents are encouraged to use a bicycle and not be put off by the difficulty of getting the bicycle to the road.
- 9.5 Houses meeting the 'Homes for Life' requirement ([ENP1.6](#)) shall provide safe storage with a

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charging point for a mobility scooter with easy access for a typical user of such a vehicle.

- 9.6 As explained in [ENP5.7](#), provision should be made for charging of electric vehicles by providing at least one parking place per dwelling suitable for this purpose. The location must allow a charging cable to run from a suitable power source to the vehicle without creating a hazard.



## ENP10 Building a strong sustainable economy.

In support of WODC Policies E1 & E2 and NPPF paragraph 21, new developments shall support the existing and potential scale of local employment in the Eynsham area.

This shall be achieved by:

- A The land currently allocated for employment use shall be retained for this purposes.
- B Development of existing business areas for non-employment use shall only be permitted when it can be demonstrated to support the operation and retention of local businesses.
- C Developments in residential areas may include business premises of appropriate type and scale for the context in which they are located.
- D Expansion of employment opportunities through redevelopment of the existing industrial and business areas will be supported.

### Reasons:

Eynsham is recognised as one of four primary employment centres in West Oxfordshire offering a range of employment opportunities that reflects its location on the edge of the 'knowledge spine' around Oxford city and has the potential to utilise a full range of skills from manual through to post-graduate levels. The ENP intends to retain and enhance this role.

- 10.1 Use of existing employment sites for general housing should not be permitted except where the residential element clearly complements the business use by providing accommodation for staff. Utilisation of the industrial area is limited by poor access and congestion on key routes, making the provision of housing suitable for skilled junior staff a key issue for the technology businesses which need to be encouraged – see also [ENP 1](#).



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10.2 Some employment land has remained unsold or unlet for a considerable period, often because an unreasonable price has been placed on it. This apparent failure to market a site shall not be accepted as a justification for change of use to residential of all or part of an existing employment site.

10.3 Re-use of industrial sites for retail should give due consideration to transport access and the size of any building in relation to its context. Additional retail development accessed from the A40 would not be appropriate given the congestion of that road.



10.4 Re-development of existing industrial areas for further employment use will be supported. An additional industrial site of 3.5ha is being developed during 2016-7. No employment land has been specifically allocated south of the A40 as there remains a significant number of old industrial sites in need of re-development before any new land is released.

10.5 Small-scale commercial development such as the provision of small-scale craft, technology or micro-business workshops for use by residents (such as a Live-Work Project) may be acceptable. Due consideration should be given to the traffic, parking, noise and other implications of mixed development for residents before permission is given.

10.6 Lack of suitable hotel accommodation is an impediment to companies which have staff working off site, often around the world, who need to visit for training and consultation. The building of hotel, conference rooms or cof-

fee-shop in the industrial area would therefore be acceptable as part of any redevelopment of the area.

10.7 The Green Infrastructure policies of [ENP 4](#) shall also apply to areas of non-residential development. Plans for maintenance shall be put in place as set out in [ENP 2.10](#)



### ENP10 - RECOMENDATION:

Local Plan allocation should balance the opportunities for employment within or adjacent to the parish with any expansion of the residential areas to maintain Eynsham and Tilgarsley as a 'working villages' and minimise the need to travel long distances to work.

## ENP11 Retail

Retail development shall be permitted only where it ensures the continued viability of the existing range and scale of local shopping opportunities.

This will be achieved by:

- A Retail development shall not be permitted except where it can be demonstrated that no harm will be done to the current retail provision which meets all day to day needs without the need to travel by car.
- B New homes should be no more than 800m\* walking distance from a convenience store and none more than 1000m.
- C Redevelopment of the Spar site to improve both retail and housing provision will be supported.
- D Conversions resulting in a reduction of the total number of pubs, restaurants and similar facilities should not be permitted during a period when the village is set to expand.

Distances marked \* are direct (as the crow flies)

### Reasons:

- 11.1 Eynsham has a good range of local shops including a post office, newsagent, bakery, butcher, greengrocer, wine shop, florist and DIY store located towards the village centre in Mill Street and High Street. There are three convenience stores spread round the village and a range of cafes, restaurants, pubs, hair dressers and other outlets which provide a wide range of local services so that people can and do walk to the shops for all their basic needs.
- 11.2 At least 80% of the village is currently within 500m\* of one of the convenience stores and almost all are within 700m\*. This proximity contributes to the compact village feel and should be retained for new developments. An upper limit of 1000m actual walking distance is acceptable when there is suitable public seating available along the route.
- 11.3 Shopping using a car is more problematic. Spar and Tesco Express both have some parking outside their premises but most of the other shops do not and street parking is shared

with residents (most properties in the centre do not have off-street parking). Road access on new developments will lead away from the village and towards the A40 therefore the natural shopping location for those already in their cars is likely to be the wide choice of supermarkets available 6 miles away in Witney.

- 11.4 A larger convenience store provided on a new development towards the edge of the village with better access by car could adversely affect the existing centre. If smaller stores close as a result, this will take away the option of walking to shop that many currently living in the village rely on. For that reason any convenience store on new developments should have no more retail space than is necessary for that 800m radius neighbourhood.
- 11.5 A new supermarket located on the edge of the village could reduce the **distance** travelled by those who would otherwise go to Witney, but it would increase the **need** to travel by car as fewer people will be able to walk to a location at the edge of the village and will be forced to resort to the car – if they have one. On balance, the risk of social exclusion for the non-car owners (often older, poorer, disabled or otherwise disadvantaged already) and the need for **more** car journeys outweighs any benefit of **shorter** journeys and therefore a larger out-of-centre supermarket will be harmful to the sustainability of local shops and should be resisted.
- 11.6 An ideal situation would be a convenience store near the centre with a few parking places and better access for deliveries but no suitable site can be identified within the existing village. This will be possible in Tilgarsley but the store shall be only of a suitable size to serve Tilgarsley (ENP11.4).
- 11.7 The Spar site is unattractive with poor access for deliveries; the residential accommodation is of poor quality. Redevelopment that brings significant improvement to the facade presented to Spareacre and Back Lanes and make better use of the area for both retail and residential use will be supported.

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11.8 Pubs and eating places are an important part of the social fabric of Eynsham. As the number of residents is expected to increase significantly during the validity of this plan, any further reduction in the overall provision of such premises should be resisted although it may be acceptable for existing premises to be replaced by ones on new developments.



## ENP12 Local Green Space

The sites listed below and identified on Map 3 are all designated as Local Green Space:

- LGS 1 Eynsham Millennium Wood
- LGS 2 Witney Road Green
- LGS 3 A40 South barrier strip
- LGS 4 Dovehouse Close open space
- LGS 5 Hazeldene Close open space
- LGS 6 The Gables – paddock and orchard
- LGS 7 Abbey site grounds
- LGS 8 Abbey Farm Barns orchard & meadow
- LGS 9 Old railway line – beside footpath 206/30
- LGS 10 Fruitlands Wood
- LGS 11 Litchfield
- LGS 12 Abbey Farm Barns field
- LGS 13 See ENP13 – TPO for Conduit Lane
- LGS 14 Land north of B4449 southern bypass
- LGS 15 Land south of B4449 southern bypass.

### Reasons:

12.1 These sites have been identified and assessed as potentially meeting the requirements of Local Green Space and in need of preservation as such following consultation with the community.

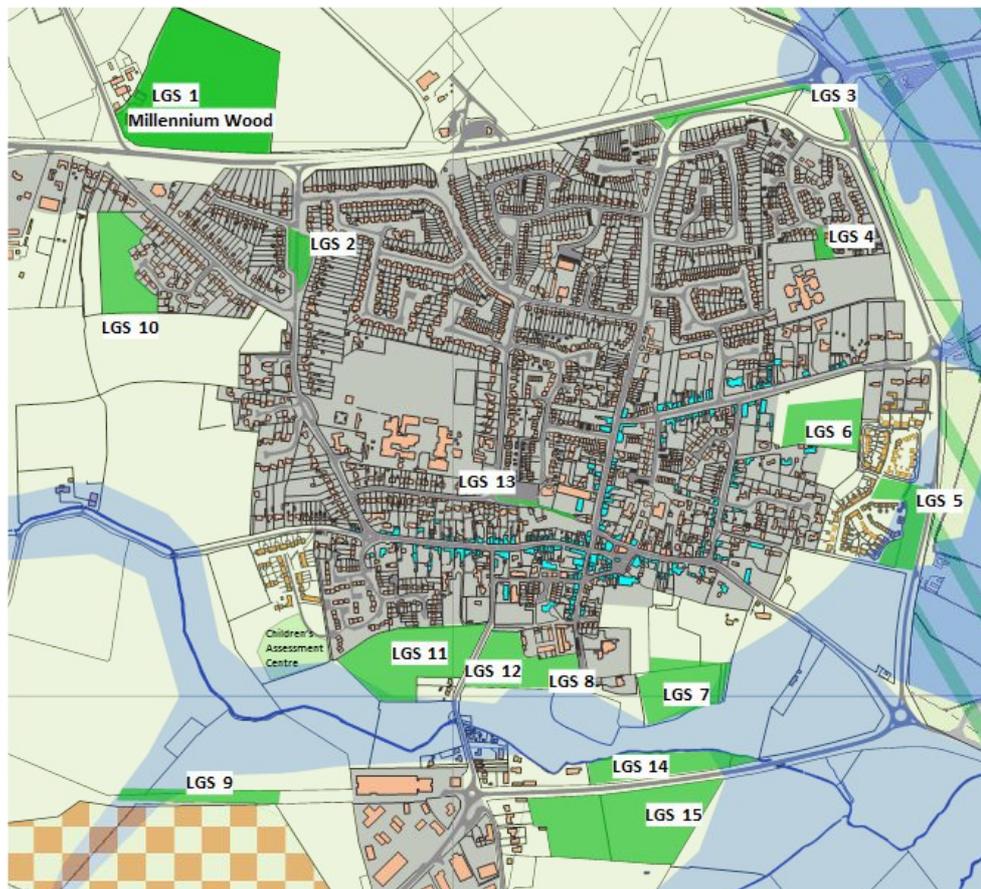
Full details are given in supporting document [PROPOSALS FOR LOCAL GREEN SPACE \(LGS\) DESIGNATION](#).

12.2 LGS10 and 11 have both had Planning Appeals rejected and would not be any more acceptable under this Neighbourhood Plan.

LGS10 subject to a further planning application so may no longer be applicable for LGS status – *to be decided at time of ENP submission.*

*Map3 is only an indication of the site locations – a more accurate map will identify exact site boundaries.*

Map 3 – Local Green Space proposals.



## ENP13 Trees

Existing Trees within the Parish shall be protected and maintained in good health:

- A Trees that are lost through development shall be replaced on site or nearby.
- B New developments shall make provision for planting additional trees in proportion to the size of the development.

**RECOMENDATION:** Tree Preservation Orders be placed on the mature trees at sites identified on Map 2 and in the table below:

LGS 2 Trees at Witney Road Green.

LGS 4 Trees along the entire northern border of the Primary School (including those alongside Dovehouse Close open space)

LGS 13 Trees beside Conduit lane and car park

Trees located in hedgerows of fields north of A40 and west of the village that are proposed as sites for possible development.

WODC should instigate a survey to register all village trees with a view to including the most important specimens in the proposed TPO.

Local residents are already creating such a register of existing trees to support this work.

### Reasons:

- 13.1 Trees in the flat landscape of Eynsham are dominant features that create the green and rural setting so important to local residents.
- 13.2 Trees that are lost through development should be replaced with similar species and of as similar maturity as can be reasonably achieved.
- 13.3 Tree Preservation Orders are required where trees have no other protection such as Conservation Area status. There are so few trees in the built-up village that all mature examples should be preserved or replaced.
- 13.4 Mature hedgerow trees are such a significant feature of the local landscape that they should be preserved. A TPO should be placed on trees

within sites that are offered for development to ensure that trees are not removed prematurely before they can be protected by planning conditions.

See also [ENP4](#)



The following Spatial Policies relate to any development that may take place within the Parish of Eynsham generally and in particular identified locations within the Parish. These policies are presented for consultation at a time when site allocation has not yet been finalised; if a particular location is not put forward for development that policy will be removed from the Plan.

Locations put forward for development are discussed in Appendix A – WODC SHELAA Site Assessments.

## ENP14 Sustainable Growth

Expansion of Eynsham Village beyond its existing boundaries shall protect the character and community of the village.

All proposals shall be required to :

- A Sustain the village character which results from its walkability and its designated and non-designated heritage assets.
- B Protect the wider village setting including its relationship to the Oxford Green Belt, Thames floodplain and the wider countryside.

Larger allocated sites shall additionally:

- C Make provision to mitigate Infrastructure constraints including the main access roads (A40, B4449, B4044) and the capacity of existing educational and health facilities.
- D Have approved by the LPA a Masterplan and associated planning brief before consideration is made of an individual proposal.

A new settlement in the Neighbourhood Plan Area during the term of this Plan can be acceptable if it is planned together with a future expansion of the village so as to integrate and separate the two communities where appropriate, to their mutual benefit, including

- E The Eynsham Neighbourhood Plan Area will accept 3200 new homes allocated to this area in the emerging West Oxfordshire LP.
- F All the relevant policies of the ENP shall apply to the new settlement.
- G A green buffer zone is created with suitable walking, cycling and riding connectivity.
- H Suitable senior school and primary health care facilities for both communities are funded by appropriate developer contributions.
- I Developer funding to mitigate the negative impact on A40 and Toll Bridge traffic caused by both developments due to their scale.

Additional details are given in ENP16.

14.1 Eynsham has signalled a willingness to see the village expand as long as all residents, new and existing, can enjoy the current level of amenity. This must however be in the context that Eynsham is recognised as a rural service centre with a good range of services and facilities and is considered to be suitable for accommodating development of an appropriate scale and type that would help to reinforce this role. Development Policies ENP1 – 13 set out a range of requirements that any development proposal should meet. These relate to the need to protect the amenity and services of existing residents, to promote a quality of design and protect its open spaces whilst taking the opportunity to use previously developed land.

14.2 The appropriateness of development depends however not only on the impact of individual proposals but also on the cumulative impact of developments over the life time of the plan and in the longer term. There are four overarching considerations that are critical in delivering a sustainable approach to determining the appropriate overall scale and form of any major extension of Eynsham, namely,

- the village character,
- the wider landscape setting
- the constraints on physical and social infrastructure of the village
- identified housing needs.

The more specific spatial implications are considered in [Appendix A, SA 1-4](#).

14.3 The village character has been noted in Section 02 – The Village – including:

- Compact and walkable form,
- Quick and easy access to open countryside,
- opportunity to buy all day-to-day necessities within the village,
- educational, sporting and health facilities within walking distance,

- venues close at hand to support many groups, clubs and societies.

These are all characteristics which should be retained for new developments and the existing village alike.

- 14.4 The wider village setting has been noted in Section 02 and Policies ENP 2,3,12,13.
- 14.5 Infrastructure limitation and needs have been noted in ENP 3, 6 and 7.
- 14.6 Larger sites allocated for development under the WODC Local Plan shall be regarded as one site for the purpose of the ENP and subject to a unified Masterplan even though subsequent construction may be undertaken by different house-builders. This is to preclude subdivision into smaller sites below the 'cut-off' for the application of 'larger site' requirements.
- 14.7 Road Transport (ENP7) is a major issue which affects the whole West Oxfordshire district. Any Transport Assessment should be independently audited and based on traffic surveys no more than 12 months old, taken at a time when Oxford University and Schools, public and private, were in term-time operation. Traffic plans shall be based on the time taken to reach a reasonable destination such as Oxford City or the A34 Trunk Route, not just the time taken to exit the village.
- 14.8 Water infrastructure, particularly sewerage, is close to capacity already. It is unreasonable to expect small developments requiring a tiny percentage increase in capacity to fund major works when large developments have pushed the system almost to the limit without contributing to increased capacity. Therefore all larger developments of 50 or more houses that take the system over 85% capacity shall be required to contribute enough funding to ensure a 15% capacity margin still remains after the new development is completed.
- 14.9 For the existing village there is a number of new homes or residents beyond which point there will be significant loss of amenity for both new and existing residents. The ENP prefers to set the upper limit on size by defining a maximum distance from the centre for residential development (ENP 1, Note A and B) to maintain a village environment and feel.
- 14.10 On the basis of the criteria set out in ENP17 it is considered that a future expansion to the west of Eynsham for 600\* homes could be acceptable. Any further expansion south of the Chilbridge Road ([ENP 17.8](#)) would have an adverse impact on the setting of the village and the adjoining countryside and should not be accepted.
- 14.11 However, given the very high allocation made to the sub-region to meet Oxford's unmet housing need, it is apparent that a new settlement is required as a priority. It is considered that all 3200 new homes should be met through the creation of a Garden Village as proposed by WODC. Concentrating on building up the population quickly will fund the necessary infrastructure and ensure that a sustainable community is rapidly established. [ENP 16](#) gives more details.
- 14.12 Land to the west of Eynsham should remain as a reserve site, something that the WODC LP noticeably lacks at present.
- 14.13 Education and health facilities must also be capable of supporting new residents before new houses are occupied. Significant employment land is underused or in need of redevelopment; 3.5ha has recently been permitted for employment use precluding the need for further employment land within the existing village. However ENV1 and ENP10 envisage the provision of employment to match new housing and the building of a Campus style Science Park to accompany a new settlement would be in full accord with Eynsham's aspiration to become part of the Oxford Knowledge Spine.
- 14.14 The spatial policies of the ENP are applicable whether or not the much needed improvements to the A40 are completed during the currency of this Plan. However, no planning decision shall be made which impedes or prevents the possibility of improving the A40 at some future date.
- 14.15 Recommendations, primarily to the LPA for inclusion in the WODC Local Plan, cover some

essential planning actions, such as enforcement of conditions and assessment of transport plans which are outside the remit of the ENP – follow below.

\*Note on numbers: In compliance with the WODC Local Plan, numbers for the west of Eynsham do not include those on the former Nursery Site (77) but do include those on the site accessed from Thornbury Road (160). Thus a future expansion of 600 homes would actually result in 160 homes definitely being built in the near future (as planning consent has already been granted) while the remainder would be held in reserve for development at some future date, when the necessary infrastructure such as road access from A40, Primary School and local shop to support the new homes must be constructed.

**ENP14 - RECOMENDATIONS to ensure that development beyond the existing village envelope retains or enhances amenity for new and existing residents alike:**

- A Planning consent shall be dependent on the provision of necessary infrastructure and enforcement action shall be taken to prevent houses being occupied until such provision is completed.**
- B Larger sites shall be allocated as a whole and subject to one Masterplan.**
- C Transport plans shall take into account the ability of main roads to absorb traffic, not just the technical capacity of local roads.**
- D The ability of infrastructure to accommodate new homes must be fully assessed before development consent is given.**
- E A formal revision of the Eynsham Neighbourhood Plan will be supported if a significant change to village circumstances takes place during the lifetime of this plan.**

## ENP15 Eynsham Village Centre

Development proposals shall have regard to the need to sustain and to create opportunities to improve the character, quality, vitality and viability of Eynsham and particularly its Historic Centre.

This will be achieved through :

- A Maintaining and enhancing the effectiveness of the Conservation Area\*.**
- B Preserving and enhancing the Village Square.**
- C Retention of retail & other public facilities.**
- D Preserving and enhancing the public realm to allow people to move around easily and make use of any open spaces**
- E Prioritising of parking for residents and users of village facilities\*.**
- F Improving the experience of bus users to encourage use of public transport.**
- G Consider if it is necessary for houses being converted to multiple occupancy to require planning permission\*.**

### Reasons:

- 15.1 The village square is the main focal point of the village. It needs to be looked after and to be available as open space and for markets or other public events as applicable.
- 15.2 The wide range of retail outlets and public venues within the central zone should be retained. Access by pedestrians should be preserved while access using mobility vehicles needs improvement.
- 15.3 Parking presents a significant issue for residents and many shops have little or no nearby parking.
- 15.4 Enhancement of the public realm should be a priority when considering the uses to which CIL funds should be put. See [Appendix B](#)
- 15.5 Bus stops in the village centre have no shelters and no seating which must prevent some who have the option of using bus or car choosing to use the car.
- 15.6 Currently conversion from family home to

# 05 SPATIAL POLICIES

House in Multiple Occupation (HMO) does not require planning consent. If it is considered that too many homes will be converted to HMOs, the LPA may make an 'Article 4' order restoring the need for consent to be required for a particular area to prevent the character of the area being changed.

\*Some of these cannot be enforced by a Neighbourhood Plan, therefore the following recommendations are made to those bodies responsible for these areas of activity, including OCC, WODC and the Parish Council.

## 15.7 Recommendations

**ENP15 - RECOMENDATIONS to preserve and enhance the Village Centre:**

- A** A Conservation Area appraisal should be carried out and consultations made as to any extension to the CA that may be appropriate.
- B** Residents should be consulted as to establishing designated 'residents parking' in the village centre such as Acre End, Mill, Thames and High Streets.
- C** Consideration should be given to implementing 'short stay' parking bays both on-street and in the Back Lane car park to prevent too many spaces being taken by people parking to use the bus into Oxford.
- D** Establish the number of HMOs and consult with the Parish Council as to whether an Article 4 order is appropriate or necessary.



## ENP16 North of the A40

The area north of the A40 shall be safeguarded so that it remains available for 3200 residential units and associated educational, cultural and social facilities. Due regard shall be given to the importance of the A40 as a vital link between West Oxfordshire as a whole and the City of Oxford and beyond.

Development of this area shall be in accordance with a Masterplan approved by WODC and in consultation with the Parish Council. Requirements for supporting infrastructure and services shall be established through the Masterplan and, where necessary, through legally binding agreements, and shall include the following:

- A Appropriate connectivity with the neighbouring communities, including the provision of safe crossing places of the A40 for students and other residents accessing services in Eynsham village.
- B Full consideration of the impact on residents of Eynsham Village including the provision of landscape separation.
- C Vehicular access designed to minimise delays to through traffic on the A40 and make provision for future improvements to the A40
- D The application of the principles of a 'Garden Village' in terms of its built form, interconnected green spaces, infrastructure, layout and impact on the wider countryside.
- E The provision of a wide choice of house type and tenure as set out in ENP1.
- F The provision of adequate facilities, including a neighbourhood centre, to ensure that the social, educational, religious and cultural needs of the new community will be met.
- G The provision of employment opportunities as part of or adjacent to this development.

***The West Oxfordshire Local Plan includes a large-scale development north of the A40 as a separate settlement in the form of a Garden Village according to the principles set out in 'Locally-Led Garden Villages, Towns and Cities' published by DCLG in March 2016 and in WODC's Expression of Interest submitted to DCLG in July 2016. The name***

*Tilgarsley is applied to this settlement.*

***It is therefore appropriate for the Eynsham Neighbourhood Plan to apply to a new settlement within the Neighbourhood Plan Area to safeguard the interests of both existing residents and residents of the new settlement. This shall apply in the interim period whilst the new village residents have to depend on services in Eynsham and until such time as the new settlement's facilities are ready.***

***The relationship between the two settlements should always be a mutually beneficial one and the impact on the other shall always be taken into account when making planning decisions. Residents serious concerns that the separation is not enough is primarily based on lack of trust that the infrastructure will be built as promised, leaving Tilgarsley residents dependent on Eynsham with its limited parking and narrow streets. In practice a few hundred extra metres of separation will only reduce pedestrian and cycle journeys and result in more car journeys to Bartholomew School; ENP16.15 prioritises building a new village centre first to prevent any dependency on Eynsham.***

***In particular, there should be flexibility in the number of houses built north and south of the A40 consistent with achieving a total of 3200 new homes, as set out in [ENP14.10-12](#).***

**Reasons:**

16.1 Separation and connection of the two settlements shall be made as necessary for mutual benefit and where no significant long-term harm will be caused by one community to the other.

For example it would be harmful to the existing village if lack of a particular facility in the new settlement forced many new residents to drive into Eynsham where parking and traffic has been identified as an existing problem on narrow village streets.

Conversely, sharing some facilities will be mutually beneficial. For example a Health Centre in the new settlement would offer appointments to Eynsham residents as a better alternative to the longer journey to Long Hanborough and provide additional treatment cap-

ability not currently offered within the existing practice so saving journeys to Witney or Oxford for minor procedures ([See ENP3a](#)).

16.2 Connecting the two communities with paths for walking, cycling and riding utilising the green infrastructure between and within them is entirely acceptable and supportive of Garden Village principles. ([ENP8](#))

16.3 The A40 is already hopelessly congested at peak times and should not have extra junctions, roundabouts or traffic lights to slow down this arterial route to most of West Oxfordshire. Existing junctions should be rationalised so that the net number of junctions does not increase or slip-roads may be used to achieve the same end.

16.4 Access to a northern development from the existing Eynsham roundabout via an improved and realigned Lower Road should be sought to minimise congestion and improve safety on this section of Lower Road.

16.5 Improving the A40 is critical to Eynsham and the whole of West Oxfordshire. Ideally a dual-carriageway re-alignment should be built on the northern edge of the buffer zone, providing an unobstructed route for through traffic. A suitable route for a dual-carriageway upgrade to the A40 shall be included in the Master Plan and protected by legal agreement. The LPA shall actively seek developer contributions to improving the A40.

16.6 Pedestrian and cycle connections are particularly important to ensure the safety of pupils of Bartholomew School who will have to cross the A40 daily and to ensure that residents are not car-dependent to visit specialist shops, pubs and places of worship which are located in the existing village and will not be exactly duplicated north of the A40.

***As a basic principle – it shall be easier to use the designated safe crossing places than attempt to cross the carriageway elsewhere.***

16.7 There should be a structural landscape buffer between the new and existing villages, to reinforce the separate identity of the two settlements and reduce the impact of the A40,

Therefore this area shall not include any development and should be heavily planted with appropriate species and depth of trees and hedgerows to complement the existing landscape and minimise the nuisance of road noise to either community.

16.8 The area is crossed by Public Footpaths / Bridleways which shall be retained; they should be incorporated into the landscape design, re-routed where appropriate, and incorporated into the connective and green infrastructures without becoming unduly urban in character.

16.9 Signage on the A40 shall be minimised to be in keeping with a rural location.

16.10 The existing light-controlled crossing at the end of Witney Road should be retained; the crossing is essential to allow cyclists to cross to the Eynsham - Witney Cycle Path on the north side of the A40 and also to access the Park and Ride bus terminal.

16.11 Sites north of a new line of the A40 may be suitable for employment use. The Eynsham NP supports high-value technology businesses but out-of-centre retail use is not supported because of its potential adverse impact in terms of its retail, transport and urban form and character.

16.12 Non-residential developments north of the A40 shall be screened from the A40 and be set out at low density with appropriate green infrastructure to make the most of the rural setting of the site and in accordance with all provisions of ENP4 and ENP2.7.

16.13 The housing and design standards proposed in the West Oxfordshire Local Plan (e.g. EW1a) are supported with additional detail by ENP1 and ENP2. The site has been allocated for development according to Garden Village principles and these shall be applied at both Master Plan and Planning Consent/Enforcement stages.

16.14 The provision of new community facilities in EW1a is supported by ENP3 with particular attention given to ENP3a which addresses the Primary Health Care provision for both the new community and the rest of Eynsham.

- 16.15 Building the new 'centre' of Tilgarsley should be prioritised. This may best be done by building social housing first which can usually be constructed faster than market housing as there is no reason to drag-out the build to maintain prices. Housing for extra elderly care and disabled should also be prioritised close to the centre as most will also be social housing and should be located near the centre. [ENP1.8](#).
- 16.16 Providing a 'traffic free' area, sadly impractical in Eynsham, should be incorporated into the design of Tilgarsley to complement its traffic-free paths.
- 16.17 The Green Infrastructure requirements of EW1a are supported in detail by [ENP4](#), noting that this will one of the connection points between the two settlements and provide an important link from Eynsham itself to countryside to the north.
- 16.18 EW1a encourages a high standard of sustainable design which is supported in detail by ENP5.
- 16.19 Such a large development may require the expansion of Bartholomew School. This shall be funded as part of the new settlement's S106 agreement and any additional buildings shall be located so as to be readily and safely accessed from both communities.
- 16.20 Facilities provided in Tilgarsley must not undermine the role of the centre of the existing village at the historic core of Eynsham as set out in Note B. The ideal distances from school, shops and other facilities set out in Note A shall be applicable for the new settlement, relative to its own facilities, to ensure that it too retains a village form.
- Proposals have been made by OCC for a number of options to improve the A40 beyond that for the Park and Ride which is due to be implemented early in the currency of this Neighbourhood Plan.***
- Eynsham residents are highly supportive of improvements to the A40 which may involve bus lanes and/or dualling and/or re-siting of the road to increase its capacity in which case the following shall apply :***
- 16.21 Residents shall be protected from noise pollution by the construction of Acoustic Fencing (Noise Barrier) and/or low noise road surface along the entire route adjacent to houses. Appropriate planting shall be included to ensure the fencing blends into the landscape and is not itself an intrusive feature.
- 16.22 The Park and Ride will be a significant landscape feature and should be well screened from all sides with trees and hedgerows typical of its location to minimise any adverse impact.
- 16.23 The Park and Ride should be promoted as a transport hub for the district with good public transport and cycle links to Hanborough Rail Station and buses to both the central and eastern areas of Oxford. Local bus routes both on the A40 and through Eynsham and Tilgarsley should be provided as part public transport infrastructure.
- 16.24 The LPA shall seek to rationalise the junctions on the A40 associated with residential, business and the Park and Ride developments as part of the Masterplan / AAP process .
- If the road remains along its current course the following should be applied to ensure safe crossing of this fast and busy road.***
- 16.25 An "at grade" crossing would only be considered "safe" with pedestrian controlled lights and full pedestrian priority, otherwise a long delay will result in school pupils simply ignoring the lights and crossing anyway. Pedestrian priority is unlikely to be acceptable on such a busy main road, even if the speed limit is reduced to 40 or even 30mph. A bridge of the height necessary to clear the traffic of this arterial route will be an eye-sore and is likely to require so much extra effort to go up and then down that people will risk crossing the carriageway instead of using it.
- 16.26 Well-designed underpasses offer the safest crossings with minimum effort. Underpasses are routinely used on the continent where they are well-used because they are designed with clear sight-lines and good lighting to make users feel safe. Due to continuous housing between Spareacre Lane and the A40 there are a very limited number of places where anyone

would want to cross, making the provision of a few safe crossing points a practical possibility. Unless technical reasons can be demonstrated that make an underpass impossible to construct, this is the preferred method of providing safe crossings of the A40.

- 16.27 To achieve the goal of ensuring that the easiest place to cross is also the safest, a crossing point shall be provided at the cut-through from Spareacre Lane (opposite Tesco Express) as this provides one route from a development north of the A40 to Bartholomew School.
- 16.28 If the area directly to the east of the Millennium Wood is used for housing, the crossing at the end of Witney Road will become the shortest route to school for those living to the west of the present Mead Lane bridleway. It will then be necessary to install a suitable crossing at this location as it would now be the shortest route for students living west of the bridleway to cross to Bartholomew School.
- 16.29 An additional crossing for pedestrians and cycles should be provided at the cut-through from Hanborough Road where more space is available for ride-able cycle use. This additional crossing point will have the added benefit of providing access from the north-east corner of Eynsham (where bus service is least frequent) to buses operating the Park and Ride service which it is expected will also include direct services to Hanborough Rail Station and the major employment sites of Headington and Cowley.

*Please see [Site Options Assessments v0.7 N1-3](#) for further background to these policies.*

### ENP16 - RECOMENDATIONS:

WODC should continue to work with Eynsham Parish Council as the local representatives of the new settlement until such time as there is adequate infrastructure on site so that the settlement is effectively independent of Eynsham.

To ensure that space is retained to improve the A40 when funds become available it is recommended that:

- A WODC/OCC should seek developer funding for improvement of the A40, particularly the provision of good access to both residential, employment and the P&R while minimising delay to traffic from the rest of West Oxfordshire.
- B WODC shall ensure that adequate land is protected from development as part of the Masterplanning process to allow the A40 to be dual-carriageway through to Duke's Cut and to ensure all local residents are adequately protected from the incessant road noise experienced by Eynsham residents today.
- C WODC/OCC shall ensure that sufficient safe and well designed crossings of A40, for pedestrians, cyclists and mobility scooter users, are provided at key points to connect Eynsham and the new settlement.

## ENP17 Development of a western extension to the village.

Development to the west of Eynsham shall ensure ease of access for new residents and ensure that the sensitive transition from human habitation to open countryside protects and enhances the perception of Eynsham as a village in a rural setting.

Development of this area shall be in accordance with a Masterplan approved by WODC and in consultation with the Parish Council. Requirements for supporting infrastructure and services shall be established through the Masterplan and, where necessary, through legally binding agreements, and shall include the following:

- A Developments west of Eynsham shall have vehicular access from the A40 and at only one point. No vehicular access shall be via existing village roads as explained in [ENP 7.2](#).
- B Development should have regard to any impacts on the designated and non – designated heritage assets of the village, and the need to safeguard existing trees and hedgerows.
- C Developments shall ensure that the rural setting of the village is retained in terms of the long-term quality and stability of any new Urban – Countryside boundary.
- D The form of any development alongside Chilbridge Road should have particular regard to its effect on the bridleway with views towards the historic village centre from the south & west approaches to the village.
- E Adequate Primary and Secondary School capacity shall be provided.

### Reasons:

- 17.1 The additional road traffic generated by the new development shall not add directly to village centre traffic problems but residents shall have easy access by car to the transport network outside the village.
- 17.2 Developments west of the village should access to the A40 at one point. This shall be achieved through the consolidation of existing nearby junctions and access points into a single roundabout to minimise delays to both through and local traffic.
- 17.3 Road access to any new development shall not use the existing village roads although such access for pedestrians, cycles and mobility vehicles shall be provided in accordance with [7 Transport](#) and [8 Connected Place](#). Routes through Thornbury Road and Chilbridge Road can provide emergency access but should be restricted to prevent through traffic.
- 17.4 Chilbridge Road (public bridleway) provides a popular access point to the countryside; the short time it takes to walk from the 'urban' roundabout at the end of Acre End Street into open countryside, contributes to the perception of a rural location and makes up to some degree for the lack of any significant green space within the village such as a village green or local park.
- 17.5 It has been an aspiration of WODC policy for many years to seamlessly blend the village into the open countryside beyond it to the west. Views west into open countryside and east back to the Parish Church and Wytham Hill are important features of this popular location which contribute significantly to the rural feel of the village that is highly valued by residents. Housing development south of the Chil Brook would be particularly detrimental in this regard.
- 17.6 New developments should encourage easy access to the public bridleway for walkers, cyclists and mobility vehicles from and through the new development. The continuous hedge along the north side of the bridleway benefits wildlife and should be retained and enhanced to screen off the development to retain the countryside feel as much as possible.
- 17.7 Landscape design features such as a tree belt along the course of the Chil Brook, using species and planting density to screen houses without compromising the village edge
- 17.8, should be used to blend developments north of Chilbridge Road into the landscape so as to protect and enhance bio-diversity.

17.9 Similar landscape design for development south of Chilbridge Road is more problematic. Development in this raised location will be predominantly urban, making the countryside seem much further away. Keeping one side of the bridleway as open countryside and keeping development on the other side behind (existing) high hedge screening may allow the perception of open countryside to be achieved even while one walks past developed sites as is already the case as one passes Merton Court.

17.10 Adequate school places for new residents are essential before any major development can go ahead and the provision of appropriate land will be a significant factor in achieving this goal

17.11 Care should also be taken with any embankment, should a crossing of the Chil Brook be made, to ensure it does not become a dominant feature out of place in its 'rolling landscape' setting.

17.12 A new small convenience store on a western development would maintain an ideal walking distance of less than 800m to a store for new residents. The size of such a store shall be in keeping with its function to serve the population within that 800m distance and should therefore have no more than 100sq.m of sales space.

17.13 The village has been searching for a suitable site for a new burial ground with funds set aside for this purpose. This would be an ideal use for land which is too far from the village centre for residential development and could be integrated with necessary planting for visual barriers and the landscaping (but not the burial ground itself) could merge with the floodplain.

*Please see [Site Options Assessments v0.7 W1 and W2](#) for further background to these policies*

## ENP18 Southern Industrial Area

The Southern Industrial Area shall continue as one of four main employment areas for West Oxfordshire, ensuring that Eynsham remains a thriving and economically active place with work opportunities for local people.

Policies to achieve this are found in [ENP10](#) and [ENP14.13](#) which highlights the need to regenerate existing employment sites wherever possible before further green-field land is used for employment.

18.1 Eynsham is identified as an important location for business and industrial development. There is general agreement that the Industrial Area should be retained as a place of economic activity and not used for housing development. Although it has proved difficult to let commercial property due to economic conditions and poor access due to congestion on the A40 this is likely to improve in the first few years of the plan and shall not be used as a reason to justify general house-building on the industrial area.

Realistic prices and rents will allow sites to be used and owners should not hold out in the expectation that the land will be reallocated for more lucrative housing during the currency of this plan.

18.2 Some mixed development may be acceptable, particularly where it can be seen to address the problem of lack of housing for key skilled staff by providing accommodation 'over the shop' or by providing accommodation during the working week.

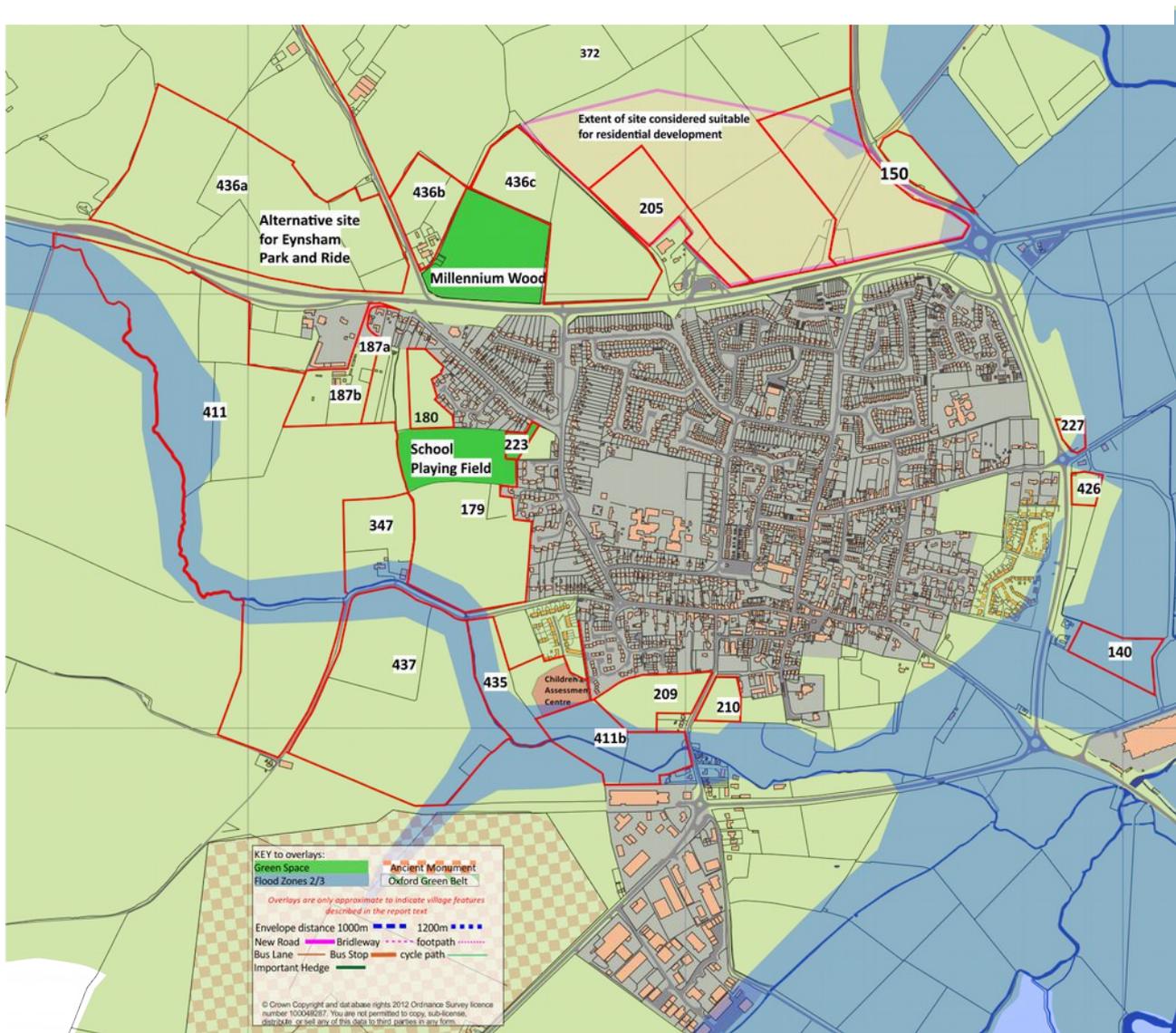
18.3 Provision of a small hotel to provide much-needed accommodation for business visitors and to provide a social hub (e.g. coffee-shop) could also be seen as supporting the development of high-value businesses and will be supported.

Industrial and business development policies are presented in [ENP10-Building a strong and sustainable economy](#)

## Appendix A: WODC SHELAA Site proposals - discussion.

At this time the Eynsham Neighbourhood Plan (ENP) does not seek to pre-empt the WODC Local plan by allocating sites. However, this appendix discusses the attributes of each site included in WODC's SHELAA site map published in Dec. 2016 and reproduced in part as Map 4 below, in relation to the policies within the ENP.

Further analysis of of the land available for development both north and west of the village is offered in the following supporting documents: [Sustainability Assessment Scoping Document \(SA\)](#), [Consultation Analysis](#), [Site Options Assessments v0.7](#)



**MAP 4: Sites proposed for development to WODC, March 2016**

### SA1 Site proposals - East.

SA1.1 Development to the east of the village is limited by the extensive area of Flood Zones 2 and 3 and the Oxford Green Belt which extends

Green Belt and only 426 is outside a flood zone. 140 requires direct access from the B4449.

SA1.3 None of these sites would normally be given planning consent for the reasons given above.

## SA2 Site proposals - South.

SA2.1 The area to the south-west, off the Stanton Harcourt Road is allocated for employment use as set out in ENP 10 and 14.

SA2.2 Site 209 has recently had an appeal dismissed against refusal to allow development of 49 houses; adjacent site 210 is already completed except for a small area next to Station Road. 210 affects the setting of the Conservation Area which caused appeal on 209 to be dismissed so should not be developed either. See ENP12, LGS11 and 12

SA2.3 Site 411b south of 209 is almost entirely Zone 3 and includes a flood defence area to prevent flooding of properties in Station Road and should not be developed.

## SA3 Site proposals - North.

SA3.1 Development north (or west) of the existing settlement depend on two major considerations – vehicle and pedestrian access and the provision of adequate Primary School places.

SA3.2 Site 436a looks set to be the location of the Eynsham Park and Ride with associated roads. It would be too far from the centre of the village to be suitable for housing (ENP1D). Use as the Park and Ride would be well accepted as it offers to prospect of a public transport hub with links to Hanborough Rail station and to the businesses and hospitals of East Oxford.

SA3.3 The other sites should all be seen as a whole and be subject to one Masterplan (ENP2F). There are currently three options for this area.

The Options mentioned in subsequent paragraphs refer to [Site Options Assessments v0.7](#)

SA3.4 In the light of WODC latest Local Plan which allocates the whole area north of the A40 for development as a new, Garden Village-style settlement, SA3.4 and 5 are deleted and options N1 and 2 will be removed from the supporting document.

SA3.5 Option N3 is for a completely separate development such as a 'Garden Village' where all the necessary facilities are replicated on the new site so that impact on the existing village is minimal. This has local support if such a large development accommodates all new housing for Eyn-

sham, taking pressure off the western edge and village resources.

SA3.6 Conversely, building new communities from scratch is notoriously difficult and it is unlikely that our Vision for new residents enjoying the same benefits as existing residents could be achieved unless very considerable expenditure on community-building was made by the landowners who would have to sell at well below free-market rates (as actually envisaged for Garden Villages) It is estimated that any separate development would have to be significantly bigger than Eynsham to fund facilities that have grown naturally over decades.

## SA4 Site proposals - West.

SA4.1 Site 223 is part of the School Playing Field and is not available for development.

SA4.2 Site 180 has been rejected for development on appeal once but a new application has been made.

SA4.3 Site 187 has now been given planning consent on appeal.

SA4.4 Site 179 has been given planning consent for 160 houses.

SA4.5 Site 411 north and east of the Chil Brook and site 435 could be developed with access direct from the A40 at the site proposed for the roundabout feeding the Park and Ride. The north-western corner of the site is outside the normal envelope for residential development as it is so far from the village centre (ENP1D). With careful design to screen it from the A40 this corner of the site may still be suitable for housing particularly if used for 'rural exception' housing as explained in ENP 1.9). The area south of the Chil Brook protrudes into open countryside but could still be included for low profile buildings such as the new Primary School and for allotments and burial-ground

SA4.6 Site 437 is south of Chilbridge Road on ground which is mostly higher than surrounding land making it difficult to screen from this very popular bridleway and having a marked impact on the village edge as spelled out in ENP17C and D. This site can be included within a western extension but should only be used for green infrastructure including the SUDS that will be

necessary to prevent flooding from the rest of the site into the Chil Brook. This area should not be used for residential development and in any event may not be viable due to the extra cost of the Link Road necessary for access.

this route would now flow through the village.

These options have been set out in detail for consulting with residents - see [Site Options Assessments v0.7](#)

SA4.7 Option W1 only has housing north of Chilbridge Road, an area which should be easy enough to blend into the countryside using the contours of the land and using the Chil Brook flood zone as a location for planting, with due care, a screening belt of trees (ENP17.7). This option now includes the prospect of up to 600 new homes. The most sensitive area at the south of the site is ideal for a new Primary School, allotments and a burial ground as these low-profile developments will have less visual impact and allow better blending of the urban extension into the open countryside. Cost of access from the A40 is minimised using a minor road that merges with the existing Chilbridge Road to give access to the farm and other existing rural houses.

SA4.8 Option W2 shows the effect of additional development south of Chilbridge Road (on a field whose management has created a diverse habitat that would justify further investigation) increasing the number of houses to a level well beyond the minimum required to meet Eynsham's housing target. However, the site south of Chilbridge Road will not be easy to screen and will block any views back towards the village from this popular bridleway effectively extending the 'urban' village for another 700m. This urbanising effect will be compounded by the need to cross the Chil Brook with a bridge or embankment which could be both expensive and visually intrusive and is expected to continue all the way to the B4449 opposite the Southern Industrial Area.

Given the extra cost of access and the extra urbanising effect for a limited number of extra houses, this option is less preferred than W1.

SA4.9 There may be proposals for overturning the restriction that prohibits upgrading of Chilbridge Road from bridleway to adopted road, thus giving access to the site from the village without the cost of a link to the A40. This would be contrary to ENP7A as all the new traffic using

## Appendix B. Public Realm Projects.

Eynsham Parish Council are responsible for allocation of CIL funds, therefore the following recommendations are summarised here:

**RECOMENDATIONS for public realm projects to be funded by CIL payments based on findings during consultations with residents:**

- A Improved parking for residents and visitors in the historic village centre.**
- B Implementation of traffic management and cycle paths.**
- C Creating an attractive feature of the village entrances and of the approach to the business area along Stanton Harcourt Road.**
- D Consideration given to purchasing assets of community value where appropriate to protect them from development.**
- E Improved Street Scene especially near Spar, Harris's Corner and Library.**
- F Providing facilities at new allotment sites.**
- G Creating a village museum.**
- H The Parish Council should publish and maintain a list of projects with approximate costs so that residents can comment on the projects chosen and funds can be allocated to appropriate projects in a timely manner.**

18.1 On-street parking, particularly in the historic village centre, has been identified by residents as a major cause for concern which may be improved by adding parking restrictions for the existing village to Traffic Orders required to enable developments. Improvements to the physical layout of parking spaces will be a suitable project for CIL funding. See [ENP9](#).

18.2 Amendments to Traffic Orders and CIL money may also contribute to

- Completion of the West Oxford Community Path/cycleway within the Parish of Eynsham
- Implementation of a 20 mph speed limit on existing village roads.
- Improvements to key street-scene locations such as the Library, Spar and Co-op.

18.3 'Assets of Community Value' may be purchased by the Parish Council to protect them

from unwanted development under particular circumstances. The Parish Council should consider if this is appropriate where Local Green Space designation is not granted.

18.4 Although not specifically mentioned by residents it is recommended that well-placed public seating be installed to encourage and enable residents to walk further to shops, bus stops and the like.

## Appendix C. Explanatory Notes.

A Neighbourhood Plan has to be accepted by residents through a referendum and therefore must be accessible to all residents, not just those who understand the planning terminology that is used of necessity in a document which will be used by planners. These notes form an integral part of the Neighbourhood Plan and take the form of question and answer.

### Q. Do developers have to follow the plan?

A. The policies (in blue) must be followed. The terms 'shall' and 'should' are often used with the following meanings:

**Shall or must** – indicates a requirement that is considered critical to achieving an objective of the Eynsham Neighbourhood Plan (ENP). Failure to meet any one such requirement will result in inevitable refusal of permission except under the most exceptional of circumstances where it can be demonstrated that the community will suffer a more serious loss if the proposal does not go ahead.

**Should** - indicates a requirement that is considered very important to achieving an objective of the ENP. Failure to meet such requirements will give grounds for refusal of permission except where some alternative benefit can be shown to outweigh the negative effects of failing to meet each of the requirements.

### Q. Why do you include 'get-outs' like the 'except where...' comments above?

A. The policies are implemented by elected (WODC) representatives who need to have some discretion when deciding what is the best option for the community they represent as it isn't possible to write rules which cover every circumstance.

### Q. Why have so many policies which are prescriptive; what about market-forces?

A. Eynsham is well placed between Oxford City and the countryside of West Oxfordshire and as a result house prices are high and in no way limited by the cost of building which is typically less than 50% of the price of each dwelling.

Under these circumstances developers are able to sell anything they put up. Homes built in Eynsham should possess an excellent standard of design, energy efficiency and landscaping but there isn't

any market pressure to 'build better' as anything will sell. We believe it is necessary to establish high but realistic standards to ensure that responsible developers are not undercut by those who are less concerned with building long-term, sustainable homes.

### Q. Why don't you insist that every house is an eco-home then?

A. Currently, national policy doesn't allow that as it might prevent house building in places where the cost of building is a much higher portion of the total cost. In our case the cost could be taken off the extra value of land when it is given planning consent which is a windfall profit given to private owners. Homes which do not fuel climate change are a benefit to the whole community and so we hope that landowners and developers will use their windfall to build really excellent houses and benefit the whole community but we cannot force the issue as the law stands today.

### Q. Why are you so keen on large developments – many residents want lots of smaller ones?

A. Large developments are often associated with standard house designs which lack much 'soul' and often don't seem to fit with what's already there. We think this should be addressed by policies which apply to all developments, not just some; we hope our policies will prevent poor developments.

However, large developments built to a Masterplan, which integrates homes with infrastructure in considerable detail, are the only way to ensure that large infrastructure such as new roads, schools and public buildings can be delivered.

Developers would love lots of small sites as they would not have to provide these facilities. For this reason our policies insist that large sites are developed as an integrated whole.

### Q. Why does ENP1 emphasise a 1200m limit for development? Why not 1150 or 1250m?

A. Residents have often stressed the need to keep Eynsham feeling like a village. When we unpack this 'feeling' the main spatial element is the closeness to the countryside. Given Eynsham's near-circular form we have sought an objective measure to judge how easy it is for people to walk from the edge to village facilities and from the built-up centre to the open countryside. As there isn't a clear commercial

centre, we have identified a nominal centre with reference to public facilities in use on a regular basis in Note B. We consulted published guides on what is a walkable distance; these include 2000m for students to senior school and 1200m as the maximum for normal journeys. The next complication is that walking is rarely possible in a straight line so an allowance for that has to be made in defining a zone which can be part of the built-up village and what should be open countryside.

We have taken our 1200m walking distance and reduced that to a distance of 1000m 'as the crow flies' from the centre to where we think the ideal limit to the urban extent of Eynsham should be. Almost all of the existing village is within that area so we consider this a fully justifiable choice.

We have added a second zone of 1200m radius which we regard as less than ideal but tolerable for development given the pressing need for homes; beyond that, development should only be permitted under exceptional circumstances, two of which are suggest in the ENP.

There will always be arguments about precise numbers but we believe the ENP offers objective and justifiable figures to guide the LPA in making the final decision in each case.

## Appendix relating to [ENP7](#) – Transport

The ENP envisages a hierarchy of road types.

**'Main Roads'** are A40, B4449 and B4044 used by traffic to and from the village providing links to neighbouring villages, towns and the the national road network. If these roads are blocked traffic will not be able to come or go to the village or its associated employment sites; the ENP endeavours not to add any requirements which would slow down traffic on these roads which affect a far wider area than just Eynsham.

**'Link Roads'** connect new residential or employment sites to the Main Roads. They will be designed to a suitable standard for through (including HGV) traffic and to enable access to the new developments and designed to provide quick, safe routes with minimal, if any, homes directly onto them so they may have speed limits of 30-40 mph. Safety of pedestrians and cyclists would be ensured by cycle

lanes and suitable crossings provided at natural crossing places

**'Residential Streets'** should be places primarily for people where vehicles are also permitted. It is currently the Parish Council's intention that all residential streets throughout the village have a 20 mph speed limit and measures are planned for existing roads to bring speeds down to this level. Therefore, unless a 20 mph limit is not generally adopted within the village, all new streets should be designed to keep speeds below 20 mph.

Developers will be expected to show appropriate references to standard design guides such as the 'Manual for Streets' and the Sustrans 'Handbook of Cycle-friendly Design' to demonstrate that transport infrastructure has been well designed as part of their planning submission.

Similar standards would also be expected within employments sites where appropriate.

Developers are encouraged to adopt the 'Home Zone' standard which offers an even higher standard of pedestrian safety where they consider this practical.