



Eynsham Futures Maps

illustrating expected effects of WODC Local Plan changes.

These are the maps we used during the Neighbourhood Plan Day on November 19th to illustrate our understanding of WODC's intentions and compare that with what we think is a better option both for Eynsham and for meeting WODC's requirements.

There are two pairs of maps.

- 1A. West of Eynsham, WODC propose 1000 houses and a Link Road between A40 and B4449; we call this the **Maximum Size Western Extension** because it uses every scrap of available land.
- 1B. Our **Suggested Western Extension** has a much less expensive road and does not build over the field south of Chilbridge Road. The link road will only bring minor benefit but building on the field will all but eliminate* a popular circular walk along the old railway line and back via Chilbridge Road pushing the urban village a long way out into the countryside.
- 2A. The **Likely form of Tilgarsley** is based on WODC's Expression of Interest document which, in fairness, does not claim to be the finished article but just indicates the size and typical elements of the development.
- 2B. Our **Suggested form of Tilgarsley** uses exactly the same village outline but adds what everyone tells us is essential, some way of improving the A40. This includes a 'flying junction' to the west and no other junctions for through traffic until it reaches the Eynsham Roundabout. Obviously what happens between there and the A40/A34 link or the Wolvercote Roundabout will have a big influence on the overall outcome but we think WODC should use all the money they collect for Transport Infrastructure to improve the A40 and the Toll Bridge rather than build Link Roads of dubious benefits and contributing serious harm. If they can't find enough money, at least the route of an improved road needs to be protected against unwanted development.

You can find our guide to commenting on WODC's plans here which gives more details of our concerns and suggests [ways for you to comment effectively here](#).

You have until December 23rd to make your voice heard by WODC.

We are interested to hear any other ideas you have and will include them onto the website so others can use them too. Please send your thoughts to richard.andrews@eynsham-pc.gov.uk or eynsham.futures@gmail.com If you have questions try this link first <http://bit.do/ENP-FAQ>.

We will have the maps on display again at the [Eynsham Asks Why](#) event on December 5th.

*you will still be able to walk the route although you will have to cross the Link Road twice and you will simply walk round and between houses or the hedges screening them so you may not want to bother!

Maximum Size Western Extension

Access road shares roundabout with Park & Ride, otherwise A40 is little changed apart from additional east-bound bus lane

similar in scale to the proposal in WODC Local Plan with a Link Road between A40 / B4449 and 1000 new houses. Building south of the Chil brook is detrimental to the experience of bridleway and footpath users while extra costs may not be justified by the limited number of extra homes.

Tilgarsley development is not shown but is entirely compatible with the scheme proposed here

These houses well beyond ideal distance to village centre but < 1km from school and should be served by a local shop

Landscape area includes both sides of stream to maximise land use. Design will make best use of existing topography

A40-B4449 Link Road runs along edge of flood-zone to maximise build-able area closest to village and keep through traffic at 30-50mph (depending on road design) away from houses in 20mph area.

Link road crossing of the Chil brook may involve significant engineering work which may intrude into landscape

Amenity Area including a play area, foot-paths and open space utilises flood zone. Houses screened by new or improved hedge line with suitable access points.

Low-profile school buildings, allotments and burial ground minimise intrusion into countryside

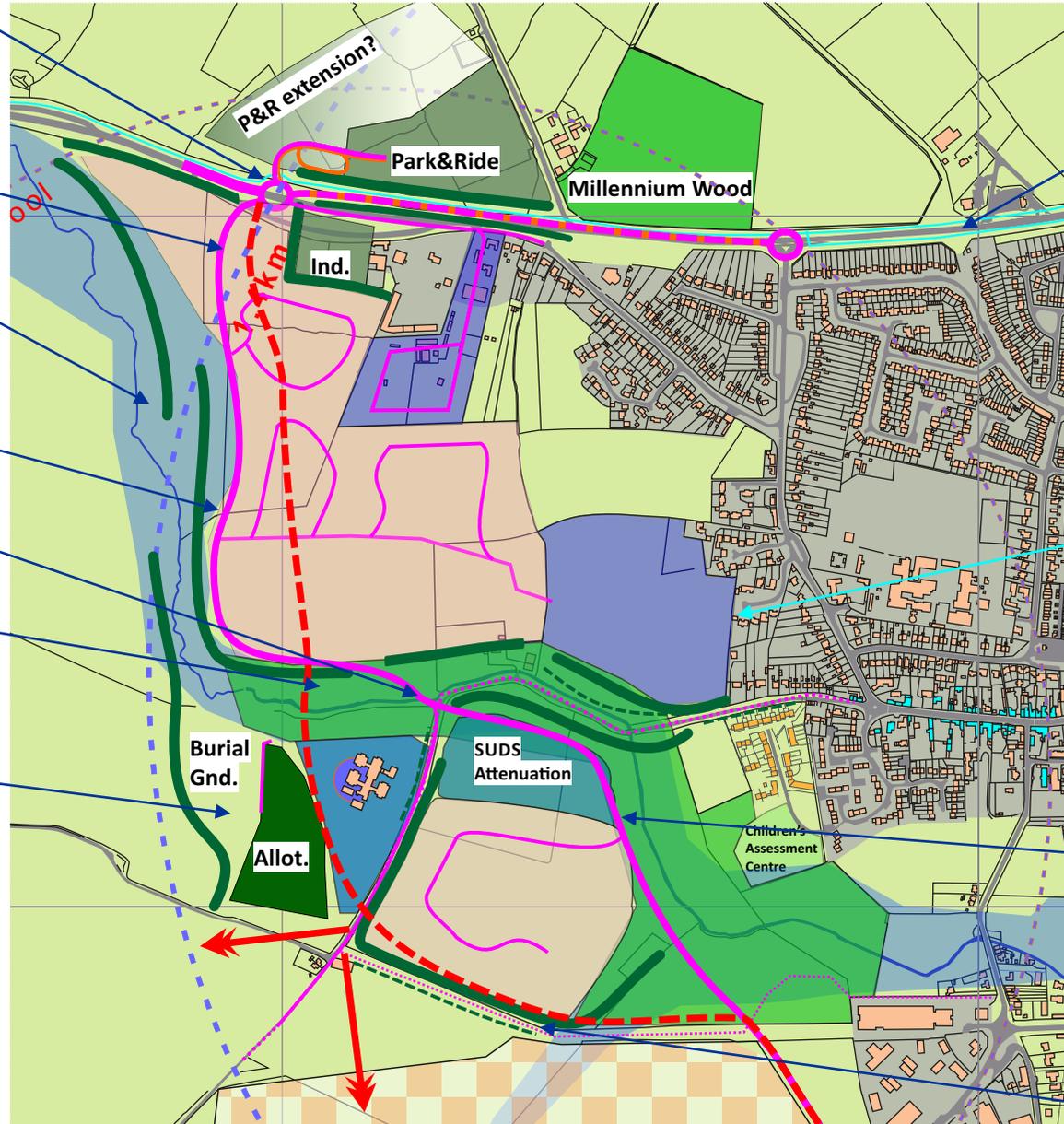
KEY to overlays:

Green Space	Ancient Monument
Flood Zones 2/3	Oxford Green Belt
Key Village facility....	Nominal Centre.....

Overlays are only approximate to indicate village features described in the report text

Distance to centre 1000m	1200m
New Road	Bridleway
Bus Lane	Bus Stop
Important Hedge	cycle path
Tree belt	Cutting

© Crown Copyright and dat abase rights 2012 Ordnance Survey licence number 100049287. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.



A40 continues east with one bus lane (westbound bus lane stops at Eynsham Roundabout to minimise impact on road adjacent to village)

- ALTERNATIVE LINK ROAD alignment shown with red dash. Final line will be a balance of**
- HGV access or not
 - speed limit 30, 40 or 50mph
 - through or round houses
 - crossing of bridle/foot-paths
 - build costs vs housing value
 - visual intrusion.

Measures will be needed to stop Thornbury Road being used as thru-route from village to A40.

Nominal village centre is here

Land south of the bridleway used for about 250 extra homes accessed off the link road.

Link road crosses footpath and bridleway. Route shown avoids built-up area maximise houses and keep through traffic away from residential area but it does cross part of the flood zone.

Footpath either runs between hedges or between hedge and new houses

Sight lines out to open country those into village are now blocked

Link road ends at roundabout on B4449 at Oakfield Road

Suggested Western Extension

compatible with aims of the Eynsham Neighbourhood Plan delivering about 850 additional homes (including dark blue areas already permitted) without encroaching on land south of the Chilbridge Road brideway.

Access road shares roundabout with Park & Ride, otherwise A40 is little changed apart from additional east-bound bus lane

Tilgarsley development is not shown but is entirely compatible with the scheme proposed here

Area outside access road may be suitable for a Rural Exception site

These houses well beyond ideal distance to village centre but < 1km from school and should be served by a local shop

Landscape area includes both sides of stream to maximise land use. Design will make best use of existing topography

Local access road runs along edge of flood-zone to maximise build-able area closest to village but could be within housing. Typically, houses front onto road which is within general 20mph speed limit. Road narrows past school to single track matching and replacing Chilbridge Rd giving access to farms and houses beyond.

Amenity Area including a play area, foot-paths and open space utilises flood zone. Houses screened by new or improved hedge line with suitable access points.

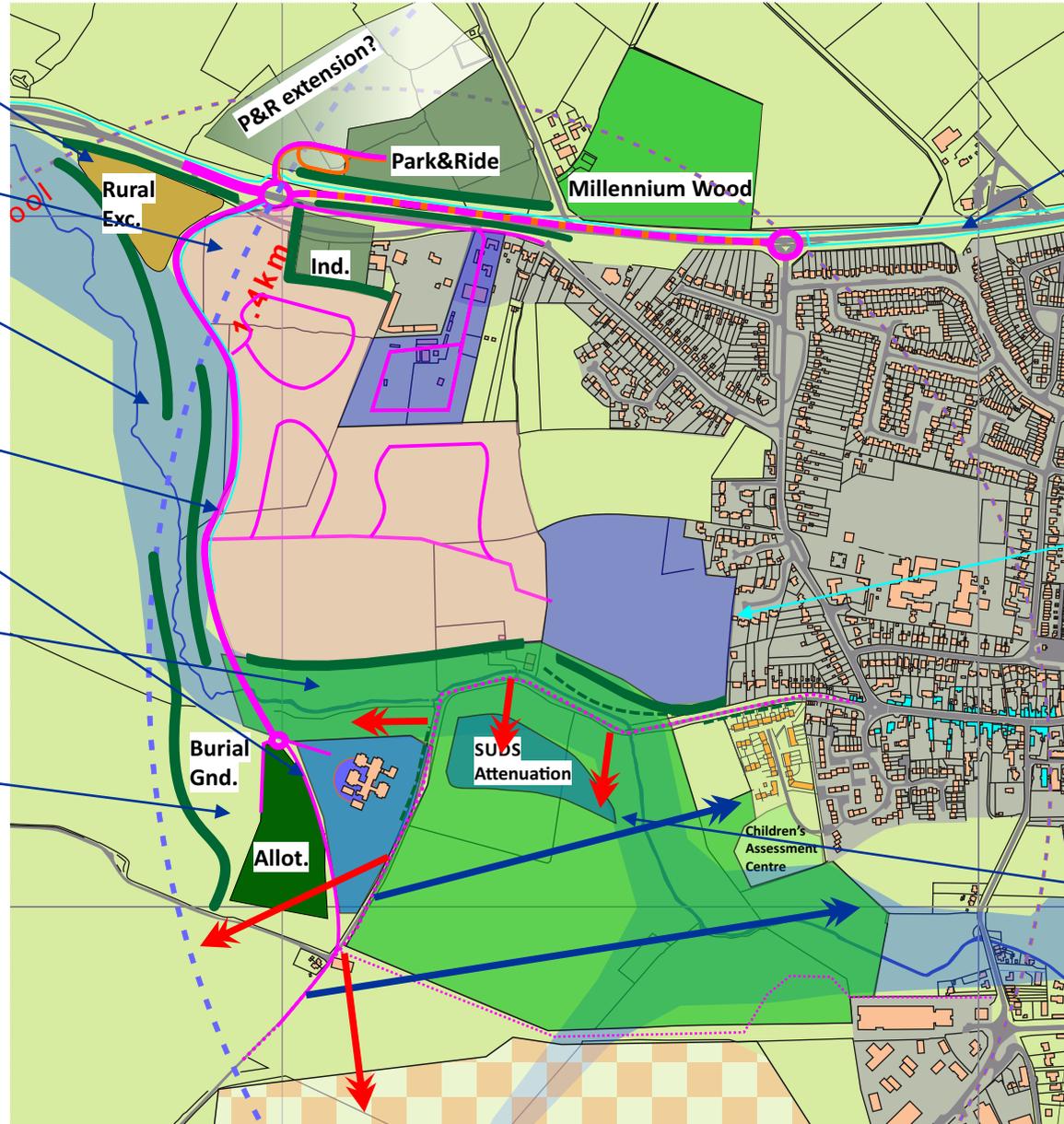
Low-profile school buildings, allotments and burial ground minimise intrusion into countryside

A40 continues east with one bus lane (westbound bus lane stops at Eynsham Roundabout to minimise impact on road adjacent to village)

Measures will be needed to stop Thornbury Road being used as thru-route from village to A40.

Nominal village centre is here

Land south of the brideway is also part of the development but used for essential infrastructure such as the flood attenuation ponds / reed-beds / swales for Sustainable Urban Drainage to protect against flash-flooding by run-off from the housing development leaving open landscape, ideally with public access where practical



KEY to overlays:

Green Space	Ancient Monument
Flood Zones 2/3	Oxford Green Belt
Key Village facility... ●	Nominal Centre.....●

Overlays are only approximate to indicate village features described in the report text

Distance to centre 1000m	1200m
New Road	Bridleway
Bus Lane	Bus Stop
Important Hedge	cycle path
Tree belt	Cutting

© Crown Copyright and dat abase rights 2012 Ordnance Survey licence number 100049287. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

Sight lines out to open country and into village, e.g. church tower. longer = more distant view