



**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# **Superseded Document.**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](#)**



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Other documents to support the Neighbourhood Plan are available from [Eynsham Parish Council web-site](#).

<a href="#">ENP Basic Conditions Statement</a>	
<a href="#">ENP Site Assessments</a>	
<a href="#">ENP Sustainability Assessment Scoping Report</a>	<a href="#">Rural Community Profile for Eynsham</a>
<a href="#">ENP Consultation Statement</a>	<a href="#">Initial community engagement findings, Pre-submission consultation feedback report.</a>
<a href="#">ENP Supplementary Consultation Documents</a>	
<a href="#">ENP Local Green Space Designation</a>	
<a href="#">ENP Maps</a>	

For a print version of the Eynsham Neighbourhood Plan all these documents should be printed.

# 01 INTRODUCTION

## INTRODUCTION

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

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

**This document inevitably includes jargon and abbreviations. Help for those unfamiliar with planning terms can be found in [Appendix C and D](#).**

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

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



*Engagement – start with the community's ideas.*

The ENP applies to the Parish of Eynsham with emphasis on the areas where development is pro-

posed. All development, including those areas not specifically mentioned in the ENP will be subject to WODC planning policy set out in the WOLP.

EFSG has three Parish Council members and other village residents and representatives of the local community. Consultation with local residents and other stakeholders, such as schools and businesses, has taken place using public events and surveys. Results are reported in the [ENP Consultation Statement](#).

The evidence base of the ENP, summarised in the [Sustainability Assessment Scoping Report \(SA\)](#), included the Eynsham Design Statement (2001), Eynsham Parish Plan (2006) and official data presented in "[Rural community profile for Eynsham](#)"<sup>2</sup>. This and all other Neighbourhood Plan documents listed on the opposite page are available from [Eynsham Parish Council web-site](#) and as links from within this document wherever reference is made to them.

A comprehensive [set of maps](#) is also available to be used alongside ENP documents to supplement the indicative maps within each document.



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

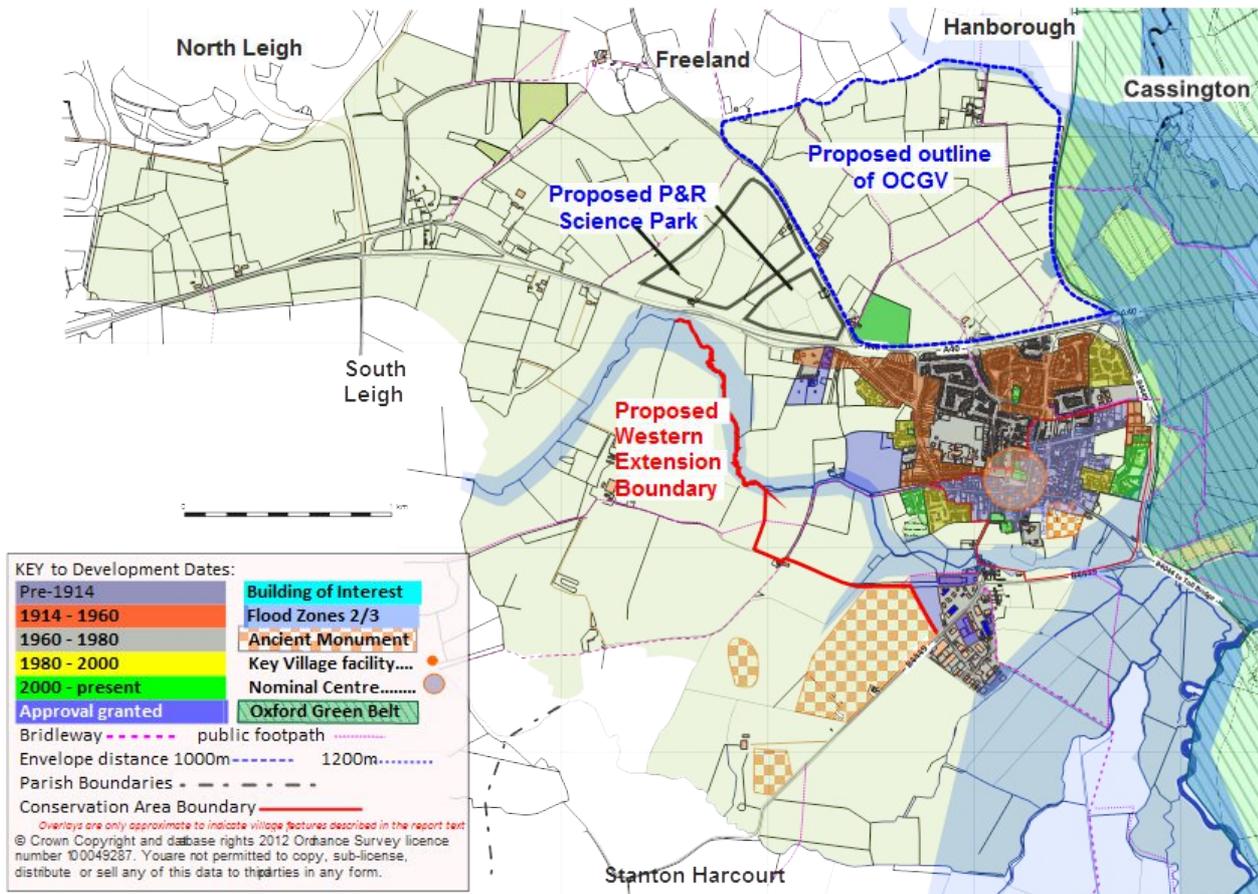
'Eynsham' refers to the existing village south of the A40 within the Parish of Eynsham.

'OCGV' or 'Garden Village' refers to an entirely new settlement north of the A40 within the current Parish of Eynsham, now awarded official Garden Village status by DCLG.

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

# 02 THE VILLAGE

Map 1 – Village Context.



## Eynsham as a place.

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

First recorded in 571, Eynsham developed with the Abbey from 1005 and then in stages to the form shown on Map 2. The village lies on a gravel ridge just north of the River Thames, tightly hemmed in by continuous functional flood plain from the south west to north east with the A40 forming a northern boundary. The land within these well defined limits has been intensively developed, doubling the village size since 1960 and filling almost every possible development site. There is no village green; limited green space is provided by a few

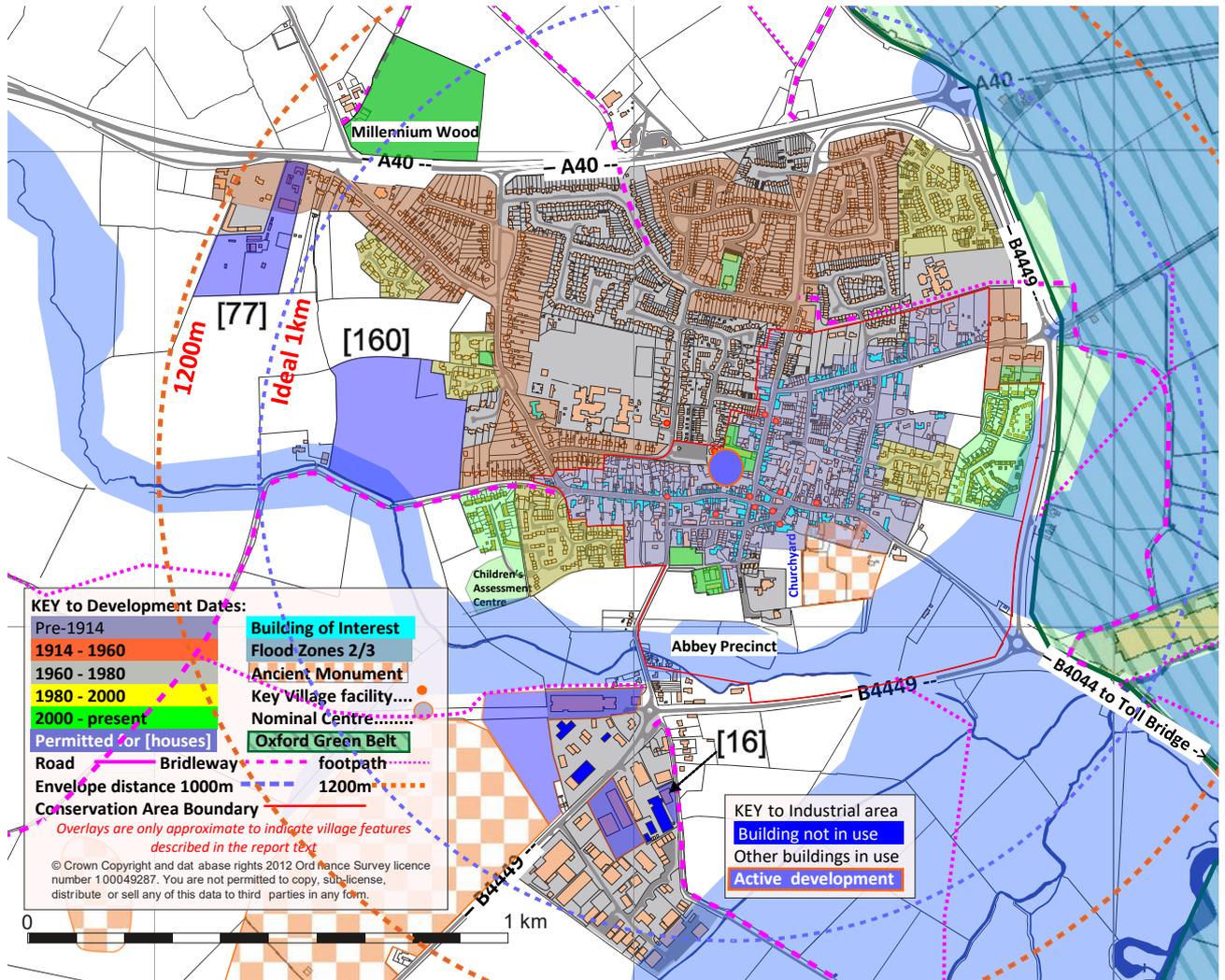
mature trees within the village but easy access to open countryside within easy walking distance provides some compensation.

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

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

# 02 THE VILLAGE

Map 2 – Village Development.



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

Eynsham has been unable to capitalise on its proximity to that spine due to poor transport access as well as high property prices due to the closeness of Oxford city. This makes the village unaffordable for even highly qualified graduate staff and is currently holding back local high-tech firms that wish to expand. There are limited suitable premises for new firms – something the plan wishes to rectify.

Oxfordshire County Council (OCC) has published plans for a roundabout giving access to a new Park and Ride, on land it owns just north of Eynsham,

which should improve access to the A40 from the west side of the village.

Most land east of the village is Flood Zone 2/3 and green belt, precluding development in that direction. Land south of the village is also affected by flood risk, though to a lesser degree. Traditionally the A40 has been viewed as a barrier to development to the north and WODC have resisted development west of the village as they valued the way the village blends into the open countryside of rural West Oxfordshire. We now recognise that at least one of these perceived barriers needs to be breached.

Almost all the land surrounding the village has been put forward for inclusion in the emerging WODC Local Plan. EFSG once considered development to the west to be more immediately practical as it is

## 02 THE VILLAGE

not affected by what might happen to the A40. Sites north of the village were originally identified as reserves for this plan and for possible development at some future date when the situation of the A40 was clearer.

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

As a result of these changes, emphasis has shifted to placing development to the north of the A40 where rapid development would ensure funding for the infrastructure of what is intended to be an entirely new, free-standing settlement, currently referred to as Oxfordshire Cotswolds Garden Village (OCGV). The ENP is still relevant to any such development which is within the Neighbourhood Plan area and its vision is the same for a new village as the existing one.

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

### Eynsham as a community.

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

The village is very compact, allowing residents to access shops, pubs, places of worship and events and meetings that take place in various venues on foot. A wide range of house type results in a very mixed community with a good range of ages and background who can and do work together. The village is large enough to sustain a good range of shops and retail businesses as well as the many societies, clubs and sports teams based here.

This compact layout has a cost – the village has very little open space with most of the 'green' provided by a small number of mature trees that are clearly visible amongst the roof-tops from outside the

village. Compensation for this lack of open space within the village is provided by quick and easy access to open countryside around all sides of the village, regarded as vital in maintaining the rural feel that is one of the village's main attractions for residents.



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

### Eynsham's Neighbourhood Plan - background and wider local context.

A Neighbourhood Plan (NP) is tailored to a particular community to represent what its residents expect from new developments.

It is worth reflecting on the extent to which those expectations can be met by any NP that is limited in geographical scope to one parish and to specific matters set out in the relevant legislation.

Where the ENP has authority to do so, there are Policies – **text on a blue background** - that will have the force of law once the plan has been found to be 'sound' by a Planning Inspector and agreed by residents at a local referendum. WODC will then have to use our policy as the basis for deciding to grant or refuse planning permission Where the NP has no control there are recommendations – **text on green background** – in support of local wishes.

For example, the most-mentioned issue at consultation events, the congestion on the A40 and Toll Bridge, falls in this category. While the A40 is mentioned many times in the plan, neither we nor the highway authority (OCC) can insist that congestion

## 02 THE VILLAGE

be resolved before further development occurs.

The ENP can require [safe crossings](#) and [measures such as minimising extra junctions](#) to maintain traffic flow on the A40 because these will be put in by the developer specifically to enable the housing development. The ENP also [recommends that land which will be needed to widen the A40](#) is protected against any form of development so it is available in the future.

Residents find this lack of joined-up thinking incomprehensible but the legal situation is that WODC are duty-bound to plan homes while OCC have no statutory duty to ensure the A40 has enough capacity.

One element of joined-up thinking is the 'master-plan<sup>b</sup>' referred to many times within the ENP. This is the first stage of planning a large project to ensure everything will work as a unified whole. When agreed, it should have the same weight as a 'Supplementary Planning Document' so that it is properly and fully implemented in detailed design and construction stages.

By law, the ENP has to fit into the planning context set by the West Oxfordshire Local Plan which is not yet in place. Eynsham is required (NPPF 184) to accept the total number of new homes [ENP14.1](#) allocated to the parish, although residents have been shocked as this number has risen from 250 to 3200 while the ENP has been in progress. The Parish Council representations to WODC ask for less rigid allocation of houses to specific sites and this is reflected in the ENP with supporting reasons to make its case for focussing development north of the A40 in the first instance and protecting a particularly valuable open space to the south-west of the village.

The planning context is further complicated by continual changes. There are now two Garden Village proposals within 5km of Eynsham (one in the neighbouring parish and therefore beyond the ENP remit) so the plan focusses on policies applicable to any development while offering a reasoned assessment of the likely sites with '[spatial policies](#)' relating to the [centre](#) and sites [north](#) and [west](#) of the village.

Considerable local consultation has identified the main issues of concern to residents. Infrastructure comes high on the list so that adequate school

places, health care, allotments, water and sewerage and similar services are available. The ENP includes policies ([ENP3.1](#)) to ensure that the physical facilities are in place before occupation.

Some matters are statutory considerations under planning law and the ENP does not duplicate such requirements although it does note matters of specific concern to residents. Surface water flooding and sewerage are specifically mentioned but the ENP does not go into technical requirements where adequate national standards exist.

Where standards are currently weak, technical matters are included such as [ENP5](#) but it is noted that the ENP cannot enforce such standards unless the law is changed to encourage developers to aspire to build exceptional homes or ask them to explain why this isn't a viable option.

Other matters, such as mineral (gravel) extraction, are specifically excluded from Neighbourhood Plans although they could clearly impact the area.

Within these limitations the ENP is responding to many of the concerns of residents by addressing the following issues - the [right type](#) of [well-designed](#) homes, keeping the [village compact](#), requiring [health-care](#) and other services to be built on time, providing [green spaces](#) and [increasing bio-diversity](#), specifying [low energy homes](#), enough [school places](#), [transport](#), [foot, cycle and mobility vehicle access](#), [parking](#), [retail shops](#) and [employment](#).

The ENP has selected sites for protection as [Local Green Spaces](#) and recommends [Tree Preservation orders](#) be made on key sites. The spatial policies have already been noted and the many [sites put forward for development](#) have been assessed.

One benefit of a NP is that more money for local projects is provided and [various projects](#) are recommended. A number of [Answers to Frequent Questions](#), [definitions](#) and [abbreviations](#) conclude the ENP.

Development will happen but must be done well to:

***“ensure that the benefits of living in Eynsham are preserved or enhanced for the benefit of existing and future residents.”***

This, then, is the guiding principle to our vision for Eynsham over the next 15 years.

## 03 VISION and OBJECTIVES

### A Vision for Eynsham Parish 2031:

**Our vision for the Parish of 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 2017 and that the area will be an even more attractive community in which to live and work.**

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

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

#### ENV 1 Housing:

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

#### ENV 2 Design:

**New development shall be visually attractive and in harmony with its immediate setting and character. It shall provide a pleasant and safe place for all residents to live.** Developments should achieve a Building for Life<sup>c</sup> or equivalent<sup>d</sup> accreditation and developers should aspire to achieve national recognition for excellence by attaining a 'green' in all categories.

#### ENV 3 Community facilities:

**New development shall ensure that new residents have at least the same access to community facilities as existing residents and new developments shall, as far as reasonably practicable, contribute to the facilities of the entire community.** Eynsham is successful as a community because it is compact and people can access schools, employment and other facilities without the use of a private car. New developments shall maintain this compact and well-connected feature of the village.

#### ENV 4 Natural Environment:

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

#### ENV 5 Transport and parking:

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

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

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

#### ENV 7 Sustainability and climate change:

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

#### ENV 8 A new Garden Village:

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

## 04 POLICIES

### ENP1 Housing.

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

This shall be achieved by:

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

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

#### Reasons:

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

sham” (SA ref 4) indicates the existing housing mix is in reasonable balance with local demand apart from the need for smaller houses noted above. Proposals suggesting a higher proportion of larger homes (4 or more bedrooms) on the basis that this will 'release smaller homes as residents upgrade' must be justified by evidence before acceptance by the Local Planning Authority (LPA).

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

## 04 POLICIES

least 15% constructed to Lifetime Homes<sup>f</sup> standard or equivalent to meet the needs of older or less-able residents. This requirement applies to market and appropriate affordable housing. See also [ENP 9.5/9.6](#)

### Note A: A reasonable walking distance

*Retaining the perception of Eynsham as a village is considered essential by residents; a measure of this is the possibility for people to walk to village facilities. Furthermore, the physical and social benefits of walking and meeting with others is recognised in NPPF 69. A definition of 'reasonable walking distance' is therefore necessary to guide decision-making. See also [Appendix C](#)*

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

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

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

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

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

(see Note B), to ensure the village feel is retained and to achieve the social and physical benefits set out in NPPF 69. The maximum distance to the nominal centre should be 1000m\*, but up to 1200m\* will be accepted for Eynsham as the nominal centre is so far south of the geographical centre for reasons of history. Homes intended for older or less-able residents should be as close as practical, certainly within 800m\*.

- 1.8 Homes intended as 'extra care' housing for older or less-able residents should be as close as practical to the village centre. This is not easy to achieve within the existing village so such housing should be prioritised close to the centre of the new settlement north of the A40 but only after appropriate infrastructure is ready to support these vulnerable residents. See also [ENP16.17](#)
  - 1.9 The targets of Note A are an objective measure aimed at preserving the compact nature of Eynsham. Development may be permitted beyond this limit if it can be demonstrated that it offers particular benefits while not detracting significantly from the compact nature of the village. Two such cases are offered in the following sections.
  - 1.10 Exceptions may be permitted beyond this distance for smallholdings or a community farm outside the village envelope, but in each case consent should only be given where properties adequately blend into their landscape context and are subject to legal agreement that they remain as exceptions and solely for the originally permitted purpose.
  - 1.11 'Rural Exception' sites that permit allocation of properties to people with a local connection should be encouraged on the fringes of the village, as the benefit of affordable accommodation for local people outweighs any concerns about such locations being isolated for people who will usually have some existing connection with the village to justify being allocated such a property.
- \* this mark is used throughout to indicate a 'crow-flight' straight-line distance ([Note A](#)).

- 1.7 Development should normally be within reasonable walking distance of the Village Centre

# 04 POLICIES

## Note B: The village centre

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

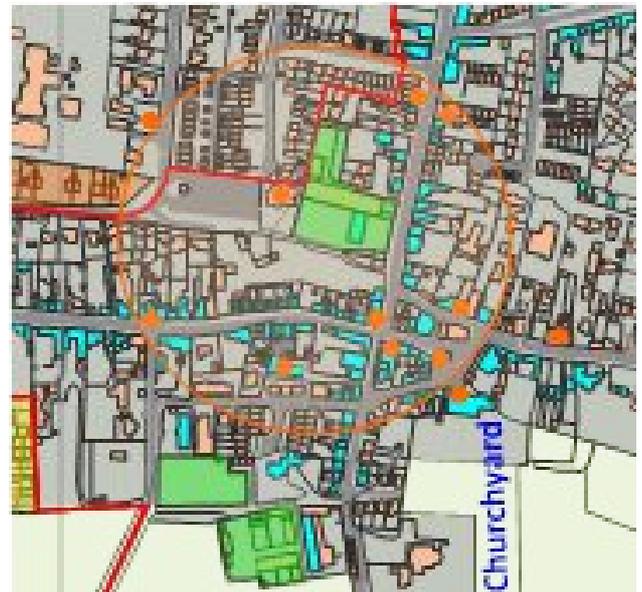
- The Village Hall, the Library, the Bartholomew Rooms, the Medical Centre.
- The Parish Church and Church Hall, Baptist Church and Hall, Roman Catholic Church and Tolkien Room.
- The Post Office and neighbouring shops, Bakers, Butchers, Pharmacy.

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

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

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

Map B. Village Centre detail. Orange dots are the locations mentioned in Note B.



Immediate access to countryside – Chilbridge Road about 5 minutes walk from the Co-op



A butcher, a baker, the Co-op, a pub, an Indian restaurant and a barber - so much available in a small space

# 04 POLICIES

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

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

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

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

Technically, a statutory footpath may be restricted for wheeled vehicles; therefore any statutory footpath made part of a 'path' shall be upgraded or otherwise adopted so that it may be used by all the users listed above.

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



*80's terrace – high density housing*



*Large modern homes – low density at Willows Edge*



*Old and new co-exist in the village centre*



*Stone and brick, two storey and three – Acre End Street is as diverse as it is narrow.*



*Acre End Street looking west*

## 04 POLICIES

### ENP2 Design.

New development shall be well related to, and in keeping with, its immediate setting and character and to the wider village and landscape context. Any new development shall provide a pleasant and safe place for all residents to live.

This shall be achieved by:

- A Proposals for development within the conservation area or in its setting that do not sustain or, where practicable, enhance its character or appearance and do not conform to the WODC design guide will not be supported. [ENP15](#).
- B Building styles shall always be used with due consideration of their immediate setting and location. Where the context permits, good modern design is to be encouraged.
- C A mix of different styles, particularly pastiche renditions of local styles, in close proximity should not be used. The height of buildings shall suit their location.
- D Streets and public areas shall be planned and designed to be aesthetically pleasing and constructed using materials that will ensure long life and low maintenance costs. Street trees and appropriate planting are encouraged as an integral element of the design.
- E The use of a widely accepted design standard such as Building for Life (BfL12) should form the reference point for planning and determining of new developments.
- F Appropriate use shall be made of well-designed Green Infrastructure in creating an attractive setting – see also [ENP4](#).
- G A Master Plan shall be agreed with the LPA for larger developments where a site has been allocated through the Local Plan for more than 100 homes.

Reasons:

- 2.1 The Eynsham Neighbourhood Plan (ENP) will exist alongside the WODC Local Plan. WODC's Design Guide shall be the starting point for the design of properties within Eynsham, and should be considered mandatory where new building is in or affects the setting of the Conservation Area or listed building unless excep-

tional circumstances can be demonstrated. Additional design requirements in the ENP are specific to the locality of Eynsham and OCGV.

- 2.2 Sites allocated through the WODC Local Plan referred to as 'larger developments / sites' throughout the rest of the ENP, capable of taking 100 or more homes, shall have a masterplan prepared to ensure that such large developments are properly integrated into the village and landscape. Masterplans, which should include locally-led consultation in their preparation, shall ideally be approved in advance by WODC or as part of a planning application; such plans shall include a viability assessment<sup>g</sup> of appropriate detail showing how the infrastructure will be funded in the period before revenues are being received from the sale of houses to meet the requirements of [ENP3.1](#)
- 2.3 Particular emphasis should be placed on the immediate setting of any development so that there is a blending of old and new, with great care taken to achieve an aesthetically pleasing combination both within a new development and in relation to its setting.
- 2.4 Developments should aim for a consistent and harmonising style for each visually-distinct group of buildings. Trees and green space, which are also considered essential to good design, should be used to soften and disguise the transition between styles so that distinct styles do not clash. Variation in detailing is encouraged to prevent uniformity.
- 2.5 Attempts to use a mix of styles in close proximity to each other has resulted in groups of buildings that appear an untidy and contrived jumble, even where each individual style reflects an existing historical property in the village. Developments where a passer-by sees only one consistent style, such as Merton Close or Star Close, present a more pleasing view, even though the buildings individually are mainstream.
- 2.6 Achievement of a high density using the terraced form may be acceptable. Houses of this type have been traditional throughout village history and have the added advantage of inherently better energy efficiency and land

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utilisation although modern standards of parking and waste collection will need to be addressed as set out in BfL12:Q10 and 12.

- 2.7 Three-storey houses have been used in Eynsham in the past, but buildings of this height are very urban in form and not suitable for new sites at the edge of the village. The height of new buildings should reduce at the edge of the village to ensure the required blending of the urban and the rural environments.
- 2.8 Given that each period of Eynsham's history is represented in its buildings, modern house designs, especially so-called eco-homes capable of operating with little or no net energy input, should be used in these 21<sup>st</sup> century developments where the context (landscape or existing buildings) makes this appropriate. (See also [ENP5](#))
- 2.9 Streets and other areas visible to the public shall be planned, designed and constructed using materials that will ensure long life and low maintenance costs.
- 2.10 Green Infrastructure shall have a maintenance plan in place before planning consent is given to ensure that it remains attractive in perpetuity; ideally the Parish Council or other body representing local residents will agree to take on this work to ensure long-term maintenance.
- 2.11 Green Infrastructure is considered in further detail in [ENP4](#), which emphasises the need for a maintenance plan before consent is given.
- 2.12 Areas for recycling bins, public and private, should be screened to prevent litter and ensure they do not become unsightly as indicated in BfL12:Q12. Space should be provided for waste and recycling to be placed on collection day so that paths and pavements are not obstructed.
- 2.13 Sustainable Urban Drainage (SUDS) shall be incorporated in accordance with WODC and national policy to prevent flooding, particularly where sites adjoin areas subject to flash flooding such as the Chil Brook.



### REC 2 - RECOMMENDATION:

Design quality and innovation should be encouraged on strategic sites. This could involve a competition to seek out designs which will go well beyond a standard 'housing estate' and create a truly innovative and integrated Garden Village.

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### ENP3 Community facilities including Infrastructure and Utilities.

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

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

- A Essentials such as utility services, schools, and health-care shall be available when needed.
- B Easy access to facilities including health-care, schools, pre-schools and nurseries, sports facilities and allotments, play areas, pubs, restaurants and places of worship.
- C Easy access to a multi-functional community building suitable for activities such as play-groups, older persons day-centres, clubs and societies and in accord with NPPF 38, 58 & 69.
- D Access to local pre-schools / nurseries providing before- and after-school care as necessary.
- E Primary Healthcare facilities within an appropriate distance within each community.
- F Provision is made in land or funding to satisfy local demand for allotments.

For larger developments:

- G Developers shall contribute to a community building and pre-school as appropriate to the scale of the development to ensure it is within 1000m of new homes in accordance with [Note A](#).
- H Land shall be made available to ensure that Sports facilities, Allotments, Play Areas and, where appropriate, a Burial Ground, can be provided.

#### Reasons:

- 3.1 All developments shall contribute to extra facilities through S106 and CIL payments ([see Appendix E](#)) as appropriate according to the WODC schedule of charges and in accordance with regulation 122<sup>h</sup> of the CIL Regulations. Essential facilities necessary for each new home should be provided at the time of occu-

pation and shall be adequate to meet the needs of all residents at all times during and after completion of the development. Planning agreements should include appropriate temporary or compensatory measures both for residents and the community in general to be implemented if adequate facilities are not available at the time of occupation. [ENP2.2](#)

- 3.2 Larger developments, specifically those requiring a masterplan under [ENP2.2](#), should contribute appropriately both financially and by providing land for the infrastructure necessary to support the new community. Such development that extends beyond the existing built-up area of the village in particular should contribute land for these facilities in proportion to the size of the development.
- 3.3 A community building should typically provide 300 m<sup>2</sup> of floor space with kitchen area, toilets and storage to be suitable for community activities such as play-groups, older persons day-centres, clubs and societies.
- 3.4 Results of residents surveys (2015) indicate that pre-school provision is barely adequate for the existing village population. It is particularly important that purpose-built nursery and pre-school space is provided, offering before- and after-school care for children of working parents/carers, alongside a new Primary School or separately as appropriate.
- 3.5 Current provision of 1 allotment to 24 homes has fallen just short of village needs for some years and a small increase in take-up is anticipated in future. New developments should contribute typically 1 per 20 houses, a water supply on-site and vehicle access. Features such as secure gate, deer-proof fencing an electricity supply and a secure communal building are suitable uses for CIL funding.
- 3.6 Play Areas shall be provided with features for ages from toddler to 14 years to match existing provision in the village. Play areas should be integrated with community open space where the play area can be overlooked to prevent unintended use and prevent anti-social behaviour, but not so close to homes as to present a potential noise nuisance, especially where high-excitement equipment is to be

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installed. Attention is drawn to BfL12:Q2 and West-Oxfordshire-open-space-study-2013.

- 3.7 A new village burial-ground is urgently required. Various sites at the fringes of new developments beyond the normal limit for residential development have been noted and the inclusion of such an area in any large development proposal is considered a pre-requisite.
- 3.8 Developers should contribute the necessary land for the required facilities in agreement with the LPA. Full financial justification shall be presented, explaining what is and what it is not possible in each particular case. The LPA shall decide if these reasons constitute a case acceptable to residents.

See also [ENP 6](#) Education.

### ENP 3a Health Care Facilities

- I Adequate Primary Health Care shall be available within the local community, ideally within the 1000\*m walking/riding distance (ENP1 Note A).
- J If a new settlement is built north of the A40, adequate Primary Health Care facilities shall be provided both there and in Eynsham in proportion to the numbers in each community such that there need be no reduction in the services available locally in Eynsham. This shall be included in the masterplan.
- K It is acceptable for facilities offering additional diagnostic and treatment services for the whole sub-region to be built in only one location.

#### Reasons:

- 3.9 Provision of adequate Primary Health Care, particularly the opportunity for a routine appointment within a few days, has been a regular concern raised during our consultations. While the ENP cannot resolve a national GP shortage, it can ensure that adequate infrastructure is in place for patients to be seen and treated within the local community.
- 3.10 Currently the Eynsham Medical Centre (EMC) operates as part of a two-surgery practice with the other site in Long Hanborough.

- 3.11 An estimate based on current numbers indicates that at least 2 extra consulting rooms and an extra treatment room would be required to cope with another 1000 homes in Eynsham and a new surgery with 4 consulting and 2 treatment rooms would be required for a new settlement of 2200 homes.



*Eynsham Medical Centre serves 8500 patients*

- 3.12 An additional Primary Health Care facility would be expected as part of the infrastructure of a new Garden Village settlement. However, it is not clear if EMC would be in a position to operate a third premises and the site is below the threshold of 10,000 people normally used by a Clinical Commissioning Group (CCG) to trigger the creation of a new practice. In this uncertain situation the LPA shall ensure that Primary Health Care provision is agreed with the CCG as part of the masterplan for a new settlement or other major development.

#### REC 3a - RECOMMENDATION:

To ensure adequate health-care facilities are available the LPA shall consult with the body responsible for health-care provision (e.g. Oxfordshire Clinical Commissioning Group). The LPA should ensure that adequate provision is made for additional health-care infrastructure through the grant of land and funding through an appropriate legal agreement before granting planning consent.

- 3.13 A major concern for Eynsham is that a new Health Centre will be built in a separate settlement north of the A40 and the Eynsham

## 04 POLICIES

Medical Centre closed, causing particular hardship to those least able to make the car journey to the new site. Planning consent for a Health Centre north of the A40 large enough to serve two settlements should be refused unless the requirement of ENP3J is guaranteed by legally enforceable agreement.

- 3.14 A benefit of building a new Health Centre would allow space for additional services and minor procedures of the type that are increasingly being devolved from hospitals to Primary Care. These additional services would be available to many nearby communities from a new purpose-built premises that could be provided in the new settlement and would, to some extent, mitigate the inefficiency of operating three sites. The provision of *additional* services only in a new Health Centre would not constitute a reduction in service for Eynsham and is therefore both acceptable and to be encouraged. [\(ENP16.15\)](#).

### ENP 3b Infrastructure and Utilities

Utility networks shall have adequate capacity to meet the needs of new developments without leading to problems elsewhere.

L It shall be demonstrated before planning consent is given that each network has or will have adequate capacity before occupation.

M No occupation will be permitted unless the necessary services are in place.

#### Reasons:

- 3.15 Water and Sewerage: Developers shall carry out appropriate studies<sup>1</sup> to ascertain whether the proposed development will lead to overloading of existing water & sewerage infrastructure, demonstrating that adequate capacity exists on and off the site without leading to problems for existing users. Where capacity problems are identified and no improvements are planned by the water company, agreement must be reached with the water company on improvements required and how they will be funded prior to any occupation of the development.
- 3.16 Surface Water Drainage and flood risk shall also be assessed to demonstrate that drain-

age and flood water will be adequately controlled on site and will not pose a problem to sites downstream.

- 3.17 Electricity and gas networks shall be assessed to demonstrate that adequate capacity exists or how necessary improvements will be completed before occupation.
- 3.18 The telecommunications network – voice and broadband data – shall be assessed to demonstrate that adequate capacity, including the provision of super-fast broadband, exists or how the necessary improvements will be completed before occupation. New developments should aspire to provide 'fibre to the home' and shall present costed justification if this is not being provided.



*Eynsham Allotments – fully utilised and with a waiting list*

## 04 POLICIES

### ENP4 Green Infrastructure – the setting for new developments.

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

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

- A Appropriate and carefully planned landscaping including the creation of appropriate visual buffers between the edges of developments and open countryside by the planting of suitable hedgerows and trees.
- B Inclusion of open spaces within and, where appropriate, at the edges of developments.
- C Planting shall use appropriate species and planting distances for their location. Public amenity and bio-diversity shall be balanced appropriately.
- D Planting adjacent to paths and other areas which the public will use after dark shall be designed so path users feel secure at all times and to minimise anti-social behaviour.
- E Existing Green Infrastructure shall be protected, particularly where it is prominent in the public realm, particularly the specific locations set out in ENP12, 13. Exceptions should only be made where public amenity benefit or bio-diversity gain can be clearly demonstrated (see also [ENP4a](#))
- F A plan shall be agreed with an appropriate organisation for the long-term maintenance of Green Infrastructure before planning consent is granted.

Reasons:

- 4.1 A 'green' setting for the village, including existing and newly developed areas, is seen as vital to preserving and enhancing the village 'feel' of Eynsham and will allow new development to co-exist with adjoining open countryside. It should also be recognised that increasing bio-diversity is a good thing in its own right, not just a benefit to residents ([ENP4a](#)).

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

- 4.3 Sites that form a significant feature visible from the public realm shall be protected from unsympathetic development so that their value as open space, screening or otherwise setting the context for the built or natural environment is retained. Such locations include village entrance points, public footpaths and near public buildings.

- 4.4 Hedgerows with occasional specimen trees are the predominant local form of field boundary and the presumption should be to preserve and enhance these and other significant landscape features where they exist. Continuous green space and hedgerows are an essential conduit for wildlife and strongly encouraged as an ideal opportunity for bio-diversity gain ([ENP5.11](#)).

- 4.5 A balance between the benefits of public access and prevention of habitat disturbance shall be demonstrated in development plans.

- 4.6 The appropriate use of street trees is encouraged as part of the overall design.

- 4.7 Careful choice of species – preferably native to the area - and planting distance is important in any planting scheme, such as a screening belt, to ensure that they are well suited to the site in terms of drainage, lighting, etc., and will not overhang gardens or excessively obstruct natural light to properties as they mature.

- 4.8 Facilities such as Allotments and Play Areas that are fenced and actively maintained are good ways to bring green space into an otherwise developed area; they should be overlooked as this reduces the incidence of anti-social behaviour. Alternatively, the necessary distance from house to trees could be maintained by the use of long, narrow gardens typical of medieval Eynsham.

- 4.9 Paths and anywhere else that people *need* to

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go after dark to access community facilities needs to include suitable measures to ensure users feel safe – these are detailed in [ENP8](#).

- 4.10 Development designs may include open areas such as front gardens, parking spaces and the like to contribute to the sense of open space. Where openness of a private area forms part of the design, this feature shall be legally protected against inappropriate enclosure.
- 4.11 Developers are encouraged to use alternatives to grass where appropriate – particularly planting locally-native wild-flower meadows - offering an attractive and ecologically stimulating environment that may be easier to maintain under the agreed maintenance plan.
- 4.12 Green infrastructure with public access should include accessibility for the less-able.
- 4.13 A maintenance plan shall be agreed with Eynsham Parish Council or other body representative of local residents for all areas of green infrastructure as part of planning consent, see also [ENP 2.10](#)

### ENP 4a Enhancing Biodiversity.

Preserving the natural environment and increasing biodiversity is a positive benefit both to the human population and its own right.

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

- E All new development shall result in demonstrable net bio-diversity gain for the parish.
- F Measures shall ensure areas close to water-courses are protected to preserve the sensitive environment on site and downstream.
- G Development shall seek to protect 'Best and Most Versatile' agricultural land ([see ENP14 I](#))

- 4.14 Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 requires the LPA to conserve biodiversity. Paragraph 109 of the National Planning Policy Framework requires that biodiversity net gains<sup>l</sup> should be provided by the planning system.
- 4.15 Protected and priority species (NERC<sup>k</sup> S41) shall not be disturbed except with the agreement of Natural England. Loss of locally signi-

ficant species should be compensated by the successful re-establishment of the same species on a suitable site close by.

- 4.16 Used correctly, areas alongside watercourses present a opportunity for bio-diversity gain but plans for these and other areas to mitigate loss or provide gain shall be approved by Natural England or suitably qualified body. For example see [ENP17.9](#). Attention is also drawn to the designation of the Chil Brook and Mead Ditch as 'major rivers' requiring an 8m zone to protect the natural ecosystem.
- 4.17 Design features to benefit wildlife such as swift and bat boxes is encouraged.



*Summer alongside Chilbridge Road*

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### ENP5 Sustainability: Climate Change.

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

When these additional technical requirements are permitted, the following shall apply. When such requirements are not enforceable, developers should aspire to achieve these high standards for the benefit of their customers and the community. When they consider these standards are not viable, developers shall provide justification for their decision:

- A All homes should be constructed with a very high standard (such as the Scottish 2015 'gold' standard) of insulation and air-tightness and be fitted with the internal ducting necessary for Mechanical Heat Recovery Ventilation.
- B Combined Heat and Power schemes should be implemented where practical and viable.
- C All homes on a development site shall have an average of 3 kW PV generation capability.
- D New homes shall at least have the capability of adding a charging point suitable for different types of electric vehicles.
- E New homes shall have water-saving fittings as standard for toilets and showers.
- F Other measures to mitigate the effects of climate change will be supported.

#### Reasons

- 5.1 This is our contribution to implementing the Climate Change Act of 2008, which requires that carbon emissions in 2050 will be reduced by 80% below 1990 levels. These requirements are the minimum necessary to make the transition to a low-carbon future a reality while ensuring that home-owners have good-value and properly sustainable homes.
- 5.2 WODC notes that the Eynsham area has some of the highest property prices in the District. This, together with the fact that development will be on green-field land whose value is primarily the difference between the sale price and the build cost, should ensure the viability of developments built to the highest standards of energy efficiency, local energy generation or water conservation.
- 5.3 Developers should aspire to achieve these high standards as a selling point for new homes. Where developers consider that these features make delivery of new homes unviable they shall present the economic case when applying for planning consent justifying why the listed features of ENP5 cannot be included. The level of detail should not be too burdensome, especially for small developments, but should demonstrate that the additional build costs have been considered and how they make the development unviable.
- 5.4 Scottish<sup>1</sup> standards for sustainability represent an achievable UK standard. Building to a very high standard for insulation and air-tightness is relatively inexpensive but is very expensive and difficult to achieve retrospectively. The same is true of the ducting for Mechanical Heat Recovery Ventilation, which is a better alternative to trickle vents where construction is well sealed. Ideally, developers will aspire to offer properties to standards such as Passivhaus<sup>m</sup> but, where they can show this is not technically or economically viable, providing the necessary fabric to achieve the Gold level Scottish standard will permit easier upgrading as the need or opportunity arises.
- 5.5 Local energy generation is important to meeting low-carbon targets (NPPF 17, 97). Combined Heat and Power should be practical on sites subject to a masterplan ([ENP2.2](#)). An average of 3 kW PV generation capability per property is realistic. Buildings should be aligned to improve the efficiency of solar collection and maximise passive solar gain wherever practical. Given the low cost of installation when scaffolding is already in place during build, developers should aspire to install solar PV but as a minimum shall demonstrate that retrofit installation will be cost-effective.
- 5.6 Community energy generation projects have already been implemented successfully in Eynsham<sup>n</sup>. Further projects will be supported,

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particularly on commercial and civic buildings.

- 5.7 Electric vehicles are expected to achieve cost-parity with petrol during the lifetime of this plan, therefore the capability of adding a charging point of at least 7kW capacity is considered necessary. House-builders may choose to fit charging points as a marketing feature. See also [ENP9.6](#) and NPPF 35.
- 5.8 Recognised water-saving fittings for toilets and showers add virtually no cost to a new build and are particularly important as all new homes should have water meters as standard.
- 5.9 Rainwater harvesting is encouraged, particularly along-side a Sustainable Urban Drainage System ([ENP2.13](#)) to optimise local water management.
- 5.10 Use of suitable<sup>o</sup> green roofs and walls is encouraged for their insulation, local bio-diversity, run-off control and similar benefits.
- 5.11 Attention is drawn to the need to protect Green Infrastructure and habitat (NPPF 99) from the effects of climate change, e.g. the connected green space of [ENP4.4](#) or [ENP17.9](#) to provide wildlife corridors.

Despite the core principle of the NPPF (National Planning Policy Framework), current regulation<sup>p</sup> (Autumn 2016) does not permit the application of 'additional technical standards' (of which energy efficiency requirements beyond the current building regulations minimum is deemed to be one) to new houses on sites allocated in the West Oxfordshire Local Plan in order to meet the district's 5 year land supply.

Developments that do not come within this regulation shall conform to ENP5.

Clearly, this restriction against enforcing higher environmental impact standards must be a temporary measure as the Climate Change Act remains on the statute books, a fact reinforced by the government signing the Paris Agreement endorsing a maximum 1.5°C rise and therefore the ENP is ready for a future change in policy.

As a result, all properties commenced after the limitation on 'additional technical standards' is withdrawn shall conform to ENP 5.



*Behind the rear entrance to Bartholomew School and the Sports Centre, the Village Hall hosts a 12kW solar installation community energy scheme*

## 04 POLICIES

### ENP6 Education.

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

This shall be achieved by:

- A Demonstrating, before planning consent is given, how places will be provided within the relevant village primary school for each new home as it is completed.
- B Demonstrating, before planning consent is given, how places will be provided within the local secondary school for each new home as it is completed.
- C New developments shall contribute to the building of a new school or the expansion of an existing school in proportion to the predicted number of school places.
- D Larger allocated sites will be expected to contribute land for a new or expanded school through the masterplanning process where the authority with responsibility for ensuring sufficiency of school places confirms that a new school will be necessary.
- E The masterplan setting the context of school premises shall have regard for appropriate access, ideally emphasising walking to school but also making provision for safe drop-off and pick-up by car.

*Contextual Note: Education in Eynsham is currently provided by the Eynsham Partnership Academy (EPA) consisting of Bartholomew School (senior & sixth form, Ofsted assessed 'outstanding') and six primary feeder schools, including Eynsham Community Primary.*

*Responsibility for ensuring education provision rests with OCC; the choice of education provider rests with the Regional Schools Commissioner (RSC). In future, EPA and/or another approved provider will be responsible for delivering education.*

*Names change regularly: within this policy abbreviations indicate whoever performs the function at the time, not a particular organisation.*

#### Reasons:

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



*Eynsham Community Primary School*

- 6.3 The Primary School is already close to capacity and the prospect of 'bussing' of primary-age children to schools outside the village is particularly undesirable. Therefore, development should only be permitted when it can be shown that there are (or will be at the time of completion) enough school places available to meet the demand predicted for the number and type of homes to be built according to OCC's schedule. This shall apply to Eynsham and OCGV separately for primary schooling and in combination for secondary schooling although it must be recognised that there may also be some cross-over in primary schooling location.
- 6.4 Small infill developments giving rise to a few extra school places should be acceptable on payment of the CIL contribution for education.

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6.5 Larger allocated sites giving rise to a significant number of new school places (e.g. those requiring a masterplan as ENP 2.2) should, as appropriate to the size of the site, contribute to or completely fund the provision of education.

Close cooperation with providers will be necessary to ensure the reasonable phasing-in of new students as new homes are occupied.

6.6 Developments or combinations of developments that contribute adequate land or funds to meet educational needs will be supported and prioritised.



*Bartholomew School Entrance – quiet for a moment outside but inside 1223 students attend the best school in Oxfordshire measured by improved student achievement at A-level.*

6.7 If a new settlement close to Eynsham is created whose students will attend Bartholomew School, a suitable expansion of secondary school capacity in a manner approved by the Regional Schools Commissioner and/or other authority as required by the relevant legislation shall be funded from an S106 agreement for this new settlement so no Eynsham or OCGV students are required to attend another senior school.

6.8 Development giving rise to a new Primary School should all be within 800m\* of it. All new development should be within 2000m\* of the local secondary school (Note A). Purposeful activity such as walking to school is considered an important factor in enhancing the health, well-being and even academic achievement of pupils. This is supported by

NPPF para 35 and 38.

6.9 Notwithstanding the value of walking to school, this is not practical for everyone and traffic congestion near existing schools can be a significant hazard. Therefore a masterplan which includes a new school shall include provision for safe drop-off and collection of pupils including appropriate space for parents to wait without causing nuisance or hazard to other road users.

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### ENP7 Sustainable Transport.

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

This shall be achieved by:

- A New developments shall only be accessed by motor vehicle from existing main roads (A40, B4044/4449) and not through existing village roads except as noted in 7.2. This provision shall apply to both construction and residential traffic.
- B Link Roads between main roads or connecting main roads to residential streets intended for more than 20mph use shall have pedestrian and cycle paths where appropriate and suitable noise-reduction measures to protect residents from noise pollution.
- C Residential streets, those giving access to individual properties, shall be designed and constructed in accordance with best practice such as Manual for Streets and to ensure a 20mph speed limit or on 'Home Zone' principles to complement other village streets that will also have the same speed limits in force.
- D Measures to utilise and improve Eynsham's existing good Public Transport shall be included in all masterplans, particularly to ensure an equally good service within a new settlement.

Non motor vehicle access is detailed in ENP8.

#### Reasons:

- 7.1 Making the most use of public transport, cycling and walking and addressing traffic congestion in and around Eynsham are issues at or near the top of concerns raised by residents at consultation events and are NPPF requirements for sustainable development.
- 7.2 To prevent further congestion within the village, new developments should only connect vehicle access with existing main roads (A40, B4044/4449) and at only a few places to minimise delays to through traffic on these routes. Exceptions may be justified for infill developments where no reasonable alternative exists and the main routes identified

above may be reached without going through any significant part of the village.

Additional gated access points for emergency service vehicles are permitted. It may also be acceptable for traffic to filter into the village centre to give access for local people to services and for through routes for public transport. These access points shall be closely controlled through enforceable means to ensure they are not used by through traffic which does not need to be within the village centre

- 7.3 Heavy construction traffic causes more distress to residents than private cars. Therefore, no traffic relating to the construction of any new development should be permitted through the existing village roads (except as noted in 7.2) as part of LTP4 Routing Agreements with OCC. All building work must be preceded by the construction of access roads direct to the main routes such as the A40.
- 7.4 New Link Roads between main routes necessary for and passing through/past new developments should be designed according to [OCC Residential Road Design Guide](#) for a limit of no more than 40mph and, unless recommended otherwise<sup>9</sup> by OCC, be provided with a combined cycle way and pedestrian path along their full length. Due to their use for through and HGV traffic, such roads should not normally provide access to individual properties and should have appropriate noise-reduction features. [For ENP definition of road types - see Appendix D.](#)
- 7.5 Eynsham Parish Council has agreed in principle that the entire built-up area of the village should have a 20mph limit. Therefore, 'Residential Streets' giving access to individual properties within new developments shall also have a 20mph speed limit and be designed so as to ensure self-enforcement of this limit based on the design principles set out in such guides to good practice as Manual for Streets'. Home Zone<sup>5</sup> principles or even the full Home Zone designation may also be used to provide a safe environment for non car-users.

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### REC 7 - RECOMMENDATION:

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

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

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

7.6 Crossing points for the heavily used A40 are discussed under [ENP 16](#).

7.7 Developments shall encourage the use of alternatives to the private car particularly by providing pedestrian and cycle paths that provide the shortest practical routes to bus stops, long-distance cycle paths and the like. Active transport infrastructure such as foot and cycle paths shall be put in place before nearby homes are occupied to ensure the immediate opportunity for people to adopt these healthier modes of transport in accordance with NPPF para 177.



*Buses and cars jostle for space –  
Eynsham Church bus stop*

## 04 POLICIES

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

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

This shall be achieved by:

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

#### Reasons:

8.1 All developments shall be able to demonstrate the presence of designated routes for direct, secure, safe and 24/7 access to the relevant village centre and to both primary and secondary schools for pedestrians, cycles, push-chairs and mobility vehicles. Paths, [as defined earlier](#), should comply with [Sustrans Handbook for Cycle-friendly Design](#) or recognised equivalent.

\*Reasonable walking distance - see [Note A](#).

8.2 Paths from larger allocated sites subject to a masterplan ([ENP 2.2](#)) may only use existing paths to connect with the village centre when they are brought up to the standard of ENP 8.1. Smaller developments may include any existing surfaced path as part of their chosen route to the village centre.

8.3 All paths on designated routes, shall be prop-

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

8.4 Lighting on designated routes should be provided for 24/7 operation and should be specified to minimise light pollution and energy consumption.

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

8.5 Paths of designated routes shall be wide enough for use by mobility vehicles. Where it is not practical to have paths wide enough for two motorised buggies to pass, places shall be provided which are wide enough for two such vehicles to pass so that a passing place is always in sight and never further away than 30m so that there is no need for users to 'back up' to allow others to pass.

8.6 Paths of designated routes shall be constructed so they are easily maintained in a safe and usable state. Provision shall be made for their long-term maintenance including the cutting of verges as part of a maintenance plan ([ENP 4.9](#)).

8.7 All developments shall, wherever practical, provide access to the countryside through links to existing footpaths or bridleways and the creation of new routes is strongly encouraged to provide easy access to open countryside identified as an important part of retaining the rural feel of the village. See also [ENP7.7](#)

#### REC 8 - RECOMMENDATION:

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

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*A well-made path, combining rural and urban form – overlooked but not, in this case, well lit.*



*The village car park is usually busy through the day.*

### ENP9 Parking

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

This shall be achieved by:

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

#### Reasons:

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

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

- 9.6 As explained in [ENP5.7](#), and in accordance with NPPF 35, provision should be made for charging of electric vehicles. At least one parking place per dwelling should be suitable for this purpose such that a charging cable can run from a suitable power source to the vehicle without creating a hazard.

**REC 9 – RECOMMENDATIONS for action as soon as possible before major development begins.**

**A Residents should be consulted as to establishing designated 'residents parking' in the village centre such as Acre End, Mill, Thames and High Streets.**

**B Consideration should be given to implementing 'short stay' parking bays both on-street and in the Back Lane car park to prevent too many spaces being taken by people parking to use the bus into Oxford.**



*Every on-street parking place taken – single file traffic for buses and cars*

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### ENP10 Building a strong sustainable economy.

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

This shall be achieved by:

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

#### Reasons:

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

- 10.1 Use of existing employment sites for general housing should not be permitted except where the residential element clearly complements the business use by providing accommodation for staff. Utilisation of the industrial area is limited by poor access and congestion



on key routes, making the provision of housing suitable for skilled junior staff a key issue for the technology businesses that need to be encouraged – see also [ENP 1](#)

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



*Unused for years – the planning application for redevelopment is now under consideration.*

- 10.3 Re-use of industrial sites for retail should give due consideration to transport access and the size of any building in relation to its context. Additional retail development accessed from the A40 would not be appropriate given the congestion of that road.
- 10.4 Re-development of existing industrial areas for further employment use will be supported. An additional industrial site of 3.5ha is being developed during 2016-7. No employment land has been specifically allocated south of the A40 as there remains a significant number of old industrial sites in need of re-development before any new land is released.
- 10.5 Small-scale commercial development such as the provision of small-scale craft, technology or micro-business workshops for use by residents (such as a Live-Work Project) may be acceptable. Due consideration should be given to the traffic, parking, noise and other implications of mixed development for residents before permission is given.

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10.6 Lack of suitable hotel accommodation is an impediment to companies that have staff working off site, often around the world, who need to visit for training and consultation. The building of hotel, conference rooms or coffee-shop in the industrial area would therefore be acceptable as part of any redevelopment

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

10.8 The infrastructure and utilities policies of ENP3b are applicable to non-residential development. In particular, the provision of 'fibre to the premises' is considered essential for all commercial and employment premises.

10.9 .The principles outlined in ENP5 are applicable to non-residential buildings, which should be designed and built to the highest environmental standards practical.

*Large and small, world-class technology or serving local needs – Eynsham hosts a wealth of talent.*



**REC 10 - RECOMMENDATION:**

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

Given the potential scale of local employment activity, encouragement should be given to suitable training institutions to provide a local support centre for apprenticeships or other training opportunities.

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### ENP11 Retail

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

This will be achieved by:

- A Retail development should only be permitted where it can be demonstrated that no harm will be done to the current retail provision that meets all day to day needs without the need to travel by car.
- B Homes should be no more than 800m\* walking distance from a convenience store and no homes should be more than 1000m; the size of such stores should be appropriate for the area which they serve.
- C Redevelopment of the Spar site to improve both retail and housing provision will be supported.
- D Conversions resulting in a reduction of the total number of pubs, restaurants and similar facilities should not normally be permitted during a period when the village is set to expand significantly.

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

#### Reasons:

- 11.1 Eynsham has a good range of local shops including a post office, newsagent, bakery, butcher, greengrocer, wine shop, florist and DIY store located towards the village centre in Mill Street and High Street. There are three convenience stores spread round the village and a range of cafes, restaurants, pubs, hair dressers and other outlets that provide a wide range of local services so that people can and do walk to the shops for all their basic needs.
- 11.2 At least 80% of the village is currently within 500m\* of one of the convenience stores and almost all are within 700m\*. This proximity contributes to the compact village feel and should be retained for new developments. An upper limit of 1000m actual walking distance is acceptable when there is suitable public seating available along the route.
- 11.3 Shopping using a car is more problematic.

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

- 11.4 A larger convenience store provided on a new development towards the edge of the village with better access by car could adversely affect the existing centre. If smaller stores close as a result, this will take away the option of walking to shop that many currently living in the village rely on. For that reason, any convenience store on new developments should have no more retail space than is necessary for that 800m radius neighbourhood.
- 11.5 A new supermarket located on the edge of the village could reduce the **distance** travelled by those who would otherwise go to Witney, but it would increase the **need** to travel by car



*A mix of offices, shops and homes opposite the Church and Market Square*

as fewer people will be able to walk to a location at the edge of the village and will be forced to resort to the car – if they have one. On balance, the risk of social exclusion for the non-car owners (often older, poorer, disabled or otherwise disadvantaged already) and the need for **more** car journeys outweighs any benefit of **shorter** journeys and therefore a

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larger out-of-centre supermarket will be harmful to the sustainability of local shops and should be resisted.

11.6 Additional convenience stores are encouraged, but relocation of stores to larger premises shall not result in poorer coverage or contravene ENP11B.

11.7 The Spar site is unattractive with poor access for deliveries; the residential accommodation is of poor quality. Redevelopment that brings significant improvement to the facade presented to Spareacre and Back Lanes and make better use of the area for both retail and residential use will be supported.

11.8 Pubs and eating places are an important part of the social fabric of Eynsham. As the number of residents is expected to increase significantly during the validity of this plan, any further reduction in the overall provision of such premises should be resisted unless it can be clearly demonstrated that there is no reasonable chance of the business being viable within the foreseeable future. It may be acceptable for existing premises to be replaced by equivalent ones on new developments.



*Not a great example of building design either – but the Flower Shop, Post Office, Greengrocers and Off-licence all contribute to making Eynsham largely self-sufficient for anyone's day to day needs*



*Although it provides a valuable service, SPAR is a building of its time which was not a time of good buildings. A hair salon and the village Fish and Chip shop share the same location.*

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### ENP12 Local Green Space

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

- LGS 1 Eynsham Millennium Wood
- LGS 2 Witney Road Green
- LGS 3 A40/B4449 barrier strip / village entrance
- LGS 4 Dovehouse Close open space
- LGS 5 Hazeldene Close open space
- LGS 6 The Gables – paddock and orchard
- LGS 7 Abbey site grounds
- LGS 8 Abbey Farm Barns orchard & meadow
- LGS 9 Old railway line – beside footpath 206/30
- LGS 10 Fruitlands Wood
- LGS 11 Litchfield
- LGS 12 Abbey Farm Barns field
- LGS 14 Land north of B4449 southern bypass
- LGS 15 Land south of B4449 southern bypass
- LGS 16 Land south of B4449 southern bypass.

- 12.1 These sites have been identified and assessed as potentially meeting the requirements of LGS and in need of preservation as such following consultation with the community.
- 12.2 More detail of the significance of the Local Green Spaces and how they meet the criteria set out in the NPPF, paras 76 to 78, is given in the following supporting documents  
[“Local Green Space \(LGS\) Designation”](#)  
 “Checklist and Criteria for Local Green Space Designation in Eynsham Neighbourhood Plan” document for each LGS. These documents include site plans with exact boundaries, photographs, documents and correspondence relating to each LGS.
- 12.3 Development within any LGS will only be permitted where it forms part of a landscape design to enhance community enjoyment of the green space and contribute to improvement of the character, bio-diversity, appearance and general quality or amenity value of the space. For example, this could be through appropriate planting, preferably of native species or local varieties of fruit trees, through improvements to local drystone walls, restora-

tion or planting of native hedgerows, creation of natural pathways, restoration or construction of small structures, such as a field shelter or shed, appropriate to existing use and management of the space.

Any other development will not be normally be allowed.

- 12.4 Eynsham is fortunate in having public open space to the south of the village - the playing fields, the former Abbey Fishponds, now a nature reserve and part of the Abbey Heritage Trail, and the St. Leonard's and St Peter's Churchyard. These spaces reflect the historic past of the village and provide excellent space for public recreation and reflection. They form a link with the countryside beyond. They have been repeatedly identified by residents in response to consultations as of great value to the community. They add greatly to the quality of the local environment in terms of heritage and bio-diversity.

LGS designations will protect some small spaces in private ownership that surround this important place and contribute to both its setting and the setting of important heritage assets such as the Eynsham Conservation Area, St Leonard's Parish Church (Listed Grade 2\*) and Churchyard, the Scheduled Ancient Monument next to it (site of part of Eynsham Abbey), the Abbey Farm site with its Grade 2 Listed Barn and the Abbey Fishponds undesignated heritage asset. These are LGS7, LGS8, LGS11, LGS12 and LGS14.

- 12.5 The fairly densely built up areas of the village, especially in the Conservation Area, benefit from a few green oases, on public and private land, that local people value for their beauty or historic associations or biodiversity or, where there is public access, for their recreational value. These are designated as Local Green Spaces- LGS 2, LGS 3, LGS 4, LGS 5, LGS 6 and LGS 10.
- 12.6 Fruitlands Wood, LGS 10, includes an old orchard. If the current planning application for 6 bungalows on the site is refused, the whole wood is designated as a LGS. If planning permission is granted, the southern section of the wood, including a “Traditional

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Orchard UK BAP Priority Habitat”, and a small northern patch of woodland, which are both outside the area to be developed in the current proposal, are designated as Local Green Space.

12.7 Residents have repeatedly said how much they enjoy local walks around the rural fringes of the village especially for the views and the wildlife. Local Green Space designations at LGS1, LGS 9, LGS 15 and LGS 16 will protect some of the valued scenery and biodiversity.

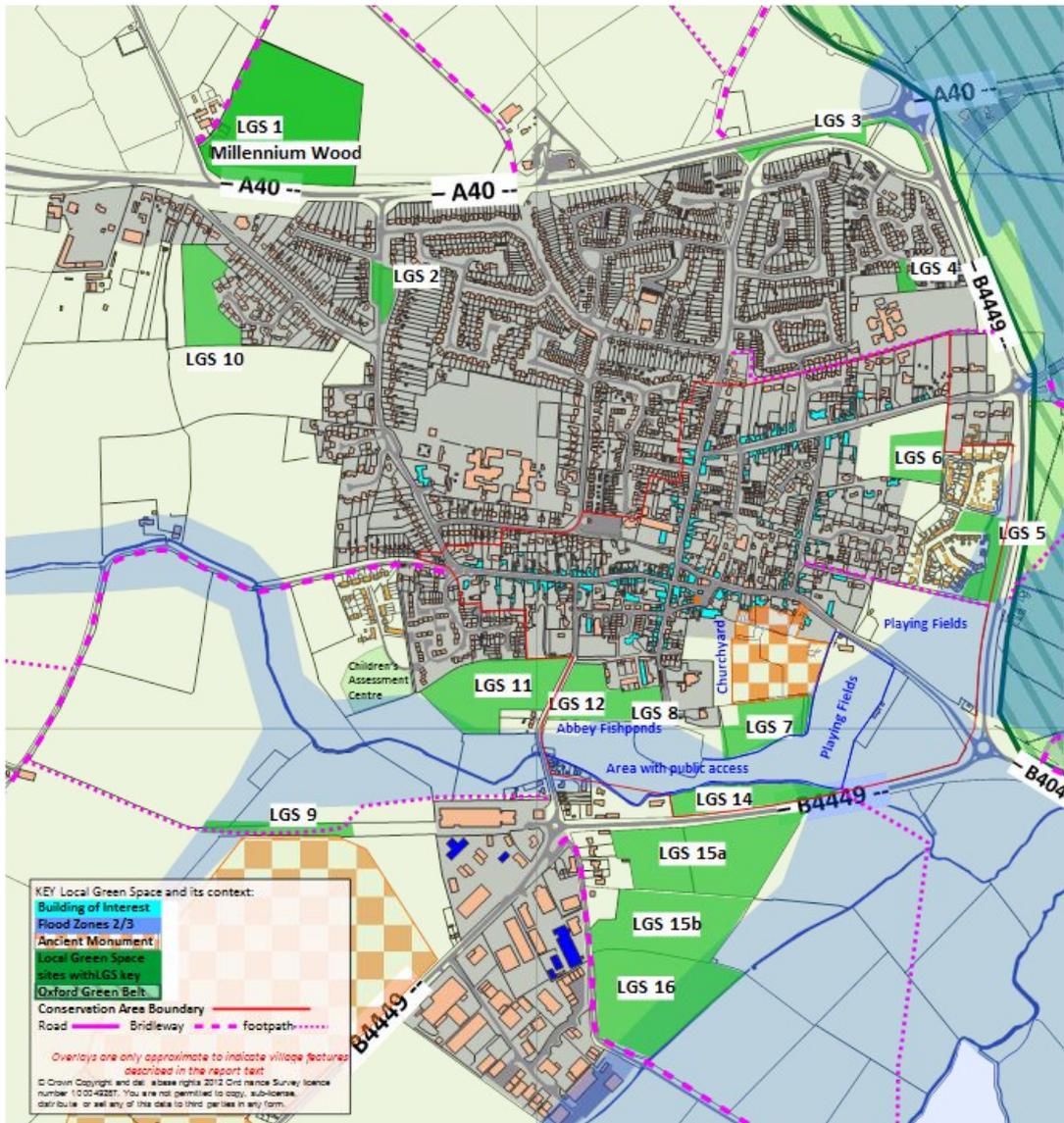
12.8 A recent Planning Application has been made for 52 dwellings on LGS15b. If it is approved the LGS designation will apply to LGS15a only. If permission is refused, the whole site should be designated as LGS15.

12.9 New green spaces on allocated development sites are dealt with in ENP4.



### Map 3 – Local Green Space proposals.

Map3 is only an indication of the site locations – a more accurate map will identify exact site boundaries as part of the supporting document.



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### ENP13 Trees

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

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

#### Reasons:

- 13.1 Trees in the flat landscape of Eynsham are dominant features that create the green and rural setting so important to local residents.
- 13.2 Trees that are lost through development should be replaced with similar species and of as similar maturity as can be reasonably achieved.
- 13.3 Tree Preservation Orders (TPO) are required where trees have no other protection such as Conservation Area status. There are so few trees in the built-up village that all mature examples should be preserved or replaced.
- 13.4 Mature hedgerow trees are such a significant feature of the local landscape that they should be preserved. A TPO should be placed on trees within sites that are offered for development to ensure that trees are not removed prematurely before they can be protected by planning conditions.

See also [ENP4](#)



*Trees dominate the view where Witney Road joins Acre End Street, Merton Close and Chilbridge Road*

**REC 13 RECOMMENDATION:** Tree Preservation Orders be placed on the mature trees at sites identified on Map 3 and in the table below:

LGS 2 Trees at Witney Road Green.

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

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

WODC should instigate a survey to register all village trees with a view to including the most important specimens in the proposed TPO. Local residents are already creating such a register of existing trees to support this work.

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Eynsham's countryside context – above, pasture looking north towards Freeland (proposed OCGV site); below, looking south from Chilbridge Bridleway (proposed site of Western Link Road + houses)



## 05 SPATIAL POLICIES

The following Spatial Policies relate to any development that may take place within the Parish of Eynsham generally and in particular identified locations within the Parish. Locations put forward for development are discussed in [Appendix A – WODC SHELAA Site Assessments](#).

### ENP14 Sustainable Growth

Development shall protect the character and community of the existing village and establish similar qualities in any new settlement.

All proposals shall be required to :

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

Larger allocated sites shall additionally:

- C Make provision to mitigate Infrastructure constraints including the main access roads (A40, B4449, B4044) and the capacity of existing educational and health facilities.
- D Have approved by the LPA a masterplan and associated planning brief before consideration is made of an individual proposal.
- A new settlement in the Neighbourhood Plan Area during the term of this Plan can be acceptable if it is planned together with a future expansion of the village so as to integrate and separate the two communities where appropriate, to their mutual benefit, including
  - E All the relevant policies of the ENP shall apply to a new settlement within the Parish.
  - F A green buffer zone is created to define the boundary between the two settlements but should include suitable walking, cycling and riding connectivity (ENP 16.8).
  - G Suitable school and primary health care facilities for both communities are funded by appropriate developer contributions.
  - H Developer funding to mitigate the negative impact on A40 and Toll Bridge traffic caused by both developments due to their scale.
  - I The total number of houses will be set by the WOLP (NPPF 184); recommendations B and C discuss the location of these new homes.

Additional details are given in ENP16.

#### Reasons:

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

**REC 14 - RECOMMENDATIONS** to ensure that development is properly phased and coordinated between multiple sites:

- A Eynsham Parish should be a single Strategic Development Area (SDA).
- B All new homes should, in the first instance, be targeted north of the A40. Infrastructure and facilities must be built from scratch to create a self-sustaining community; delays will make conditions unacceptable for new residents and must be prevented by good planning and sound financial backing (see ENP 14.10).
- C The area west of the village already has consent for 237 new homes. The rest of the site should be planned as part of the SDA, but held back as 'strategic reserve' so focus can be placed on building up the resilience of the Garden Village site. (see ENP 14.9)
- D Attention is drawn to the Feb. 2017 Planning White Paper, which aims to “strengthen the importance of early *pre-application* discussions between applicants, authorities and the *local community* about design and the types of homes to be provided”. WODC is asked to take this approach with Eynsham on all planning matters affecting the Parish.

## 05 SPATIAL POLICIES

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

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

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

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

- compact and walkable form,
- quick and easy access to open countryside,
- opportunity to buy all day-to-day necessities within the village,
- educational, sporting and health facilities within walking distance,
- venues close at hand to support many groups, clubs and societies.

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

14.4 The wider village setting has been noted in Section 02 and Policies ENP 2,3,12,13.

14.5 Infrastructure limitation and needs have been noted in ENP 3, 6 and 7.

14.6 Larger sites allocated for development under the WODC Local Plan shall be regarded as one site for the purpose of the ENP and subject to a unified masterplan even though subsequent construction may be undertaken by different house-builders. This is to preclude subdivision into smaller sites below the 'cut-off' for the application of 'larger site' requirements.

14.7 Road Transport (ENP7) is a major issue that affects the whole West Oxfordshire district. Travel Plans (NPPF 36) should be prepared to OCC guidelines and independently audited to make allowance for worst-case conditions when Oxford University and Schools, public and private, are in term-time operation. Travel

Plans shall be based on the time taken to reach a reasonable destination such as Oxford City or the A34 Trunk Route, not just the time taken to exit the village and take into account other developments allocated under the current Local Plan.

14.8 For the existing village there is a number of new homes or residents beyond which point there will be significant loss of amenity for both new and existing residents. The ENP prefers to set the upper limit on size by defining a maximum distance from the centre for residential development (ENP 1, Note A and B) to maintain a village environment and feel.

14.9 On the basis of the criteria set out in ENP17, it is considered that a future expansion to the west of Eynsham for 600\* homes could be acceptable. Expansion south of the Chilbridge Road could have an adverse impact on the setting of the village.

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

14.10 However, given the very high allocation made to the sub-region to meet Oxford's unmet housing need, it is apparent that a new settlement is required as a priority. It is considered that all new homes allocated to the area in the emerging WOLP should be concentrated on the new settlement. Building up that population quickly will fund the necessary infrastructure and ensure that a sustainable community is rapidly established. [ENP 16](#) gives more details.

14.11 Land to the west of Eynsham should remain as a reserve site, something that the emerging WOLP noticeably lacks at present.

14.12 Significant employment land is underused or in need of redevelopment; 3.5ha has recently

## 05 SPATIAL POLICIES

been permitted for employment use, precluding the need for further employment land within the existing village.

However ENV1 and ENP10 envisage the provision of employment to match new housing and the building of a campus-style Science Park to accompany a new settlement would be in full accord with Eynsham's aspiration to become part of the Oxford Knowledge Spine.

14.13 The spatial policies of the ENP are applicable whether or not the much needed improvements to the A40 are completed during the currency of this Plan. However, no planning decision shall be made which impedes or prevents the possibility of improving the A40 at some future date.

14.14 NPPF 100-103 requires Sequential Testing of sites to minimise Flood Risk. It is also recommended that Sequential Testing of landscape and biodiversity impact be used when choosing sites for development.

14.15 NPPF 112 requires the preferential use of less valuable agricultural land. The sequential assessment and hence choice of sites for development should include the preservation of the best agricultural land as a significant criterion as this is not easily replicated elsewhere. Similarly, demonstrable opportunity for bio-diversity gain shall be a significant criterion in any such assessment<sup>t</sup>

### Protecting the Historic Environment:

14.16 The parish's designated historic heritage assets and their settings, both above and below ground including listed buildings, scheduled monuments and conservation areas will be conserved and enhanced for their historic significance and their important contribution to local distinctiveness, character and sense of place as indicated by feedback from residents<sup>u</sup>.

14.17 Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the National Planning Policy Framework (NPPF 2012)

14.18 Where developments could affect heritage

assets, either directly or indirectly, a heritage statement clearly describing the development site's contribution to the significance of these heritage assets will be expected to accompany any application for development, including a description of the measures taken to avoid or minimise harm and any measures that have specifically been included to enhance heritage assets. Where proposals would nevertheless result in unavoidable harm, this should be clearly identified along with any public benefit that could not otherwise be delivered and is considered to justify that harm.

14.19 Recommendations to the LPA follow below.

**REC 14 – RECOMMENDATIONS (cont.) to ensure that development retains or enhances amenity for new and existing residents alike:**

- E Planning consent shall be dependent on the provision of necessary infrastructure and enforcement action shall be taken to prevent houses being occupied until agreed provision is completed.**
- F Larger sites shall be allocated as a whole and subject to one masterplan.**
- G Improvement of the A40 and Toll Bridge congestion shall be sought as a matter of urgency.**
- H Given the serious economic impact of A40 congestion, Transport Assessments should take into account the ability of main roads to absorb traffic, not just the technical capacity of local roads.**
- I Flood risk, landscape and bio-diversity should feature in any sequential assessment of the suitability of sites for development. [\(ENP4a\)](#)**
- J If a separate community is formed within the area covered by this Neighbourhood Plan, this Plan shall remain applicable to the new community until they are in a position to revise it.**
- K A formal revision of the Eynsham Neighbourhood Plan will be supported if a significant change to village circumstances takes place during the lifetime of this plan.**

## 05 SPATIAL POLICIES

### ENP15 Eynsham Village Centre

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

This will be achieved through:

- A Maintaining and enhancing the effectiveness of the Conservation Area\*.
- B Preserving and enhancing the Village Square as a space for markets and public events and as the context for its historic buildings.
- C Retention of retail and other public facilities.
- D Preserving and enhancing the public realm to allow people to move around easily and make use of any open spaces.
- E Improving the experience of bus users to encourage use of public transport.
- F Consider if it is necessary for houses being converted to multiple occupancy to require planning permission\*.

#### Reasons:

- 15.1 The village square is the main focal point of the village. It needs to be looked after and to be available as open space and for markets or other public events while setting the context for the Bartholomew Rooms, Parish Church and other historic buildings around it.
- 15.2 The wide range of retail outlets and public venues within the central zone should be retained. Access by pedestrians should be preserved while access using mobility vehicles needs improvement. [Note B](#)
- 15.3 Parking presents a significant issue for residents and many shops have little or no nearby parking.
- 15.4 Enhancement of the public realm should be a priority when considering the uses to which CIL funds should be put. See [Appendix B](#)
- 15.5 Bus stops in the village centre have no shelters and no seating, which must prevent some who have the option of using bus or car, choosing to use the bus, not the car.
- 15.6 Currently conversion from family home to

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

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

#### REC 15 - RECOMMENDATIONS to preserve and enhance the Village Centre:

- A A Conservation Area appraisal should be carried out and consultations made as to any extension to the CA that may be appropriate.
- B Establish the number of HMOs and consult with the Parish Council as to whether an Article 4 order is appropriate or necessary.



*The Bartholomew Room takes central location opposite the Church in the Market Square*

## 05 SPATIAL POLICIES

### ENP16 North of the A40

The area north of the A40 shall be safeguarded so that it remains available for the number of residential units set out in ENP16.1 and associated employment, educational, cultural and social facilities. Due regard shall be given to the importance of the A40 as a vital link between West Oxfordshire as a whole and the City of Oxford and beyond.

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

- A Appropriate connectivity with and separation from Eynsham including the provision of safe crossing places of the A40 for students and other residents accessing services in Eynsham village (ENP16.2, 16.8).
- B Careful assessment of the positive and negative impacts on residents of Eynsham Village.
- C Vehicular access designed to minimise delays to through traffic on the A40 and make provision for future improvements to the A40
- D The timely provision of adequate facilities, including a neighbourhood centre, to meet the social, educational, religious and cultural needs of the new community.
- E The provision of appropriate employment opportunities as part of or adjacent to the development (ENP 16.11, 12).

In the case of a new separate community the following shall also apply:

- F The application of the principles of a 'Garden Village' in terms of its built form, interconnected green spaces, infrastructure, layout and impact on the wider countryside.
- G The provision of a wide choice of house type and tenure as set out in ENP1.

*The West Oxfordshire Local Plan (WOLP) at the time of public consultation includes a large-scale development north of the A40 as a separate "Garden Village" settlement.*

*It is appropriate for the Eynsham Neighbourhood Plan to apply to a new settlement within the Neighbourhood Plan Area to safeguard the interests of residents of both settlements. This shall apply in the interim period whilst residents of the new village temporarily depend on some services in Eynsham and until the new settlement's facilities are ready and it has its own Neighbourhood Plan in place.*

*The relationship between the two settlements should always be a mutually beneficial one and the impact on the other shall always be taken into account when making planning decisions. Residents serious concern that the separation is not enough is partly based on lack of trust that the infrastructure will not be built as promised, leaving OCGV residents dependent on Eynsham with its limited parking and facilities already near to capacity. In practice, too much separation could reduce pedestrian and cycle journeys and result in more car journeys to Bartholomew School; ENP16.16 prioritises building a new village centre first to minimise any dependency on Eynsham.*

*There should be flexibility in the number of houses built north and south of the A40 consistent with achieving the total allocated to Eynsham in the West Oxfordshire Local Plan . See [ENP14.10-12](#) and the [Site Assessments](#) Option N3 for maps*

#### REC 16 – RECOMMENDATION A:

The LPA should have continuing regard for the unusual situation of two communities with their centres very closely located to ensure that the impact on the other shall always be taken into account when making planning decisions.

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

The LPA should always consult with both settlements on any planning application which affects either one of them

The LPA shall take into consideration the impact on existing residents and businesses adjacent to the proposed GV together with the listed heritage assets, bio-diversity assets and the flood zone present on the proposed GV site.

## 05 SPATIAL POLICIES

*More recently, an alternative site has been proposed nearby that may be easier to deliver and could be adopted as an alternative to OCGV.*

*In this case, north of the A40 should be protected so that it may be used as an integrated extension to the village at some point in the future, ideally at the same time as the A40 is upgraded and routed round the north of the extension, which will then be much better connected to the village. The new road should allow residential development up to 1100m from the centre, a little more than the ideal village size due to the southerly location of the historic centre, plus another 100m Buffer Zone separation between homes and the new road. Typically, the area could accommodate 1000 new homes along with a local shop, primary school and extra public amenities in keeping with a 50% increase in the population of Eynsham.*

*Eynsham has very limited spare capacity in primary education and the Medical Centre; the development should therefore be planned and constructed as a whole, ensuring that the necessary infrastructure is provided for residents and contributing to the costs of the A40 work which is necessary to permit a fully integrated extension. [Site Assessments](#) Option N1/2 for maps*

*There are two quite distinct northern development cases which the **Reasons** reference by suffix:*

*Paragraphs referring to a separate settlement (e.g. OCGV) are identified by suffix (a), e.g. 16.1 (a).*

*Paragraphs referring to an integrated northern extension are identified by suffix (b), e.g. 16.1 (b).*

*Paragraphs applicable to both have no suffix, e.g. 16.2.*

*When the masterplan is created, the reasons given in the following paragraphs, which represent local requirements and aspirations today, should underpin the decisions necessary to create a practical and sustainable design. Locally-led consultation should inform decisions when the inevitable technical need to alter some detail occurs as plans mature.*

### **Reasons:**

16.1 (a) A separate community of up to 3200 dwellings should be in the form of a Garden Village according to the principles set out in

'Locally-Led Garden Villages, Towns and Cities'<sup>v</sup> published by DCLG in March 2016 and in WODC's Expression of Interest submitted to DCLG in July 2016. The name OCGV is used within this plan to identify this new settlement.

16.1 (b) An integrated extension of Eynsham may have up to 1000 dwellings and conform to the requirements of this Neighbourhood Plan

16.2 (a) Separation and connection of two separate settlements shall be made as necessary for mutual benefit and to ensure no significant long-term harm will be caused by one community to the other.

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

Conversely, sharing some facilities will be mutually beneficial. For example a Health Centre in the new settlement would offer appointments to Eynsham residents as a better alternative to the longer journey to Long Hanborough and provide additional treatment capability not currently offered within the existing practice so saving journeys to Witney or Oxford for minor procedures ([See ENP3a](#)).

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

16.3 (b) A northern extension to Eynsham shall be well connected by paths for non-vehicle traffic to minimise the need to use cars to access facilities in the existing village. ([ENP8](#))

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

16.5 Access to a northern development from the

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existing Eynsham roundabout via an improved and realigned Lower Road should be sought to minimise congestion and improve safety on this section of Lower Road.

- 16.6 Improving the A40 is critical to Eynsham and the whole of West Oxfordshire. Ideally, a dual-carriageway re-alignment should be built on the northern edge of the buffer zone, providing an unobstructed route for through traffic. A suitable route for a dual-carriageway upgrade to the A40 shall be included in the masterplan and protected by legal agreement. The LPA shall actively seek developer contributions to improving the A40.
- 16.6 (a) A route on the northern edge of the buffer zone between Eynsham and OCGV should be protected in the case of a separate settlement north of the A40.
- 16.6 (b) A route beyond the northern edge buffer zone of the development should be protected in the case of an integrated extension north of the A40.
- 16.7 Pedestrian and cycle connections are particularly important to ensure the safety of pupils of Bartholomew School who will have to cross the A40 daily and to ensure that residents are not car-dependent to visit specialist shops, pubs and places of worship that are located in the existing village and will not be exactly duplicated north of the A40.
- As a basic principle – it should be easier to use the designated safe crossing places than attempt to cross the carriageway elsewhere.***
- 16.8 (a) In the case of a separate settlement, Garden Village design principles require that there be a structural landscape buffer between the new and existing villages, reinforcing the separate identity of the two settlements and reducing the impact of the A40, Therefore, this area shall not include any development and should be heavily planted with appropriate species and depth of trees and hedgerows to complement the existing landscape and minimise the nuisance of road noise to either community (ENP 14F).
- 16.9 The allocated site area is crossed by Public Footpaths and Bridleways which shall be retained; they should be incorporated into the landscape design, re-routed only where appropriate and unavoidable, and incorporated into the connective and green infrastructures while remaining rural in character to provide continued access to countryside north of the residential area.
- 16.9 (a) The site area referred to above includes the buffer zone between the two settlements.
- 16.10 The existing light-controlled crossing at the end of Witney Road should be retained; the crossing is essential to allow cyclists to cross to the Eynsham - Witney Cycle Path on the north side of the A40 and also to access the Park and Ride bus terminal.
- 16.11 Local employment site(s) will minimise the need to commute to work, particularly if sensitively mixed in with residential development as outlined in ENP10.5. The ENP supports high-value technology businesses but out-of-centre retail use is not supported because of its adverse impact on local retail provision and its out-of-context urban form and character in this village location. The site size should be related to the size of the working population of the adjacent settlement(s).
- 16.11 (b) Employment shall be located to minimise intrusion into the environmentally sensitive or occupied areas such as Wintles and City Farms.
- 16.12 Non-residential developments north of the A40 should be screened from the A40 and be set out at low density with appropriate green infrastructure to make the most of the rural setting of the site and in accordance with all provisions of ENP4 and ENP2.7.
- 16.13 Advertising hoardings and similar signage on the A40 should be minimised to be in keeping with a rural location.
- 16.14 (a) The housing and design standards proposed in the West Oxfordshire Local Plan (e.g. EW1a) are supported with additional detail by ENP1 and ENP2. The site has been allocated for development according to Garden Village principles and these shall be applied at both masterplan and Planning Consent /Enforcement stages. Developments that

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could affect heritage assets directly or indirectly require a heritage statement – see [ENP14.17](#) Attention is drawn to the listed heritage assets at City Farm ([ENP2.1](#))

- 16.14 (b) The housing and design standards are set out in ENP1 and ENP2. The site requires a single masterplan in accordance with ENP2F.
- 16.15 (a) The provision of new community facilities in EW1a is supported by ENP3 with particular attention given to [ENP3a](#), which addresses the Primary Health Care provision for both the new community and the rest of Eynsham.
- 16.15 (b) The provision of new community facilities are set out on [ENP3](#) and [ENP3a](#). A new Health Centre may be acceptable provided that more homes are closer to it than would be from the existing Medical Centre and a significantly extended and enhanced range of health-care services is available within the community.
- 16.16 Necessary infrastructure shall be available at the time each house is first occupied ([ENP3.1](#)).
- 16.16 (a) Building the new 'centre' of OCGV should be prioritised. This may best be done by building social housing first, which can usually be constructed faster than market housing as there is no reason to drag-out the build to maintain prices.  
A 'traffic free' pedestrianised area as part of the civic/public amenity area, sadly impractical in Eynsham, should be incorporated in the design of OCGV to complement its traffic-free paths.
- 16.17 Housing for extra elderly care and disabled should also be prioritised close to the local facilities as most will also be social housing and needs to be located near shops and community buildings. [ENP1.8](#).
- 16.18 The green Infrastructure requirements of [ENP4](#) and [ENP4a](#) are applicable.
- 16.18 (a) The Green Infrastructure requirement of EW1a are supported in detail by [ENP4](#), noting that the connection points between the two settlements will pass through one such area while other areas provide an important link from Eynsham itself to countryside to the north. It should be noted that there are significant bio-diversity assets at the north of the site area

(City Farm) and the need to achieve significant bio-diversity gain here ( [ENP4a](#))

- 16.19 [ENP5](#) encourages a high standard of sustainable design.
- 16.19 (a) EW1a encourages a high standard of sustainable design supported in detail by [ENP5](#).
- 16.20 Such a large development will require the expansion of Bartholomew School or alternative secondary school provision. This shall be funded as part of the new development's S106 agreement and any additional buildings shall be located so as to be readily and safely accessed from both communities. Provision for use of the additional facilities for adult education is encouraged. ( [ENP6](#) )
- 16.21 New facilities provided should not undermine the role of the centre of the existing village at the historic core of Eynsham as set out in [Note B](#), e.g. [ENP11](#).
- 16.21 (a) Facilities provided in OCGV should use the distances from the new school, shops and other facilities set out in [Note A](#), relative to its own facilities, to ensure that it too retains a village form. See also [ENP11B](#).
- 16.21 (b) Distances from the local primary school and local shop should be as set out in [Note A](#). The distance from the historic centre with its shared facilities of 1100m rather than the 1000m ideal is acceptable to ensure a viable development.

***Proposals have been made by OCC for a number of options to improve the A40 beyond that for the Park and Ride, which is due to be implemented early in the currency of this Neighbourhood Plan.***

***Eynsham residents are highly supportive in principle of improvements to the A40, which may involve bus lanes and/or dualling and/or re-siting of the road to increase its capacity in which case the following shall apply :***

- 16.22 Residents shall be protected from noise pollution by the construction of Acoustic Fencing (Noise Barrier) and/or low noise road surface along the entire route adjacent to houses. Appropriate planting shall be included to ensure the fencing blends into the landscape and is not itself an intrusive feature.

## 05 SPATIAL POLICIES

16.23 The Park and Ride will be a significant landscape feature. Its layout and buildings should be designed to complement and enhance the rural location and include full screening from all sides with trees and hedgerows typical of its location.

### REC 16 – RECOMMENDATIONS B - F:

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

- B WODC/OCC should seek developer funding for improvement of the A40, particularly the provision of good access to both residential, employment and the Park and Ride while minimising delay to traffic from the rest of West Oxfordshire.
- C WODC shall ensure that adequate land is protected from development as part of the masterplanning process to allow the A40 to be dual-carriageway through to Duke's Cut and to ensure all local residents are adequately protected from the incessant road noise experienced by Eynsham residents today.
- D Air and noise pollution adjacent to the A40 should be monitored to ensure that national guidelines are not breached.
- E WODC/OCC shall ensure that sufficient safe and well designed paths crossing the A40, for pedestrians, cyclists and mobility scooter users, are provided at key points to connect Eynsham and the new settlement.
- F Local employment is supported (ENP16.12) and is shown in [Option N3](#) as a single separate site. To minimise additional car journeys to work, every encouragement should be given for residents to work locally. To this end, some mixing of houses and employment at the masterplan stage may be appropriate. (e.g. ENP10C)

16.24 The Park and Ride should be promoted as a transport hub for the district with good public transport and cycle links to Hanborough Rail Station and buses to both the central and eastern areas of Oxford. Local bus routes both on the A40 and through the largest practical numbers of local residential areas should be

provided as part public transport infrastructure.

16.25 The LPA should seek to rationalise the junctions on the A40 associated with residential, business and the Park and Ride developments as part of the masterplan / AAP process. Ideally the development should fund a realignment of the A40 as this is the most appropriate way to ensure good access to the site without causing further chaos during rush-hours while providing safe crossing for path users. If the LPA fails to negotiate funding, the line of an upgraded A40 shall still be fully planned and agreed with the highway authority and then protected by legal agreement as part of the masterplan.

***If the road remains along its current course the following should be applied to ensure safe crossing of this fast and busy road.***

16.26 An “at grade” crossing would only be considered “safe” with pedestrian controlled lights and full pedestrian priority, otherwise a long delay will result in school pupils simply ignoring the lights and crossing anyway. Pedestrian priority is unlikely to be acceptable on such a busy main road, even if the speed limit is reduced to 40 or even 30mph.

A bridge of the height necessary to clear the traffic of this arterial route will be an eye-sore and is likely to require so much extra effort to go up and then down that people will risk crossing the carriageway instead of using it.

16.27 Well-designed underpasses offer the safest crossings with minimum effort. Underpasses are routinely used on the continent where they are well-used because they are designed with clear sight-lines and good lighting to make users feel safe. Due to continuous housing between Spareacre Lane and the A40 there are a very limited number of places where anyone would want to cross, making the provision of a few safe crossing points a practical possibility. Unless technical reasons can be demonstrated that make an underpass impossible to construct, this is the preferred method of providing safe crossings of the A40.

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

*Please see [Site Assessments OptionsN1-3](#) for further background and maps relating to these policies.*

*Attention is also drawn to [ENP4a](#) / [ENP14.16](#) given the significant ecological merit of parts of the north of the GV site.*

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

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

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

- A Developments west of Eynsham shall have vehicular access from the A40 and at only one point. Vehicular access through the village shall be strictly limited [ENP 7.2](#).
- B Development should sustain or better reveal the significance of designated and non-designated heritage assets and avoid harm to them and their settings, and safeguard existing trees and hedgerows.
- C Developments shall ensure that the rural setting of the village is retained in terms of the long-term quality and stability of any new Urban – Countryside boundary.
- D The form of any development alongside Chilbridge Road should have particular regard to its impact on the view from the bridleway over open fields towards the historic village centre and Wytham Hill beyond and from the south & western road approaches.
- E Adequate Primary and Secondary School capacity shall be provided.

#### Reasons:

- 17.1 The additional road traffic generated by the new development should not add directly to village centre traffic problems, but residents shall have easy access by car to the transport network outside the village ([ENP7.2](#)).
- 17.2 Access to developments should not cause extra delay to A40 traffic. This may be achieved

through the consolidation of existing nearby junctions or other means to minimise delays to both through and local traffic, which shall be demonstrated by traffic modelling.

- 17.3 Road access to any new development should not normally use the existing village roads, although such access for pedestrians, cycles and mobility vehicles shall be provided in accordance with [7 Transport](#) and [8 Connected Place](#). Chilbridge Road and Thornbury Road should provide emergency access and the latter should be open to buses and local traffic accessing the village facilities, but should be restricted to prevent through traffic in the village centre, particularly at key times such as school start and finish times.
- 17.4 Developments that could affect heritage assets directly or indirectly require a heritage statement – see [ENP14.17](#).
- 17.5 Adequate school places for new residents are essential before any major development can go ahead and the provision of appropriate land will be significant in achieving this goal.
- 17.6 Chilbridge Road (public bridleway) provides a popular access point to the countryside; the short time it takes to walk from the 'urban' roundabout at the end of Acre End Street into open countryside, contributes to the perception of a rural location and makes up to some degree for the lack of any significant green space within the village such as a village green or local park.
- 17.7 It has been an aspiration of WODC policy for many years to seamlessly blend the village into the open countryside beyond it to the west. Views west into open countryside and east back to the Parish Church and Wytham Hill are important features of this popular location that contribute significantly to the rural feel of the village that is highly valued by residents. Housing development south of the Chil Brook could be particularly detrimental in this regard. The methodology used in 'Oxford View Cones Assessment'<sup>www</sup> is recommended in assessing the impact of any development.
- 17.8 New developments should encourage easy access to the public bridleway for walkers,

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cyclists and mobility vehicles from and through the new development. The continuous hedge along the north side of the bridleway benefits wildlife and should be retained and enhanced to screen off the development to retain the countryside feel as much as possible.

17.9 Carefully designed landscaping of the environmentally sensitive course of the Chil Brook shall be undertaken in accordance with ENP4a. The Chil Brook is designated by the Environment Agency as a 'Main River' subject to an 8m undeveloped buffer zone to protect the river ecology. A linear park, incorporating flood attenuation ponds/swales running the whole length of the Chil Brook from the A40 to Station Road and through the Fishponds area, including appropriate public access, offers an excellent opportunity for bio-diversity gain. See Map 4.

17.10 Developments north of Chilbridge Road shall be screened so that they blend into the land-

scape while protecting and enhancing bio-diversity of the sensitive watercourse area.

17.11 Similar landscape design for development south of Chilbridge Road is more problematic. Development in this raised location will be predominantly urban, making the countryside seem much further away from the village. Keeping the south side of the bridleway as open countryside and keeping development on the north side behind (existing) high hedge screening will allow the perception of open countryside to be retained along the bridleway. Housing south of the bridleway and the proposed Link Road necessary to support it will dominate the scene and render it wholly urban, not rural, in form. This area also includes locally scarce Grade 2 agricultural land - see [ENP4a](#) / [ENP14.16](#).

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

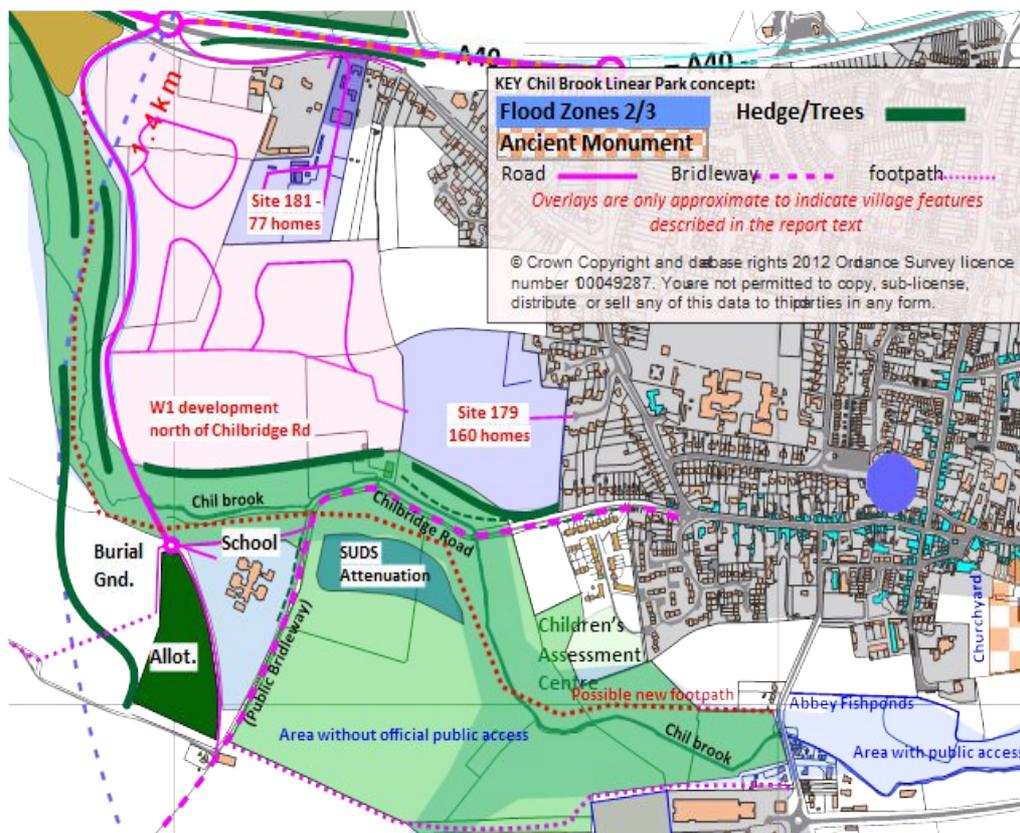
**Map 4: Chil Brook Linear Park concept**

**An opportunity for bio-diversity gain and public amenity**

*Suggested Linear Park occupies the flood zone and will include features necessary for flood control. Field south of the Chill Brook has good bio-diversity and may offer scope for further development as a local wildlife reserve.*

*School is sited for good access to this natural environment.*

*Map is illustrative of the concept of integrating public space and new footpath with wildlife corridor.*



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landscape' setting.

17.13 A new small convenience store on a western development would maintain an ideal walking distance of less than 800m to a store for new residents. The size of such a store shall be in keeping with its function to serve the population within that 800m distance. ( [ENP11B](#) )

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

*\*Please see [Site Assessments Options W1 and W2](#) for further background and maps.*

**REC 17 - RECOMMENDATIONS:**

- A** Development west of Eynsham should not be allowed to dilute the rate of building of a separate settlement (ENP14 Recommendation B).
- B** Development north of Chilbridge Road should be planned alongside any other development of the A40 to minimise junctions and consequent traffic delays should a western development take place in the future. Option W1\*.
- C** Creation of a Link Road and development south of Chilbridge Road (Option W2\*) have significant drawbacks as noted in ENP17.8 to 11. Although they recognise that a western link road may reduce through traffic on Witney, Acre End and Station Roads, Eynsham Parish Council considers that the harm due to the loss of such a significant area of green space so close to the village with ready public footpath access outweighs any benefit that can be demonstrated at present.



*Looking west from Chilbridge Road in winter with Parish Church (centre) and Wytham Hill (right). Nearest building is the newly completed OCC Children's Assessment Centre across the Chil Brook*

*Thornbury Road from Chilbridge – existing tree and hedge boundary just about retains a rural character.*



*But on the other side of the road, rising land will make houses hard to disguise.*



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### ENP18 Southern Industrial Area

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

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

18.1 Eynsham is identified as an important location for business and industrial development. There is general agreement that the Industrial Area should be retained as a place of economic activity and not used for housing development.

Although it has proved difficult to let commercial property due to economic conditions and poor access due to congestion on the A40, this is likely to improve in the first few years of the plan and shall not be used as a reason to justify general house-building on the industrial area. One large site has permission to expand, and another is currently seeking planning consent to redevelop; occupancy is increasing in the office spaces.

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

18.2 Some mixed development may be acceptable, particularly where it can be seen to address the problem of lack of housing for key skilled staff by providing accommodation 'over the shop' or by providing accommodation during the working week. ([ENP10B,C](#))

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

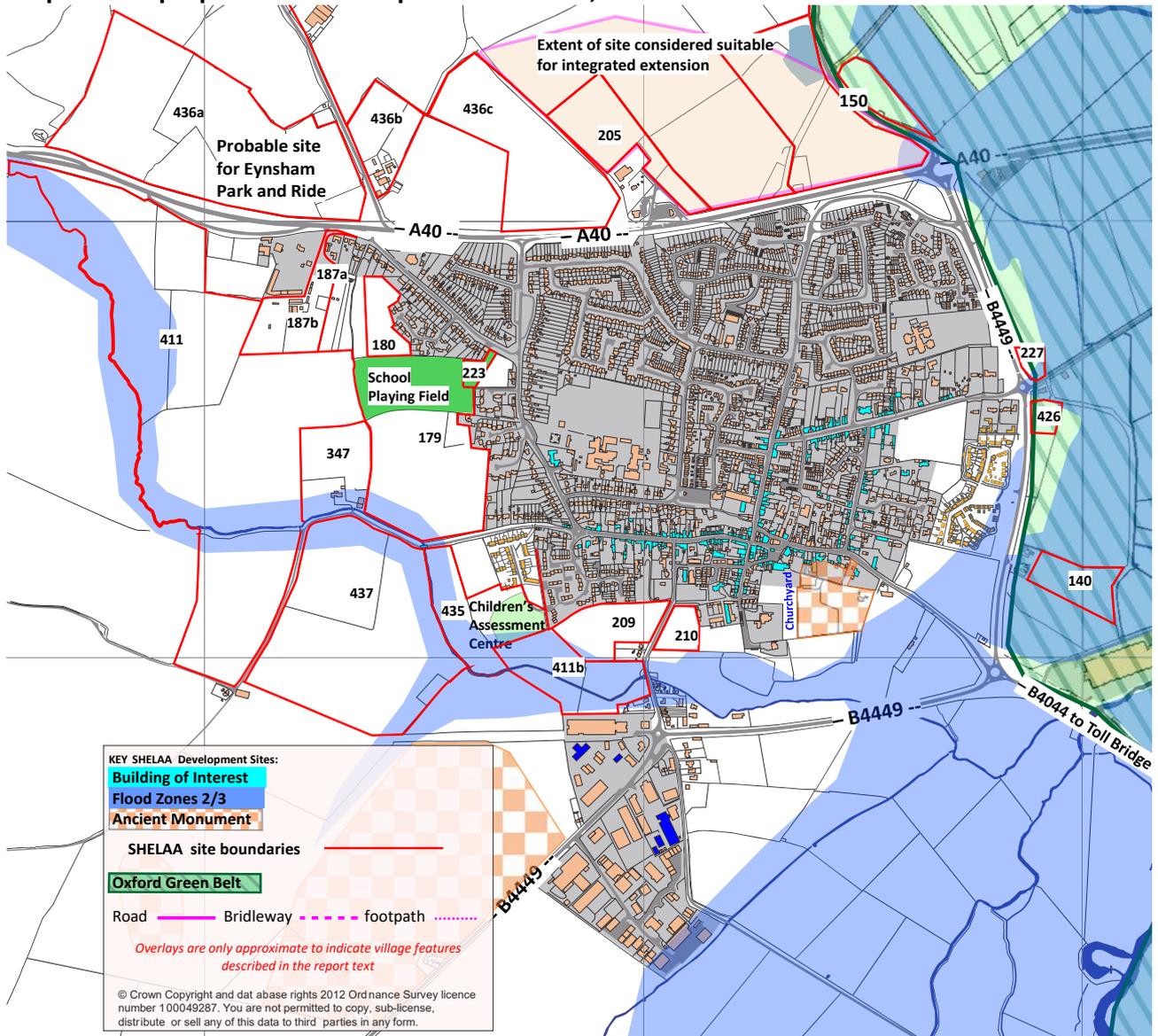
See also [ENP10](#)

# 06 APPENDIX A

## Appendix A: WODC SHELAA Site proposals.

At this time the Eynsham Neighbourhood Plan (ENP) does not seek to pre-empt the WODC Local plan by allocating sites. However, this appendix discusses the attributes of each site included in WODC's map of sites put forward for possible development, published in Dec. 2016 and reproduced in part as Map 5 below, in relation to the policies within the ENP.

Map 5: Sites proposed for development to WODC, March 2016



### SA1 Site proposals - East.

SA1.1 Development to the east of the village is limited by the extensive area of Flood Zones 2 and 3 and the Oxford Green Belt that extends up to the B4449.

SA1.2 Two small sites (227 and 426) and a larger site, 140 have been put forward. All are in the

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

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

### SA2 Site proposals - South.

SA2.1 The area to the south-west, off the Stanton Harcourt Road is allocated for employment use

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as set out in ENP 10 and 14.

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

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

### SA3 Site proposals - North.

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

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

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

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

SA3.4 Although WODC latest draft Local Plan the whole area north of the A40 for development as a new settlement, the possibility of an alternative site south of Barnard Gate means that there is still a possibility of an integrated extension to Eynsham.. Therefore Options N1 and 2 will be retained in the supporting document.

SA3.5 Option N3 is for a completely separate development such as a 'Garden Village' where all the necessary facilities are replicated on the new site so that impact on the existing village is minimal. This has local support if such a large development accommodates all new housing for Eynsham, taking pressure off the western edge and village resources.

SA3.6 Conversely, building new communities from scratch is notoriously difficult and it is unlikely that our vision for new residents enjoying the same benefits as existing residents could be achieved unless very considerable expenditure on community-building was made by the landowners who would have to sell at well below free-market rates (as actually envisaged for Garden Villages)

### SA4 Site proposals - West.

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

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

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

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

SA4.5 Site 411 north and east of the Chil Brook and site 347 could be developed with access direct from the A40 at the site proposed for the roundabout feeding the Park and Ride. The north-western corner of the site is outside the normal envelope for residential development as it is so far from the village centre (ENP1D). With careful design to screen it from the A40 this corner of the site may still be suitable for housing particularly if used for 'rural exception' housing as explained in ENP1.9). The area south of the Chil Brook protrudes into open countryside but could still be suitable for low profile buildings such as the new Primary School and for allotments and burial-ground

SA4.6 Site 437 is south of Chilbridge Road on ground which is mostly higher than surrounding land making it difficult to screen from this very popular bridleway and having a marked impact on the village edge as spelled out in ENP17C and D. This site should be included within a western extension as it has potential for significant community and bio-diversity benefit as green infrastructure including the SUDS that will be necessary to prevent flooding from the rest of the site into the Chil Brook. A Linear Park along the course of the Chil ([ENP17.9](#)) would be one way of delivering these benefits. However, the

## 06 APPENDIX A

possible benefit of a Link Road should also be explored during the masterplan stage when more detailed plans can be compared ([REC 17C](#))

access route for the western site.

SA4.7 Option W1 only has housing north of Chilbridge Road, an area that should be easy enough to blend into the countryside using the contours of the land and using the Chil Brook flood zone as a location for planting, with due care, a screening belt of trees ([ENP17.10](#)). This option now includes the prospect of up to 600 new homes. The most sensitive area at the south of the site is ideal for a new Primary School, allotments and a burial ground as these low-profile developments will have less visual impact and allow better blending of the urban extension into the open countryside. Cost of access from the A40 is minimised using a minor road that merges with the existing Chilbridge Road to give access to the farm and other existing rural houses.

These options have been set out in detail – see [Site Assessments](#)

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

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

SA4.9 There may be proposals for overturning the restriction that prohibits upgrading of Chilbridge Road from bridleway to adopted road, thus giving access to the site from the village without the cost of a link to the A40. This would be contrary to [ENP7A](#) as all the new traffic using this route would now flow through the village although this link is ideal as an emergency

# 07 APPENDIX B

## Appendix B. Public Realm Projects.

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

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

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

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

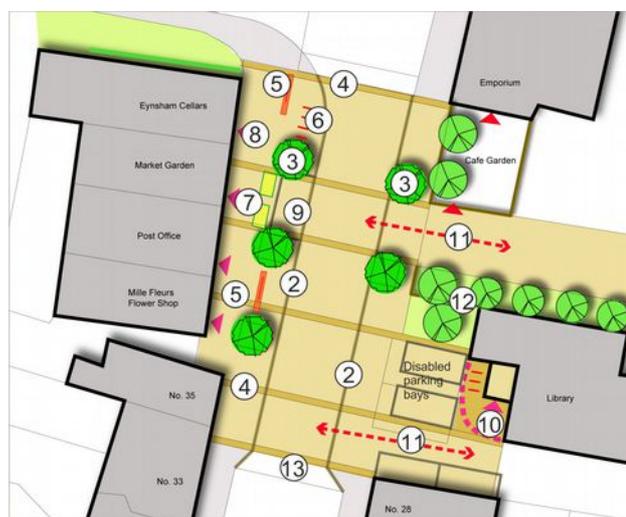
18.2 Amendments to Traffic Orders and CIL money may also contribute to

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

18.3 'Assets of Community Value' may be purchased by the Parish Council to protect them from unwanted development under particular circumstances. The Parish Council should consider if this is appropriate where Local Green Space designation is not granted.

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

### Example project idea – an improved “Library Square”



- 1. New shared surface to link footpath and road.
- 2. New tactile kerbs.
- 3. Street Trees.
- 4. Paving bands.
- 5. Double-sided benches
- 6. Cycle stands.
- 7. Planting tubs.
- 8. Level entry to shops.
- 9. Delivery bay.
- 10. Improved library access.
- 11. New road surface.
- 12. Trees retained.
- 13. Ramp to normal road level.

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### Appendix C. Explanatory Notes.

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

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

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

**Shall or must** – indicates a requirement critical to achieving an objective of the Eynsham Neighbourhood Plan (ENP). Often relating to a required process or principle, failure to comply will result in inevitable refusal of permission except under exceptional circumstances where it can be demonstrated that the community will suffer a more serious loss if the requirement is not complied with.

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

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

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

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

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

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

sell. We believe it is necessary to establish high but realistic standards to ensure that responsible developers are not undercut by those who are less concerned with building long-term, sustainable homes.

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

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

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

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

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

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

#### Q. Why does [ENP1/Note A](#) emphasise a 1200m limit for development? Why not 1150 or 1250m?

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

## 08 APPENDICES

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

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

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

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

### Appendix D – Road types.

[ENP7](#) – Transport describes a hierarchy of three road types – this is the definition of each type.

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

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

lanes and suitable crossings provided at natural crossing places

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

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

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

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

### Appendix E – abbreviations.

Abbreviations are defined where first used – see link

ENP	Eynsham Neighbourhood Plan.
EFSG	Eynsham Futures Steering Group.
EPC	Eynsham Parish Council.
WODC	West Oxfordshire District Council.
OCC	Oxfordshire County Council.
LPA	Local Planning Authority – currently WODC.
LDP	(WODC) Local Development Plan.
NPPF	National Planning Policy Framework
SA	Sustainability Assessment.
SEA	Strategic Environmental Assessment.
HGV	Heavy Goods Vehicle
S106	Section 106 agreement... and....
CIL	Community Infrastructure Levy ... <i>methods by which developers pay to ensure necessary services are provided, from schools to allotments</i>

## REFERENCES

- a [“Rural community profile for Eynsham”](#) prepared by ACRE for ORCC, November 2013
- b For more details see [Creating Successful Masterplans](#) published by CABE
- c As set out in the Building for Life 12 (BfL12), 3<sup>rd</sup> Edition, Design Council CABE/Home Builders Federation, Jan 2015, <http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>
- d An updated version of BfL12 should be used when available or an equivalent verifiable third-party comprehensive quality standard may be used at the LPA's discretion.
- e For example using standards such as HAPPI - [http://www.housinglin.org.uk/Topics/browse/Design\\_building/HAPPI](http://www.housinglin.org.uk/Topics/browse/Design_building/HAPPI)
- f Homes capable of easy adaption for the less able <http://www.lifetimehomes.org.uk/>
- g More detail than the district-wide assessment would be appropriate at masterplan stage but not the level expected of a full planning application. See West Oxfordshire CIL and Local Plan Viability Final Report Feb 2015 section 10
- h \*Regulation 122 of the Community Infrastructure Levy Regulations (as amended)
- i Further information for Developers on sewerage and water infrastructure can be found on Thames Water’s website at: <https://developers.thameswater.co.uk/>
- j Natural England recommends the use of one or other of the following bio-diversity impact calculators: <https://www.gov.uk/government/collections/biodiversity-offsetting#guidance-for-offset-providers-developers-and-local-authorities-in-the-pilotareas> or <http://www.environmentbank.com/impact-calculator.php>. Note: the ‘Guidance for developers’ and ‘Guidance for offset providers’ documents provide a calculation method.
- k Schedule 41 lists priority species <http://publications.naturalengland.org.uk/publication/4958719460769792>
- l Scottish standards set out in section 7.1 : <http://www.gov.scot/Resource/0050/00501006.pdf> ENP5.
- m Until CABE code is replaced, Passivhaus is one accepted zero-carbon standard <http://www.passivhaustrust.org.uk>
- n e.g. Solar installation on Eynsham Village Hall financed by Oxford Low Carbon Hub ([www.lowcarbonhub.org](http://www.lowcarbonhub.org)) in co-operation with Eynsham's Transition Town group GreenTEA (<https://greenteaaxon.net> ).
- o Advice from Natural England indicates that sedum matting is not an ideal green roof and makes reference to <http://livingroofs.org/> as a source of suitable information. ENP5.10.
- p These derive from a [Written Ministerial Statement dated 25 March 2015](#)
- q OCC are preparing a cycling design guide due Spring 2017 which should be consulted when available.
- r Manual for Streets 2014, <https://www.gov.uk/government/publications/manual-for-streets>
- s Home Zone Design Guidelines [www.theihe.org/wp-content/uploads/2013/08/HomeZoneGuidelinesv2.pdf](http://www.theihe.org/wp-content/uploads/2013/08/HomeZoneGuidelinesv2.pdf)
- t Natural England draws attention to <http://publications.naturalengland.org.uk/publication/35012>
- u Resident's responses on local history are recorded in [http://eynsham-pc.gov.uk/variable/organisation/173/attachments/history\\_theming\\_final.pdf](http://eynsham-pc.gov.uk/variable/organisation/173/attachments/history_theming_final.pdf)
- v <https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities>
- w See [https://www.oxford.gov.uk/info/20064/conservation/876/oxford\\_views\\_study](https://www.oxford.gov.uk/info/20064/conservation/876/oxford_views_study)

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