



# EYNESHAM PARISH COUNCIL

CLERK: KATHERINE DOUGHTY,  
91 BRIZE NORTON ROAD, MINSTER LOVELL, WITNEY, OXON. OX29 0SG

Telephone: 07956 901622 Email: [epc.clerk@eynsham-pc.gov.uk](mailto:epc.clerk@eynsham-pc.gov.uk) Web: [www.eynsham-pc.gov.uk](http://www.eynsham-pc.gov.uk)

Emily Catcheside  
Planning Consultant  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford OX1 1ND

Sent by email – [emily.catcheside@oxfordshire.gov.uk](mailto:emily.catcheside@oxfordshire.gov.uk)

6 January 2021

Dear Ms Catcheside

<b>Application No.</b>	R3.0057/19
<b>Proposal</b>	Construction of a park & ride car park providing 850 car parking spaces, cycle spaces, motorcycle spaces, electric vehicle charging points, bus shelters, landscaping, external lighting, public open space, toilets, seating, fencing, habitat creation, drainage features, new access from Cuckoo Lane, new roundabout with access onto A40, an eastbound bus lane approximately 6.5km in length from the park & ride site to the A40 bridge over the Dukes Cut canal, two sections of westbound bus lane (each approximately 500m in length), new shared use footway/cycleway, widening of Cassington New Bridge, junction improvements, new crossings, new footbridge alongside Cassington Halt Bridge, and associated works.
<b>Location</b>	Land West of Cuckoo lane and adjacent to the A40, Eynsham, West Oxfordshire, OX29 4PU
<b>EPC Response</b>	Strongly Object

Eynsham Parish Council continues to strongly object to the application as follows:-

## 1. Design & Access

- 1.1 Whilst it may attempt to address the needs of Salt Cross Garden Village and West Eynsham SDA, Oxfordshire County Council does not address the needs of the existing community. Whilst having 5 pedestrian/equestrian/cyclists crossings planned to the Garden Village inbetween the proposed new Park & Ride roundabout and the existing Eynsham roundabout, the application does not make provision for the vehicle speed limit to be reduced to 30mph. Vehicles travelling at 50mph adjacent to horses, families on bikes and walkers of all ages presents an unacceptable adverse level of safety and fear.

- 1.2 Eynsham Parish Council therefore strongly reiterates its request for this limited stretch of the A40 to replicate a community-feel such as North Way/Sunderland Avenue (see photo below). The application as presented, is contrary to Eynsham Neighbourhood Plan policies ENP4 (A) and ENP14 (H).



Figure 1 - Google (2020) - North Way/Sunderland Avenue

- 1.3 The design of the new roundabout is considered detrimental. A Dutch style roundabout should be designed that gives cyclists/pedestrians priority over other road users.



Figure 2 – Cambridge Cycling Campaign (2021) - Cambridge celebrates arrival of UK's first Dutch-style roundabout.

- 1.4 'Non-Motorised Users ES Assessment Figure 4-1 Public Right of Ways (PRoWs) within the Scheme Extent' is inaccurate (PRoW 206/10 is missing) and does not fully reflect the extent or value of Eynsham's PRoWs. Access to the countryside and green spaces in Eynsham is very limited and to note those north of the A40 will be closed for any length of time, is a substantial concern to the community. An up to date map of PRoWs is shown below. Bollards need to be installed at the beginning of the footpath 206/31 (A40 end) to prevent vehicles accessing the bridleway.

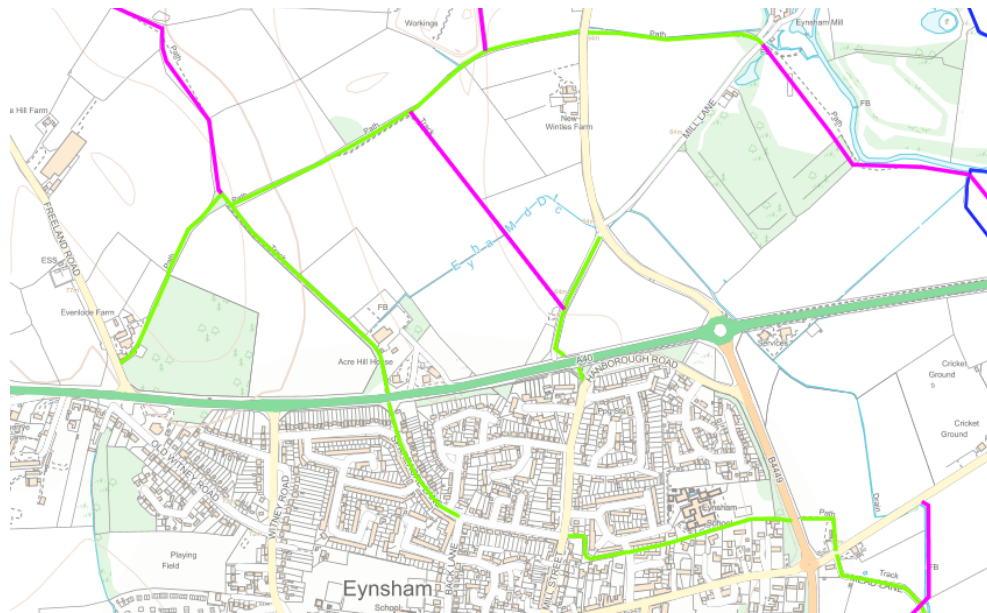


Figure 3 – Geosphere (2021) - Eynsham's Public Right of Ways (Bridleways - green. Footpaths - pink)

## 2. Location – Promoting Sustainable Transport

- 2.1 In consideration of the fact that in West Oxfordshire District Council's Local Plan (WOLP) 2031, the Witney sub-area has a housing allocation of 4702, Burford-Charlbury sub-area has 774 and Carterton sub-area has 2,680, the Park & Ride (P&R) is in the wrong location to meet the impact of these planned developments.
- 2.2 Whilst it is felt a P&R might help to alleviate traffic congestion by potentially taking 850 cars off the A40 from the c.32,000 currently using the road, it should be located further west at Shores Green, Witney so that existing and new residents will need to spend less time travelling to the P&R on already-congested roads. The application is therefore considered contrary to NPPF 103 - "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes." The application is not in alignment with WOLP 2031 EW1 where it states 1000 car parking spaces are to be provided, not 850. That the location is included in the District Plan does not mean that it is in the optimal location. There is a real possibility that the P&R will be under-utilised, will fail to reduce A40 traffic, and will end up as a 'white elephant' comparable with the Creekmoor Park & Ride in Poole and other similar schemes attempted in recent years.

### **3. Bus Lane Design**

- 3.1 The new proposed roundabout does have designs which take some account of integration into the West Eynsham SDA, and the safety of designs has been improved. However, it still not entirely clear that the radius of the new designs will obviate the kind of accidents currently seen at Downs Road to the west.

If the designs retaining the existing layby are constructed, the issues of traffic flow, emergence and issues of rat-running via the layby in jams are not clearly addressed; while the proposed alternative design with passive provision for access to the West Eynsham SDA is inadequate, for example making no specific provision for cycle movements or pedestrian crossings. The bus lane should be installed as a priority from Witney to Eynsham before consideration is given to the P&R.

### **4. Community Involvement**

- 4.1 Considering the continually changing details and scale of this application, it is felt that insufficient public consultation has been undertaken. Even within the current application, there is conflicting information and details still to be confirmed. Further widespread and extensive consultation is required - holding 4 public consultation events is not enough when compared to the scale of this application. The total responses thus far to the consultation is low in relation to the number of people who use the A40. Of the responses provided, more people disliked the P&R than liked it and the number of people who liked the A40 scheme was only marginally more than those who do not like it.

### **5. Air Quality**

- 5.1 It is not understood how anyone without a degree in chemistry, biology and/or physics can legitimately scrutinise the accuracy or understanding of the original Air Quality Report. Common sense says the air quality will be compromised with the twice-daily movement of 850 vehicles in addition to the dust and pollutants from HGVs/machinery whilst creating the P&R.
- 5.2 The Additional Overview Planning Report and new supplementary documentation on environmental impact state that the "The alterations proposed as part of the revised planning application do not materially change this chapter of the May 2019 ES." The overall assertion is that, with the completion date now projected to be 2024 and the fact that even raised levels of nitrogen and other pollutants will still be below the official limits, no specific additional measures are necessary. This is disappointing and runs counter to recent findings about the effects of construction and traffic pollution.

- 5.3 Air Quality Management Area - It is felt that calculating the 'in combination' Nitrogen Levels reducing from 'critical' to within '5-10% of critical level' (and therefore being considered acceptable) based solely on the P&R and A40 projects being successful as there will be a reduction in Annual Average Daily Traffic, is based on wishful thinking only. There is no proof that the application will actually remove the maximum 850 cars from the A40 – its location (and cost of parking) is key to whether it will be considered successful.
- 5.4 We note that this is included in the Pre-app advice to the applicant. Number 0008/18, 12.11.2018 "Cassington Meadows SSSI and Pixey and Yarnton Meads SSSI lie immediately south of the existing A40 and are also designated as part of the Oxford Meadows Special Areas of Conservation (SAC). These SSSIs and SAC are sensitive to air pollution. There is the potential that it could lead to increased air pollution during construction and in the long term due to increased traffic on the route." This would be contrary to Public Health England 'Air Pollution Evidence Review March 2019.'
- 5.5 The air quality monitoring and mitigation methods proposed during and post construction are unacceptable and will not outweigh the significant negative impacts that residents and biodiversity will experience. The natural and local environment will be put at unacceptable risk from, and will be adversely affected by, unacceptable levels of dust and air pollution. The application is therefore considered contrary to policy EH8 of WOLP 2031 and NPPF 103, 170 e) and 181.

## 6. Biodiversity

- 6.1 The output of the biodiversity impact assessment calculator suggests that the scheme will result in an overall deficit in biodiversity units of approximately -5.3 biodiversity units. This represents approximately a 12.2% reduction on the baseline. It is unacceptable for OCC to obtain approval for the application while there are no agreed options for improving on the outputs in order to create a net biodiversity gain.
- 6.2 Significant effects of the application include: the removal of 3.2km of hedgerow. The site plan, drawing no. 0001 (Park\_and\_Ride\_Site\_Plan.pdf) clearly shows where existing trees and shrubs are to be removed. This can be compared to Figure 3.1 of the Design & Access Statement which clearly shows replanting where existing hedges and habitats have been pointlessly removed. The Planning Statement May 2019 (Planning\_Statement\_31.05.19.pdf) at 8.4.5 OCC confirms that removing existing hedgerows will degrade biodiversity, at 8.4.6 OCC suggest that contributing to diversity at Oxmoor (sic. Otmoor) and Farmoor will correct this – how?

- 6.3 Hedgerows should be retained and the P&R redesigned to work with the existing constraints of the site where it is feasible to do so and even more planting should be included. The application will effect a loss of 0.82ha of semi-improved grassland and 0.82ha of species rich grassland; a loss of 150m<sup>2</sup> habitat of the protected newt; and will permanently affect bats due to light pollution (it is noted within the application that for reasons of safety, there still will be considerable use of column lighting). These are just the significant adverse effects.
- 6.4 The application is contrary to OCC's LTP4 Policy 24 which seeks to avoid negative environmental impacts of transport and where possible will provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.
- 6.5 The proposed mitigation measures are still not proportionate to the level of harm that will be incurred and the application is therefore unacceptable. The natural environment will not be conserved or enhanced. The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats' site.
- 6.6 The application is therefore considered contrary to:-

NPPF 170, 174 b), 175 and 177.

WOLP 2031 policies EH2, EH3, EH4, EH8.

Eynsham Neighbourhood Plan policy ENP4(a) as a biodiversity net gain will not be achieved.

Various sections of The Wildlife and Countryside Act 1981, The Natural Environment and Rural Communities Act 2006, The Protection of Badgers Act 1992, The Conservation of Habitats and Species Regulations 2017 and The Countryside and Rights of Way Act 2000.

## 7. Landscape and Visual

- 7.1 We note that this is included in the Pre-app advice to the applicant. Number 0008/18, 12.11.2018:-
- 7.2 "Consideration should be given to the proximity of residential dwellings and other sensitive receptors. Potential impacts include noise, emissions, vibration and visual impact, both during construction and in the long term due to the increased size and capacity of the road."
- 7.3 The proposed development would result in significant adverse effects at a local level during the construction phase, specifically to the P&R site, along the A40 and to Eynsham.

7.4 At year 1 of operation, the change in land use at the P&R site would result in a significant adverse effect through the extent of hardstanding and parked vehicles. It will take 15 years for the planting within the P&R site to reduce the adverse visual impact of the change in land use. The Council does not agree that there would not be any significant adverse effects to the landscape character areas as detailed in the report.

## 8. Lighting

8.1 The original Design & Access Statement May 2019 (Final\_A40\_DAS\_31.05.19.pdf) at 3.1.3 points out that CCTV and 'Lighting Columns' will be installed; given the rising ground this will probably result in considerable light pollution in the North of Eynsham. The installation of CCTV/Lighting is confirmed at 5.6.6. It is noted that OCC will consider stepped dimming from 100% to 50% light level or even switching off lights once traffic flows have been established. Although there will be no upward lighting, it is questionable whether 10m high columns are appropriate for the whole of the site, and in particular there is no specific evidence provided as to why mixed or alternative provision would be less safe. Lower columns should be considered which may benefit neighbouring residents and bats/ecology. The P&R Lux Contour Plan provides a view of lateral illumination on site, but no consideration of vertical illumination or glow/light pollution from a distance. The existing column lighting at the Woodstock Car Dealership on the A40 creates considerable light pollution visible from anywhere in the north of Eynsham village (especially on damp nights) and it is certain the P&R site, on a much larger scale, will emit more.

## 9. Climate Change & Flooding

9.1 We must express surprise that on the application form (Application\_Form.pdf at item 12) it is suggested that this size of car park will not affect any other area in terms of water run-off/flood risk. How is the A40 bus lane scheme considered acceptable with mitigation even though it is in Flood Zone 3 and with displaced floodplain storage?

9.2 At appendix 13-B page 23, it states "that for the worst case scenario, the A40 in proximity to the River Evenlode floodplain is considered to be at risk of flooding to a depth of 1.4m (lowest point lessening to ground level at Eynsham Roundabout and west of Cassington Road junction). Additionally, the A40 adjacent to the River Thames floodplain is considered to be at risk of flooding to a depth of 0.5m (lowest point lessening to ground level at east of Cassington Halt Bridge and Duke's Cut)."

9.3 The revised documents, in response to comments from the Environment Agency, have clarified and improved mitigation measures along the A40 itself, particularly to the east of Eynsham Parish. However, there is still uncertainty that the works in the Parish on the road and the P&R site itself will not substantially increase localised flood risk. In the original application it is noted that the statement at 13.4.65 Environmental Statement (Vol 1) Road Drainage & Water Environment states potential flooding of properties at the end of the Old Witney Road. This was clearly unacceptable.

- 9.4 The Revised P&R Preliminary Drainage Strategy, providing detail of the SuDS, swales, wet gardens and associated works claims that even 100-year flooding events will be mitigated (in terms of threat to residential or commercial property). The Council requests that the methodology and calculations of this document, as well as the revised Flood Risk Assessment, be given rigorous assessment by the Environment Agency. Without lifetime management of the flood risk, the application is contrary to NPPF 150 a), 155, 157 b), 160 a) & b), 163 as well as being contrary to WOLP 2031 policies EH7 and EH8.

## 10. Green Belt – departure from plan

- 10.1 The application is considered contrary to WOLP Policy EW10 – Protection of the Oxford Green Belt and NPPF 143 and is inappropriate development of the green belt.

## 11. Issues requiring clarification

- 11.1 A number of issues are noted including:-

- 11.1.1 Planning Statement May 2019 (Planning\_Statement\_31.05.19.pdf) at 3.6.4 repeats the error of stating that the funding is in place for this project: it is not. The Business Case has to be approved by Department for Transport to release the funds and it has NOT been approved. Emails from Cllr Ian Hudspeth (OCC) to Cllr Peter Emery (EPC) on 5th July 2019 confirm this:-

“The business plan that you refer to is an Outline Business Case which has to be submitted to the Department for Transport (DfT), as with all major schemes funded by Government. This document is separate and is not a requirement for the submission of planning permission, hence why it is not included. The Outline Business Case is to be submitted imminently to DfT...”

It is noted that more than 2 years ago OCC officers were claiming that submission was imminent, this remains an unfunded project and so it is questionable that an application should be coming through at this point. What happens if the funding bid fails?

- 11.1.2 The original application referred in a number of places to the idea of a Café; others did not, and nowhere is this mentioned in the new documents or the Additional Info Planning Overview Report and we now assume the idea has been dropped, though it still features in original documents which are effectively part of the current application.
- 11.1.3 The application should not be considered until all of the ‘to be confirmed’ details are finalised.



- 11.1.4 Has OCC considered research such as 'The Effectiveness of P&R as a Policy Measure for more Sustainable Mobility' authored by G Parkhurst & S Meek in 2014? This study and others have shown that despite the widespread adoption of P&R schemes, in many cases overall traffic has increased and public transport usage has not necessarily increased.
- 11.1.5 The genesis of this project was the potential availability of Central Government funds to improve public transport provision, but the scheme has been designed purely to make use of such funding rather than investigate the best transport solution for the A40 from first principles.**
- 11.1.6 For the reasons set out above, Eynsham Parish Council still considers this application to be contrary to one of the 3 key policies of sustainable development (NPPF 8 c) as it does not contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.**
12. If the Local Planning Authority resolve to approve this application, Eynsham Parish Council request:-
- 12.1 In line with the 'Code of Considerate Practice,' commercial vehicle cleaning systems are to be installed before work commences (to promote highway safety and respect for the community). Officers should be completely satisfied that the system employed will make certain no mud or other materials are deposited on the footpaths/highway in the vicinity of the site.
- 12.2 Monthly update report forwarded by a senior member of the project team to the Parish Council to include details of work phases completed, next phases, any relevant details of interest and any anticipated concerns/disturbances to the community. This will be published at Eynsham Online.
- 12.3 A Construction Traffic Management Plan is to be produced for consultation with the Parish Council and no work will commence until it has been signed and any required preparatory work has been completed. The plan should include the following:-
- 12.3.1 A clear statement detailing who is responsible for monitoring, enforcement and community liaison.
- 12.3.2 A clear statement that should any Planning Conditions or Construction Traffic Management Plan conditions be breached, work on site will stop immediately until the issue has been resolved.
- 12.3.3 No Public Right of Ways are closed during construction periods – temporary diversions should be considered instead.

12.4 S106 funding (Town & Country Planning Act 1990) as follows:-

12.4.1 Contribution towards Eynsham's Gateway Improvement Projects as per The Urbanists Report 2017 - £282,060. The project will help to mitigate and more safely control the impact of additional traffic using Eynsham village.

12.4.2 Sufficient funding to enable the B4044 Eynsham-Botley Community Path to be completed thereby promoting a sustainable transport option.

12.4.3 Contribution towards a safe cycle route at Lower Road B4449, Eynsham-Hanborough.

12.4.4 Contribution towards other local sustainable transport options, ie Witney Oxford Transport Group's Carterton-Yarnton rail, upgrading Public Right of Ways.

Yours sincerely

A handwritten signature in black ink that reads "K. Doughty". The signature is written in a cursive style with a large, looping flourish at the end of the name.

Mrs Katherine Doughty  
Clerk to the Council