

# **Eynsham Neighbourhood Plan 2017 - 2031**

## **Site Options - Assessment**

**Draft for submission to West Oxfordshire  
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v#	date	Nature of change	Editor
V0.4	12/04/16	Reformat, new maps	RA
V0.5	12/06/16	Sync with NP v0.9	RA
V0.6	29/08/16	Review west ref ENPv1.0; include WOGV as option for north of A40	RA
V0.7	10/12/16	Sync with ENPv1.2	RA
V1.1	11/03/17	Sync with ENPv2.0 + proof reading	RA
V2.0	30/06/17	Add Mitigation in line with SEA report and S1	RA

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## Site Options - Summary and purpose.

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

There is currently too much uncertainty over plans and timings for improving the A40, for meeting Oxford City's unmet housing need and the lack of an adopted Local Plan to make final site allocations. Therefore the Eynsham Neighbourhood Plan is submitted without allocating any sites. However, in preparing the plan a number of possible sites have been evaluated and the results used to inform the policies included in the plan.

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

The SA was used by Eynsham Futures as the evidence-base for plan preparation. We listed Assessment Criteria in Table 5.2 which we checked against resident's comments received during the early rounds of public consultation to ensure that our evidence-base matched local aspirations and concerns, then compared these same criteria with the ENP as it was compiled to ensure all aspects of SA and resident feedback were addressed. The result is documented in Section 4 of the [ENP Consultation Statement](#).

It was judged that matching local residents comments with SA Criteria was more effective than asking residents to 'comment on the SA' directly. Likewise statutory consultee comments to pre-submission consultation have been incorporated in the ENP so the primary purpose of early consultation – to ensure that consultees influence the resulting plan as in Directive 2001/42/EC Article 8 and NPPF para 167– has been fulfilled.

Mitigation measures for those situations where the planned development will cause a negative impact on any item identified in the SA to ensure compliance with EU Directive 2001/42/EC Article 5(1)g have been included (highlighted).

As the ENP does not allocate land itself but comments on the allocations proposed in the emerging West Oxfordshire Local Plan, particular attention is given to those options which most closely match the WOLP at the time of writing.

## Site Options – Introduction and context.

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

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

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

Our conclusion at this time is that there is too much uncertainty to make a good decision on allocating sites as

part of the ENP, therefore it is offered for consultation and referendum with these options considered and rated against the SA parameters and public feedback but without making a final judgement as to the detailed development of sites.

## Site Options – conclusions so far.

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

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

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

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

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

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

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

As the second stage of the West Oxfordshire Local Plan proceeds (May 2017) it is clear that yet more sites may be sought. There has already been a speculative attempt to develop on land between the B4449 Southern Bypass and the Thames flood-zone giving rise to concern that this whole area might be put forward for development. An assessment of this area as Option S1 is presented indicating that it offers poor integration with the rest of the village and is not a good site for new housing.

## Site Options Assessment – format.

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

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

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

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

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

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

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

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

E – excellent = major positive.

G – good = positive.

N - neutral; this proposal will have no noticeable effect on the achievement of this objective.

M - mixture of positive and negative effects described in text.

P – poor = negative.

U – undermining = major negative.

Unless specifically stated, the effects noted are permanent ones. One objective, 17, specifically addresses the effects of construction activity which is inherently temporary.

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

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

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

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

C – critical; **essential** in ensuring a strong, cohesive and sustainable community of both new and existing residents; **essential** to all aspects of long-term sustainability and the outcome is directly controlled by the planning process.

S – significant; achieving these objectives is **important** to maintain a good quality of life, health and well-being for all residents and the environment. The outcome may only be partially controlled by the planning process.

B – beneficial; achieving these objectives will **improve** the quality of life and well-being for residents and environment. The planning process can contribute but it may be necessary for residents to take the opportunity offered.

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

<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	C	Necessary for a balanced community
Provide high quality housing, sustainably built and designed for long-term sustainable living.	C	This objective embodies the essence of true sustainability and thus critical to the success of any development.
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	C	- ditto -
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	C	Anything contrary is obviously very bad although this 'objective' is so wide-ranging it is hard to quantify.
Support healthy and active lifestyles	B	Valuable but people have to choose to use the opportunities offered.

Improve accessibility to the countryside	S	
Improve access to healthcare and other services	S	Care good but no spare capacity – EMC will need contribution to support large-scale development
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	S	Important but delivery is cannot be solely ensured through the NP
Increase the vitality of village commercial life while maintaining an already thriving community life.	S	
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	C	Essential for community-building and inclusion
Provide further opportunities for cultural, leisure and recreation activities.	B	
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	S	
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	C	Good education considered essential for a sustainable and thriving community
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	S	NP can make an important contribution
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	S	Valuable but NP only has limited effect.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	S	Very important though not under full control of the NP
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	C	Very important and is under full control of the NP
Maintain and improve accessibility by car	C	– ditto --
Reduce traffic congestion with improved parking	S	
Minimise additional traffic onto already congested village roads	C	– ditto --
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	S	Important on a district or national level, but not having direct impact on this community
Use land efficiently	S	
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	B	Considered 'standard practice' .
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	S	Offers significant benefits for residents over current situation.
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	S	

Limit exposure to poor air quality	S	
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	S	V. important, where possible.
Promote the development of renewable, low-carbon, and local energy sources	S	Arguably these are critical issues of long-term sustainability but NP has limited scope to over-ride
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	S	national policy. Every effort to 'encourage' will be taken
Take into account the likely impacts of climate change and use sustainable drainage solutions.	S	
Promote local food production	B	
<b>11. Protect and improve soil and water resources</b>		
Protect watercourses and enhance their ecological status	S	These are all valuable objectives but should be 'standard practice' and subject to statutory control.
Ensure new development meets water efficiency, waste water and sewerage requirements	S	These are not specific to Eynsham's NP although it is important for Eynsham that they are achieved.
Protect the best and most versatile agricultural land	S	
Seek to bring contaminated land back into beneficial use.	B	
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	C	Development in Flood Zones 2/3 is unacceptable
Account for the potential impacts of climate change	S	
Promote the use of sustainable drainage solutions	B	Standard practice - WODC
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Seek local local biodiversity gain from each development and mitigate all biodiversity loss.	S	Considered very important locally and NPPF objective; some will argue these are critical
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	S	objectives. Some loss inevitable – rating of 'Good' indicates successful mitigation with a positive benefit outweighing the loss.
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	S	Considered very important locally. Loss of heritage or village character must be mitigated by significant gains in some other objective to be
Maintain or enhance landscape character as defined by the village character appraisal	S	justified. Rating is given on the likelihood of successful mitigation – 'Good' would indicate
Promote access to and enjoyment of the Parish's historic environment and countryside.	S	a positive balance of benefit over harm
<b>15. Maintain high and stable levels of employment</b>		
Provide a range of local employment opportunities	C	Essential to maintain a viable community

appropriate to the skills of the community		
Support locally based businesses	S	
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	C	Essential to maintain a viable economy
Seek to enable new enterprise and innovation	S	
Promote agricultural and countryside diversification	B	
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	S	Effect is temporary.
How many individual residents will suffer significant temporary or permanent loss of amenity	C	Depends to some degree of the level of amenity lost – needs to be noted in specific cases
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	C	Critical to community well-being - Eynsham Medical Centre will be over-stretched by 1000 new homes
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	S	Very important to long-term village residents.
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	S	Very important to the overall design.
promote small green spaces within the built-up area to improve perceived well-being	S	Very important, almost critical, objective especially for high density sites.

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

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

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

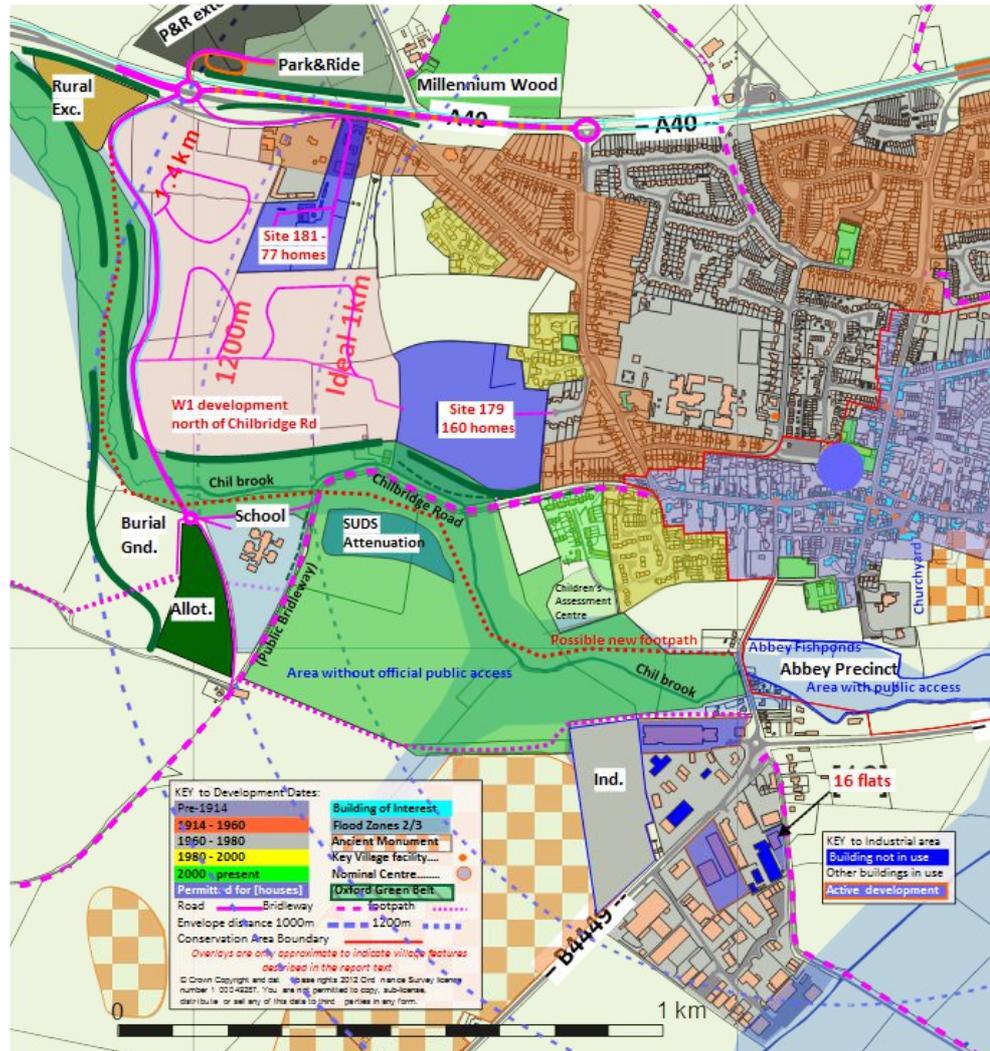
The access road merges with Chilbridge Road giving access to the farms and other premises served by this private road. Without a significant crossing of the Chilbrook, this road is less intrusive into the landscape and much cheaper than a through route Link Road.

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

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

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

Map W1 – Western extension accessed from A40



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Option W1 Summary:**

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

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

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

<b>Option W1 – Western extension accessed from A40.</b>		<b>Red = possible negative but mitigated by...</b>
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	G	Extra links from village to bridleway offsets some loss of rural aspect to northern side
Improve access to health-care and other services	N	Medical Centre 'cannot support 1000 extra homes' – 600 more tolerable with extra space
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	G	More people, more trade, more members for clubs and groups
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	G	Footpath/cycle access to village centre is direct although distances are > 1 km for most of site.
Provide further opportunities for cultural, leisure and recreation.	N	Extra people should be balanced by extra facilities (ENP3)
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	G	New village-edge sites would be suitable and should be provided
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	G	Must fund a new primary school
Ensure that education is not adversely affected.	N	
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	N	Include features in masterplan
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	G	Schools within walking distance, limited extra employment.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	G	Northern part of site <800m to A40 buses; 800m to S1 stops.
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	G	Direct access planned; distances at the acceptable limit
Maintain and improve accessibility by car	E	Good access away from village – use of car into village must be discouraged
Reduce traffic congestion with improved parking	N	No impact
Minimise additional traffic onto already congested village roads	G	Main access is outside historic village core; need to limit Thornbury Road traffic
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	There isn't any previously developed land available
Use land efficiently	M	Minimise developable land not used for housing; some loss of greenfield land
<b>8. Reduce waste generation and disposal</b>		

<b>Option W1 – Western extension accessed from A40.</b>		<b>Red = possible negative but mitigated by...</b>
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	N	
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	M	Most traffic direct onto A40; need to limit Thornbury road traffic
Limit exposure to poor air quality	G	New homes should rate good
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	N	
Promote the development of renewable, low-carbon, and local energy sources	G	Site will meet minimum standards which all rate as Good
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	ditto
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	ditto
Promote local food production	N	Allotments will be included
<b>11. Protect and improve soil and water resources</b>		
Protect watercourses and enhance their ecological status	N	Will meet minimum requirements
Ensure new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	M	Site is green-field (grade 3 land)
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas excluded from development.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	SUDS will be necessary
<b>13. Conserve and enhance bio- and geo-diversity</b>		
Seek local local biodiversity gain from each development and mitigate all biodiversity loss.	G	Bio-diverse site south of Chil is retained. Good prospect of full mitigation with some gain rates minor positive.
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	E	Opportunity to use Chil Brook protection zone and area south of it to create a 'linear' park linking with Abbey fishponds and playing fields
<b>14. Conserve and enhance landscape character and the historic environment</b>		

<b>Option W1 – Western extension accessed from A40.</b>		<b>Red = possible negative but mitigated by...</b>
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	G	Minimal impact as north of sensitive areas
Maintain or enhance landscape character as defined by the village character appraisal	G	Retains views into the conservation area from the western footpaths.
Promote access to and enjoyment of the Parish's historic environment and countryside.	G	Adds additional connections to existing footpath network while largely retaining rural 'feel'.
<b>15. Maintain high and stable levels of employment</b>		
Provide a range of local employment opportunities appropriate to the skills of the community	N	No contribution.
Support locally based businesses	N	some increased trade for shops
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	N	New homes will make a small contribution
Seek to enable new enterprise and innovation	N	No extra employment
Promote agricultural and countryside diversification	G	Opportunity on edge of development
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	G	Very few as long as the road access is built before the homes.
How many individual residents will suffer significant temporary or permanent loss of amenity	G	Minimal extra congestion and will fund some infrastructure..
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	N	Development even on this scale may stretch medical facilities but could be mitigated
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	G	It should be possible to find suitable space on edge of this large site.
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	Local Green Space is an essential feature of this development to protect the edge from further development
promote small green spaces within the built-up area to improve perceived well-being	G	Will be required of all sites but this large site offers better prospects than some

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

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

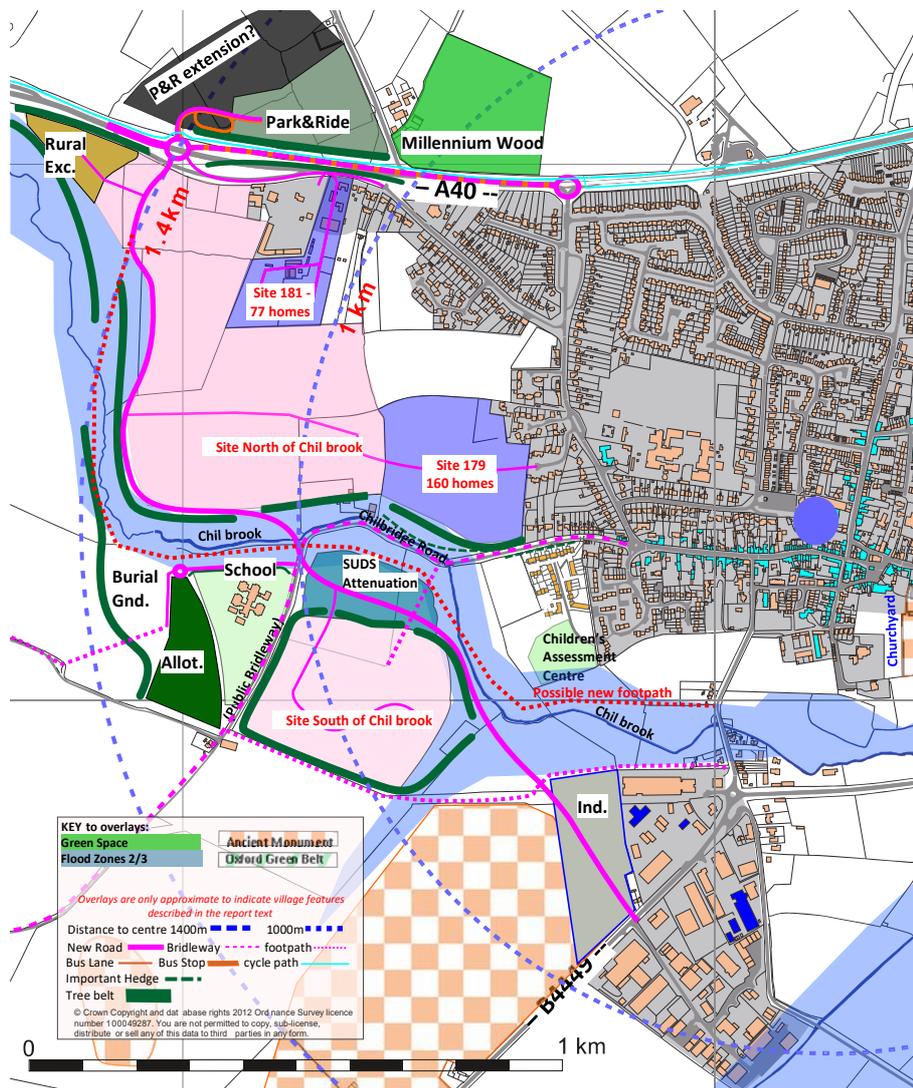
The additional site (compared to W1) is quite poorly related to the rest of the village, being cut off by the substantial Chil flood zone. It is reasonably close to the schools but a long way from any convenience store or other village amenities despite an access path to link up with Chilbridge Road.

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

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

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

Map W2 – Eynsham Western Bypass



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

There is likely to be considerable concern from residents of the western edge of the village and elsewhere as the area to the south of the Chil Brook provides immediate access to open countryside for residents walking the popular Chilbridge Road bridleway. Open countryside will not be reached for a further 750m (about 8 minutes walking), which will detract from the rural element of the village character. Great care will be necessary in the design to ensure that the perception of countryside is achieved as early as possible for the walker going west along the Chilbridge Road bridleway. This will be particularly difficult south of the Chil Brook as the land here is higher than much of the rest of the landscape and will completely block the view from the bridleway back into the village - which features the church tower as its focal point – and to Wytham Hill, which is a significant landmark to the south-east.

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

Option W2 – western extension -A40 to B4449 Bypass		Red = possible negative but mitigated by...
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	E	Full quota of affordable houses
Provide high quality housing, sustainably built and designed for long-term sustainable living.	E	Green field site = low build costs
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	E	Large site, plenty of space for mix
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	P	visual impact on foot/bridle-paths increases apparent 'distance' to countryside
Improve access to health-care and other services	P	EMC “cannot support 1000 extra homes” and difficult to add enough extra space
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	G	More people, more trade, more members for clubs and groups
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	G	Footpath/cycle access to village centre is direct although distances are > 1 km for most of site.
Provide further opportunities for cultural, leisure and recreation.	N	More people balanced by more facilities (ENP3)
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	G	New village-edge sites would be suitable and should be provided

<b>Option W2 – western extension -A40 to B4449 Bypass</b>		<b>Red = possible negative but mitigated by...</b>
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	G	Scale of development must deliver a new Primary School and contribute to Bartholomew School.
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	N	Include features in masterplan
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	G	Schools within walking distance, limited extra employment.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	M	Northern part of site <800m to A40 buses; 1km from SW corner to S1 stops.
Provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	G	Direct access planned; distances just at the acceptable limit
Maintain and improve accessibility by car	E	Good access away from village – use of car into village is discouraged
Reduce traffic congestion with improved parking	N	No impact
Minimise additional traffic onto already congested village roads	G	Main access is outside historic village core; need to limit Thornbury Road traffic
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	There isn't any previously developed land available
Use land efficiently	M	Requires significantly more land for non-residential use, e.g. link road
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	N	
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	M	Most traffic direct onto A40; need to limit Thornbury road traffic
Limit exposure to poor air quality	G	New homes will have good air quality
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	N	No extra employment offered
Promote the development of renewable, low-carbon, and local energy sources	G	Site will meet minimum standards which all rate as Good
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	ditto
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	ditto

<b>Option W2 – western extension -A40 to B4449 Bypass</b>		<b>Red = possible negative but mitigated by...</b>
Promote local food production	N	Allotments are required as part of development
<b>11. Protect and improve soil and water resources</b>		
Protect watercourses and enhance their ecological status	N	Will meet minimum requirements
Ensure new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	P	Green field site; some land Grade 2
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	ditto
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Seek local local biodiversity gain from each development and mitigate all biodiversity loss.	P	Site south of Chilbridge Road has good biodiversity and will be lost
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	P	Opportunity area limited only to Chil flood zone with loss of good bio-diverse field south of Chil. Bio-diversity gain will be difficult to achieve.
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	P	Has more impact on Conservation Area and SAM site; views into village from Chilbridge bridleway almost entirely lost
Maintain or enhance landscape character as defined by the village character appraisal	P	Landscape setting viewed from western footpaths will be lost.
Promote access to and enjoyment of the Parish's historic environment and countryside.	P	Additional connections to footpath network but paths now urban rather than rural in character with multiple crossings of Link Road.
<b>15. Maintain high and stable levels of employment</b>		
Provide a range of local employment opportunities appropriate to the skills of the community	N	No contribution.
Support locally based businesses	N	some increased trade for shops
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	G	Link Road would improve access from eastbound A40 to southern industrial area
Seek to enable new enterprise and innovation	N	No extra employment
Promote agricultural and countryside diversification	N	Limited opportunity

<b>Option W2 – western extension -A40 to B4449 Bypass</b>		<b>Red = possible negative but mitigated by...</b>
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	G	Very few as long as the road access is built before the homes.
How many individual residents will suffer significant temporary or permanent loss of amenity	M	Minimal extra congestion and will fund infrastructure but speed of access to open countryside reduced.
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	P	Development on this scale will stretch medical facilities
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	G	It should be possible to find suitable space on edge of this large site.
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	Local Green Space is an essential feature of this development to protect the edge from further development
promote small green spaces within the built-up area to improve perceived well-being	G	Will be required of all sites but this large site offers better prospects than some

**Western Development Summary, Comparison and Mitigation Measures:**

Both W1 and W2 represent a substantial expansion of the village that is bound to be perceived as carrying some negative consequences for existing residents for which mitigation, in accordance with EU Directive 2001/42/EC Article 5(1)g, is noted below. The policies of the ENP were written to ensure that negative outcomes would not occur as a result of development; implementation of the ENP policies therefore represent most the mitigation required and the scores are based on implementation of the ENP policies.

Generally, development to the west of the village, even on a large scale, can be sustainable but it needs to be done with care to prevent a significant loss of what local residents describe as the 'village feel' which the ENP identifies more objectively as retaining a compact form where people walk to shops and other facilities so meet and interact as part of everyday life and quick and easy access on foot to the countryside.

Areas where mitigation should be relatively easy to achieve through application of ENP policies include:

Transport and traffic – most access is proposed away from the village core so increased congestion in the village itself is minimised. There is little incentive for new residents to go to the centre of the village by car where parking is problematic, although a more direct pedestrian and cycle route should increase trade for local shops accessed by these means. None of the relevant categories (SA6, SA9) show negative consequences for either option although the need to carefully control access through Thornbury Road, noted in ENP17.3, is essential in ensuring that minimal through traffic goes through the village centre. W2 fares worse on public transport as the SW corner is about 1km walk from the S1 stops at the end of Acre End Street; this could be mitigated in part by routing some buses through the new development but only at the cost of inconveniencing people who use the existing Witney Road stops.

Education and nursery provision will improve with another Primary School; Bartholomew School will need to expand a bit but should be able to cope, especially as significant numbers currently come from outside the village. Both options should be able to fund the necessary increase in education provision. The positive rating for both options is predicated on implementation of the education policies in ENP6.

Village clubs and societies will have potential new members so should benefit from the new residents.

Pressure on facilities such as allotments will necessitate new ones to be provided. Extra meeting space should be provided as part of a 'community building' and the facilities of the new primary school should be available for the community; ENP3 requires proportionate new facilities to be provided to ensure a positive outcome in this area.

Pubs and eating places in the village are rarely full so extra custom will be welcome; ENP11.8 is relevant in requiring that facilities are not lost to inappropriate development.

Both options involve a substantial loss of countryside with further to walk to reach open land but, as explained previously, this can be mitigated to some degree by keeping open fields on one side and screening of the other on key public walking routes as proposed in W1. Clearly, this is not practical with W2 and the loss of the field south of the Chilbridge Road is seen as a significant loss to the physical and visual amenity of the village (SA headings 2, 11, 13, 14, 17, 20).

The following paragraphs consider extra mitigation necessary for W2 as this is closer to WODC Local Plan proposals:

SA2 category 'improve accessibility to countryside' is rated minor negative (Poor) for Option W2 as, although the new homes have the potential for good access, the 'countryside' is clearly significantly further away for existing village residents to the point where people, particularly those who should be using this walk as part of a healthy life-style, will be unable/unwilling to undertake the journey.

The one short circular walk from Station Road along the footpath and back via the Chilbridge Bridleway will be far less attractive as it will have housing on one or both sides for most of its route and will cross the new road twice. It is hard to see how this can be mitigated given the need to occupy the land area entirely with houses and the link road under WODC's preferred option W2 which explains the local preference for W1.

SA11 The relevant Agricultural Land Classification map (ALC 007) shows that the land to the south of the site area is of higher agricultural value (Grade 2 and therefore locally quite scarce) compared the area common to W1 and W2 in the north (Grade 4). Our original understanding when preparing the SA was that the whole area was grade 3. This is another material disbenefit of W2 (rating Poor – minor negative) compared with W1, and for which no mitigation seems possible.

SA13 requires the mitigation of loss or damage to biodiversity; W2 scores Poor in all categories. The field south of the Chilbridge Road has not been actively farmed for some time and offers better biodiversity than many adjacent areas. The old railway line is both footpath and area of particular biodiversity due to the presence of the railway in the past. WODC plans show the link road running alongside the old railway line which would be particularly destructive and should be avoided by wiser design. Mitigation of the loss of natural habitat in the area of both W1 and W2 will be required, particularly alongside the Chil Brook which is designated a 'main river' (ENP4a). This should be possible by integrating the holding ponds or swales necessary to prevent flooding from the Chil Brook into a landscape that could benefit both the natural environment and provide an opportunity for local people to enjoy it. Such measures will be much more difficult under WODC proposal W2 as there will be very little space for decent built-realm design, let alone landscape. Including the southern field as part of W1 but as open space offers major environmental and amenity benefits with a rating of Excellent

SA14 is concerned with the human aspects of natural spaces already discussed above; again W2 scores Poor. One particular local feature that will be lost under W2 from the popular walk along Chilbridge Road is the that across the field into the village with its combination of mature trees, rooftops and the church tower in the background which provides a soft edge and gentle transition back into the village itself. The field south of the Chil brook is higher than the surrounding land and will cut out any such view, immediately presenting an entirely urban view as soon as the village comes into view.

SA16 One benefit of W2 is an extra link between the Southern Industrial Area and the A40 as an alternative to the B4449/Southern Bypass. This is a marginal benefit almost entirely due to the unresolved traffic issues on the A40/B4449 which have a major negative economic impact on the whole district. Building a bypass to an existing bypass would normally be seen as a waste of scarce land resources – SA7 land use scores M.

SA17 considers the general impact on local people, particularly those who relish the easy access to countryside

to the west. There is potential to make the area which runs alongside and south of the Chil Brook into a valuable local amenity, extending from the A40 to the bridge at Station Road, continuing on the other side of the road alongside the Chil as it passes through the publicly accessible Fishponds and Playing Fields. ENP17 offers an outline of what might be aspired to during the masterplan design stage. In this regard, W1 offers far more scope for good design while W2 offers very limited opportunity to achieve more than the minimum 8m protection zone required for the Chil except where the flood zones exceed this minimum.

SA18 Health-care facilities are problematic as the existing premises have little or no space for increased services and Eynsham Medical Centre (EMC) have indicated that they would not be able to support an expansion of 1000 new homes. This affects both options but Option W1 will place less pressure on the existing EMC; implementation of ENP3a is the mitigation for both options.

SA20 addresses the matter of Local Green Space which we noted as important as part of any mitigation work described above. After due consideration we have not proposed any LGS designations in this area as the whole site is allocated by WODC, apart from the one special place which is already open to public access along the old railway line. We were somewhat taken aback when the promoters of development on the southern field (W2) objected to this very modest LGS site. This confirms our conviction that the desire to cram houses on every scrap of available land will result in a poorly designed development unless the excessive allocation to the west of Eynsham can be reduced before the WOLP is finalised.

The homes necessary to meet local needs and contribute to Oxford City's unmet need can be delivered with option W1 combined with the Garden Village. There is no particular local need to build the larger extension and the disbenefits of loss of countryside and visual intrusion generally outweigh the relatively small increase in homes for which there is no clear evidence that they can only be built in Eynsham Parish

The comparison above indicates that W2 has significantly more issues which are more difficult to mitigate and in the following cases it isn't obvious how adequate mitigation can be achieved, e.g.

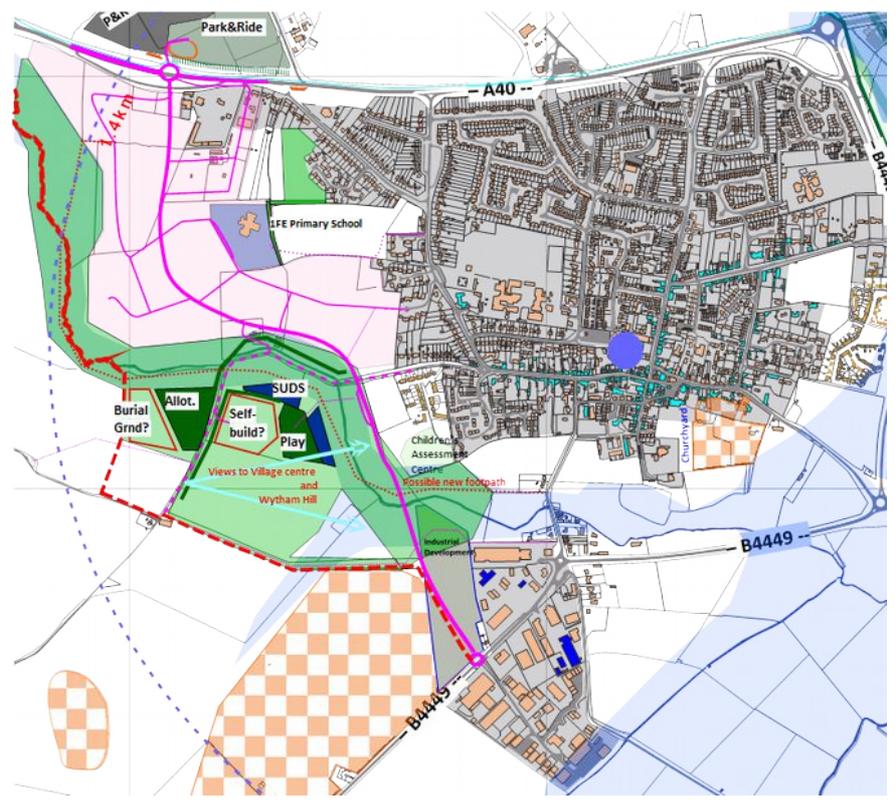
- visual impact of link road and housing on people using the circular walk round the southern field.
- loss of soft western edge of the village and visual context of historic village viewed from the west.
- general amenity and environmental loss from development south of the Chil Brook.

For these reasons, Option W2 is less-preferred for development to the west of Eynsham.

For this reason, Eynsham Parish Council has, since its February 7<sup>th</sup>, 2017 meeting, maintained a clear preference for Option W1.

Further planning work and the preparation of a masterplan for the whole area may come up with an imaginative scheme capable of mitigating some of the harms so that some development and a through-road is possible but number of homes and scale will inevitably be closer to W1 to prevent intrusive urbanisation of the village edge.

*An alternative for W1 - has a through street (20mph, 7.5t limit) but minimal, low-profile, housing development south of the Chil Brook.*

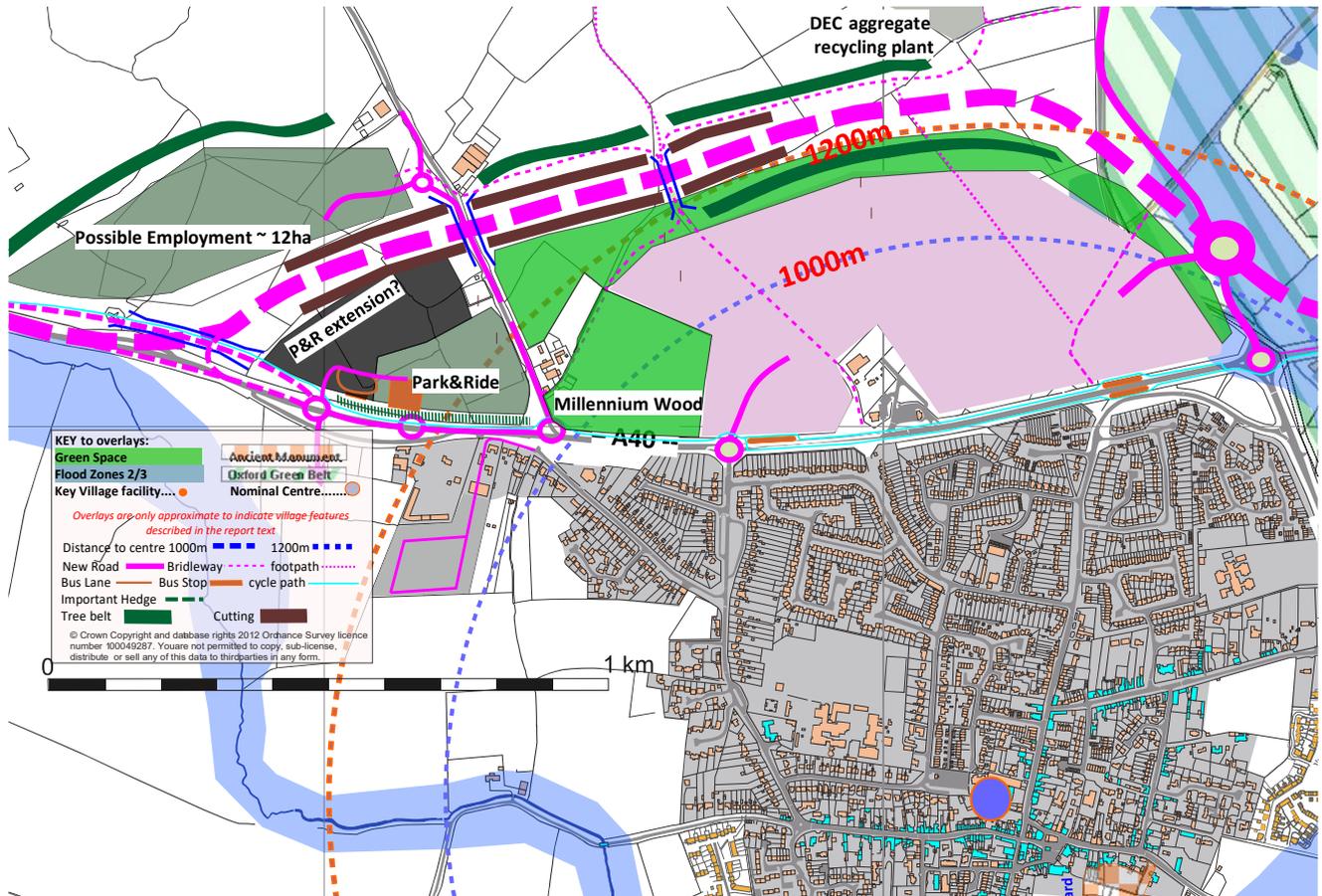


Three options were considered for north of the A40.

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

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

**Map N1: An integrated northern extension of Eynsham**



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

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

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

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

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

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

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

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

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

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

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

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

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

Bus stops are shown along the current A40 route – it may be preferable for some of the new bus routes to go through the residential areas north and south of the direct route to ensure the less-able can access the services without too long a walk. One benefit of the proposed Park & Ride for existing residents is a better bus service using either the A40 bus lane or through residential areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

There are three crossing points

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

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

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

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

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

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

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

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

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

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

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

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

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

In the north the land is crossed by medieval roads/bridleways/paths. There are indications of an ancient burial site (Tar's Grave). The abandoned medieval village of Tilgarsley is close by but well north of N1/N2 sites. See Victoria County History- <http://www.british-history.ac.uk/vch/oxon/vol12/pp98-110>.

Option N1/2 largely avoid any of the areas mentioned above as development is to the south of the sites mentioned therefore no mitigation is necessary.

#### **Summary of Option N1 and N2 including mitigation measures**

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

Only one table is provided as these two options will share the same ratings if implemented according to the recommendations relating to provision of safe crossings of the A40.

In accordance with EU Directive 2001/42/EC Article 5(1)g, mitigation for Options N1/2 is suggested as follows for those areas which have a negative score against SA considerations, as follows.

SA11 rated a 'Mixed' rating as agricultural land is being used. The land is grade 3 or 4 and therefore not of very high quality. To the north of the site the land has been managed as grazing meadows so well as to acquire the Site of European Importance status mentioned above. Little if any of this land is required for Option N1/2, unlike N3 which will use this land.

Mitigation for N1/2 will only be required for the actual loss of land. Creating new land is hard but mitigating some of the effects of land-loss through sound design for enhanced bio-diversity and provision of suitable public space with good links to the remaining countryside will benefit wildlife and people respectively. These measures are included in ENP 4 and 'bio-diversity gain' is required (NERC 2006 and NPPF para. 109).

SA18 also scores Mixed as there will not be enough capacity at the existing Medical Centre and the extra homes will not justify a new surgery under current CCG guidelines. Mitigation is suggested in the preceding notes in the form of a new Health Centre built close to the existing A40 and therefore readily accessible to the whole expanded village. This would be in accord with ENP 3a / ENP 3.13 as the new facility would still be within Eynsham with good links for existing residents.

In all other categories the score is Neutral or better but it must be emphasised that these scores have been made based on the completion of the required infrastructure set out in ENP 16 to ensure good links between the existing village and homes built north of the existing A40. Without these links many scores would be negative for which the mitigation would be to construct those links.

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

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

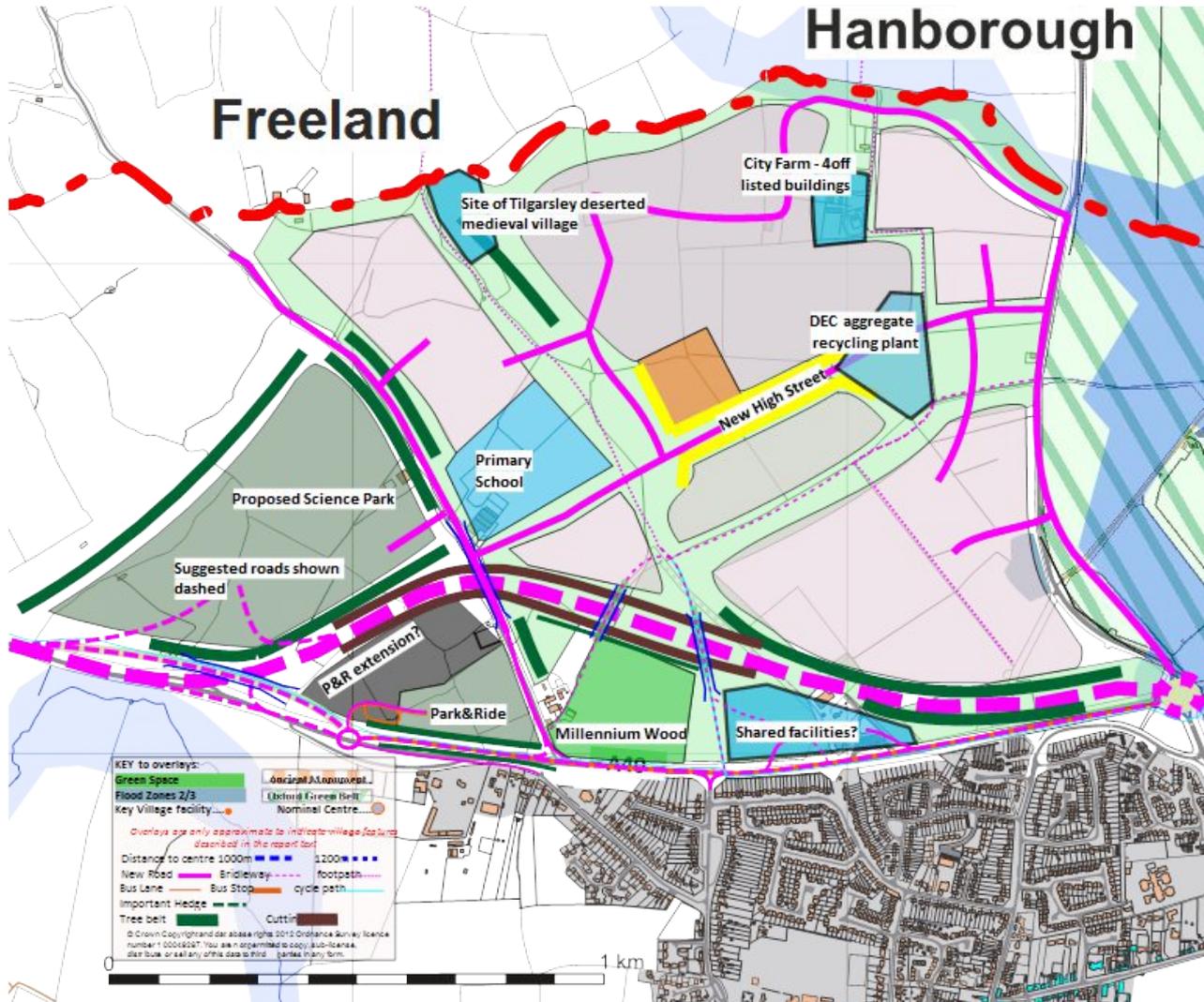
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	G	All within reasonable distance of S1 or S2/S7 routes
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	E	This is an absolute prerequisite of development north of the A40.
Maintain and improve accessibility by car	E	Easy access to A40, B4044/4449
Reduce traffic congestion with improved parking	N	
Minimise additional traffic onto already congested village roads	E	Access is not via existing village roads
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	No previously developed land available
Use land efficiently	G	Intensive use of land.
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	G	Potential for a new Bring Site with good road access
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	G	Village roads not affected by more traffic.
Limit exposure to poor air quality	G	New homes should be good
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	G	Significant extra employment
Promote the development of renewable, low-carbon, and local energy sources	G	This site should be suitable for high eco-standards to be adopted
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	This site should be suitable for high eco-standards to be adopted in modern / factory-built homes
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	Site will meet minimum standards which all rate as Good
Promote local food production	G	Should be possible on the fringe of development, especially if some of the farm is retained.
<b>11. Protect and improve soil and water resources</b>		
Protect watercourses and enhance their ecological status	N	Will meet minimum requirements
Ensure new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural	M	Site is green-field (grade 3 land) but avoids Site of

land		European Importance for Arable Plants (SEIAP)
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	SUDS is required
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Seek local local biodiversity gain from each development and mitigate all biodiversity loss.	G	Compact development leaves space for good mitigation; avoids SEIAP
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	G	Some green space is included at edge of development but limited in area to keep new A40 line south of most SEIAP meadows
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of Parish	G	No such sites in proposed area but line of road avoids site of Tilgarsley deserted village
Maintain or enhance landscape character as defined by the village character appraisal	M	Obviously an urban extension but keeps south of City Farm and high-grade grazing
Promote access to and enjoyment of the Parish's historic environment and countryside.	G	Retains footpath network but paths now urban for 500m north of A40; protects Tilgarsley DMV
<b>15. Maintain high and stable levels of employment</b>		
Provide a range of local employment opportunities appropriate to the skills of the community	E	Significant employment will be provided, mostly west of P&R
Support locally based businesses	E	Proposal includes homes for skilled staff to support businesses
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	E	Target employment in high-technology sphere
Seek to enable new enterprise and innovation	E	Proposal includes homes for skilled staff to support businesses
Promote agriculture & countryside diversification	N	opportunity if farm is retained
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	M	All construction traffic outside village but still high risk of inconvenience

How many individual residents will suffer significant temporary or permanent loss of amenity	M	Minimal extra congestion, some loss of access to countryside.
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	M	Development on this scale will stretch medical facilities.
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	G	Space should be available
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	Green space has been included although limited so that existing high-quality environment retained north of new A40
promote small green spaces within the built-up area to improve perceived well-being	G	this will be a requirement

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

Map N3 – West Oxfordshire Garden Village - with modifications



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

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

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

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

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

On that basis, the best thing we can do for future OCGV residents is to ensure their village is built to the same

standards we would have required for Eynsham which the ENP endeavours to encapsulate.

### Scope and scale – alternative opportunities.

The plan covers a substantial area, up to the boundary with Hanborough and Freeland Parishes, and therefore should be able to accommodate all the necessary new homes to meet Oxford City's Unmet Need (OCUN). In fact, a new community of 2200 new homes is regarded by many as sub-optimal as it will be more difficult to fund the necessary infrastructure, all of which still has to be provided whether for 2000 or 3200 homes. There will be a small cost increase for building larger facilities, but the cost doesn't scale directly with numbers and some arguments suggest a many as 5000 homes is the optimum size. On this basis, EFSG recommend that both Oxford's unmet need and Eynsham's contribution to the needs of the District should be located on this site with up to 3200 new homes using a density similar to Eynsham.

The limiting factors for both available area and the time to deliver the site include

- the existing occupiers of residential sites (e.g. City Farm, including listed buildings).
- commercial aggregate recycling operation (DEC at Wintles Farm).
- land at the north of the site is of proven bio-diversity value with recognition as a Site of European Importance for Arable Plants. This needs to be at least matched in order to meet the requirements of NERC 2006 (section 40) or be bettered to meet NPPF 109 for a net gain of biodiversity.
- Tilgarsley deserted medieval village site probably requiring archaeological investigation

It is argued that an extensive West Eynsham development is necessary to meet local need and the first tranche of OCUN, but the granting of permission for 77 homes on the Nursery Site and 160 at Thornbury Road already goes a long way to meet immediate needs of a 5 year land supply and other developments of a scale compatible with a natural extension of a village of 2000 homes may be brought forward.

OCGV has been awarded funds by DCLG for the masterplanning of the new settlement so this stage must be completed expeditiously. Furthermore, development should be pushed forward at a rate above the usual pace for WODC sites to ensure a good cash-flow to fund the necessary infrastructure in early stages of the project to minimise the duration of dependence of the new residents on Eynsham for services - already under pressure from extra houses to the west - and which will be an inconvenience to both. EFSG encourages the use of factory-built homes both for speed and energy-efficiency, particularly as a significant player in this field is based locally in Witney.

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

### Relationship to ENP Policies.

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

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

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

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

Green Infrastructure (ENP 4) does seem to be well provided for. The site has more space than the existing village, which is a clear advantage. The existing footpaths and bridleways are retained, which is good, although they are often drawn between two rows of planting. This may not be intentional, but the ENP does call for paths that are to some degree overlooked for security, especially if these paths are to be used as corridors between the housing zones as well as for walkers passing through.

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

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

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

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

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

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

Map N3 also shows a flying junction so that P&R traffic to and from the west uses slip roads rather than have a roundabout to impede through traffic, while traffic from Oxford to the Science Park also has its own slip road. The bridge taking eastbound cars to the P&R also provides a safe crossing for the cycle path to Witney. Access to the Science Park is via the old A40 and Cuckoo Lane, which is suggested as a less worse option than a roundabout on the main A40. The A40 is shown with enough width for a dual-carriageway, although this may go no

further than the existing Eynsham Roundabout until significant funds can be found to dual the rest of the way to the new A34/44 slip-road. Bus access to P&R uses the old A40 (or preferably Spareacre Lane/Hanborough Road for some journeys) which will allow Eynsham residents, especially the less mobile ones who cannot walk to the A40, access to the same buses, especially for those in the NE of the village who are poorly served by public transport.

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

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

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

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

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

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

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

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

**Employment and Retail.**

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

By comparison, the entire Southern Industrial Area (SIA) is smaller than the proposed Science Park which is to be expected as the new village is larger than the current Eynsham. Although there is some unused capacity on the SIA, there is nowhere near enough to provide a proportional level of employment sites. Some trades and businesses will still be attracted to a regenerated SIA, particularly those whose purpose is to provide manufacturing services to nearby businesses such as Polar and Siemens.

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

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

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

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

**Local Green Space and Trees.**

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

**Sustainable Growth and Village Centre**

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

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

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

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

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

Option N3 does encroach on the sites mentioned above. This will require detailed investigation as part of the masterplan initial design work on OCGV which will be funded by the DCLG grant awarded in January 2017.

### **Summary of Option N3 including mitigation measures where a negative score is indicated.**

In accordance with EU Directive 2001/42/EC Article 5(1)g, mitigation for Options N£ is suggested as follows for those areas which have a negative score against SA considerations, as follows.

SA3 outcome is rated 'Poor' as it is recognised that creating a new community from scratch is both expensive and complex; there are many examples where the result has been less than optimal which was the main reason why Eynsham Futures did not considering a separate settlement until WODC effectively imposed the idea. Mitigation must start with the DCLG-funded initial masterplan and will need to be followed up continuously through the life of the project as developers will always look for ways to reduce their costs by implementing as little infrastructure as they can get away with.

Using the Eynsham Neighbourhood Plan as a basis for the new settlement will also help mitigate some of the potential physical and social infrastructure problems. This is particularly so with regard to the rapid building of infrastructure for the new village while incorporating good walking and cycling access between the two communities to allow sharing of resources where appropriate.

SA6 scores reflect concerns about lack of infrastructure in the new settlement forcing residents to drive to Eynsham, increasing its existing parking problems. Mitigation is again the early construction of infrastructure in the new community for which proper funding will be essential. Provision of good road connections which do not make traffic congestion on the A40 worse will also be essential and there is much scepticism within Eynsham about the willingness of either OCC or WODC to address this issue properly.

SA11 requires the protection of the most versatile agricultural land. It has been noted that the meadows to the north of the site have achieved Site of European Importance for Arable Plants status through careful and skilful management. Although there is a strong local preference for retaining these fields unmolested, there is an objectively assessed measure of bio-diversity which needs to be at least matched in order to meet the requirements of NERC 2006 (section 40) or be bettered to meet NPPF 109 for a net gain of biodiversity. It is possible that some species on the schedule of protected flora and fauna will be found, in which case very different measures will be required under the auspices of Natural England.

SA13 addresses the closely related matter of bio-diversity enhancement as a whole. This was discussed under Option N1/2 but the scale and nature of a new settlement will require bio-diversity gain to be an integral feature of the masterplan and of subsequent detailed planning approvals (see SA11). SA13 expects a negative outcome even if ENP 4a is applied; this outcome may be improved upon if this matter is addressed well but success will be difficult to achieve.

SA14 scores Poor as a number of historical sites may be affected by development towards the north of the parish. The first stage of mitigation will be a full assessment of the sites at the masterplan preparation stage but the result may be delay in development.

SA16 scores very positive for new employment but the loss of the David Einig Contracting aggregate recycling plant would be a significant negative which would need to be fully mitigated if it is not to be a significant impediment to the whole project. At the very least a permanently consented site must be made available through financial compensation and the granting of permanent consent somewhere close to the A40. Reclamation sites at Cassington or Ducklington may be possible but are outside the area of this plan.

SA18 scores Poor because at least one community is likely to lose out, probably Eynsham. The CCG will not support two surgeries. WODC will almost certainly endeavour to move the Medical Centre to the new settlement as it would be easier to build new premises there but this could be thoroughly detrimental to residents of Eynsham. It would not be impossible to build a new Health Centre which was successfully shared by both settlements but this is very dependent on location and easy crossing of the A40 and needs to be included in the masterplan.

Creating a new community has many pitfalls, some of which are noted above and many of which are addressed in the detailed policies of the Eynsham Neighbourhood Plan, particularly ENP 16.

Eynsham Parish Council does not feel able to express a preference for any of the options N1 – N3.

N1 and N2 are very similar in outcome. N2 would be easier from a community point of view without the A40 to cross but totally depends on moving the road which is clearly outside our remit.

N1/2 and N3 are completely different situations and, again, the decision is beyond our control.

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

Option N3 – Garden-Village style settlement		Red = possible negative but mitigated by...
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	E	Able to meet the required level of affordable housing
Provide high quality housing, sustainably built and designed for long-term sustainable living.	E	Green field site = low build costs
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	E	Will be designed to supply a good mix for young and old
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	M	Existing links blocked stretched for Eynsham, new ones with connectivity across A40 may help
Improve access to healthcare and other services	P	Must be provided from scratch – temporary overload of EMC compounded by possible replacement of EMC in OCGV with loss to Eynsham
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	P	Must be provided from scratch – very difficult to create 'community'- close relationship with Eynsham may help if fostered by good physical links.
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	G	Must be provided from scratch but should be good
Provide further opportunities for cultural, leisure and recreation.	M	Must be provided from scratch
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	G	New village-edge sites would be suitable and should be provided

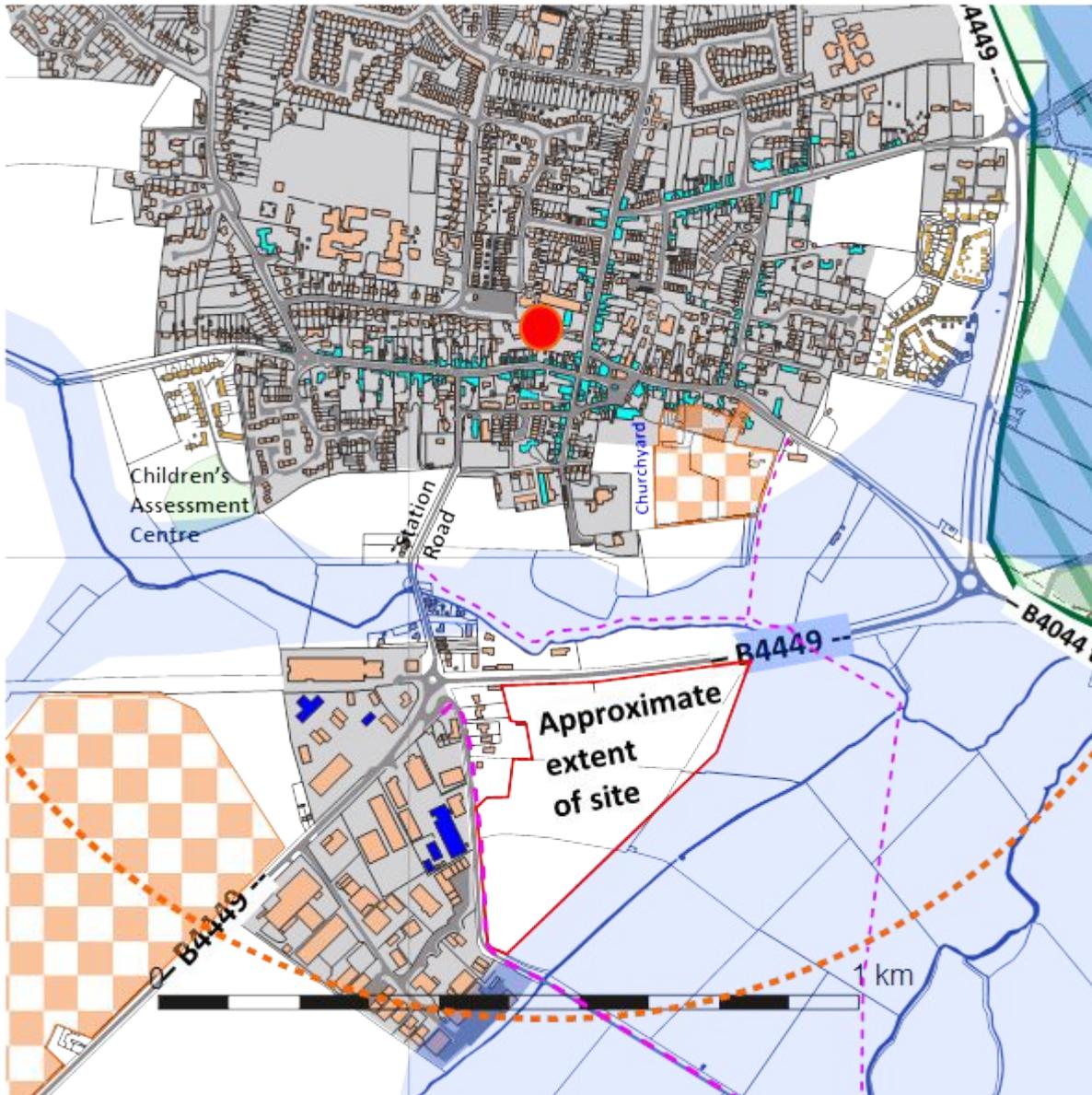
<b>Option N3 – Garden-Village style settlement</b>		<b>Red = possible negative but mitigated by...</b>
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	G	Must be provided from scratch but should be good
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	M	No existing community
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	E	Schools within walking distance, significant extra employment.
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	M	Must be provided from scratch. Some access to A40 buses
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	G	Must be provided from scratch but should be good within WOGV area
Maintain and improve accessibility by car	G	Must be provided from scratch but should be good
Reduce traffic congestion with improved parking	M	Most trips to Eynsham will be by car so may make parking worse
Minimise additional traffic onto already congested village roads	M	Ditto
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	No previously developed land available
Use land efficiently	N	Satisfactory
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	M	Must be provided from scratch
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	G	
Limit exposure to poor air quality	G	New homes should be good
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	G	Significant extra employment
Promote the development of renewable, low-carbon, and local energy sources	G	This site should be suitable for high eco-standards to be adopted
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	This site should be suitable for high eco-standards to be adopted
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	Site will meet minimum standards which all rate as Good
Promote local food production	G	Should be possible on the fringe of development, especially if some of the farm is retained.

<b>Option N3 – Garden-Village style settlement</b>		<b>Red = possible negative but mitigated by...</b>
<b>11. Protect and improve soil and water resources</b>		
Protect watercourses and enhance their ecological status	N	Will meet minimum requirements
Ensure new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	P	site is green-field (grade 3 land) and includes Site of European Importance for Arable Plants
Seek to bring contaminated land back into beneficial use.	N	Not applicable
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	ditto
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Seek local biodiversity gain from each development and mitigate all biodiversity loss.	P	Very difficult to mitigate site of proven biodiversity to meet NERC/NPPF requirements
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	M	Green space included in EOI; low density will help but will 'cut off' nearby Millennium Wood from wider landscape.
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	P	EOI site affects listed buildings and site of Tilgarsley deserted medieval village.
Maintain or enhance landscape character as defined by the village character appraisal	P	Serious impact on the meadow landscape north of Eynsham
Promote access to and enjoyment of the Parish's historic environment and countryside.	M	OK for new residents going north but no countryside at all between OCGV and Eynsham
<b>15. Maintain high and stable levels of employment</b>		
Provide a range of local employment opportunities appropriate to the skills of the community	E	Significant employment proposed west of residential area
Support locally based businesses	E	Proposal includes homes for skilled staff to support businesses
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	E	Target employment in high-technology sphere
Seek to enable new enterprise and innovation	E	Proposal includes homes for skilled staff to support businesses
Promote agricultural and countryside diversification	N	Possible opportunity if farm is retained

<b>Option N3 – Garden-Village style settlement</b>		<b>Red = possible negative but mitigated by...</b>
<b>17. Adverse impact on local people – during and after construction</b>		
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	M	All construction traffic outside village but there will be so much activity that inconvenience is inevitable
How many individual residents will suffer significant temporary or permanent loss of amenity	M	Minimal extra congestion, some loss of access to countryside.
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	P	New facilities must be provided from scratch. Risk that Eynsham will lose its medical centre given not enough people for two centres.
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	M	Must be provided from scratch for new community
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	G	Has been included in plan
promote small green spaces within the built-up area to improve perceived well-being	G	made easier by low density

## Option S1: Development south of the B4449 Southern Bypass.

Map S1 – Southern Bypass



This area is included in response to WODC's third 'call for sites' made necessary by the lack of reserves in the emerging Local Plan 2031 particularly to meet the existing shortfall of housing starts and lack of 5 year land supply.

This site, part of which has had an opportunistic planning proposal already, is not a good option for development as will be seen from the following assessment.

The site is on the opposite side of the B4449 bypass to the rest of Eynsham except for a few houses built along Pinkhill Lane. The location is entirely rural in aspect when viewed from the B4449 and its footpath; there are extensive views out over the Thames floodplain to Wytham Hill. The land itself is a few metres above the floodplain and primarily pasture land with trees and hedgerows.

On the other side of Pinkhill Lane bridleway is the Southern Industrial Area (SIA) although the SIA is not really visible from the B4449 until after the roundabout is reached when the aspect becomes 'light industrial' until past the SIA and open countryside is reached again to the south-west. There is no natural or visual 'link'

between this site and the SIA. While it is reasonable for the SIA to be semi-detached from the village, a sustainable residential development should not be unrelated to the rest of the village.

The site is within reasonable 'crow flight' distance of the village centre but there are no available routes except via Station Road which extends the journey on foot considerably, particularly from the eastern and southern ends of the site which are 800m from a bus-stop and 1000m from the Co-op. The bus stop at the Talbot PH on the B4044 is closer to the eastern end of the site (500m) but the unlit footpath is on the wrong side of the B4449 and a re-crossing of the road at the roundabout makes this of limited attraction to users. There is a footpath from the roundabout which could be used to get to the Primary school via the Eastern Bypass although this is not an attractive option alongside fast-moving traffic and will take little off the 1.2 to 1.4km actual distance to the existing school. If a new primary school is built to the west that too is likely to be between 1.2 and 1.4km distant.

The site is too small to support any facilities such as a shop or a school and will be dependent on accessing the rest of the village from which it will feel very detached.

In all cases, pedestrians have to cross the B4449 to get to any part of the village which would normally require a pedestrian crossing of some form.

Access for road traffic would be direct onto the B4449 and should require at least a roundabout to make a safe junction with this fast road. Pinkhill Lane is a narrow unadopted public bridleway whose ownership appears to be unknown and unlikely to be suitable for access.

The existing nearby houses are all large dwellings in large gardens, typical of 'open countryside' homes of their day. They already occupy the best locations south of the B4449 as they are closer to village facilities than almost any other house south of the bypass could be.

In summary, this site is poorly related to the village and would be a classic 'detached' housing estate of the type no longer considered to be sustainable, being an urban intrusion into open countryside and offering a poor community experience to its residents.

Option S1 –South of the B4449 southern bypass		Red = possible negative but mitigated by...
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>		
Increase affordable housing provision	E	Able to meet the required level of affordable housing
Provide high quality housing, sustainably built and designed for long-term sustainable living.	E	Green field site = low build costs
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	E	<b>Will be designed to supply a good mix for young and old</b>
<b>2. Improve health and well-being and reduce inequalities</b>		
Protect human health	N	
Support healthy and active lifestyles	N	
Improve accessibility to the countryside	M	<b>Although site itself is close to Pinkhill bridleway, it won't add anything for rest of village</b>

Option S1 –South of the B4449 southern bypass		Red = possible negative but mitigated by...
Improve access to health-care and other services	M	EMC unable to support cumulative numbers of new homes
<b>3. Promote thriving and inclusive communities</b>		
Tackle social exclusion wherever it exists	N	
Increase the vitality of village commercial life while maintaining an already thriving community life.	M	More people, more trade, but this site poorly related to rest of village
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	M	Access to village centre only by crossing B4449 bypass. Long distance to primary school(s)
Provide further opportunities for cultural, leisure and recreation.	M	Extra people = extra facilities but site cut off by bypass
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	M	Could offer village-edge sites but poorly related to rest of village
<b>4. Improve education and training</b>		
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	M	Must contribute to a new primary school but access is across bypass
Ensure that education is not adversely affected.		
<b>5. Maintain a low level of crime and fear of crime</b>		
Help to ensure safe and supportive communities	M	Cut off from rest of village
<b>6. Improve accessibility to all services and facilities</b>		
Reduce the need for car travel to work / education	M	Close to Southern Ind. Area but otherwise cut off by bypass
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	M	S1 not far away as crow flies but access via Station Road makes walk long.
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	P	Would need safe crossing of bypass. Actual walking distance via Station Road is long for most of site
Maintain and improve accessibility by car	E	Good access onto bypass
Reduce traffic congestion with improved parking	N	No contribution.
Minimise additional traffic onto already congested village roads	M	Access to outside service – no problem. Local services are just far enough away to require car use which easy access to bypass encourages

Option S1 –South of the B4449 southern bypass		Red = possible negative but mitigated by...
<b>7. Improve the efficiency of land use</b>		
Maximise the use of previously developed land provided it is not of high environmental value	N	There isn't any previously developed land available
Use land efficiently	M	High density would be particularly problematic in open countryside.
<b>8. Reduce waste generation and disposal</b>		
Facilitate the reuse, recycling and recovery of waste	N	
Offer improved facilities for the depositing of materials for recycling (e.g. 'Bring' site)	N	
<b>9. Reduce air pollution and improve air quality</b>		
Reduce road congestion and negative impacts on air quality, to ensure all areas meet air quality objectives	N	No extra traffic into village streets
Limit exposure to poor air quality	M	New homes close to bypass?
<b>10. Address causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</b>		
Reduce the need to travel	N	
Promote the development of renewable, low-carbon, and local energy sources	G	Site will meet minimum standards which all rate as Good
Seek to increase the energy and water efficiency of buildings through sustainable design and construction	G	ditto
Take into account the likely impacts of climate change and use sustainable drainage solutions.	G	ditto
Promote local food production	N	Possible
<b>11. Protect and improve soil and water resources</b>		
Protect watercourses and enhance their ecological status	N	Will meet minimum requirements
Ensure new development meets water efficiency, waste water and sewerage requirements	G	Site will meet minimum standards which all rate as Good
Protect the best and most versatile agricultural land	P	site is green-field (grade 3 land)
Seek to bring contaminated land back into beneficial use.	N	Not applicable

Option S1 –South of the B4449 southern bypass		Red = possible negative but mitigated by...
<b>12. Reduce the risk from all sources of flooding</b>		
Avoid development in flood risk areas	E	Flood risk areas are excluded.
Account for the potential impacts of climate change	G	Site will meet minimum standards which all rate as Good
Promote the use of sustainable drainage solutions	G	ditto
<b>13. Conserve and enhance biodiversity and geodiversity</b>		
Seek local local biodiversity gain from each development and mitigate all biodiversity loss.	P	Open site, not affected by existing development
Maintain or enhance areas identified or managed for nature conservation and seek to extend such areas through the designation of 'green spaces'	P	Parts of site are identified for LGS
<b>14. Conserve and enhance landscape character and the historic environment</b>		
Conserve and enhance areas, sites and buildings contributing to the natural or cultural heritage (e.g. archaeological and architectural) of the Parish	P	Will detract from 'rural' nature of the landscape viewed from the B4449 road/footpath
Maintain or enhance landscape character as defined by the village character appraisal	P	Completely changes the character as open countryside with a view to Wytham Hill over R Thames
Promote access to and enjoyment of the Parish's historic environment and countryside.	P	Urbanises existing footpath routes in area.
<b>15. Maintain high and stable levels of employment</b>		
Provide a range of local employment opportunities appropriate to the skills of the community	N	No contribution.
Support locally based businesses	N	
<b>16. Promote sustainable economic growth and competitiveness</b>		
Support, develop and attract long-term sustainable business sectors	N	No contribution.
Seek to enable new enterprise and innovation	N	No extra employment
Promote agricultural and countryside diversification	N	Minimal opportunity
<b>17. Adverse impact on local people – during and after construction</b>		

Option S1 –South of the B4449 southern bypass		Red = possible negative but mitigated by...
How many people will be seriously inconvenienced or exposed to a risk to health during construction.	G	Relatively few as access is from the bypass
How many individual residents will suffer significant temporary or permanent loss of amenity	M	Site is detached from village so limited effect
<b>18. Medical facilities</b>		
ensure that adequate Medical services are available for new residents.	M	Will further stretch medical facilities to which a contribution should be made
<b>19. Burial Ground</b>		
provide or facilitate the provision of a new village burial ground	N	No contribution.
<b>20. Local Green Space designation for specific areas</b>		
Identify spaces which justify the designation, including playing fields, areas which should remain 'open' and 'green',	P	Site would be recommended for Local Green Space if not developed
promote small green spaces within the built-up area to improve perceived well-being	N	Will be required of all sites

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

		W1	W2	N1,2	N3	S1
<b>1. Ensure everyone has the opportunity to live in a decent, sustainably constructed, affordable home</b>						
Increase affordable housing provision	C	E	E	E	E	E
Provide high quality housing, sustainably built and designed for long-term sustainable living.	C	E	E	E	E	E
Provide a mix of housing to meet the current and future needs of the community as the age-level of the population rises.	C	E	E	E	E	E
<b>2. Improve health and well-being and reduce inequalities</b>						
Protect human health	C	N	N	N	N	N
Support healthy and active lifestyles	B	N	N	N	N	N
Improve accessibility to the countryside	B	G	P	M	M	M
Improve access to healthcare and other services	S	N	P	M	P	M
<b>3. Promote thriving and inclusive communities</b>						
Tackle social exclusion wherever it exists	S	N	N	N	N	N
Increase the vitality of village commercial life while maintaining an already thriving community life.	S	G	G	G	P	M
Ensure people are able to walk to shops / schools to promote personal contact and community spirit.	C	G	G	G	G	M
Provide further opportunities for cultural, leisure and recreation.	B	N	N	G	M	M
Provide appropriate locations for non-traditional homes, e.g. small-holdings, self-build sites and sites for temporary homes.	S	G	G	G	G	M
<b>4. Improve education and training</b>						
Provide the necessary infrastructure to maintain and improve education and skills for the new residents.	C	G	G	G	G	M
Ensure that education is not adversely affected.						
<b>5. Maintain a low level of crime and fear of crime</b>						
Help to ensure safe and supportive communities	S	N	N	N	M	M
<b>6. Improve accessibility to all services and facilities</b>						
Reduce the need for car travel to work / education	S	G	G	E	E	M
Improve accessibility by public transport, particularly direct to Oxford (S2 and S7)	S	G	M	G	M	M
provide good pedestrian access and safe access for bicycles, wheelchairs and buggies.	C	G	G	E	G	P
Maintain and improve accessibility by car	C	E	E	E	G	E
Reduce traffic congestion with improved parking	S	N	N	N	M	N
Minimise additional traffic onto already congested village roads	C	G	G	E	M	M

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

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

## Appendix A. SA/SEA Compliance Review analysis.

Following submission of the Eynsham Neighbourhood Plan, WODC decided that an SEA should have been provided as their own Local Plan and its SEA had not passed through Examination in Public so cannot cover the ENP which includes 'spatial policies' specific to the two locations allocated as SDA site in the emerging Local Plan. This is contrary to advice previously given by WODC from September 2016 onwards that an SEA was not required given that it did not seek to allocate land for development.

WODC commissioned a report from Enfusion, who prepared the SEA for the emerging West Oxfordshire Local Plan, who have agreed with WODC's new opinion that an SEA is required as the ENP offers an assessment of possible development sites and the WODC SEA is not formally adopted.

Eynsham Parish Council does not have the financial resources to challenge this decision and therefore seeks, in the following comments, to show that the Eynsham Neighbourhood Plan has complied with the regulations such as those set out in Directive 2001/42/EC.

References are to the opening notes and subsequent sections of the [Enfusion Compliance Review](#) report where compliance is not already conceded.

Note 1: Statutory consultee comments to pre-submission consultation have been incorporated in the ENP so the fulfilling the primary purpose of early consultation – to ensure that consultees influence the resulting plan as in Directive 2001/42/EC Article 8 and NPPF para 167. WODC has sent the SA to the statutory consultees to satisfy the letter of the statutory requirement for consultation.

Note 2: Eynsham Futures used the SA as evidence-base for plan preparation. We listed Assessment Criteria in Table 5.2 which we then checked against resident's comments received during the early rounds of public consultation to ensure that our evidence-base matched local aspirations and concerns, then compared these same criteria with the ENP while it was compiled to ensure all aspects of SA and resident feedback were addressed. The result is documented in Section 4 of the ENP Consultation Statement.

Unlike statutory consultees, residents are not sent copies of documents to comment upon. Instead documents such as the SA were made available on the Parish Council website and residents kept informed through the Eynsham News delivered every 2 months to each household. Residents were also consulted during the plan preparation as set out in the Consultation Statement. It is our opinion that the careful correlation between SA, residents comments taken in their own words and the ENP, as noted in the Consultation Statement section 4, was as more effective than a formal attempt to 'consult' residents on the SA itself, which being a technical document, does not lend itself to general resident comment.

Note 3: The creation of the SA and subsequent cross-referencing to the site assessment criteria and then the ENP itself, as set out in Section 4 of the ENP Consultation Statement clearly shows compliance with good practice.

Ref 5: Conflicts are indicated by a negative assessment against the Table 5.2 Assessment Criteria for sites within this document. These are now noted, along with proposed mitigation measures in the highlighted sections of this document.

Ref 10: It is a requirement of a Neighbourhood Plan that site allocation, if made, be fully decided and reasons given for that decision; it is not normally permitted to include 'site options' without a decision. It is our contention that the ENP cannot allocate sites for development as there is too much uncertainty, not least over the West Oxfordshire local plan, but it is known that WODC currently intends to allocate two Strategic Development Area (SDA) sites for development in Eynsham parish. Therefore the ENP includes Spatial Policies which address the particular issues that affect these SDA sites. This Site Assessment document was prepared along with the SA in the expectation that decisions would be made at local level on the allocation of sites. It is currently WODC's intention to allocate both SDA sites to their maximum capacity, taking away any local input to the site allocation decision and offering no prospect of an alternative.

The original version of this document did have reasons for the Parish Council's preference for W1 over W2 but this has now been moved to the end of the added section (p 22-23) which compares both W1 and W2 options, pointing out the mitigation necessary for both and noting that W2 is more problematic than W1 so justifying the Parish Council's choice.

The Parish Council has not expressed any preference for the northern options, N1 to 3. N1/2 and N3 are not 'realistic alternatives' as they address entirely different scenarios which will be decided at District level.

There are a number of 'realistic alternatives' which should be considered at District level, e.g.

- A choice between Barnard Gate/South Leigh and North Eynsham for a Garden Village.
- A choice between locating all of Oxford City's unmet housing needs at Eynsham or offering residents something other than an A40-side village.

These are outside the remit of a Neighbourhood Plan so are not considered here.

Ref 11: there is no possibility of 'do minimum' or 'business as usual' options if we are to maintain a reasonable level of compatibility between the ENP and the emerging Local Plan.

Ref 12: this document has been updated as suggested.

Ref 13: there are definite inconsistencies between the plans presented by WODC and OCC for the A40 and within the proposal for OCGV as set out in the West Oxfordshire EOI. However, these are not inconsistencies within the Neighbourhood Plan and have been addressed by the Parish Council in their comments to the relevant consultations and not within the plan itself.

Ref 14: this seems to be a duplication of Ref 10.

Ref 17: there were no obvious deficiencies in either information or methods during preparation of the SA.

Ref 19: duration is now considered in the description of the evaluation 'score' in Table 1.

Ref 24: Mitigation measures are now included in the highlighted sections.

Ref 26-32: Eynsham Parish Council cannot afford the costs of an SEA; we will have to wait until WODC SEA is validated.

Ref 34: Consultation Bodies and local residents have had the opportunity to comment on the subject matter and practical outcome of the SA as described previously under Notes 1 and 2.

Ref 35: we consider that this has definitely been complied with – see comments on Notes 1 and 2.

Ref 36: this has been set out in this document and section 4 of the Consultation Statement

Ref 38-46: these do not appear to be relevant at this stage.

See also **annotations** included in the EPC web-site version of [Enfusion Compliance Review](#)