



**Eynsham Neighbourhood**

**Plan 2017 – 2031**

# **Superseded Document.**

**This is not the current version of the Eynsham  
Neighbourhood Plan Document.**

**Please use the current version which can be found on the  
[Eynsham Parish Council web-site](#)**



# Eynsham Neighbourhood Plan 2031 Site Options - Assessment

## **Summary and purpose.**

EFSG has identified a number of sites for possible inclusion in the Neighbourhood Plan. This document presents the different options and records the degree to which each meets the objectives set out in the Sustainability Assessment (SA).

There is currently too much uncertainty over plans and timings for improving the A40, for meeting Oxford City's unmet housing need and the lack of an adopted Local Plan to make final site allocations. Therefore the Eynsham Neighbourhood Plan is submitted without allocating any sites.

However, in preparing the plan a number of possible sites have been evaluated and the results used to inform the policies included in the plan as set out here.

Both this document and the SA will be presented in support of the Neighbourhood Plan when it is subject to independent examination and referendum.

v#	date	Nature of change	Editor
V0.4	12/04/16	Reformat, new maps	RA
V0.5	12/06/16	Sync with NP v0.9	RA
V0.6	29/08/16	Review west ref ENPv1.0; include WOGV as option for north of A40	RA
V0.7	10/12/16	Sync with ENPv1.2	RA
V1.1	11/03/17	Sync with ENPv2.0 + proof reading	RA

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## Site Options – Introduction and summary.

Eynsham has been developed to the point where there are no more sites within the village and consideration has been given to the options for large developments either to the west or the north of the village. Details of these options are given in this document and the policies presented in the Eynsham Neighbourhood Plan (ENP) will apply to all of these options.

The context within which the Eynsham Neighbourhood Plan (ENP) has been prepared is best described as fluid. The West Oxfordshire Local Plan has not been made, having been sent back for significant modification at the start of its Examination early in 2016. Currently, WODC proposes to fulfil its 'duty to cooperate' with Oxford City over the latter's 15,000 homes shortfall by building a 2200 home, Garden Village style new settlement, north of the A40 within the area covered by the ENP, although it seems quite possible that the forthcoming planning bill will reduce the current high 'predict and provide' numbers for Oxfordshire quite considerably and this number may change again. This settlement has been given the title of Oxfordshire Cotswold Garden Village and is referred to as OCGV in all Eynsham Neighbourhood Plan documents.

At the same time, the A40 has been recognised as causing serious harm to the economy of the whole West of Oxford region and plans are coming forward, some funded, some not, which would have major implications for development of Eynsham which is strongly bounded on its northern edge by the A40.

Our conclusion at this time is that there is too much uncertainty to make a good decision on allocating sites as part of the ENP, therefore it is offered for consultation and referendum with these options considered and rated against the SA parameters and public feedback but without making a final judgement as to the detailed development of sites.

## Site Options – conclusions so far.

A western extension of the village had, until August 2016, been seen as the most deliverable option as it does not depend on the delivery of improvements to the A40. This situation has now shifted following the Garden Village proposal as discussed later.

Option W1 offers fewer homes – although more than enough to meet Eynsham's local need and the expected contribution to the District housing supply – and may offer better value for money as it does require less expensive and visually intrusive road-building to deliver it.

Option W2 contributes more homes but requires considerably more capital expenditure on infrastructure (by the developers) and it isn't clear that the extra cost will be justified by the limited number of extra homes delivered. There is also significant loss of amenity and an impact on the historic landscape context of the village which W1 does not incur.

Options N1/N2 for a village extension north of the A40 depend very much on the state of that road and the location of the Park and Ride; both of these are currently in a planning stage at OCC. For some time, the main concern expressed in policy (ENP 16) was to protect the area closest to the village for residential development at a future date while indicating that employment provision would be appropriate beyond an inner residential zone, separated by a protected route for an A40 northern bypass. Spatial Policy is written to cover as many eventualities as can be foreseen at this time with the final proviso that the Plan should be revised if a significant proposal, such a re-routing the A40, is brought forward (ENP 14.14 and REC 14K).

On this basis, Option W1 would have been the preferred option for development west of the village within the time-frame of this Neighbourhood Plan as causing the least harm, meeting targets and being deliverable within a relatively short time-scale. A northern development (N1 or N2) should wait until the situation with the A40 stabilised, probably as part of the next ENP.

The proposal of a new Garden Village style settlement (Option N3), which would need to include as many new homes as possible to make the construction of all the extra infrastructure economically viable, means that a western extension may no longer be appropriate at this time and that all the effort should be focussed into

delivering this new settlement.

This radical alternative of an entirely new Garden Village style settlement north of the A40 has been put forward by WODC as their preferred (and only) option for meeting Oxford's unmet housing need up to 2031. This Option N3 is a radically different approach that amplifies the benefits (particularly extra employment opportunities and the possibility of funds towards improving the A40) and harms (large-scale loss of countryside) of our original thinking for north of the village in N1/N2. N3 does propose many extra homes – to meet the perceived needs of Oxford City that may eventually not materialise if the rules change again – but uses even more countryside. The main risk in our view is that the completely new infrastructure will not get delivered fully or in a reasonable time period leaving new Eynsham residents in a settlement that does not meet our vision for an attractive place to live for both existing and new residents.

The situation has changed again with the proposal to build Barnard Gate Garden Village as an alternative new settlement about 2km west of Eynsham, mostly in South Leigh parish but with some of the area close to the A40 within the current Eynsham parish boundary. The merits of the competing garden village proposals will be decided by WODC, Planning Inspectors or even the Secretary of State, but if it were to go ahead it is unlikely that two new settlements would be built so close together and the option of building an integrated extension to Eynsham (N1/N2) would resurface. In this case, there should be a strong preference for N2 – where the A40 is relocated north of the extended village – as the urgency to build is less of an issue given all the other local development activity. Indeed, there ought to be the possibility of new housing funding the road-building.

## Site Options Assessment – format.

The first section explains how the ratings tables based on the criteria identified in the Sustainability Analysis are constructed and, in Table 1, sets out the relative importance of each of the objective categories.

Each of the options are then described with reference to a map, summarising the proposed development and a ratings table is presented for each option. Each table has three columns, the objective, the rating and a few words of explanation in the third column.

Options N1 and N2 only differ as to whether the A40 is moved before the development takes place. In either case the developed area is the same and matters such as connectivity between 'old' and 'new' parts of the village will need to be achieved to the same standard but in different ways. The rating assumes that the ENP policy is implemented; if it isn't connectivity across an unmodified A40 for Option N1 would be unacceptable. Both N1 and N2 are rated together in Table 4

Option N3 is also strongly dependent for its rating on implementation of the ENP policies, particularly that the necessary infrastructure is built in a timely manner, largely before occupation, so new residents are not left stranded without adequate opportunity or facilities to build their new community.

A final table has all the ratings presented side by side so that the merits of each option for each objective can be compared easily.

## Assessing development options using Sustainability Assessment scoping report (SA) objectives.

The [Eynsham Neighbourhood Plan Sustainability Assessment – Scoping Report](#) includes 20 headline objectives and a number of related questions to determine to what degree the proposal being assessed meets each objective.

The degree to which the objective is achieved is rated as follows in the table for each site:

- E – excellent; this proposal will achieve this objective
- G - good; this proposal will partially achieve this objective.
- N - neutral; this proposal will have no noticeable effect on the achievement of this objective.
- M - mixture of positive and negative effects.
- P – poor; this proposal will be detrimental to the achieving this objective.
- U – undermining; this proposal is counter-productive and will prevent achievement of this objective.

Clearly there is some difference in importance in the objectives themselves; some will have major impacts on the well-being of residents and others may have less effect.

In some cases, such as the effects of climate change, the impact is generalised and is likely to be noted at regional, national or global level; an attempt is made to consider all objectives, even if they do not have immediate local impacts.

In other cases the objective is largely determined by local or national policy and cannot be significantly affected by the NP itself. In these situations the importance level is usually reduced, it being considered unrealistic for an objective to be 'critical' to the effectiveness of the NP when the plan does not have any control over the matter.

The importance of achieving each objective are indicated thus (Table 1):

- C – critical; **essential** in ensuring a strong, cohesive and sustainable community of both new and existing residents; **essential** to long-term sustainability and the outcome is directly controlled by the planning process.
- S – significant; achieving these objectives is **important** to maintain a good quality of life, health and well-being for all residents. The outcome may only be partially controlled by the planning process.
- B – beneficial; achieving these objectives will **improve** the quality of life and well-being for residents. The planning process can contribute to the outcome but it may be necessary for residents to take the opportunity offered.

**Table 1: Importance assigned to objectives and answers to associated questions**

<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	C	Necessary for a balanced community
Provide high quality housing, sustainably built and designed for long-term sustainable living.	C	This objective embodies the essence of true sustainability and are thus critical to the success of any development.
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	C	- ditto -
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	C	Anything contrary is obviously very bad although this 'objective' is so wide-ranging it is hard to quantify.
Support healthy and active lifestyles	B	Valuable but people have to choose to use the opportunities offered.
Improve accessibility to the countryside	B	
Improve access to healthcare and other services	S	Care will be available; improvement is good but not essential

<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	S	Important but delivery is cannot be solely ensured through the NP
Increase the vitality of village commercial life while maintaining an already thriving community life.	S	
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	C	Essential for community-building and inclusion
Provide further opportunities for cultural, leisure and recreation.	B	
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	S	
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	C	Good education considered essential for a sustainable and thriving community
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	S	NP can make an important contribution
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	S	Valuable but NP only has limited effect.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	S	Very important though not under full control of the NP
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	C	Very important and is under full control of the NP
Maintain and improve accessibility by car	C	– ditto --
Reduce traffic congestion with improved parking	S	
Minimise additional traffic onto already congested village roads	C	– ditto --
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	S	Important on a district or national level, but not having direct impact on this community
Use land efficiently	S	
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	B	Considered 'standard practice' .
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	S	Offers significant benefits for residents over current situation.
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	S	
Limit exposure to poor air quality	S	

<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	S	V. important, where possible.
Promote the development of renewable, low-carbon, and local energy sources	S	Arguably these are critical issues of long-term sustainability but NP has limited scope to over-ride national policy. Every effort to 'encourage' will be taken
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	S	
Take into account the likely impacts of climate change and use sustainable drainage solutions.	S	
Promote local food production	B	
<b>11. Protect and improve soil and water resources</b>		
Seek to maintain and improve water quality	B	These are all valuable objectives but they are 'standard practice' and subject to statutory control. They are not specific to Eynsham's NP.
Ensure that new development meets water efficiency, waste water and sewerage requirements	B	
Protect the best and most versatile agricultural land	B	
Seek to bring contaminated land back into beneficial use.	B	
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	C	Unacceptable
Account for the potential impacts of climate change	S	
Promote the use of sustainable drainage solutions	B	Standard practice - WODC
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Mitigate any loss or damage to local biodiversity	S	Considered very important locally; some will argue these are critical objectives.
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	S	
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	S	Considered very important locally. Loss of heritage or village character would have to be balanced by significant gains in some other objective to be justified.
Maintain or enhance landscape character as defined by the village character appraisal	S	
Promote access to and enjoyment of the Parish's historic environment and countryside.	S	

<b>15. Maintain high and stable levels of employment</b>		
Seek to provide a range of local employment opportunities appropriate to the skills of the community	C	Essential to maintain a viable community
Support locally based businesses	S	
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	C	Essential to maintain a viable economy
Seek to enable new enterprise and innovation	S	
Promote agricultural and countryside diversification	B	
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	S	Effect is temporary.
How many individual residents will suffer significant temporary or permanent loss of amenity, contrary to the general requirements of this document.	C	Depends to some degree of the level of amenity lost – needs to be noted in specific cases
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	C	Critical to community well-being but complicated by negative attitude of Eynsham Medical Centre
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	S	Very important to a small but significant band of long-term village residents.
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	S	Very important to the overall design.
promote small green spaces within the built-up area to improve perceived well-being	S	Very important, almost critical, objective especially for high density sites.

There are two options offered for the west of the village.

**Option W1. Development north of the Chil Brook accessed from A40 only.**

There is something immediately attractive about providing access from the A40 for the various sites to the west of the village. This is very much in line with local desire to have all car routes going away from the village centre while encouraging pedestrian and cycle access into the village.

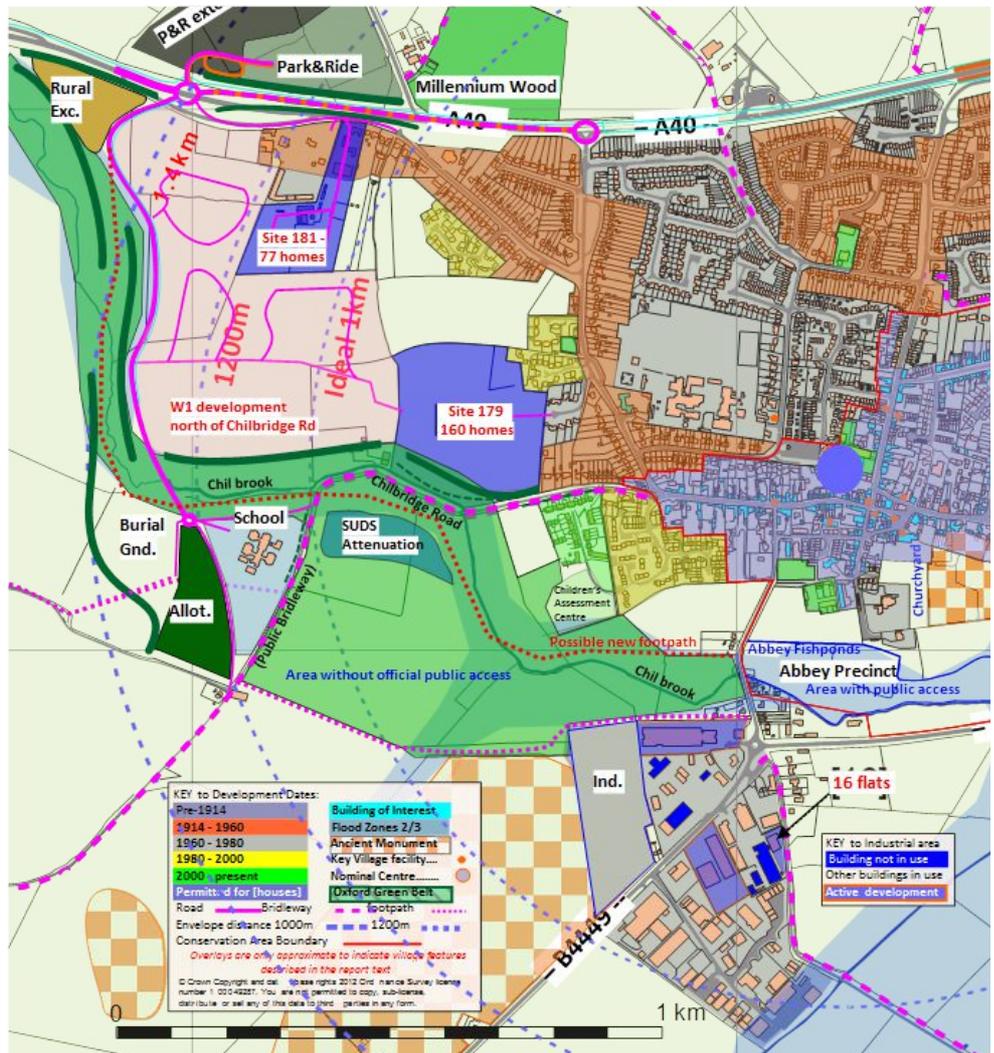
The access road merges with Chilbridge Road giving access to the farms and other premises served by this private road. Without a significant crossing of the Chilbrook, this road is less intrusive into the landscape and much cheaper than a through route Link Road.

The school is shown in the SW corner in an area where its low profile buildings are more appropriate, alongside allotments and open space in the form of the flood-zone.

The sites 181 and 179 have already been given planning consent and will not contribute to a new primary school, which will be funded by the pink area of about 18ha on which 600 homes represents a density of about 33.5/ha. 600 is not normally considered enough to require the building of a new Primary School, but the situation in Eynsham is that no further development is possible and the land value is likely to be more than £60m while the school is probably less than £3M as only one form-entry will be needed. The road will still need to be developer-funded and in place before houses can be built. The access road cost should be about £3.5M (1.2km local road, no major earthworks and a minor crossing of the Chil Brook – the A40 roundabout cost is shared with the Park and Ride). The cost of access and primary schooling is, therefore, about £10.8k per home, plus the cost of a convenience store and civic building that would be expected on a development of this size.

The area west of the access road next to the A40 is a long way from the village centre but may be suitable for a 'rural exception' site (ENP1.9) allowing homes to be allocated to people with a local connection. Even houses east of the access road are further from the village centre than the ENP stipulates. While this is not ideal, anyone buying a home that far from the centre has a choice in the matter and relatively few will be affected. In weighing the harm of going beyond the ideal village envelope and the alternative of building south of the Chil Brook (W2) to achieve the necessary numbers, it should be noted that those who will lose amenity through

**Map W1 – Western extension accessed from A40**



loss of well-used countryside have no choice and everyone in the village is affected by the loss of the countryside access.

Land north and east of the Chil Brook slopes downwards from the village making it easier to blend new homes into the landscape and any tree belt planted to disguise the new homes will not be above the existing horizon when viewed looking east from the public bridleway. Care will be needed in planting and landscaping this area as the Chil is designated a 'major river' requiring an 8m undeveloped border along its length to protect the ecology of the waterway.

The dark blue areas marked SUDS are areas set aside for flood-water management under the Sustainable Urban Drainage Scheme that will be necessary to prevent flash-flooding of the Chil by run-off from the development. These are usually swales (dry depressions) that only hold water at times of heavy rainfall and can be fully integrated into a public green space along the Chil, which could be made an attractive feature and contribute to the bio-diversity gain that a large site .

Eynsham lacks any village green or park with the main green space running through the playing fields and Abbey Fishponds to create a green corridor along its south eastern border. It is suggested that the flood zone of the Chil offers the possibility of an extension to this Linear Park from opposite the Fishponds on Station Road right up to the A40, ideally with public access achieved through a new footpath alongside the brook, linking with other paths in the area (ENP17.9).

The existing hedges along the north side of Chilbridge Road, although currently of indifferent quality, effectively shield site 179 (ENP4A and C) allowing this and other sites to be developed at the relatively high density around 35/ha typical of Eynsham without adversely affecting the rural context as long as sensible design choices are made with regards to height of properties (ENP2C).

There will be limited visual impact on walkers along the bridleway as most of the land to the south will remain open countryside while the ground north of the Chil will be well screened by the existing hedge, improved to fill in the holes, and with pedestrian access points to encourage walking and cycling along Chilbridge Road (ENP8.7). The inclusion of formal and informal areas for play may be beneficial (ENP3.6).

The western access road has been drawn as far west as possible so that all the land close enough to the village centre can be used for housing and to line up with the likely location of the Park & Ride roundabout. The road will only handle residential (and limited farm traffic) so can be a 20mph residential street (ENP7.5) with houses along it as the existing Chilbridge Road. A roadway is shown along the back of the school site to connect with Chilbridge Road to provide emergency access as an alternative to the A40; this roadway would probably be gated (ENP7A and 7.2).

Site 179 will be developed with access to the village via Thornbury Road. There will be benefits to residents if access is also available to the A40 via the western access road, but this would leave a potential for A40 traffic to enter the village via Thornbury Road, which is far from ideal. Conversely, a bus route that runs through the new housing would be very useful and it is quite reasonable for some local journey to use Thornbury Road, particularly away from school starting and stopping times. ENP17A and 17.2 address this issue but do not suggest any specific technical measure to balance the conflicting benefit and harm as new and innovative methods of traffic management could be available at the time of implementation.

The main distinguishing feature of W1 is that the land south of the Chil is not proposed for housing development. This is currently unimproved meadow and a much more diverse habitat than many fields near the village, as well as providing an excellent opportunity to view the historic village centre from the popular Chilbridge Road bridleway. An open field here will ensure that the rural village edge – even if only on one side of the lane - can be quickly accessed down the bridleway, an essential element in retaining the rural feel to the village as explained in ENP 17.

There is a short circular walk of about 30 minutes that currently goes down Station Road, along the footpath that runs some of the way of the old railway line to a point that is clearly open country out towards South Leigh and then back to the village along the Chilbridge Road bridleway. If the Link Road were built and the field south of the Chil used for housing, most of the route would be round or through housing and require two

crossings of the main road with views of the countryside only south and westward at the point where footpath and bridleway meet and even then there would be houses at one's back completely obscuring the view over the village and Wytham Hill if you turned round to face south east.

Even though this is the scaled-down western development there will be additional strain on village resources. Eynsham Medical Centre will need additional resources (ENP3a) and another multi-purpose space for voluntary activities is desirable. The Primary School should be co-located with some pre-school provision as this is in short supply and at a considerable distance from the west of the village.

A local convenience store is particularly necessary for residents in the north-west corner; this could be possibly be provided as part of the Park and Ride, although a safe crossing of the A40 will be even more essential. Consideration should be given to the best long-term location of Tesco Express and its filling station in the light of the possible moving of the A40 and whatever housing development occurs north of Eynsham.

It would be a requirement to build the road before development can begin and have the school partially in operation almost as soon as the houses start to be occupied. Finance at reasonable cost will be essential to get the infrastructure in place before any houses are available to sell.

**Additional information relevant to development west of Eynsham.**

The valley and water meadows of the Chilbrook, old networks of hedgerows are highly likely to provide important habitats and plants. The large field (SHELAA site 437) has been left fallow and undisturbed for over 20 years and is abundant in wild plants. Skylarks, owls, deer, kites and foxes are regularly seen/heard. Close by is an area of untouched water meadow (site 411b) near Station Rd and the Abbey Fishponds where detailed bio-diversity studies have revealed many species of plants and animals such as bats.

To the south is a footpath along the former railway line where many rare species of flora and fauna, such as six spot Burnet Moths thrive and have probably spread to the land around.

Eynsham and its surrounding area has a long, well documented history dating back to the bronze age. Comprehensive archaeological studies are required as part of master planning. There are strong indications that areas proposed for development include some areas of important archaeology.

A Scheduled Ancient Monument lies immediately south of the area indicating habitation from ancient times. Roman and medieval finds have been reported nearby.

**Option W1 Summary:**

In summary, development north of the Chil will provide enough homes to meet Eynsham's allocation and requires less infrastructure than a full-scale western bypass (Option W2). Retaining the open areas south of the Chil gives great environmental and amenity benefit to the village. On balance then, this is the most attractive option for development to the west of the village.

**Table 2. Assessment of a western extension, accessed from A40 but north of the Chil Brook only.**

<b>Option W1 – Western extension accessed from A40.</b>		
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	E	Able to meet the required level of affordable housing
Provide high quality housing, sustainably built and designed for long-term sustainable living.	E	Green field site = low build costs
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	E	Will be designed to supply a good mix for young and old
<b>2. Improve health and well-being and reduce inequalities</b>		

<b>Option W1 – Western extension accessed from A40.</b>		
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	G	Extra links from village to bridleway.
Improve access to health-care and other services	M	More people, further from Medical Centre unless local community building can be used for some consultations
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	G	More people, more trade, more members for clubs and groups
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	G	Footpath/cycle access to village centre is direct although distances are > 1 km for most of site.
Provide further opportunities for cultural, leisure and recreation.	M	More people will improve viability of clubs and societies but minimal extra facilities.
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	G	New village-edge sites would be suitable and should be provided
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	G	Must fund a new primary school
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	N	Include features in layout design
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	G	Schools within walking distance, limited extra employment.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	G	Northern part of site has good access to A40 buses; S1 access satisfactory.
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	G	Direct access planned; distances at the acceptable limit
Maintain and improve accessibility by car	E	Good access away from village – use of car into village is discouraged
Reduce traffic congestion with improved parking	N	No impact
Minimise additional traffic onto already congested village roads	E	All access is outside historic village core
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	There isn't any previously developed land available
Use land efficiently	G	Using high density without any sprawl
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	

<b>Option W1 – Western extension accessed from A40.</b>		
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	N	A Bring site may be possible
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	G	No extra traffic into village streets
Limit exposure to poor air quality	G	New homes should be good
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	N	
Promote the development of renewable, low-carbon, and local energy sources	G	Site will meet minimum standards which all rate as Good
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	ditto
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	ditto
Promote local food production	N	Possible
<b>11. Protect and improve soil and water resources</b>		
Seek to maintain and improve water quality	N	Will meet minimum requirements
Ensure that new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	P	site is green-field (grade 3 land)
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	ditto
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Mitigate any loss or damage to local biodiversity	G	Bio-diverse site south of Chil is retained
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	G	Green space is included
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	G	Minimal impact
Maintain or enhance landscape character as defined by the village character appraisal	G	Retains views into the conservation area from the western footpaths.

<b>Option W1 – Western extension accessed from A40.</b>		
Promote access to and enjoyment of the Parish's historic environment and countryside.	G	Adds additional connections to existing footpath network.
<b>15. Maintain high and stable levels of employment</b>		
Seek to provide a range of local employment opportunities appropriate to the skills of the community	N	No contribution.
Support locally based businesses	N	some increased trade for shops
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	N	New homes will make a small contribution
Seek to enable new enterprise and innovation	N	No extra employment
Promote agricultural and countryside diversification	G	Opportunity on edge of development
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	E	Very few as long as the road access is built before the homes.
How many individual residents will suffer significant temporary or permanent loss of amenity, contrary to the general requirements of this document.	G	Minimal extra congestion and will fund some infrastructure..
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	M	Development on this scale will stretch medical facilities but Medical Centre is underutilised and more people should pay for more medical staff.
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	G	It should be possible to find suitable space on edge of this large site.
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	Local Green Space is an essential feature of this development to protect the edge from further development
promote small green spaces within the built-up area to improve perceived well-being	G	Will be required of all sites but this large site offers better prospects than some

## Option W2. Western Bypass – from A40 to Stanton Harcourt Road.

This is based on a 1975 plan for a western bypass with the area between Witney Road and the bypass filed in with 1200 homes built at various densities from 15-30 per hectare. The exact scheme could not be built now as the easiest land is already built on and the Chil Brook is seen as much more of a flooding threat reducing the usable area. As a result, the area available for housing is about 26 ha – 8 ha more than Option W1. At the same 33.5/ha density as W1 this equates to 268 more homes

The additional site (compared to W1) is quite poorly related to the rest of the village, being cut off by the substantial Chil flood zone. It is reasonably close to the schools but a long way from any convenience store or other village amenities despite an access path to link up with Chilbridge Road.

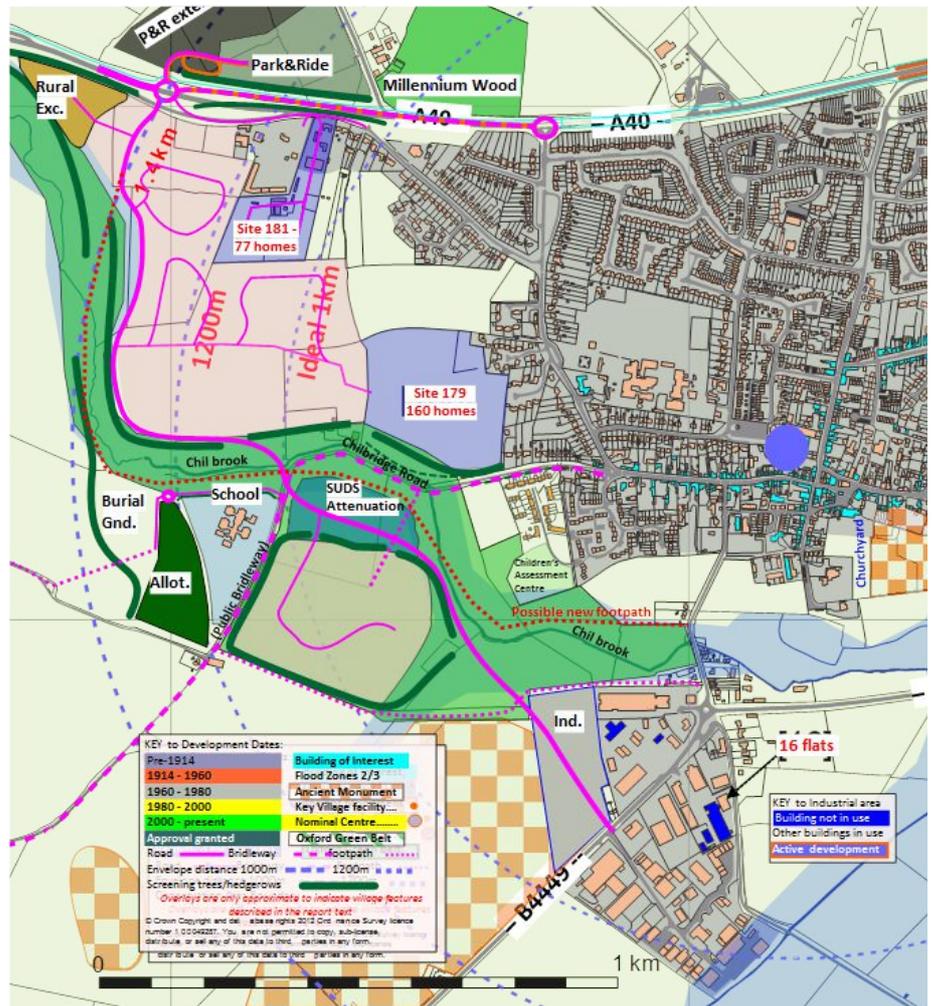
This site is pushed a long way into open countryside and will be a substantial landscape feature that will make a circular walk along Chilbridge Road and back along the footpath along the old railway line into a primarily urban experience punctuated by two crossings of the new Link Road.

The road length almost doubled from W1 and the cost of a through road is likely to be more than for a local access road cum farm lane; a junction on the B4449 and a larger bridge over the Chil will push the cost to £8M plus £3M for the school. The cost per home of access and primary education is now £12.6k for all the houses, plus the cost of a convenience store, public buildings or any other community infrastructure that a development of this size would expect. The indicative line shown has been drawn to maximise the area for housing as the road itself – built for 40mph through traffic perhaps including HGVs – would not be suitable for access to houses. The route also minimises the length of a Chil crossing embankment and avoids running alongside the old railway line which is considered of high ecological value (see LGS9 application).

The Link Road would provide an alternative route for those cars that currently go from the A40 down Witney Road and Acre End Street to the Southern Industrial Area. This may reduce traffic past residents houses on those streets but at the expense of urbanising the one opportunity they had for a short circular countryside walk. There could be diversion of traffic that currently queues on the eastern bypass to get across the Toll Bridge to queue along the southern bypass instead. In any case, many people travelling to Eynsham from Witney in rush-hour probably avoid the A40 entirely, preferring to access the B4449 well to the west of Eynsham.

The alignment of the last stretch of the link road from the Chil Brook to Stanton Harcourt Road must cross the

Map W2 – Eynsham Western Bypass



corner of a Scheduled Ancient Monument site and pass alongside a site that is about to be developed for employment use. It is understood that surveys done in conjunction with the extension of the employment area did not show any significant archaeology and that this development would allow the link road to reach the Stanton Harcourt Road.

There is likely to be considerable concern from residents of the western edge of the village and elsewhere as the area to the south of the Chil Brook provides immediate access to open countryside for residents walking the popular Chilbridge Road bridleway. Open countryside will not be reached for a further 750m (about 5 minutes walking), which will detract from the rural element of the village character. Great care will be necessary in the design to ensure that the perception of countryside is achieved as early as possible for the walker going west along the Chilbridge Road bridleway. This will be particularly difficult south of the Chil Brook as the land here is higher than much of the rest of the landscape and will completely block the view from the bridleway back into the village - which features the church tower as its focal point – and to Wytham Hill, which is a significant landmark to the south-east.

As a result of the various drawbacks both in terms of extra costs of roads and the visual context, amenity and environmental effects of losing the southern site to development, this Option has been deemed by the Parish Council to be not the preferred choice for development to the west of Eynsham at this time.

Further planning work and the preparation of a masterplan for the whole area may come up with an imaginative scheme capable of mitigating the harms to the point where a scheme such as W2 becomes acceptable but, at present, that does not look feasible.

**Table 3: Assessment of a larger western extension accessed from a western bypass linking A40 and B4449**

<b>Option W2 – western extension from A40 to B4449 Bypass</b>		
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	E	Full quota of affordable houses
Provide high quality housing, sustainably built and designed for long-term sustainable living.	E	Green field site = low build costs
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	E	Large site, plenty of space for mix incl. Extra Care closest to village.
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	G	Extra links from village to bridleway.
Improve access to health-care and other services	M	More people, further from Medical Centre unless local community building can be used for some consultations
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	G	More people, more trade, more members for clubs and groups
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	G	Footpath/cycle access to village centre is direct although distances are > 1 km for most of site.
Provide further opportunities for cultural, leisure and recreation.	G	Ideally a new hall will be part of the

<b>Option W2 – western extension from A40 to B4449 Bypass</b>		
		'community building'; more people will improve viability of clubs and societies.
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	G	New village-edge sites would be suitable and should be provided
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	G	Scale of development can (and must) deliver a new Primary School
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	N	Include features in layout design
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	G	Schools within walking distance, limited extra employment.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	G	Northern part of site has good access to A40 buses; S1 access satisfactory.
Provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	G	Direct access planned; distances at the acceptable limit
Maintain and improve accessibility by car	E	Good access away from village – use of car into village is discouraged
Reduce traffic congestion with improved parking	N	No impact
Minimise additional traffic onto already congested village roads	E	All access is outside historic village core
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	There isn't any previously developed land available
Use land efficiently	G	Using high density without any sprawl
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	E	There is space for a new Bring Site off the bypass.
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	G	Access from outside village limits extra pollution inside
Limit exposure to poor air quality	G	New homes will have good air quality
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	N	No extra employment offered
Promote the development of renewable, low-carbon, and local energy sources	G	Site will meet minimum standards which all rate as Good

<b>Option W2 – western extension from A40 to B4449 Bypass</b>		
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	ditto
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	ditto
Promote local food production	N	Possibly market gardens, small-holding, agricultural diversification on the fringes but it is agricultural land already
<b>11. Protect and improve soil and water resources</b>		
Seek to maintain and improve water quality	N	Will meet minimum requirements
Ensure that new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	P	site is green-field (grade 3 land)
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	ditto
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Mitigate any loss or damage to local biodiversity	P	Site south of Chilbridge Road has good biodiversity and will be lost
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	G	Local Green Space will be an essential feature of this development to protect from further development creep.
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	N	No contribution; some loss – below
Maintain or enhance landscape character as defined by the village character appraisal	P	Historic landscape setting viewed from western footpaths will be lost.
Promote access to and enjoyment of the Parish's historic environment and countryside.	G	There will be additional connections to existing footpath network.
<b>15. Maintain high and stable levels of employment</b>		
Seek to provide a range of local employment opportunities appropriate to the skills of the community	N	No contribution.
Support locally based businesses	N	some increased trade for shops
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	G	Improved road access from A40 to industrial area

<b>Option W2 – western extension from A40 to B4449 Bypass</b>		
Seek to enable new enterprise and innovation	N	No extra employment
Promote agricultural and countryside diversification	G	Opportunity on edge of development
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	G	Very few as long as the road access is built before the homes.
How many individual residents will suffer significant temporary or permanent loss of amenity, contrary to the general requirements of this document.	M	Minimal extra congestion and will fund infrastructure but speed of access to open countryside reduced.
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	M	Development on this scale will stretch medical facilities but Medical Centre is underutilised and more people should pay for more medical staff.
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	G	It should be possible to find suitable space on edge of this large site.
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	Local Green Space is an essential feature of this development to protect the edge from further development
promote small green spaces within the built-up area to improve perceived well-being	G	Will be required of all sites but this large site offers better prospects than some

**Western Development Summary:**

Both W1 and W2 represent a substantial expansion of the village that is bound to be perceived as carrying some negative consequences for existing residents, which needs to be considered.

For transport and traffic – access is away from the village core so increased congestion is minimised. There is little incentive for new residents to go to the centre of the village by car where parking is problematic, although a more direct pedestrian and cycle route should increase trade for local shops accessed by these means.

Education and nursery provision will improve with another Primary School; Bartholomew School will need to expand a bit but should be able to cope, especially as significant numbers currently come from outside the village. Health-care facilities are problematic as the premises have little or no space for increased services.

Village clubs and societies will have potential new members so should benefit from the new residents. Pressure on facilities such as allotments will need to be provided; extra meeting space should be provided as part of a 'community building' and the facilities of the new primary school should be available for the community. Pubs and eating places in the village are rarely full these days so extra custom will be welcome.

There is obviously substantial loss of countryside with further to walk to reach open land but, as explained previously, this can be mitigated to some degree by keeping open fields on one side and screening of the other on key public walking routes as in W1 but not practical with W2.

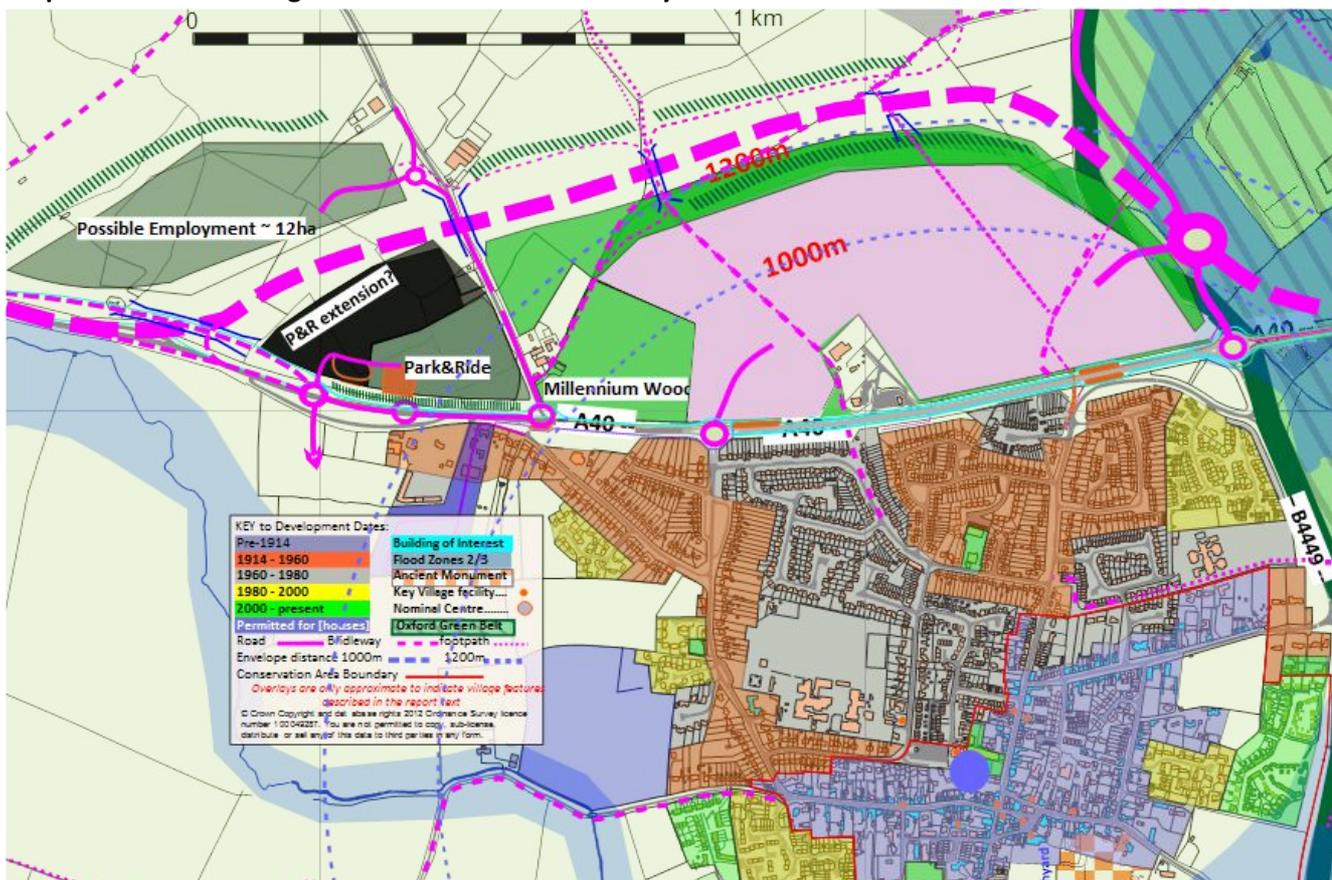
The homes necessary to meet local needs and contribute to Oxford City's unmet need can be delivered with option W1. There is no particular local need to build the larger extension and the disbenefits of loss of countryside and visual intrusion generally outweigh the relatively small increase in houses for which there is no clear evidence. On this basis, Eynsham Parish Council has expressed a clear preference for Option W1.

Three options were considered for north of the A40.

The first two, N1 and N2, are integrated extensions of Eynsham, ideally after the A40 is relocated northwards to allow it to be upgraded to a dual carriageway, leaving an area of land closer to Eynsham suitable for development. Although WODC currently favours building a garden village north of Eynsham, Option N3, and alternative garden village site is being promoted just west of Eynsham. If this is built, N3 is unlikely to be brought forward and N1 or N2 become practical again.

## Option N1 and N2: Integrated development north of the A40.

Map N1: An future integrated northern extension of Eynsham



Development of land to the north of Eynsham is intimately tied to the A40 which has, up to now, been seen as an insuperable barrier to development. Ultimately, development of this area depends on safely and easily crossing the A40 on foot or cycle; it would be absurd to have two halves of the same community where the only communication between the halves is by private car, doubly so for Eynsham which already has a major problem with parking as referenced by ENP 9.

ENP 1 sets specific targets for a walkable community, reinforced by ENP 8 that sets out how good connectivity is to be achieved in principle. Options N1 and N2 differ only in how this connectivity is to be achieved in practice, thus they appear under the same map (Map N1 above) which shows a re-routed A40 to the north of the new development.

In the case of Option N1, this new road would not exist but the line of it would be preserved as it would be irresponsible for any development to prevent improvement to the A40 in future. The necessity for improvement is now clear for all to see, causing as it does a significant economic loss not only to West Oxfordshire but to the entire Oxford area.

With the A40 still in place a number of significant crossing points will be required as discussed in ENP16.26-30. Although it appears that OCC are quite content to install at least two more light-controlled crossings on this

busy main road, it isn't clear if the resulting delay to traffic will be acceptable should pedestrians be given priority or if the safety of pedestrians will be adequate if the exceptional 2 mins delay after activating the crossing at the Witney Road lights is retained.

Option N2 is the better choice as, with the road moved, almost all the connectivity issues vanish as the A40 is now reduced to local traffic only and the bus routes to the Park & Ride(P&R). The cost of making these connections a reality is now minimal with simple pedestrian-priority lights or even simple zebra crossings.

In fact, there is no reason why some of the cost of the new road should not be contributed by the developers as this version makes it possible to access land north of the road for employment use, ideally a Science Park campus, which will bring in even more money from land sales.

### **Features Common to Options N1 and N2**

The area available for houses is about 30ha (plus land for a school and public buildings), which could provide about 1000 new homes.

An additional area beyond the new A40 route was identified for employment use in the form of a Science Park campus but alternative employment land has been offered north of the proposed Park and Ride, west of Cuckoo lane, as part of the OCGV plans. It has become clear while assessing the OCGV proposal that land to the north of the parish is of higher ecological value, has existing occupiers, listed heritage assets and requires managing for flood risk so it is possible that sequential testing will show that the area west of Cuckoo Lane would be a wiser location for employment activity instead.

Whichever location is chosen, employment land is necessary to meet our vision of Eynsham as a working village and balance local residential and employment opportunities so that the size allocated to business use should be reduced accordingly from 25ha for OCGV to 12ha for the smaller northern extension.

Road access is shown with a relocated 'Eynsham Roundabout' and a slip road, utilising the significant change in level of the A40 as it approaches Eynsham from the west. If the practicality of a slip road and then a bridge crossing of the A40 by Cuckoo Lane is shown by more accurate design work, there is a possibility of actually reducing the number of obstructive junctions, which will significantly increase the capacity of the road even without dualling. Bridge and underpass crossings are shown as options for the footpaths and bridleways going northwards although with limited, primarily leisure use, these could be light-controlled at-grade crossings..

The Park & Ride is shown with room to expand beyond the initial 1000 cars as this only represents about 10% of the daily flow on the A40 at peak times and it seems unwise not to have room for future expansion. It is shown as a public transport hub where extra services to Hanborough Rail Station and East Oxford industry and hospital destinations will be available for Eynsham residents.

Bus stops are shown along the current A40 route – it may be preferable for some of the new bus routes to go through the residential areas north and south of the direct route to ensure the less-able can access the services with too long a walk. One benefit of the proposed Park & Ride for existing residents is a better bus service using either the A40 bus lane or through residential areas.

The currently developed area around Tesco Express is not included in the residential area; instead it is expected that this will be used for local retail use and for other services. This would now become a central location for the whole village, with all the existing and newly houses within 1000m of it. Clearly, the commercial and service centre of the village would shift from the historic centre but it would be possible to build a larger convenience store here, perhaps replacing SPAR and leaving the existing Co-op to serve the south of the village and the Southern Industrial Area.

There is also the possibility of locating a new Medical Centre in this location. ENP3a notes that the current EMC will not have the space to serve an expanded Eynsham and it would be possible to build a centre capable of providing a wider range of treatment and procedures given a larger site. Clearly people living near the existing EMC would have a longer journey but, for residents as a whole, the end result would be positive.

The area behind the garage and Tesco Express is currently used for Industrial purposes, but it may be

preferable to transfer such activity to the Southern Industrial Area given the value of the site as central to the expanded Eynsham population.

Mixing small-scale commercial and residential development within the whole northern extension may also be a possibility as the need for one-person workshops has been noted during consultations.

The northern edge of the development should be defined by green infrastructure with heavy use of tree and hedge planting to provide a barrier to traffic noise when the A40 is relocated. These green zones may include play areas, woodland linked to the existing Millennium Wood and allotment space for new residents.

Design of the housing in this area should not be constrained by the styles present in the existing village. Instead, a consistent style should be chosen for each section of the development. A modern style could look very much in place, especially if adequate green space with trees and hedges are used to soften the angular nature of modern buildings and provide the visual screening necessary.

A modern style would also allow very energy-efficient construction to be used to guarantee long-term sustainability and, if combined with the use of factory-built components, may help accelerate the rate of construction. It is to be hoped that promoters of large schemes such as this will have the imagination and foresight to install facilities such as combined heat and power and might, as a result of all the energy-efficiency measures, achieve real zero-carbon status for the development.

Efficient use of energy and of land area would be enhanced by building terraces rather than the tendency to jumble detached and semi-detached houses which results in tiny patches of land that cannot be used for good garden space, parking or any practical purpose. Eynsham has many attractive terraced properties from late-medieval Newland Street, C19 Acre End Street and Cassington Road, and 1960's Evans Road /Back Lane the latter with rear access garages and no wasted spaces. Including well designed terraced properties, interspersed with green spaces, will ensure a high overall density is achieved in a pleasant environment, providing the optimal balance between numbers of homes delivered and affordability of prices.

The information provided here is only indicative; ENP 2F requires that sites such as this be developed in accordance with a masterplan which will include all the details in accordance with the full ENP.

### **Option N1 - What happens if the A40 stays where it is now?**

*This discussion assumes that the bus-lane and Park and Ride proposals go ahead as suggested in OCC's consultation; this seems reasonable as the plan is promised funding even though the details are not finalised.*

This possibility is included because funding for the A40 has been very slow to materialise in the past and there is no certainty that the situation, although now recognised as causing serious economic harm to both Oxford and West Oxfordshire, will be resolved within a reasonable timescale.

There is no reason why the area north of the A40 should not be developed for housing. The real problem is the poor connectivity that an intensively busy A40 will bring. Safe crossings are absolutely essential for this scheme, particularly for children on their way to Bartholomew School.

To minimise disruption to A40 flow, plans show two underpass crossings of the A40, one is for pedestrians and cyclists, the other pedestrian only. Underpass crossings for pedestrian and cycle access are suggested as they will be less intrusive in the landscape than bridges and more likely to be used given the extra distance pedestrians have to travel to gain and lose height over a bridge, which mean that bridges often require full fencing off of the carriageway to prevent pedestrians ignoring the bridge.

The pedestrian-only crossing is suggested at the closest point so there is no incentive to cross the A40 carriageway, which should feature barriers to further discourage any attempt to do so. Space for this crossing is very limited with only a narrow footpath between the A40 and Spareacre Lane. The bridleway – part of the old 'salt road' - north of the A40 is diverted to use the new safe crossing points.

The second crossing further east has enough space for a longer ramp suited to cycles and motorised buggies as

well as access to and from A40 bus-stops for the benefit of all north-east Eynsham residents.

Although the A40 remains in place, it will be modified under current OCC plans to add bus lanes and provide bus-stops at suitable intervals. This cost will be 'wasted' if the A40 is eventually moved.

The light-controlled crossing is retained at the Park and Ride itself so cyclists can still cross to the Witney-bound path on the north side of the A40 and for residents to cross to the Park and Ride bus-stop; an underpass would be better but there does not appear to be space available.

In this case the Eynsham Roundabout is unchanged with road access to the development is via a smaller roundabout on Lower Road; it would be necessary to upgrade the stretch from here to the A40 before construction begins to support the intensive HGV use during construction.

### **Option N1 - Connectivity in detail.**

There are a number of options for linking old and new parts of the village, doing this well is essential to integrate the new homes and their residents, ensuring that they benefit from being a full part of the existing community in Eynsham with its shops, schools, churches, societies and other facilities. To do this the most important links are by foot and bike as the existing village has limited parking and one of the main users – children attending Bartholomew School – do not have their own cars.

There are three crossing points

- Witney Road/Park and Ride – access to buses and cycle-path to Witney (on north of A40 only)
- Tesco express – closest crossing for Bartholomew School
- Hanborough Road – closest point for shops via Mill Street

There are three options for each – 'level' crossing ('at-grade' in planning-speak), underpass and bridge.

A bridge on an A-road will be very high with substantial ramps that will be both visually intrusive and unattractive to users. It would probably take longer to cross than waiting for 2 minutes at the light-controlled crossing on the A40 at Witney Road and will probably be virtually unused.

Light-controlled crossings are relatively cheap but the A40 is continuously busy most of the time and the 2 minute delay seems so long when you are waiting that school students particularly will be tempted to take their chances. Three light-controlled crossings will cause significant delays to traffic; one might be tolerable.

Underpasses are often dismissed as 'personal security risks' based on poorly designed urban examples but this is not the experience in Europe (they are very common on Dutch cycle-routes for example) or in rural situations. Good design results in a 'path with a roof' – there is no reason why anyone should feel less secure than on any other well-lit, open path without 'hiding places' that will be expected of the rest of the footpaths on any new development. Cycle underpasses need a shallow ramp that may not be possible at Tesco Express but should be at Hanborough Road.

Providing easy crossing points for the A40 also opens up the bus routes from the Park and Ride to Eynsham residents, both from north and south of the A40.

Road access to the new development is not proposed from the A40 at all as this would slow down the through traffic on this main road just as its problems begin to be addressed. Much like the existing village, access is from the Eynsham roundabout and a link road – an upgraded Lower Road – to the built-up area. Although this will lengthen journeys slightly all access is via roundabouts or left turns to minimise delay.

### **Option N2 – what happens if the A40 is relocated**

The A40 now diverges from its original course west of the Park and Ride running north of it before continuing to a roundabout with Lower Road. This section would be dual-carriageway to the Park & Ride access but not necessarily after that point although it would be wise to allow enough space for future upgrading. Other schemes are possible – Map N3 includes a slightly different access to the Park and Ride that is equally applicable here. The final choice will be made by a road-designer based on what can be afforded.

Connectivity between existing village and the new development is no longer impeded by heavy A40 traffic and can be achieved with 'at grade' crossings, at most needing pedestrian-controlled lights, probably no more than a zebra crossing.

**Additional information relevant to development north of Eynsham.**

Fields around City Farm include a Site of European Importance for arable plants. Detailed studies have revealed a large number of species - many quite rare - of birds and insects, particularly moths. There are old networks of hedgerows, paths and bridleways. There is a county wildlife site - South Freeland Meadows - immediately to the north of the Eynsham parish boundary.

Eynsham and its surrounding area has a long well documented history dating back to the bronze age. Comprehensive archaeological studies are required as part of master planning. There are strong indications that areas proposed for development include some areas of important archaeology.

In the north the land is crossed by medieval roads/bridleways/paths. There are indications of an ancient burial site (Tar's Grave). The abandoned medieval village of Tilgarsley is close by. See Victoria County History- <http://www.british-history.ac.uk/vch/oxon/vol12/pp98-110>

**Summary of Option N1 and N2**

The number and location of homes will be the same so the choice will be made on when the homes are required in relation to the improvements to the A40. Developers will be required to fund links under or over the A40 anyway at considerable cost and they may prefer the option of part-funding the better solution of moving the road, especially as the Science Park is now a real option.

Only one table is provided as these two options will share the same ratings.

**Table 4: Assessment of an integrated extension north of the A40.**

<b>Option N1 &amp; N2 – A village extension north of the A40.</b>		
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	E	Able to meet the required level of affordable housing
Provide high quality housing, sustainably built and designed for long-term sustainable living.	E	Green field site = low build costs
Provide a mix of housing to meet current and future needs of the community as the age-level of the population rises.	E	Will be designed to supply a good mix for young and old
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	N	
Improve access to healthcare and other services	M	More people, but extra provision likely to match
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	G	Specialist shops are within walking distance
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	G	Footpath/cycle access to village centre is direct
Provide further opportunities for cultural, leisure and recreation.	G	More people will improve viability of clubs and societies and extra facilities will be provided.
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	G	New village-edge sites would be suitable and should be provided
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	G	A new Primary School will be provided and contribution made to expand Bartholomew School
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	N	Include features in layout design
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	E	Schools within walking distance, significant extra employment.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	G	All within reasonable distance of S1 or S2/S7 routes

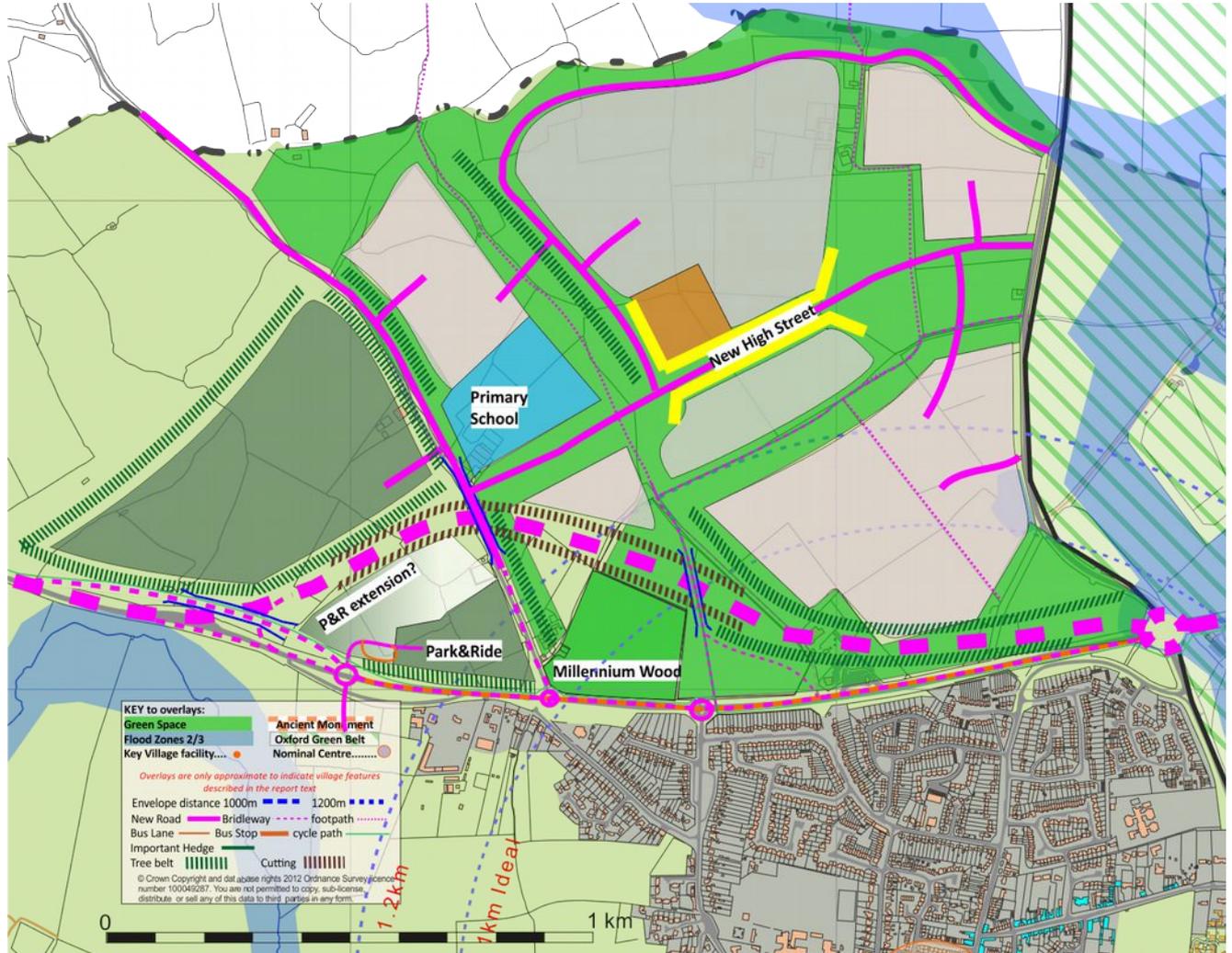
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	E	This is an absolute prerequisite of development north of the A40.
Maintain and improve accessibility by car	E	Easy access to A40, B4044/4449
Reduce traffic congestion with improved parking	N	
Minimise additional traffic onto already congested village roads	E	Access is not via village
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	No previously developed land available
Use land efficiently	N	Site is used intensively
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	G	Potential for a new Bring Site with good road access
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	G	Village roads not affected by more traffic.
Limit exposure to poor air quality	G	New homes should be good
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	G	Significant extra employment
Promote the development of renewable, low-carbon, and local energy sources	G	This site should be suitable for high eco-standards to be adopted
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	This site should be suitable for high eco-standards to be adopted
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	Site will meet minimum standards which all rate as Good
Promote local food production	G	Should be possible on the fringe of development, especially if some of the farm is retained.
<b>11. Protect and improve soil and water resources</b>		
Seek to maintain and improve water quality	N	Will meet minimum requirements
Ensure that new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	P	site is green-field (grade 3 land)
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good

Promote the use of sustainable drainage solutions	G	ditto
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Mitigate any loss or damage to local biodiversity	N	Should be adequately mitigated
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	G	Green space is included at edge of development
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	N	No such sites applicable to this proposal
Maintain or enhance landscape character as defined by the village character appraisal	N	Too far from historic areas to have impact
Promote access to and enjoyment of the Parish's historic environment and countryside.	G	Connections to existing footpath network retained.
<b>15. Maintain high and stable levels of employment</b>		
Seek to provide a range of local employment opportunities appropriate to the skills of the community	E	Significant employment will be provided north of residential area
Support locally based businesses	E	Proposal includes homes for skilled staff to support businesses
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	E	Target employment in high-technology sphere
Seek to enable new enterprise and innovation	E	Proposal includes homes for skilled staff to support businesses
Promote agricultural and countryside diversification	N	opportunity if farm is retained
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	E	All construction traffic outside village
How many individual residents will suffer significant temporary or permanent loss of amenity, contrary to the general requirements of this document.	M	Minimal extra congestion, some loss of access to countryside.
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	M	Development on this scale will stretch medical facilities but Medical Centre is underutilised and more people should pay for more medical staff.
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	G	Space should be available

<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	green space has been included
promote small green spaces within the built-up area to improve perceived well-being	G	this will be a requirement

## Option N3: A separate new community north of the A40.

Map N3 – West Oxfordshire Garden Village - with modifications



Although some discussion about the merits of a Garden Village was started in July 2016, no proposal comparable to the integrated options N1 and N2 had been prepared when the Garden Village (OCGV) came to light. Now that the full Expression of Interest (EOI) has been made available it seems foolish to ignore such a comprehensive plan; instead the OCGV plans are assessed and suggestions made for improvements and necessary amendments to ENP policies noted. The settlement has the acronym OCGV within this section.

### ***An evaluation of the Oxfordshire Cotswold Garden Village (OCGV) proposal against the requirements of the Eynsham Neighbourhood Plan.***

This assessment applies to the EOI that has been accepted by DCLG to receive some funding to help with the masterplan. It has been made clear by WODC, who have ultimate say in this matter, that they wish to develop the area as a distinct and separate community from Eynsham and the assessment is made on this basis.

Although OCGV will be a separate community it is within the scope of the Eynsham Neighbourhood Plan (ENP) that covers the whole Parish and will therefore be covered by it. The vision of the ENP is:

**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.**

On that basis, the best thing we can do for future OCGV residents is to ensure their village is built to the same standards we would have required for Eynsham which the ENP endeavours to encapsulate.

**Scope and scale – alternative opportunities.**

The plan covers a substantial area, up to the boundary with Hanborough and Freeland Parishes, and therefore should be able to accommodate all the necessary new homes to meet Oxford's unmet need. In fact, a new community of 2200 new homes is regarded by many as sub-optimal as it will be more difficult to fund the necessary infrastructure, all of which still has to be provided whether for 2000 or 5000 homes. There will be a small cost increase for building larger facilities, but the cost doesn't scale directly with numbers and 5000 homes seems to be the optimum size (*Unfortunately the full costed rationale is contained within the unpublished commercially-sensitive section of the proposal for a Garden Village at Parlinton, north-east of Leeds, but the basic logic is self-evident*) On this basis, EFSG recommend that both Oxford's unmet need and Eynsham's contribution to the needs of the District should be located on this site with 3200 new homes using a slightly higher density and slightly less public open space than the EOI.

The only limiting factors are the existing occupiers of both residential sites (City Farm, including listed buildings) and commercial operations (DEC at Wintles Farm) and land that is of high bio-diversity value and potential flood risk at the northern boundary of the site.

It is argued that a West Eynsham development is necessary to meet immediate local need, but the granting of permission for 77 homes on the Nursery Site and 160 at Thornbury Road will go a long way to meet immediate needs of a 5 year land supply and, once the planning stage is completed expeditiously, building on multiple OCGV sites is possible and will be helpful in ensuring a good cash-flow to fund the necessary infrastructure.

One other point that isn't fully addressed in the EOI is the issue of funding. Other GV schemes often have the backing of a funder such as a Pension or Life Assurance provider able to ensure infrastructure is provided early in the build and also retaining an interest in long-term returns through retaining some homes for rental or leasehold.

**Relationship to ENP Policies.**

On such a large site there should be no difficulty meeting the requirements of ENP 1 to provide a good range of types and tenure of properties; indeed the proposal is explicit in aiming to achieve this.

The EOI is not explicit about the style to be adopted for buildings, but that would be expected in the master-planning stage and that is the point at which ENP2 would come into play. There is an aspiration to use factory-built homes, which are the only effective way to achieve the highest standards of insulation and air-tightness that is called for by ENP5 and have the advantage of faster completion rate despite the poor availability of skilled tradespeople. As these high standards cannot currently be enforced, it is encouraging to see a willingness to go in this direction from the start within the EOI.

It is disappointing that an aspiration towards achieving award status using BfL12 is not included. Although these standards come and go, they do represent a good target to aim at and, while there is clear aspiration to make this an exemplary development, a defined standard is needed against which to judge the reality. The most recent Planning White Paper (Feb. 2017) makes a point of recommending BfL12 as an ideal way of ensuring high quality design without any adverse impact on the delivery of new homes.

The need for community facilities is more pressing when the location is 'detached' from anything already existing – one of the reasons why Eynsham Futures did not propose the GV approach itself. ENP3 would still be applicable and has been amended (ENP3.1) to insist that residents must have facilities provided at the time of occupation. This wasn't previously necessary as Eynsham already has facilities in place. For example, a new Primary School will be needed immediately as Eynsham already has no spare capacity; residents without the use of a car will struggle to get to shops, health facilities or even a bus unless funding can be found to provide these things before the new houses. ENP 2.2 has been amended to require that early funding of infrastructure be included in masterplans.

Green Infrastructure (ENP 4) does seem to be well provided for. The site has more space than the existing village, which is a clear advantage. The existing footpaths and bridleways are retained, which is good, although they are often drawn between two rows of planting. This may not be intentional, but the ENP does call for

paths that are to some degree overlooked for security, especially if these paths are to be used as corridors between the housing zones as well as for walkers passing through.

Education (ENP 6) will be addressed through S106 contributions as the facilities need to be provided. If Bartholomew School is to be the senior school, OCC (and the education provider – either EPA or another approved provider) should be consulted well in advance to ensure provision is available at the correct time; ENP 6.2 now requires OCC to sign off any Masterplan. It is likely that Bartholomew School will need to expand, but its current site is limited. The site just north of the A40, east of the Millennium Wood might be suitable but ultimately this will be a matter for OCC / EPA to decide but the ENP aims to ensure that the options are open for them.

### **What about the A40?**

ENP7 focusses on the A40 as it is a constant source of concern for Eynsham residents and will be for those in WOGV if the road is not improved. The ENP can only encourage improvement and minimising of additional delays that are largely caused by the junctions necessary to get in and out of the village(s). The Park and Ride (P&R) site west of Cuckoo Lane will obviously help but we have always assumed the site will need to expand to at least the full extent of the site as 1000 cars is 10% of the total daily commuting load of the A40 and removing this number will soon be replaced by additional traffic generated by planned developments in the rest of West Oxfordshire. For this reason, we are concerned that there is limited room to expand the Park and Ride site with the Science Park located close to the west of the site; we show space for expansion on Map N3.

Long-term, West Oxfordshire has always supported the dualling of the A40 and it is not clear if the EOI plan will permit construction of a second carriageway as well as the bus lane that already has a promise of funding. We do not think that a six-lane dual carriageway (one bus plus two cars each way) is appropriate right next to Eynsham backing onto existing houses.

The ENP has always recommended that development should be delayed until the A40 is upgraded and clearly prefers the option of realigning the road so that connection between residential areas north and south of the road is made much easier. Particular concern was expressed for the safety of students who will be walking to Bartholomew School daily across the A40.

With reference to Map N3, it is noted that a small re-arrangement of the housing area nearest the Millennium Wood would allow a new A40 to swing north of the P&R and Millennium Wood to rejoin the existing line at the Eynsham Roundabout. While the prospect of a dual-carriageway running nearly parallel to the old route – itself now reduced to buses and local traffic – is not a very appealing use of the green space between the two settlements, the alternative of 6 lanes just north of homes in Spareacre Lane and Hanborough Close is even less attractive. The scheme shown in dashed pink lines on Map N3 does include both a cutting (brown shaded lines) and strong tree planting (green shaded lines) to minimise visual and noise intrusion into the landscape.

Map N3 also shows a flying junction so that P&R traffic to and from the west uses slip roads rather than have a roundabout to impede through traffic, while traffic from Oxford to the Science Park also has its own slip road. The bridge taking eastbound cars to the P&R also provides a safe crossing for the cycle path to Witney. Access to the Science Park is via the old A40 and Cuckoo Lane, which is suggested as a less worse option than a roundabout on the main A40. The A40 is shown with enough width for a dual-carriageway, although this may go no further than the existing Eynsham Roundabout until significant funds can be found to dual the rest of the way to the new A34/44 slip-road. Bus access to P&R uses the old A40 (or preferably Spareacre Lane/Hanborough Road for some journeys) which will allow Eynsham residents, especially the less mobile ones who cannot walk to the A40, access to the same buses, especially for those in the NE of the village who are poorly served by public transport.

The Oxford – Witney cycle path is shown crossing the existing A40 line near the Witney Road junction which could be a small roundabout (as drawn) or remain light controlled with cycles and pedestrians given priority. A cycle route is shown from this same point going through the new village and on to Lower Road; ideally this will continue alongside Lower Road – which is really too fast and narrow to be safely cycled – to Hanborough Station providing another public transport option for anyone going to Oxford or London. Alternatively, there is a cycle path to the P&R from where a bus to Hanborough Station is also proposed.

Although OCGV is a separate community where residents needs should be met without the need to cross the A40, it is still expected that students will attend Bartholomew School once they leave the Primary Schools that will be built north of the A40. The stipulation in ENP16.7 that it should be 'at least as easy to cross at a safe point as anywhere else' should still apply in this case. ENP16.26 to 30 then discuss the locations for crossing points in relation to the existing village as there are only two access points through the houses along the southern side of the existing A40 between the Eynsham Roundabout and the Witney Road lights, the latter being the most direct route to the school.

The issues of ENP 8 and 9 are highlighted in ENP16 because the A40 is an effective barrier without safe crossing points. At this point the OCGV proposal is clearly conflicted between the need to have the A40 as a barrier to meet the DCLG's stipulation that a GV should be separated from existing settlements and the common-sense requirement to have safe pedestrian and cycle access to Bartholomew School for its students north of the A40. This latter need is acknowledged in the EOI by the inclusion of an 'iconic bridge' over the A40.

The provision of an 'iconic' bridge could be an interesting and attractive prospect, which may overcome reservations expressed in the ENP about the (negative) visual impact of such a large structure but the proposed location of the bridge in the EOI proposal has been identified as a problematic crossing point due to the very narrow gap between the houses and the difficulty of gaining or losing height for a bridge or underpass. In both cases the ramp would have to be parallel to the road which means much further to walk and so less likely to be used without a fence to prevent anyone crossing the carriageway. Moving the line of the A40 would make it much easier to provide a pedestrian and cycle bridge with long straight ramps that won't be seen as a burden for users, particularly if the A40 runs at a lower level in a cutting which will also minimise noise pollution.

At this stage a road-designer needs to get to work to see what is practical given the topology of the land but there is more than one benefit to moving the A40 and it should remain an option. Of course it is understandable why the LPA would not wish to move the A40; they are under pressure to show rapid delivery of the project and moving the A40 will be resisted by landowners who will have to contribute most of the cost (unless the LEP can be persuaded to contribute again) so risking delay to the start of the project. In that case, a protected route will have to be left for the future.

#### **Footpaths, Bridleways and access to countryside.**

ENP 8 and ENP 4 are concerned with non-vehicle access between built-up areas and the countryside. It is noted that the EOI retains the routes of all the existing footpaths and the principle of providing good access to the countryside is set out in ENP 8.6. However, it is apparent that some routes are more valuable than others in providing useful routes for walkers and cyclists both on a day-to-day basis and for recreational use. It might be better to review the routes in the light of current possibilities – for example the bridleway running along the north-west edge of the millennium wood could now be diverted through the wood to join up with a diverted Mead Lane and a new route to the crossing of the (existing) A40 at the Witney Road lights.

While ancient paths with their quirky routes can add interest to a walk, they may not always be practical or even relevant today and the opportunity should be taken, when land use is changed so drastically, to plan and implement more and better routes rather than retain obsolete ones.

#### **Employment and Retail.**

The ENP has advocated the provision of employment sites to accompany development north of the A40 in the form of a Science Park, making Eynsham's (and West Oxfordshire's) claim to a place on the Oxford Knowledge Spine. We have been clear that the open-countryside location will require relatively low-profile campus-style buildings and a low density layout. It is understood that the EOI pictures are not representative, but the 3-storey buildings from Cambridge used in the EOI would not easily fit this model. We do note that substantial planting space has been included along the boundary with the A40 – this will be necessary to prevent the appearance of 'urban sprawl' along the A40 leaving Eynsham to the west.

By comparison, the entire Southern Industrial Area (SIA) is smaller than the proposed Science Park which is to be expected as the new village is larger than the current Eynsham. Although there is some unused capacity on the SIA, there is nowhere near enough to provide a proportional level of employment sites. Some trades and

businesses will still be attracted to a regenerated SIA, particularly those whose purpose is to provide manufacturing services to nearby businesses such as Polar and Siemens.

ENP 8 will still apply within the new village and ENP 8.1 refers to the “village centre”, which would be either the centre of Eynsham or OCGV as applicable to each situation.

ENP 9 applies largely to the existing village and on minimising the impact of new developments on existing parking problems. There is some concern that residents of the new village will have to drive into the existing village because the equivalent facilities have not yet been provided or will never be provided. Examples include places of worship – there are three in Eynsham but how many will be duplicated in the new village? Then there are pubs, eating places and specialist shops which, being individual establishments, cannot be directly duplicated. All these will increase traffic into Eynsham if people have to drive making the need for safe paths suitable for 24/7 use essential.

Parking provision within OCGV will be to modern standards without the difficulties that a historic centre causes to Eynsham. There should be a pedestrianised centre to OCGV to ensure the benefits of a traffic free zone.

Retail provision is covered in ENP 11 which is generally applicable, including the argument against a large, out-of-town style store that might do damage to Eynsham's existing shops. The new village will be able to offer a realistically sized store with some parking although it won't be practical to duplicate all the specialist shops that Eynsham has acquired over the years. Careful thought should be given so that neither village adversely affects the other in retail provision.

#### **Local Green Space and Trees.**

The ENP already recommends that the Millennium Wood be awarded Local Green Space protection and a survey of the trees and hedges is being conducted with a view to preserving all the mature trees and as much of the hedgerows as possible through any development. These matters will necessarily be included in any master-plan.

#### **Sustainable Growth and Village Centre**

ENP 14 addresses what are considered the reasonable limits to the scale and speed of growth for Eynsham. A note will be necessary to exclude a number of details that are not applicable to a development that is starting from scratch, although many of the principles outlined will be applied during the planning stage. ENP 15 applies primarily to the historic centre of Eynsham and therefore, by definition, does not apply to any new settlement.

#### **Additional information relevant to development north of Eynsham.**

Fields around City Farm include a Site of European Importance for arable plants. Detailed studies have revealed a large number of species - many quite rare - of birds and insects, particularly moths. There are old networks of hedgerows, paths and bridleways. There is a county wildlife site - South Freeland Meadows - immediately to the north of the Eynsham parish boundary.

Eynsham and its surrounding area has a long, well documented, history dating back to the bronze age. Comprehensive archaeological studies are required as part of master planning. There are strong indications that areas proposed for development include some areas of important archaeology.

In the north the land is crossed by medieval roads/bridleways/paths. There are indications of an ancient burial site (Tars Grave). The abandoned medieval village of Tilgarsley is close by. See Victoria County History-<http://www.british-history.ac.uk/vch/oxon/vol12/pp98-110>

**Table 5: Assessment of separate Garden Village style settlement north of the A40**

<b>Option N3 – Garden-Village style separate northern development</b>		
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	E	Able to meet the required level of affordable housing
Provide high quality housing, sustainably built and designed for long-term sustainable living.	E	Green field site = low build costs
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	E	Will be designed to supply a good mix for young and old
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	M	Existing links blocked, new ones possible
Improve access to healthcare and other services	M	Must be provided from scratch
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	M	Must be provided from scratch
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	G	Must be provided from scratch but should be good
Provide further opportunities for cultural, leisure and recreation.	M	Must be provided from scratch
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	G	New village-edge sites would be suitable and should be provided
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	G	Must be provided from scratch but should be good
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	M	No existing community
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	E	Schools within walking distance, significant extra employment.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	M	Must be provided from scratch. Some access to A40 buses
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	G	Must be provided from scratch but should be good within WOGV area
Maintain and improve accessibility by car	G	Must be provided from scratch but should be good

<b>Option N3 – Garden-Village style separate northern development</b>		
Reduce traffic congestion with improved parking	M	Most trips to Eynsham will be by car so may make parking worse
Minimise additional traffic onto already congested village roads	M	Ditto
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	No previously developed land available
Use land efficiently	N	Satisfactory
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	M	Must be provided from scratch
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	G	
Limit exposure to poor air quality	G	New homes should be good
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	G	Significant extra employment
Promote the development of renewable, low-carbon, and local energy sources	G	This site should be suitable for high eco-standards to be adopted
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	This site should be suitable for high eco-standards to be adopted
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	Site will meet minimum standards which all rate as Good
Promote local food production	G	Should be possible on the fringe of development, especially if some of the farm is retained.
<b>11. Protect and improve soil and water resources</b>		
Seek to maintain and improve water quality	N	Will meet minimum requirements
Ensure that new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	P	site is green-field (grade 3 land)
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	ditto
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Mitigate any loss or damage to local biodiversity	N	Should be adequately mitigated

<b>Option N3 – Garden-Village style separate northern development</b>		
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	G	Green space is included; low density of this option will help
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	N	No such sites applicable
Maintain or enhance landscape character as defined by the village character appraisal	N	Too far from historic areas to have impact
Promote access to and enjoyment of the Parish’s historic environment and countryside.	M	Some connections lost or impeded but new ones possible
<b>15. Maintain high and stable levels of employment</b>		
Seek to provide a range of local employment opportunities appropriate to the skills of the community	E	Significant employment will be provided north of residential area
Support locally based businesses	E	Proposal includes homes for skilled staff to support businesses
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	E	Target employment in high-technology sphere
Seek to enable new enterprise and innovation	E	Proposal includes homes for skilled staff to support businesses
Promote agricultural and countryside diversification	N	opportunity if farm is retained
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	E	All construction traffic outside village
How many individual residents will suffer significant temporary or permanent loss of amenity, contrary to the general requirements of this document.	M	Minimal extra congestion, some loss of access to countryside.
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	M	Must be provided from scratch
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	M	Must be provided from scratch for new community
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	Has been included in plan
promote small green spaces within the built-up area to improve perceived well-being	G	made easier by low density

**Table 6: Summary chart for all four development options**

		W1	W2	N1,2	N3
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>					
Increase affordable housing provision	C	E	E	E	E
Provide high quality housing, sustainably built and designed for long-term sustainable living.	C	E	E	E	E
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	C	E	E	E	E
<b>2. Improve health and well-being and reduce inequalities</b>					
Protect human health	C	N	N	N	N
Support healthy and active lifestyles	B	N	N	N	N
Improve accessibility to the countryside	B	G	G	N	M
Improve access to healthcare and other services	S	M	M	M	M
<b>3. Promote thriving and inclusive communities</b>					
Tackle social exclusion wherever it exists	S	N	N	N	N
Increase the vitality of village commercial life while maintaining an already thriving community life.	S	G	G	G	M
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	C	G	G	G	G
Provide further opportunities for cultural, leisure and recreation.	B	M	G	G	M
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	S	G	G	G	G
<b>4. Improve education and training</b>					
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	C	G	G	G	G
Ensure that education is not adversely affected.					
<b>5. Maintain a low level of crime and fear of crime</b>					
Help to ensure safe and supportive communities	S	N	N	N	M
<b>6. Improve accessibility to all services and facilities</b>					
Reduce the need for car travel to work / education	S	G	G	E	E
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	S	G	G	G	M
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	C	G	G	E	G
Maintain and improve accessibility by car	C	E	E	E	G
Reduce traffic congestion with improved parking	S	N	N	N	M

Minimise additional traffic onto already congested village roads	C	E	E	E	M
<b>7. Improve the efficiency of land use</b>					
Maximise the use of previously developed land provided it is not of high environmental value	S	N	N	N	N
Use land efficiently	S	G	G	N	N
<b>8. Reduce waste generation and disposal</b>					
Facilitate the reuse, recycling and recovery of waste	B	N	N	N	N
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	S	N	E	G	M
<b>9. Reduce air pollution and improve air quality</b>					
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	S	G	G	G	G
Limit exposure to poor air quality	S	G	G	G	G
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>					
Reduce the need to travel	S	N	N	G	G
Promote the development of renewable, low-carbon, and local energy sources	S	G	G	G	G
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	S	G	G	G	G
Take into account the likely impacts of climate change and use sustainable drainage solutions.	S	G	G	G	G
Promote local food production	B	N	N	G	G
<b>11. Protect and improve soil and water resources</b>					
Seek to maintain and improve water quality	B	N	N	N	N
Ensure that new development meets water efficiency, waste water and sewerage requirements	B	G	G	G	G
Protect the best and most versatile agricultural land	B	P	P	P	P
Seek to bring contaminated land back into beneficial use.	B	N	N	N	N
<b>12. Reduce the risk from all sources of flooding</b>					
Avoid development in flood risk areas	C	E	E	E	E
Account for the potential impacts of climate change	S	G	G	G	G
Promote the use of sustainable drainage solutions	B	G	G	G	G
<b>13. Conserve and enhance biodiversity and geodiversity</b>					
Mitigate any loss or damage to local biodiversity	S	G	P	N	N
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	S	G	G	G	G

<b>14. Conserve and enhance landscape character and the historic environment</b>					
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	S	G	N	N	N
Maintain or enhance landscape character as defined by the village character appraisal	S	G	P	N	N
Promote access to and enjoyment of the Parish’s historic environment and countryside.	S	G	G	G	M
<b>15. Maintain high and stable levels of employment</b>					
Seek to provide a range of local employment opportunities appropriate to the skills of the community	C	N	N	E	E
Support locally based businesses	S	N	N	E	E
<b>16. Promote sustainable economic growth and competitiveness</b>					
Support, develop and attract long-term sustainable business sectors	C	N	G	E	E
Seek to enable new enterprise and innovation	S	N	N	E	E
Promote agricultural and countryside diversification	B	G	G	N	N
<b>17. Adverse impact on local people – during and after construction</b>					
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	S	E	G	E	E
How many individual residents will suffer significant temporary or permanent loss of amenity, contrary to the general requirements of this document.	C	G	M	M	M
<b>18. Medical facilities</b>					
ensure that adequate Medical services are available for new residents.	C	M	M	M	M
<b>19. Burial Ground</b>					
provide or facilitate the provision of a new village burial ground	S	G	G	G	M
<b>20. Local Green Space designation for specific areas</b>					
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	S	G	G	G	G
promote small green spaces within the built-up area to improve perceived well-being	S	G	G	G	G