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The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/C3105/W/19/3229631

DETAILS OF THE CASE							
Appeal Reference	APP/C3105/W/19/3229631						
Appeal By	LAND & PARTNERS						
OS Parcel 4300 North Of Shortlands And South Of High Rock, Hook Nor Road Sibford Ferris Oxfordshire OX15 5QW Grid Ref Easting: 435491 Grid Ref Northing: 237108							
SENDER DETAILS							
Name	MRS CAROLYN WHITE						
Address	Home Close Sibford Ferris BANBURY OX15 5RE						
ABOUT YOUR COMMENTS							
In what capacity do you wish to make representations on this case?							
 □ Appellant □ Agent ☑ Interested Party / Person □ Land Owner □ Rule 6 (6) 							
What kind of representation are you making?							
☐ Final Comments☐ Proof of Evidence☐ Statement							
 □ Statement of Common Ground ✓ Interested Party/Person Correspondence 							

□ Other
YOUR COMMENTS ON THE CASE
Dear Sir,
I strongly object to the appeal proposals being made by Land and Partners.
I Support the Council's reasons for refusal in Decision Notice dated 30th April 2019.
Yours faithfully, Carolyn White



OXFORDSHIRE COUNTY COUNCIL'S REGULATION 122 COMPLIANCE STATEMENT

Location: OS Parcel 4300, North of Shortlands and South of High Rock,

Hook Norton Road, Sibford Ferris

Planning Ref: 18/01894/OUT

Appeal Ref: APP/C3105/W/19/3229631

Proposal: Outline planning permission with all matters reserved for up to 25

dwellings with associated open space, parking and sustainable

drainage

Date: 16 August 2019

1. INTRODUCTION

- 1.1. Oxfordshire County Council (OCC) considers that the proposed development of up to 25 dwellings is unacceptable without an agreement under Section 106 of the Town and County Planning Act 1990 (S106) which is required to mitigate the demands which will be placed on infrastructure and services as a result of the development. This statement by OCC provides the justification for its requirements for contributions towards public transport infrastructure and the modification of a Traffic Regulation Order, and justification for an administration & monitoring fee.
- 1.2. This statement supplements the formal response by OCC dated 30th November 2018 to the consultation by Cherwell District Council (CDC).
- 1.3. R122(2) of the Community Infrastructure Levy (CIL) regulations 2010 (as amended) introduced three tests for S106 agreements which must apply if a planning obligation is to constitute a reason for granting planning permission. It should be, a) necessary to make the development acceptable in planning terms, b) directly related to the development and c) fairly and reasonably related in scale and kind to the development. The purpose of this statement is to show that the requested contributions comply with the requirements of the three tests.

2. INFRASTRUCTURE CONTRIBUTIONS:

2.1. OCC considers that the development would have a detrimental impact on the local services it provides unless the contributions sought are provided as set out below:

	Contribution	Indexed-linked
Public Transport Infrastructure	£20,000	November 2018
Traffic Regulation Order	£4,850	November 2018

Table 1: Infrastructure Contributions

2.2. Administration and Monitoring Fee £250

- 2.3. The above contributions save for the Administration and Monitoring Fee are to be indexed-linked to maintain the real values of the contributions so that they can in future years deliver the same level of infrastructure provision as currently required.
- 2.4. The County Council has, in identifying the various contributions associated with this proposed agreement sought to avoid exceeding the limit of five obligations to a type of infrastructure or infrastructure project to comply with the requirements of the CIL Regulations 2010 Reg 123 (3).

3. TRANSPORT CONTRIBUTIONS

3.1. Relevant Policies:

Public Transport Infrastructure

Connecting Oxfordshire: Oxfordshire County Council's Fourth Local Transport Plan 2015-2031 (LTP4) [adopted in September 2015]

i. Policy 3

Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.

ii. Policy 17

Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.

National Planning Policy Framework

Paragraph 110

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;.

Traffic Regulation Order

Connecting Oxfordshire: Oxfordshire County Council's Fourth Local Transport Plan 2015-2031 (LTP4) [adopted in September 2015]

i. Policy 31

Oxfordshire County Council will work with partners to support road safety campaigns and educational programmes aimed at encouraging responsible road use and reducing road accident casualties, and will keep speed limits under review, including giving consideration to the introduction of lower speed limits and zones in accordance with the current Department for Transport guidance.

National Planning Policy Framework

Paragraph 108

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.2. Public Transport Infrastructure - £20,000 index-linked from November 2018 using Baxter towards a shelter and hardstanding for the bus stop on Main Street

(a) Necessary to make the development acceptable in planning terms

The infrastructure is necessary to facilitate residents from the development to more easily access the Stratford upon Avon to Banbury service (currently 3A). It contributes towards promoting sustainable modes of travel and it part mitigates the transport impacts of the proposed development.

(b) Directly related to the development

The bus stop is the nearest one to the development site, approximately 400m away which is an acceptable walking distance.

(c) Fairly and reasonably related in scale and kind to the development

The estimated cost of the new bus shelter and hardstanding is £20,000. The exact cost cannot be determined prior to agreement with the Parish Council regarding the type of shelter that would be suitable for the surroundings and the space available. Any surplus monies will be put towards ongoing maintenance. The location of the bus stop is such that the shelter will be suitable for use by persons travelling in either direction.

3.3. <u>Traffic Regulation Order - £4,850 index-linked from November 2018</u> using RPI-x towards the alteration of the speed limit TRO on Hook

Norton Road, and provision of a gateway feature and highway markings

(a) Necessary to make the development acceptable in planning terms

The average speed of vehicles approaching the village from the south needs to be reduced to ensure that adequate visibility from the proposed site access is available. The most suitable method of achieving this is to move the speed limit further out so that vehicles decelerate sooner. A consultation process is required before the TRO can be modified. The limit would be moved to the village sign, with the addition of a gateway feature and "dragon's teeth" highway markings.

(b) Directly related to the development

Reducing the speed of vehicles on the Hook Norton Road is directly related to the development so that a safe and suitable access to the site can be achieved for all users, as required by the NPPF.

(c) Fairly and reasonably related in scale and kind to the development

The calculation of the total is as follows:

£2,600 current charge for standard Traffic Regulation Order

£750 works to relocate sign

£1,500 highway markings and gateway feature (incl. commuted sum for two maintenance visits)

The change to the TRO involves a consultation exercise, and the cost is the standard OCC charge. Reasonable estimates are given for the highway works.

4. ADMINISTRATION AND MONITORING FEE

- £250

(a) Necessary to make the development acceptable in planning terms

In order to secure the delivery of the various infrastructure improvements, to meet the needs arising from development growth, OCC needs to monitor Section 106 planning obligations to ensure that these are fully complied with. To carry out this work, the County Council has set up a Planning Obligation Team and so charges an administration/monitoring fee towards funding this team of officers. The work carried out by the Planning Obligations Team arises solely as a result of the County Council entering into Section 106 Agreements in order to mitigate the impact of development on the infrastructure for which the County Council is responsible. The County Council then has a resultant obligation to ensure that when money is spent, it is on those projects addressing the needs for which it was sought and secured. The officers of the Planning Obligation Team would not be employed to do this work were

it not for the need for Section 106 Obligations associated with the development to mitigate the impact of developments.

The County Council considers that in so far as an obligation is "necessary" to make a development acceptable in planning terms, then the monitoring of that same obligation is also "necessary" in order to ensure that it is being complied with, and that to conclude otherwise is irrational. This is because if compliance with the obligations in a section 106 agreement is not ensured, then the agreement will be ineffective in making the development acceptable in planning terms. Indeed, this reasoning formed the basis of the advice in the now-withdrawn Circular of July 2006, to the effect that local planning authorities should monitor compliance with planning obligations to ensure that the development "contributes to the sustainability of the area".

In a recent recovered appeal¹, the Secretary of State endorsed the Inspector's conclusion at paragraph 163 of his report that contribution towards administration and monitoring costs would be compliant with the CIL tests, as follows: "[The Secretary of State] considers that the other contributions considered at IR155-161 and 163 would fairly and reasonably relate to the scale of the proposal and would accord with the tests in paragraph 56 of the Framework."

Indeed the inspector also concurred with the argument that, once it is accepted that an obligation is necessary as a matter of planning judgement, then the proper costs of administering that obligation cannot rationally be found to be unnecessary in planning terms simply because the administration is a function of the local authority. The relevant case is Recovered appeal: Highworth Road, Faringdon, Oxfordshire SN7 7EG (DCLG ref): APP/V3120/A/13/2210891, 19 February 2015) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/405445/15-02-19 DL IR Highworth Road 2210891.pdf

(b) Directly related to the development

OCC has developed a sophisticated recording and accounting system to ensure that each separate contribution (whether financial or otherwise), as set out in all S106 legal agreements, is logged using a unique reference number. Systematic cross-referencing enables the use and purpose of each contribution to be clearly identified and tracked throughout the lifetime of the agreement.

This role is carried out by the Planning Obligations Team which monitors each and every one of these Agreements and all of the Obligations within each Agreement from the completion of the Agreement, the start of the development through to the end of a development and often beyond, in order to ensure complete transparency and financial probity. It is the Planning Obligations Team which carries out all of the work recording Agreements and Obligations, calculating and collecting payments (including calculating indexation and any interest), raising invoices and corresponding with developers, and thereby enabling appropriate projects can be delivered. They also monitor the corresponding obligations to ensure that non-financial obligations on both the developer and the County Council are complied with. As such, the admin/monitoring fee is directly related to the development, as it

is the obligations arising from that development which are administered and monitored by the team which is funded from that fee.

c) Fairly and reasonably related in scale and kind to the development

The County Council considers that its fee is fairly and reasonably related in scale and kind to the development.

To calculate these fees the County Council looked at the number of Agreements signed in a year, the size and nature of the various Obligations in those Agreements, and how much work was expected in monitoring each Agreement. From this, the County Council calculated the structure/scale of monitoring fees that would cover the costs of that team. This was then tested to see whether or not the corresponding fees associated with X number of agreements at Y contributions, would be sufficient to meet the costs; the answer was yes. It is relevant to note that the team costs, (against which the current fees were assessed) were established when there were only two officers in the Planning Obligation Team. There are now five officers. The team is therefore now bigger than when the fees were originally calculated. Nevertheless, the monitoring/administration fees have not been increased since they were first established in 2007.

The monitoring fee as calculated is reviewed prior to the completion of a s106 agreement to ensure it reflects the number, level and complexity of the obligations within the s106 agreement.

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The Planning Inspectorate

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Appeal Reference: APP/C3105/W/19/3229631

DETAILS OF THE O	CASE				
Appeal Reference	APP/C3105/W/19/3229631				
Appeal By	LAND & PARTNERS				
Site Address	OS Parcel 4300 North Of Shortlands And South Of High Rock, Hook Norton Road Sibford Ferris Oxfordshire OX15 5QW Grid Ref Easting: 435491 Grid Ref Northing: 237108				
SENDER DETAILS					
Name	MRS. ANA CRISTINA PAEZ				
Address	Holly Bank, Barley Close Sibford Gower BANBURY OX15 5RZ				
AROUT VOUR COM	AMENTO				

ABOUT YOUR COMMENTS In what capacity do you wish to make representations on this case? Appellant Agent Interested Party / Person Land Owner Rule 6 (6) What kind of representation are you making? Final Comments Proof of Evidence Statement Statement Interested Party/Person Correspondence

□ Other
YOUR COMMENTS ON THE CASE
Dear Sir/Madam,
I would like to convey in this letter my total refusal to granting planning permission for the proposed development.
My objections are as follows:
1. We are already saturated with road traffic and the state of the roads cannot take any more congestion.
 Services such as the school and surgery are at the limit and their quality will be compromised. We already have problems with the supply of water in the area. I can't think the water supply and drainage can cope with more demand. Impact to air quality, noise and litter.
5. Impact to the area's natural beauty and wildlife ecosystem including deer, foxes, rabbits, birds of prey and insects to name just a few.
6. I attended the developer's meetings. As an architect I can see these houses with 5 bedrooms, double parking and high specification are not designed for young people in the village. The specification is for luxury houses!

Please reject this second attempt to build up our village - Thank you for taking my views into consideration.

Kind Regards.

Ana Cristina Paez

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The Planning Inspectorate

COMMENTS ON CASE (Online Version)

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Appeal Reference: APP/C3105/W/19/3229631

DETAILS OF THE CASE							
Appeal Reference	APP/C3105/W/19/3229631						
Appeal By	LAND & PARTNERS						
OS Parcel 4300 North Of Shortlands And South Of High Rock, Hook Nor Road Sibford Ferris Oxfordshire OX15 5QW Grid Ref Easting: 435491 Grid Ref Northing: 237108							
SENDER DETAILS							
Name	MRS SUE SABIN						
Address	The Brambles Sibford Ferris BANBURY OX15 5DA						
ABOUT YOUR COMMENTS							
In what capacity do y	ou wish to make representations on this case?						
 □ Appellant □ Agent ☑ Interested Party / □ Land Owner □ Rule 6 (6) 	Person						
What kind of representation are you making?							
☐ Final Comments☐ Proof of Evidence☐ Statement☐ Statement of Com	mon Ground						
✓ Interested Party/Person Correspondence							

☐ Other				

YOUR COMMENTS ON THE CASE

I strongly object to the appeal proposals being made by Land and Partners.

I Support the Council's reasons for refusal in Decision Notice dated 30th April 2019.

In particular, I feel concerned that the proposed development is totally unacceptable on the grounds of the size of the plot, the design of the houses, the lack of sustainable homes and the nature of the leisure facilities suggested which are out of keeping with a village of this type. I am not against building houses in the Sibfords and Burdrop but strongly feel they should reflect the type of houses that are currently found; a row of terrace cottages or a small cluster of unimposing bungalows or houses. It is also of great concern that a proposed road/track leads directly onto another field which I assume will be the next plot ear marked for development.

Our neighbouring village of Hook Norton, in the space of a decade has become almost unrecognisable as one development leads to another and so on. Its character and historic charm have been lost to sprawling estate after estate.

I have for many years heard skylarks singing over the field in question and am sure that nesting attempts have been made in the southern part of the field where currently there is wild scrub. Losing this habitat would upset me very much. This was on my mind when the initial application was made and when the councillors decided against the development I was massively relieved.

As this is now an issue again, I feel I have to put my voice behind the council's decision and ask that the planning be once again refused.

Sue Sabin



Duncan Chadwick Partner On behalf of Sibford Action Group

c/o David Lock Associates 50 North Thirteenth Street Milton Keynes MK9 3BP

Aaron Valentine Planning Inspectorate Room 3G Temple Quay House 2 The Square Temple Quay Bristol BS1 6PN

Appeal Reference No. (PINS)
APP/C3105/W/19/3229631
Planning Application Reference No. (CDC)
18/01894/OUT
Address of Appeal Site
OS Parcel 4300 North of Shortlands and
South of High Rock,
Hook Norton Road,
Sibford Ferris
OX15 5QW

27 August 2019

Dear Sir/ Madam,

DAV001/VO/DC

RE: S78 Planning Appeal following the refusal of outline planning permission for 25 dwellings with associated open space, parking and sustainable drainage – OS Parcel 4300, North of Shortlands and South of High Rock, Hook Norton Road, Sibford Ferris

We write in connection with the appeal referenced above on behalf of our clients, the Sibford Action Group. Our clients are a group of local residents and professionals, who have coordinated a response to this proposal on behalf of many people living in both Sibford Ferris and Sibford Gower. The Group is, along with the two Parish Councils, District Councillors, District Council and others, seriously concerned about the likely impact of the proposal upon the two small villages and wider community should the appeal be allowed and planning permission be granted for the proposed development. In summary, the Sibford Action Group considers that the appeal proposal is unnecessary, out-of-scale with the village, unsustainable, harmful to the character and appearance of this part of the village/open countryside and contrary to the Development Plan, the NPPF and previous similar appeal decisions. The Action Group therefore respectfully requests that the appeal be dismissed.

DAVID LOCK ASSOCIATES LIMITED

50 North Thirteenth Street Central Milton Keynes Buckinghamshire MK9 3BP

- **+44 (0) 1908 666276**
- www.davidlock.com

The Action Group strongly objects to the appeal proposals and supports the Council's reasons for refusal in the decision notice dated 30th April 2019 refusing the planning application. The reasons are set out below and will be highlighted at the hearing, as we have been asked to represent the Action Group in the subsequent appeal proceedings. This letter should be read in conjunction with other Sibford Action Group representations submitted to the District Council, dated 30th November 2018 and 1st April 2019, which will have been forwarded to the Planning Inspectorate as part of the appeal documentation.

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Before commenting upon the Council's reasons for refusal, we comment on the Planning Committee's decision and the background to this, including very strong local opposition.

The Recommendation and Decision

As the Appellants explain throughout their Statement of Case, the application the subject of this appeal was reported to the Council's Planning Committee on 18th April 2019 with a recommendation of approval from the Planning Case Officer. The Planning Case Officer has stated himself that the decision to recommend approval was finely balanced. In any event, the proposals were almost unanimously refused by the Council's Planning Committee.

There is a longstanding role for locally elected Councillors to decide on planning applications as they see fit and there is no obligation to follow the recommendations of the Planning Officers advising them. Local planning decisions are the ultimate responsibility of democratically elected councillors, accountable to their communities, whilst planning officers are responsible to the Council that employs them in exercising their own professional judgement. Having a Planning Committee arrive at different conclusions from planning officers advising them – having balanced the various considerations – is both legitimate and to be expected. The Nolan Committee on Public Life¹ stated that:

'There is nothing intrinsically wrong if planning committees do not invariably follow the advice of officers. Planning officers exist to advise planning committees, which are entitled to reach their own decisions by attaching different weight to the various planning criteria which are relevant to an application. If a decision is thought to be perverse, a planning officer should so advise the committee, but respect the committee's conclusion.'

Councillors are obliged to make their decisions within the legal and policy framework that exists, which comprises, inter alia, the statutory Development Plan and the National Planning Policy Framework. We consider that Councillors, the Planning Committee and the Council as a whole has followed the legal and policy framework and reached its own decision on legitimate planning grounds attaching different weight to the principal considerations relevant to the application.

Sibford Action Group would respectfully request that the Inspector views the Council's Webcast of the Planning Committee Meeting², which shows the full debate and that the application was almost unanimously refused by Councillors with 13 in favour of refusal. The Planning Committee Webcast demonstrates how the decision was arrived at by Councillors, who spoke extensively about their reasons for refusal and how they arrived at their decision. The Webcast provides a clear record, more detail than the Council's Planning Committee Minutes and is useful background for the Inspector to understand how the Council arrived the decision to refuse permission and overturn the Planning Case Officer's recommendation for sound, substantiated planning reasons based upon the Development Plan, whilst weighing other material considerations, in accordance with section 38(6) of the *Planning & Compulsory Purchase Act, 2004 (as amended)*.

Strength of Opposition

Both the Council and the Appellants acknowledge the significant degree of local public interest that has been generated by the proposal and we would expect this to be repeated in representations on the appeal and in attendance at the Hearing. In addition, both Sibford Ferris Parish Council and Sibford Gower Parish Council objected to the proposals at application stage, will be providing further representations to the Planning Inspectorate and will wish to speak at the Hearing.

Paul Seckington, the then Senior Manager (Development Management) at the Council, outlined at the Planning Committee Meeting of Thursday 14th March 2019 that the application had proved 'controversial' in the locality and Officers recommended that the Planning Committee hold a Pre-Committee Site Visit to fully appreciate and understand the proposal, the site, its surroundings and the potential impact of the proposal on the village, landscape and wider

¹ Third Report of the Committee on Standards in Public Life, Standards of Conduct in Local Government in England, Scotland and Wales, Cm 3702, July 1997

https://cherwell.public-i.tv/core/portal/webcast_interactive/418554/start_time/238000



community. Many of the Councillors found the Site Visit particularly useful to inform their judgement and decision as can be ascertained by the Inspector from the Webcast.

The Planning Case Officer's Committee Report outlined that 110 letters of objection had been received at the time of the Planning Committee meeting, which clearly demonstrates the strength of objection from the Sibford Ferris and Sibford Gower village communities.

We appreciate that Planning Practice Guidance (Paragraph 016 Reference ID: 21b-016-20140306) states that local opposition [or support] is not in itself a ground for refusing [or granting permission] unless it is founded upon valid material planning reasons. It certainly is in the case of the current appeal.

Reason for Refusal 1

Sibford Action Group fully support the Council's first reason for refusal, reproduced below:

By reason of its scale and the relative sustainability of Sibford Ferris, and taking into account the number of dwellings already permitted across the Category A villages, and Cherwell District Council's ability to demonstrate a 5 year housing land supply, which exceeds the requirement for a 3 year housing land supply, the proposed development is considered to be unnecessary, disproportionate, undesirable and unsustainable development that would undermine the housing strategy in the Cherwell Local Plan Part 1 which seeks to distribute new housing to the most sustainable locations having regard to such matters as public services and facilities, transport and employment. This would be contrary to Policies ESD1, Villages 1 and Villages 2 of the Cherwell Local Plan 2011-2031 Part 1, Saved Policy H18 of the Cherwell Local Plan 1996 and Government quidance contained within the National Planning Policy Framework.

Scale and Relative Sustainability

We, David Lock Associates, have already written extensively about the scale and relative sustainability of Sibford Ferris in our first representations, dated 30th November 2018, on behalf of the Action Group. Whilst it is acknowledged that at this time and within the adopted Cherwell Local Plan 2011-2031 Part 1, Sibford Ferris and Sibford Gower have been amalgamated and considered together to form one Category A settlement for the purposes of Policy Villages 1 in the Local Plan Part 1, this belies and masks the relative unsustainability of the settlements both individually and collectively for the reasons set out in these representations. Indeed, this view is shared by both Sibford Ferris and Sibford Gower Parish Councils who have begun the process of engaging with the District Council in an attempt to separate the villages in future categorisations of this type in the forthcoming Cherwell Local Plan Part 1 Review.

Furthermore, Inspector Nigel Payne, writing his Report following his examination of the Cherwell Local Plan Part 1 (Appendix 1), dismissed concerns from small settlements that "certain villages may have been mis-categorised" and reasoned that the hierarchy in Policy Villages 1 was not "set in stone". He considered the relevant survey data would need to be "thoroughly checked and comprehensively reviewed" during the Local Plan Part 2 process³. As the Local Plan Part 2 is no longer being progressed by Cherwell District Council, this is an appropriate time and forum to assess the relative sustainability of the villages (Sibford Ferris and Sibford Gower) and the relationships between them.

It should be noted that the two villages are located on opposite sides of the Sib Valley, with a significant topographical difference and steep drop between the two settlements. The DLA produced – Services/Facilities Accessibility Map attached to these representations (Appendix 2) calculates distances, by road and footway, where footways exist, from the appeal site to the limited services, facilities and public transport services that the Appellants state are within "easy" reach (Paragraph 5.8 of the Appellants' Statement of Case).

Sibford Action Group completely disagrees with the Appellants' Statement.

The Services/Facilities Accessibility Map calculates distances from the appeal site (centre) at Hook Norton Road, Sibford Ferris. Distances from the appeal site to each facility were calculated using the existing road/footway network along the shortest route. Walking 'travel times' were calculated with an average speed of 5km/h.

³ Paragraphs 215-217 - Report on the Examination into the Cherwell Local Plan, 9th June 2015



Using the Manual for Streets guidance⁴, walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' walking distance (up to about 800m) of residential areas, which residents may access comfortably on foot. Just the services within Sibford Ferris are therefore accessible on foot by most people, comprising:

- The Sibford School & Nursery (a co-educational independent day and boarding school:
- Sibford Village Stores/Post Office;
- Both Bus Stops (East & West direction).

Therefore, using the matrix included in the Council's Housing Village Categorisation Update 2014⁵ (Appendix 11), produced as a Technical Note to explain how Policy Villages 1 of the Submission Local Plan Part 1 was prepared and how Cherwell's villages were categorised, the appeal site is within walking distance of the following facilities:

	Nursery	Primary School	Retail Service (outlet)	Food Shop	Post Office	Public House	Recreati onal Facilities	Village / Community Hall
The Site								

By way of explanation, Sibford School contains a Nursery, but this is only available for children over 3 years. Indeed, the Sibford School is an independent school and so is not classified here as a primary school due to its fee-paying status. There are no retail outlets within Sibford Ferris. Sibford Village Stores is included as a 'food shop', but as we have stated previously, it is not suitable for use as more than a small, local convenience store.

The Sibfords' Community Plan (2012) detailed that nearly three quarters of respondents used the village shop, but only for up to thirty percent of their shopping overall. The Post Office is located within Sibford Village Stores. The closest Public House, the Wykham Arms, is located in Sibford Gower, a distance of 1.54km. Sibford School has a swimming pool and a sports hall, which is open to the public at some points during the week and so is classed as a recreation facility within walking distance. The Village Hall is located in Sibford Gower, a distance of 1167 metres away.

Furthermore, the route between the site and most of these services and facilities, both along Main Street and further afield into Burdrop and Sibford Gower is not served by a continuous footway. Even if residents were able to walk the distance between the site and the facilities, walking along the road with no pavements/footways, on-street parking and sharp bends is unsafe for all pedestrians – especially those walking with children, the elderly or disabled (see Appendix 12). Put simply, the services and facilities across the Sib Valley from the appeal site in Sibford Gower and/or Burdrop would <u>not</u> be easily, conveniently or safely accessible on foot by future residents living at the appeal site on Hook Norton Road, making them dependent upon their private cars for travel to access some local services and to larger settlements (e.g. Banbury, Chipping Norton, Stratford-upon-Avon). This would be clearly contrary to Policy ESD1 of the Local Plan Part 1 and the National Planning Policy Framework (e.g. Section 2, Section 9, Section 11, Paragraph 122).

Sustainable Transport and Employment

The Cherwell Rural Area Integrated Transport and Land Use Study (CRAILTUS)⁶ Stage 2 Report (Appendix 3) was produced as an appraisal of the 33 most sustainable villages in Cherwell district to support the Cherwell Local Plan Part 1. It used a set of criteria to determine the most sustainable locations, in transport terms, for housing development in the district.

The Report clearly outlines that Sibford Ferris and Sibford Gower "show little capability to sustainably support additional housing" and the villages "perform poorly due to their location on minor roads, with long travel times and distances to key facilities".

⁴ Manual for Streets (DfT, 2007) - Paragraph 4.4 'The walkable neighbourhood'

⁵ HOU15-PM Village Categorisation Update October 2014 (https://www.cherwell.gov.uk/downloads/download/1240/cherwell-local-plan-2006-2031-submission-cherwell-local-plan-document-list---housing-evidence)

⁶ Cherwell Rural Area Integrated Transport and Land Use Study (CRAILTUS) Stage 2: Criteria-Based Assessment (Halcrow Group Ltd, August 2009).



Footnote 3 of the Report outlines that the villages have been grouped together, with facilities at both villages being considered, but assessments of accessibility and network impacts are based on a central point in Sibford Ferris.

It should be particularly noted that there has been a reduction in the bus services operating through and serving Sibford Ferris since the villages were categorised in the CRAILTUS Study. At the time of the Village Categorisation Update in 2014, Sibford Ferris was served by Stagecoach service 50A, with 14 services a day according to the table on page 12 (see Appendix 11).

Johnson's announced in a press release in 2016 that they would be taking over the Warwickshire County Council contracted 50A service from Stagecoach. The replacement service now operates as Route 3A Stratford upon Avon-Banbury, with 4 services to Banbury from Sibford Ferris (5 services in school holidays) and 2 services per day to Stratford-upon-Avon from Sibford Ferris. In any event, the bus timetables and times of services are not conducive to commuting, resulting in most residents in the village having to rely upon private vehicles to access the wider range of convenience and comparison shopping, employment, recreational and other facilities found in larger settlements (Appendix 4).

From our research we note that, on appeals to the Secretary of State, Inspectors have considered a reduced bus service and its impact on residents' reliance upon private vehicles in other appeal decisions (Finmere [3169168], Fringford [3204920] (Appendix 5). A development of 25 homes, as in the case of this appeal, would not be able to reasonably or viably support the provision of a more frequent bus service to Banbury and Stratford-upon-Avon.

Table 6.2 in the Report, entitled 'The Impact of New Housing Development on the Local Road Network' gives The Sibfords a <u>red</u> rating in its assessment column. According to the Report, "a high proportion of trips are attracted to destinations accessed via the B4035, including Banbury (38%) and London (18%)". The high proportion of trips in the morning peak using the B4035, would suggest any potential future residents of the development would turn left out of the appeal site towards Main Street to join the B4035. This is directly contrary to the Transport Statement, submitted by the Appellants, which predicts that only "17% of development traffic is likely to travel northbound".

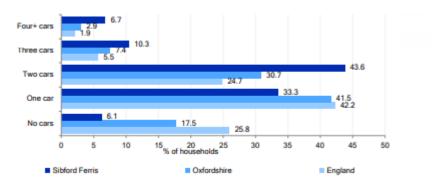
Table 6.2 in the CRAILTUS Stage 2 Report also outlines that the villages are "unlikely to encourage walking and cycling due to long distances to major centres". The Community Insight Report for Sibford Ferris⁸, produced by the District Data Service, outlines the average distances to key services (see Page 51). This was reproduced as Appendix 3 to the Sibford Action Group's original comments on the application, dated 30 November 2018. The Community Insight Profile states that the average road distance from a Job Centre is 12.1km, approximately 7km further than the average distance for households in England.

Further to this, Page 50 of the Community Insight Report (Appendix 6) states that car ownership in Sibford Ferris of more than two cars per household is much higher than both the Oxfordshire and England averages and households with no cars at all is much less in Sibford Ferris (See Figure 1 below). This clearly indicates a reliance upon the private car by residents of Sibford due to their distance from key service and employment centres. Locating 25 new homes in such an unsustainable location as this would only exacerbate and worsen the situation, resulting in unsustainable patterns of commuting, which would be contrary to Policy ESD1 and the NPPF.

⁷ Proposed Residential Development, Land West of Hook Norton Road, Sibford Ferris, Oxfordshire, Transport Statement V3 (Origin, November 2018)

⁸ Community Insight Profile for 'Sibford Ferris' area. Oxfordshire Parish Reports (26 January 2018). Available here: https://www.oxford.gov.uk/districtdata/downloads/file/1059/parish-sibford-ferris-cdc





<u>Figure 1</u> - Table reproduced from Community Insight Profile Report – Page 50 (their source: Census 2011)

The impact of 25 new homes at Sibford Ferris, which are likely to have two cars or more if the households are similar to other households in Sibford Ferris (Figure 1 above) would be likely to be not only unsustainable but could also be detrimental to highway and pedestrian safety. We would refer the Inspector to photographs submitted by local residents, which demonstrate the on-street parking and congestion issues on Main Street, Sibford Ferris. Due to the rural and historic character of the village, there is little off-street car parking leading to on-street parking and agricultural vehicles often use the narrow roads (Figure 2).

It should be noted that Inspector Paul Griffiths, currently examining the Cherwell Local Plan Part 1 Partial Review (Oxford's Unmet Housing Need), has considered Cherwell's proposed spatial strategy as appropriate (Appendix 10). Whilst this is not a related matter to the appeal, the reason *why* he came to this conclusion is relevant. The Inspector stated that the strategy of locating housing and infrastructure as close as possible to Oxford (as the Partial Review is to meet Oxford's unmet need) is appropriate "because it is most likely to foster transport choices other than the private car and minimise travel distances".

The NPPF outlines that new development should be planned for in ways that "can help reduce greenhouse gas emissions, such as through location, orientation and design"¹⁰. Locating new development in such an unsustainable location, so far from employment centres, would be contrary to both the statutory Development Plan (Policy ESD1, Policy Villages 1 and Villages 2 of the Cherwell Local Plan Part 1) and national policy (NPPF and Planning Practice Guidance¹¹ (PPG)). It should be noted that Cherwell District Council has also recently declared a climate emergency.

⁹ PC5 – Inspector's Post Hearing Advice Note. Available here: https://www.cherwell.gov.uk/info/83/local-plans/515/local-plan-part-1-partial-review---examination/11

¹⁰ Paragraph 150, National Planning Policy Framework (2019)

¹¹ Climate Change, Planning Practice Guidance (15 March 2019) uses the example of 'reducing the need to travel' as a method to reduce emissions (Paragraph 003, Reference 6-003-20140612).





Figure 2 - Tractor travelling south on Hook Norton Road close to the appeal site

Housing Strategy

The Housing Strategy of the adopted Local Plan Part 1 is to focus development in and around Bicester and Banbury as the most sustainable locations for growth (Foreword & Paragraph 1.9 – Cherwell Local Plan Part 1) and this is enshrined in Policy BSC1 (District Wide Housing Distribution). The Cherwell Annual Monitoring Report, 2018 demonstrates that the housing strategy is operating correctly as during 2017/18 the total completions were 1,387 dwellings, with 70% of those completions in Banbury or Bicester.

Inspector Nigel Payne, in his Report following examination of the Cherwell Local Plan Part 1, outlined that the Plan's spatial strategy "concentrates the vast majority [of growth] on Bicester and Banbury with an overall reduction in the annual rate in the rural areas of the district so that their character and appearance need not be materially harmed"

Appendix 7 clearly demonstrates how the character and appearance of Sibford Ferris would be materially harmed should the appeal be allowed, and permission be granted for this development. The housing strategy, found sound, is supposed to protect rural villages such as Sibford Ferris from exactly this kind of inappropriate development, being in a location and of a scale that would harm the character, appearance and amenities of the locality, including the surrounding landscape.

Policy Villages 1

Policy Villages 1 of the Local Plan Part 1 designates Sibford Ferris/Sibford Gower as a 'service village' where minor development, infilling and conversions are permissible. It is important to note that the villages are <u>not</u> a service centre for satellite villages, which are shown in the table at Paragraph C.260 of the Local Plan.

Supporting text to the policy states that infilling refers to the development of a small gap in an otherwise continuous built-up frontage. Under such a definition the proposal would not constitute infilling. Further supporting text states that in assessing whether proposals constitute acceptable 'minor development', regard will be given to the size of the village and the level of service provision, the site's context within the existing built environment, whether

¹² Paragraph 55, Report on the Examination into the Cherwell Local Plan, 9th June 2015



it is in keeping with the character and form of the village, its local landscape setting and careful consideration of the appropriate scale of development.

The Action Group considers, given the location of the site outside the built-up limits of the settlement, the scale of the appeal proposal compared to the size of the village overall, the level of service provision in the village, particularly when coupled with the harm that would be caused to the character and form of the village, that the proposal would not constitute 'minor development' in the context of Sibford Ferris, would be in open countryside and would therefore clearly be contrary to Policy Villages 1.

Policy Villages 2

The Inspector examining the Local Plan Part 1, commented in general terms on "Villages and Rural Areas", as follows (Paragraph 212 of his Report):

'The Plan's overall strategy sustainably focusses most new development on the two towns of Bicester and Banbury, with about 5.400 new homes in the rural areas, including at Kidlington and the former RAF Upper Heyford to 2031. This is clearly the most sustainable strategy...It properly seeks to alter the local pattern of recent housing growth, as a disproportionate percentage (almost half) has taken place in the smaller settlements, adding to commuting by car and congestion on the road network at peak hours.'

To allow the appeal proposal would run counter to the Plan's spatial strategy for the sustainable distribution of new homes, add to commuting by car and will also conflict with the advice in the NPPF.

The Action Group also considers that the appeal proposal conflicts with virtually all of the principal criteria set out in Policy Villages 2. The proposal is therefore contrary to the most important policy in the Development Plan relating to the distribution of housing development to the district's villages. Notably, the appeal site:

- is not previously developed land (Criterion 1);
- is Grade 2 agricultural land and there is a presumption against the development of the 'best and most versatile' agricultural land for residential purposes (Criterion 4);

As the application is at outline stage, the appearance, landscaping, layout and scale of the development are all matters reserved for later approval. It cannot therefore be assumed that the development will enhance the built environment. In fact, the indicative layout submitted by Land & Partners has been demonstrated to not enhance the built environment (Quartet Statement in Appendix 7). It would therefore conflict with Criterion 3. The Quartet Statement at Appendix 7 also demonstrates that the proposal would result in significant adverse landscape impacts (Criterion 5). Each representation submitted by David Lock Associates has demonstrated that the site is not well located to services and facilities (Criterion 7).

In terms of Criterion 9, we would not consider this to be of significant weight due to Cherwell District Council being able to demonstrate a 5.2 year supply of housing land for the period 2019-2024, commencing 1 April 2019¹³, and the Written Ministerial Statement clearly outlining that Oxfordshire Authorities only need to demonstrate a 3-year housing land supply (HLWS924) (Appendix 8).

The Government has worked closely with the Oxfordshire authorities to agree planning freedoms and flexibilities to support the ambitious Plan-led approach to housing delivery through the Joint Spatial Strategy and the Housing and Growth Deal, which is supported by £215m of funding to help deliver affordable housing and infrastructure improvements to support sustainable development across the county. The appeal proposal would run counter to this initiative. There is no need to deliver more housing, at the present time, of this scale and in this unsustainable location, which would underline the objectives of this Deal and place more pressure on the local planning authority and the local community, its highway network and environment.

Reason for Refusal 2

David Lock Associates refers the Inspector to Appendix 7, which contains a review of the Appellants' submitted and later supplemented Landscape and Visual Assessment. Appendix 7

¹³ Cherwell District Council - Annual Monitoring Report 2018 (December 2018).



was produced by Sam Stoker of Quartet Design, on behalf of the Sibford Action Group. Mr Stoker will also attend the Hearing to deal with landscape and visual issues on behalf of the Group.

We now turn to and comment upon the Appellants' Statement of Case.

Appellants' Statement of Case

Appeals

The Appellants' Statement of Case refers to a number of appeal decisions which have explored the application of Policy Villages 2 in Category A villages across Cherwell. The Appellants have referred to the appeals as "confirming 750 [homes within Category A Villages] is not a maximum". We acknowledge this is the case but consider that the Inspector should not be comfortable in allowing an appeal, which in combination with other current appeals (e.g. Gladman appeal at Merton Road, Ambrosden – another Category A village – for 84 dwellings (APP/C3105/W/19/3228169) – see section below - and applications would materially exceed this number substantially in 2019, only four years after the Plan was first adopted and 12 years before the end of the Plan period. The sustainable housing growth strategy inherent in the Local Plan Part 1 could be compromised by exceeding this figure, causing excessive or unbalanced growth too early in the Plan period, which the principal objective of the strategy aims to avoid for reasons set out in these representations, but underpinned by sustainability principles, enshrined in the Development Plan and the NPPF.

This is a point considered by some of the Inspectors in the appeals set out below along with other relevant comments made by other Inspectors on similar appeals affecting Category A villages that we consider should be taken into account as material considerations before reaching a decision on this appeal.

1. Land Off Lince Lane, Kirtlington (APP/C3105/W/14/3001612)

"...Even if the figure of 750 is not a maximum or strict limit, any significant increase over and above 750 could lead to unconstrained growth which would result in non-compliance with the strategy for re-balancing housing growth away from the villages and rural areas".

The Inspector **dismissed** the appeal in August 2015 and concluded the "harm that the proposal would cause... significantly and demonstrably outweighs such benefits that it would bring" resulting in no material considerations to warrant a decision in accordance with anything other than the Development Plan.

2. Land north of Green Lane and east of The Hale, Chesterton (APP/C3105/W/15/3130576)

"...any significant increase above 750 could lead to unconstrained growth which would result in non-compliance with the 2015 LP strategy for rebalancing housing growth away from the villages and rural areas. The use of the figure of 750 in the policy must have some form of constraining effect on total numbers, otherwise the policy would be meaningless in terms of its contribution towards the overall strategy of the Plan."

The Inspector **dismissed** the appeal in February 2016, after taking account of the relative sustainability of Chesterton, the likely reliance of occupiers on the private car and whether the development would constitute sustainable development, concluding "the harm the development would cause would significantly outweigh the benefits and that it would not amount to sustainable development as envisaged in the Framework".

3. Banbury Road, Finmere (APP/C3105/W/17/3169168)

"In principle the development plan sanctions additional housing on sites capable of accommodating 10 or more dwellings in communities such as Finmere. It is clear, however, that when the development is taken as a whole, judgements need to be applied on the suitability of each major housing proposal in Category A villages, based on the particular circumstances".

"I do not find the limited public transport would reduce dependency on the private car at the appeal proposal".



"The corollary of that [housing strategy in CLPP1] is to avoid unconstrained growth in less sustainable locations".

The Inspector **dismissed** the appeal in June 2017, concluding that "having balanced the factors, the appeal proposal would not constitute sustainable development".

4. Blackthorn Road, Launton (APP/C3105/W/17/3188671)

"Any future development at Category A villages in the future would need to be considered in the context of the circumstances pertaining at that time which would include, but not limited to, matters such as whether the 750 figure had been materially exceeded, the specific needs for that development in relation to the village and the effect on the overall development strategy".

However, the Inspector allowed this appeal in September 2018.

Other Relevant Appeals

Merton Road, Ambrosden (APP/C3105/W/19/3228169)

This appeal was the subject of a Public Inquiry held 20-23 August 2019 so is at present undetermined.

However, we would refer the Inspector to the detailed work undertaken by Cherwell District Council and the Proof of Evidence of Andrew Murphy, on behalf of Cherwell District Council, submitted by the Council in support of its decision to refuse an application and defend the appeal by Gladman Developments Ltd (Appendix 9)¹⁴. The proof of evidence outlines the Council's progress towards the 750 homes to be delivered at Category A villages through Policy Villages 2 (Paragraph 4.8-4.28). Paragraph 4.16, in particular, extrapolates delivery rates at Category A Villages, delivered through Policy Villages 2:

"Since 31st March 2014, the delivery rate from PV2 sites has been 54 units per annum. If that rate continues, 750 homes will be delivered by 2028, three years before the end of the Plan period (2011-2031)."

Andrew Murphy also outlines how the situation in Cherwell has moved on since the Launton appeal decision referred to above (APP/C3105/W/17/3188671). Mr Murphy's evidence states that there is 'no strategic need' for the grant of planning permission for large sites at Category A villages at the present time.

We would also refer the Inspector to the Council's Statement of Case in relation to the Appellants' appeal, as the Council will be able to outline up to date progress which clearly demonstrates that granting planning permission for this site would be unnecessary and would constitute unsustainable growth contrary to the Development Plan and NPPF (Reason for Refusal 1).

Fringford Cottage, Main Street, Fringford (Appendix 5) (APP/C3105/W/18/3204920)

This is a very recent appeal decision and very germane to the current appeal. The Inspector stated:

"... conflict with policy Villages 1 and that the development would contribute to enhancing the built environment or would be well located to services and facilities then I am of the view that the proposal would also be contrary to policy Villages 2".

The Inspector **dismissed** the appeal in February 2019 concluding that the proposed development would not provide a suitable site for housing and would be contrary to the Development Plan. Material considerations advanced did not lead the Inspector to an alternative decision and the scheme would also be contrary to the NPPF.

¹⁴ Proof of Evidence of Andrew Murphy BA (Hons) MSc MRTPI (PINS ref - APP/C3105/W/19/3228169).



Housing and Economic Land Availability Assessment (HELAA)

Paragraph 5.21 of the Appellants' Statement of Case refers to the site being assessed as suitable by the Council's Housing and Economic Land Availability Assessment, 2018 (HELAA). However, as Inspector Jonathan Hockley stated in his appeal decision at Fringford Cottage, Main Street, Fringford (APP/C3105/W/18/3204920), a HELAA "does not in itself determine whether a site should be allocated for development".

Mr Hockley referred to Planning Practice Guidance and gave only moderate weight to the HELAA but considered this did not outweigh the conflict with the Development Plan. The Inspector concluded that the site was not suitable for development, contradicting the judgement reached by the HELAA. It is clear that the current appeal raises very similar issues and we would suggest warrants the same conclusion and the dismissal of the Appellants' appeal for the same reasons.

Previous Planning History

This appeal was preceded by an earlier planning application in 2014 on the same parcel of land (14/00962/OUT) by another applicant. This application was for just 6 affordable local needs dwellings (therefore 75% affordable) and 2 market sale dwellings.

We wish to draw the Inspector's attention to the significant differences between the previous application submitted in 2014 and the application now the subject of the current appeal. The previous application was assessed as a "rural exception site" but was withdrawn following the Council's resolution to grant permission, subject to the completion of a s106 agreement.

By contrast, the proposals submitted by Land & Partners and now the subject of this appeal, comprise 35% affordable dwellings (9), with 50% of those affordable dwellings having priority for those with a village connection. The balance between affordable/ market dwellings has therefore shifted from 75%/25% to 35%/65%. The previous proposal was developed following a Housing Needs Survey in March 2010, followed by a Register of Interest in December 2013 which identified 10 individuals with a local housing need.

As the application was withdrawn, it did not receive planning permission. By virtue of the House of Lords case *Regina v. London Borough of Hammersmith & Fulham and others, ex parte Burkett and Another, 2002 [2002 UKHL 23]* the Council's resolution has no legal effect and in any event came to nothing because conditions were not fulfilled and lapsed because negotiations on the s106 agreement broke down and were not completed. It should therefore, in our opinion, be given little if any weight, as it is an entirely different proposal, did not secure permission, is now five years old and came at a time before the adoption of the Cherwell Local Plan Part 1 in 2015.

Site Visit

As outlined above, the Council's Planning Committee Members found a site visit particularly useful to inform their decision-taking on this proposal. Sibford Action Group would request that the Inspector also undertakes a comprehensive site visit, including at peak times during school -term time to see the existing highway conditions and congestion issues in Sibford Ferris.

In addition, we would respectfully request that the Inspector visits some, if not all, of the viewpoints used in Quartet Design's Landscape and Visual Assessment of the appeal site and proposals, which clearly demonstrates that the proposal will cause significant harm to the character and appearance of the surrounding landscape. Furthermore, it is recommended that the Inspector attempts to walk from the appeal site on Hook Norton Road to Sibford Gower Endowed Primary School and the Wykham Arms Public House to experience the challenging walk, due to the topography and lack of continuous footways.

Conclusion

In conclusion, for the reasons outlined above and in our previous representations to the Council dated 30th November 2018 and 1st April 2019, the Sibford Action Group maintains its strong objections to the proposal, which it considers is unnecessary, out-of-scale with the village, unsustainable, harmful to the character and appearance of this part of the village/open countryside and therefore contrary to the Development Plan, the NPPF and similar appeal decisions. The Action Group therefore respectfully requests that the appeal be dismissed. Such



a decision would be in line with Section 38(6) of the Planning & Compulsory Purchase Act 2004 (as amended), as the proposal is not in accordance with the Development Plan and dismissal of the appeal is supported by other material considerations, including the National Planning Policy Framework, Planning Practice Guidance and other Inspectors' decisions in the district on similar proposals.

We would therefore request that the Inspector takes these strong, reasoned and justified representations into account whilst considering this appeal.

Sibford Action Group and other local residents will be attending the appeal Hearing on 25th September 2019 and will request to speak strongly against the appeal proposal.

Yours sincerely,



DUNCAN CHADWICK Partner

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APPENDICES

- Report to Cherwell District Council by Nigel Payne (9 June 2015) Report on the Examination into the Cherwell Local Plan
- 2. Services/ Facilities Plan (Produced by David Lock Associates)
- 3. Cherwell Rural Area Integrated Transport and Land Use Study (CRAILTUS) Stage 2: Criteria-Based Assessment (Halcrow Group Ltd, August 2009).
- 4. Johnson's bus service announcement (3/5/2016) and Route 3A timetable
- 5. Fringford Appeal Decision (Appeal Ref: APP/C3105/W/18/3204920)
- Community insight profile for 'Sibford Ferris' Area, Oxfordshire Parish Reports (26 Jan 2018)
- 7. Analysis on the Submitted Landscape and Visual Appraisal & Landscape Supporting Information (Produced by Quartet Design)
- 8. Housing Land Supply in Oxfordshire: Written Statement HLWS924
- 9. Proof of Evidence of Andrew Murphy for Cherwell District Council (Appeal by Gladman Developments Ltd (APP/C3105/W/19/3228169)
- 10. Cherwell Local Plan 2011-2031 (Part 1) Partial Review Oxford's Unmet Housing Need Post Hearings Advice Note
- 11. Submission Cherwell Local Plan (January 2014) Proposed Modifications (October 2014): Addendum to Topic Paper 2: Housing Village Categorisation Update 2014
- 12. Selection of Photographs demonstrating the lack of continuous footways

Report to Cherwell District Council

by Nigel Payne BSc (Hons), Dip TP, MRTPI, MCMI an Inspector appointed by the Secretary of State for Communities and Local Government Date: 9th June 2015

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO THE CHERWELL LOCAL PLAN

Document submitted for examination on 31 January 2014

Examination hearings held between 3 June and 23 December 2014

File Ref: PINS/C3105/429/4

Abbreviations Used in this Report

AA Appropriate Assessment

AONB Area of Outstanding Natural Beauty

CA Conservation Area

CSH Code for Sustainable Homes

DtC Duty to Co-operate Environment Agency

EH Historic England [formerly English Heritage]

GB Green Belt

HE Highways England [formerly Highways Agency]

HRA Habitats Regulations Assessment

IDP Infrastructure Delivery Plan LDS Local Development Scheme

LP Local Plan

MM Main Modification NE Natural England

NPPF National Planning Policy Framework

OAN Objectively Assessed Need
OCC Oxfordshire County Council
PPG Planning Practice Guidance
SA Sustainability Appraisal

SCI Statement of Community Involvement

SCS Sustainable Community Strategy

SEP Strategic Economic Plan

SFRA Strategic Flood Risk Assessment
SHMA Strategic Housing Market Assessment

SO Strategic Objective

SUDs Sustainable Urban Drainage Systems

Non-Technical Summary

This report concludes that the Cherwell Local Plan provides an appropriate basis for the planning of the district to 2031, providing a number of modifications are made. The Council has specifically requested that I recommend any modifications necessary to enable the plan to be adopted.

All of the modifications to address this were proposed by the Council, but where necessary for soundness I have amended and/or deleted wording where required. I have recommended their inclusion after considering all the representations from all other parties on these issues.

The Main Modifications can be summarised as follows:

- Increase the total number of new houses to 22,840, 2011 2031, (1,140 per year) from 16,750, 2006 2031 (670 per year) in the submitted plan to meet the full, up to date, objectively assessed needs of the district, including for affordable housing;
- Allocate additional strategic housing sites at Banbury and Bicester and extend others to meet the above, using the sustainable opportunities available to improve delivery in accord with an amended new Housing Trajectory and Infrastructure Delivery Plan, as well as the designation of Bicester as a "Garden City" by government;
- Extend the site of, and increase the expected total of new homes from, the former RAF Upper Heyford site (policy Villages 5) to help meet the increased local housing needs;
- Allocate land at J11, M40 for additional employment development at Banbury (policy Ban 15), but on a smaller scale than that proposed by the Council, which is not fully justified or necessary in the plan period;
- Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined.

Introduction

- 1. This report contains my assessment of the Cherwell Local Plan in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (paragraph 182) makes clear that to be sound a Local Plan should be positively prepared; justified; effective and consistent with national policy.
- 2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The basis for the examination is the submitted plan of January 2014. The questions posed during the examination process and for discussion at the hearing sessions are listed in the programme available on the website.
- 3. This report deals with the main modifications that are needed to make the plan sound and legally compliant and they are identified in bold (MM). In accordance with Section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the plan unsound and thus incapable of being adopted.
- 4. The main modifications that are necessary for soundness are set out in the Appendix and all relate to matters that were discussed at the Examination hearings. Pages 126 onwards of the Appendix deal with consequential amendments to the Policies Map that are a matter for the Council and not part of my formal recommendations. The Council prepared a schedule of proposed main modifications, as well as carrying out a further Sustainability Appraisal (SA), which were subject to public consultation for six weeks.
- 5. I have taken account of all the consultation responses in coming to my conclusions in this report and in this light I have made some amendments to the main modifications where necessary for soundness, consistency and/or clarity. None of these amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and SA that has been undertaken. Where necessary I have referred to these amendments in the report.
- 6. The Council also prepared a series of additional minor modifications, largely addressing matters of clarification, updating and corrections of text, on which they also sought public comments alongside the main modifications. The Council will take all such responses into account before finalising the plan's text for adoption, but these are not directly relevant to my examination of the plan for soundness and thus most are not referred to further in this report.

Assessment of Duty to Co-operate

7. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the plan's preparation. It is a requirement that the Council engages constructively, actively and on an on-going basis with the County Council, neighbouring local authorities and a range of other organisations, including Highways England (former Highways Agency) (HE), the Environment Agency

- (EA) and Natural England (NE). All relevant bodies listed in Regulation 4 have been engaged, albeit some more than others depending on the extent of their involvement in the plan's proposals.
- 8. In the Duty to Co-Operate Topic Paper (TOP 1) and elsewhere, including in para 149 of the plan itself, the Council has satisfactorily documented where and when co-operation has taken place, with whom and on what basis, as well as confirming that these discussions have influenced the plan preparation process. This includes regular contacts with Oxfordshire County Council (OCC) and Oxford City Council, amongst others, the outcomes of which demonstrate constructive engagement by the Council on an on-going basis, including in relation to the proposed modifications and on future development prospects in the county. They have also provided later evidence that positive engagement has continued since submission. The plan now includes a firm commitment together with other relevant Councils to help meet any needs for new housing arising in the city that cannot be met within its present boundaries.
- 9. As made clear at the examination and through Inspector Notes 1 and 2, the publication of the new 2014 countywide Strategic Housing Market Assessment (SHMA) (HOU 12d) helped to confirm that there were serious soundness issues regarding the submitted plan, particularly in respect of the level of new housing proposed for Cherwell district. However, its emergence as important new evidence did not affect the Council's compliance with the duty to cooperate up to that point in time, or indeed since, as the necessary on-going co-operation with all relevant parties, including Oxford City Council, had been continuing as expected by the duty and is suitably evidenced to that effect.
- 10. The formal arrangements now in place between the various Oxfordshire Councils to fully address the results of the 2014 SHMA (HOU 12d) for the county, including the needs of the city, as now referred to in para B.89b of the plan, as modified, reinforce my conclusion that the duty to co-operate has been met by the Council in relation to this plan. Moreover, I also consider that these arrangements should materially assist satisfactory on-going co-operation. This is so notwithstanding that that there is as yet no final agreement on how or where the new housing needs of the city that cannot be met within its boundaries, whatever they may be once finally assessed, would be met, as the duty to co-operate is not a duty to agree.
- 11. For the time being at least, with the important exception of Oxford City Council as referred to above, none of Cherwell's neighbours has sought help in meeting their local housing or other needs and Cherwell has not asked any other authority to help them; nor does it intend to. Furthermore, no other significant cross boundary strategic issues relating to co-operation with neighbouring Councils or Reg. 4 bodies remain unresolved. Any future request that may come from London for help in regard to the capital's needs would be a matter for a new or reviewed plan to consider at the appropriate stage(s). Therefore, I am satisfied that the duty to co-operate has been met.

Assessment of Soundness

Preamble

12. The principal area of debate surrounding this plan relates to the provision of new housing over the plan period to 2031. Clearly, the plan is expected to

comply with the National Planning Policy Framework (NPPF) (March 2012), including by defining the full, objectively assessed, needs for both market and affordable housing at the outset (para 47 NPPF), before deciding whether or not it can be delivered in practice, taking into account relevant national and important local constraints, such as Green Belt and flood risk.

- 13. Many respondents expressed serious doubts about the Council's overall approach to new housing in the submitted plan, not least regarding the initial assessment of need. I have shared some of those concerns during the examination process, as reflected in my initial findings following the first hearings in June 2014. The Council has responded positively by reconsidering their figures, particularly in respect of using the full, up to date, levels of objectively assessed need (OAN) in the 2014 Strategic Housing Market Assessment (SHMA) (HOU 12d), in producing the proposed modifications in August 2014, in accord with the guidance in the NPPF.
- 14. Consequently, these now include a significant increase in the level of new housing provision from 16,750 (2006 2031) to 22,840 (2011 2031) net new homes over the plan period and the allocation of additional strategic sites, as well as extensions to others, to meet the full OAN for the district. Together with the other relevant authorities, the Council has also chosen to make a firm commitment to a joint review of Green Belt boundaries around Oxford in order to help deliver the necessary new homes to meet the city's identified local needs that cannot be met within it in the near future. This should ensure that the overall needs of the countywide housing market area are fully addressed.
- 15. For further justification of the logic and merits of the Council's decision to select the high growth option, as many respondents pointed out, it is relevant to consider comparisons with Cambridgeshire, with its equally pre-eminent university city, and the economic growth that has taken place there recently and which will continue in the overall national interest. Therefore, I endorse this important policy decision by the relevant Councils, including Cherwell, as appropriate, reasonable and realistic in the current context.
- 16. The Council also expects to make other new housing land allocations in the Part 2 LP below the strategic site size level and there will also be a continuing contribution from "windfalls" (para 48 NPPF), as well as from sites brought forward through neighbourhood plans. The plan's vision, objectives and overall strategy of concentrating most new development at Banbury and Bicester, together with some provision at Upper Heyford and Kidlington, remains essentially unchanged. Therefore, I am fully satisfied that the Council's proposed modifications are not so extensive or so significant as to constitute a complete re-write of the originally submitted version or, effectively, a new plan and that they are, essentially, sound.
- 17. It is unrealistic to expect that this district could reasonably provide for all of any unmet need arising from the city of Oxford's lack of capacity to meet all of its own requirements, as set out in the 2014 SHMA. Clearly, a joint approach involving all the relevant Councils is required on a co-operative basis to fully address the OANs of the whole county as one overall strategic housing market area. Such a process could only be harmed by Cherwell not meeting its own full district OAN, but if it does then that will at least mean that the pressures on the city of Oxford will not be made any worse by a failure to deliver the

- necessary level of new housing in this district and the sustainable development of the county as a whole will be materially assisted.
- 18. Accordingly, I am satisfied that it is appropriate for this plan to proceed on that basis, provided that there is a firm commitment from the Council to play its part in addressing the needs of Oxford city through that joint process in the near future, once those needs have been fully clarified/confirmed. In my judgement, the Council's modifications, notably in para B.89.b, are intended to and should help achieve that important objective.

Main Issues

19. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings, I have identified fourteen main issues upon which the soundness of the plan depends.

Issue 1 - Strategy, Vision and Objectives

- 20. The plan sustainably focuses new development in the district's two main market towns of Banbury and Bicester, with their good transport connections, including by rail and on the M40 to London and Birmingham, and where most major services and facilities are located. The majority of local employment opportunities are also sited here. These two large towns are clearly the most sustainable locations in the area.
- 21. Additional development, albeit of a smaller overall scale, is also directed to Upper Heyford, a very large former military base, and the village of Kidlington, particularly in respect of high tech employment in the latter case, involving a local, small scale, Green Belt (GB) review, as proposed by the Council in the submitted plan. This is to provide a greater variety of realistically deliverable and sustainably located opportunities to help meet local needs, including for the rural areas outside the two main towns.
- 22. Otherwise, the Council's strategy envisages only limited new development in the more rural parts of the district, some of which in the south is designated as part of the Oxford Green Belt (OGB) around the city, with a small area in the north-west included in the Cotswolds Area of Outstanding Natural Beauty (AONB). Accordingly, new housing to meet local needs in the rural area is largely directed towards high and medium sustainability villages only. A plan strategy that focussed most of the new growth needed on the edge of Oxford rather than Bicester and Banbury would simply not have been a "reasonable alternative", due to the scale of the loss of GB around the city contrary to the guidance in the NPPF and the PPG, as well as the likely infrastructure and environmental implications.
- 23. In contrast, delivery of the selected strategy and the vision for the district is properly linked with the provision of the necessary supporting infrastructure, involving close working with Oxfordshire County Council (OCC), as set out in the Infrastructure Delivery Plan (IDP) (App 8), especially in respect of transport and education, but also for other necessary community services and facilities. This takes into account already planned enhancements of the area's transport network, including the East/West rail scheme and M40 junction improvements, as well as the implementation of the Oxford/Oxfordshire City Deal (2014) that has secured funding for new investment locally to help

deliver the economic growth of the county envisaged in the Strategic Economic Plan (SEP) for Oxfordshire (ECO 09) (March 2014). The 2013 LP Viability Study (PWE 02) and 2014 update (PWE 03) provide firm evidence that the policies and proposals of the plan are realistically and economically deliverable in terms of on and off site infrastructure provision, as envisaged in the plan.

- 24. In this local context, the plan's spatial vision and strategic focus for new development on Banbury and Bicester, plus Upper Heyford, is entirely sound and sustainable in principle. Both are also fully consistent with national guidance in the NPPF and PPG; provide a policy background that has good prospects of achieving the anticipated levels of growth and do not rely on the delivery of developments in any neighbouring areas for success. There is no clear evidence that, realistically, any of the alternatives put forward by representors would be more likely to do so over the plan period.
- 25. The strategy is supported by 15 sensible strategic objectives (SO), each of which has an appropriate part to play in delivering the plan's vision to 2031. The vision and objectives are also consistent with the relevant national guidance in the NPPF and PPG, as well as the Oxfordshire Sustainable Community Strategy (SCS) (TOP SD 25) that seeks to create a world class economy for the county, focussing particularly on the high tech sector.
- 26. Overall, the Council's evidence base relating to the strategy, vision and objectives of the plan is clear and robust. It is also sufficiently comprehensive and detailed, including by clearly demonstrating that reasonable alternatives to the proposed strategy have been assessed at all the relevant stages dating back to 2008 ("Options for Growth") of the Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) process. This includes in respect of the final submission SA (December 2013) (SUB 04a-d) and subsequent Addendum (August 2014) (SUB 26PM) relating to the main modifications.
- 27. This has been on an iterative basis, with appropriate inputs to the various versions of the emerging plan that have reasonably and realistically reflected the outcomes of that work and together show how and why the preferred strategy was selected. Any scenario that relied on a more dispersed pattern of major developments instead and/or strategic scale releases of land in the OGB, would simply not have been reasonable or realistic at any stage of the plan preparation process so far in relation to national policies/guidance in the NPPF and PPG.
- 28. Similar conclusions apply in respect of the work carried out on the Council's behalf in relation to the Habitats Regulations Assessment/Appropriate Assessment (HRA/AA) (SUB 09/10/11) and subsequent Addendums (SUB 26PM/27PM), given that necessary amendments were made to subsequent draft stages of the plan. Accordingly, and taking into account the advice from relevant consultees, notably Natural England (NE), the plan is sound in these respects and requires no further modification.
- 29. All the available evidence, and particularly the Statement of Consultation (SUB 05) and Addendum (SUB 28PM), confirm that the Council has carried out extensive and appropriate public consultation at each relevant stage of the plan process, including in respect of the proposed main modifications, in accordance with its Statement of Community Involvement (SCI) (July 2006)

(BAC 09).

Issue 2 – Employment (Policy SLE 1)

- 30. As modified, the plan now positively seeks to deliver a net increase of approximately 23,000 new jobs in the district by 2031, on around 236 ha (gross) of land identified, compared to about 15,000 in the submitted version. This is in the light of the increased new housing proposed and taking account of the August 2012 Cherwell Economic Analysis Study (ECO 01) and its Addendum (ECO 12PM) that anticipates a 0.5% annual district growth rate.
- 31. Several strategic new employment sites to help provide these jobs would be sustainably focussed primarily at Bicester, but also at Banbury, alongside the majority of the new housing. The LP Viability Study (PWE 02) and update (PWE 03) provide robust evidence that the strategic employment sites identified are essentially deliverable under current market circumstances, albeit some are marginal. However, there is also clear evidence of sites continuing to come forward "on the ground" in both main towns, with good progress made towards delivery on others. Moreover, the plan now contains greater flexibility over B class uses and mixed schemes can also take advantage of an element of cross funding of infrastructure from residential development. Thus, all are considered to have reasonable prospects of completion over the plan period.
- 32. Whilst Banbury has a relatively good balance between housing and jobs at present, including 41% of the district's employment, the strategy rightly seeks to redress the balance somewhat in Bicester (20% of current employment) to help reduce out-commuting through new job growth, by taking advantage of its good and improving transport links, including for B2 and B8 uses.
- 33. There would also be limited provision at Kidlington to support its contribution to the important role of Oxford in the county's economy. This would involve a local, small scale, review of the boundaries of the OGB around the existing Begbroke Science Park and Langford Lane/Oxford Airport (Oxford Tech Park) locations. It is intended to reinforce their roles as part of a high tech "cluster" of existing businesses that includes university "spin off" companies with good short term growth prospects. The specific details of this review are a matter for the LP Part 2, albeit two "areas of search" are identified. All of the above is consistent with the Oxford/Oxfordshire City Deal, the Oxfordshire Strategic Economic Plan (ECO 09) and the Oxford Innovation Engine report (ECO 10), as well as the Economic Analysis Study for Cherwell (ECO 01).
- 34. It is essentially unrealistic to have specific jobs growth targets for particular sectors of the economy, as the market is inherently more flexible and the relevant technologies change so quickly, nowadays. In that context, the evidence supports the plan's conclusion, that, including existing commitments and allocated sites, enough office space is likely to be available over the plan period such that no new strategic level provision is required. In these circumstances, any other proposals for B1 office space should therefore be considered on their own merits in the light of specific local needs and all other relevant plan policies.
- 35. There is a significant supply of land committed for B8 uses that is likely to

come forward over the plan period. Nevertheless, the B8 sector continues to be successful locally and the area retains its general attractiveness for logistics operators. It is also desirable to retain a range of size and type of sites for potential new businesses and the expansion of existing ones to provide local jobs, including towards the end of the plan period. Moreover, the "frontloading" of that supply should increase choice and provide flexibility to help achieve that aim as part of the area's economic growth. At present, the limited availability of larger sites to meet Banbury's needs in particular is said to be inhibiting these prospects.

- 36. Therefore, taking into account the increased level of new housing, an additional strategic employment site has been proposed at J11 of the M40 (new policy Ban 15) in the modified plan. This should help meet the identified demands from local companies for further B2 and B8 space in the Banbury area. The main modifications put forward by the Council in relation to this site are addressed in detail under issue 11. With this additional allocation, in principle, the employment provision satisfactorily reflects the overall spatial strategy of the plan, including the likely level and locations of new housing, as well as local needs for new employment opportunities, and would help maintain a broad balance between the two. It also takes into account the limited loss of some existing employment land in Banbury in connection with the proposed re-development of the Canalside site (policy Ban 1).
- 37. The Council's evidence includes the 2012 Employment Land Review update (ECO 06), a review of all existing sites across the area which confirms, amongst other things, that the vast majority remain suitable for continuing B class uses. Accordingly, and taking into account the natural "churn" of sites within these sectors and the provisions also made at the strategic sites to balance most of the new housing requirements, it is appropriate that policy SLE 1 should seek to retain the vast majority of existing and allocated employment sites in B class uses. However, a rewording of the policy and some of the supporting text in paras B41 and B46 is necessary for clarity and to assist its operation in practice, including the introduction of greater flexibility to accept differing B class uses in particular locations (MMs 19/20).
- 38. Subject to the necessary monitoring and review set out in the plan, policy SLE 1 should provide for sustainable economic growth and meet the objectively identified business needs, in accord with the expectations of the NPPF. Nor does it constrain additional job provision coming forward above the estimated figures in suitable locations, including on mixed use sites and within existing built up areas, should that prove realistic and viable, including alongside new housing growth. This also takes into account the anticipated increases in jobs arising from local growth in non B use class sectors, such as retail, which is sustainably focused on the town centres of Banbury and Bicester.
- 39. Consequently, with one exception at J11 M40 on the edge of Banbury, there is no need for the plan to identify any further strategic or out of town locations for major new employment development, in order to provide a broad balance between new homes and new jobs over the plan period. None of the further strategic employment site alternatives put forward by representors, whether related to motorway junctions or elsewhere in the area, would provide a more sustainable location than those in the plan. Those of a non-strategic scale can be considered on their own merits in the LP Part 2, if appropriate, or in

relation to specific proposals against other relevant policies.

- 40. Together with the renewal and regeneration of some older industrial areas, as part of the retention of existing employment land and buildings under policy SLE1, as well as growth in office space and non B class uses, such as retail, the plan provides an appropriate overall approach to sustaining, diversifying and improving the local economy, in accord with the NPPF. The policy is also consistent with and should help to meet strategic objectives SO 1 to SO 5. This includes by focusing new employment development first on the most sustainable locations at Banbury and Bicester, followed by Kidlington to a lesser extent, particularly in terms of high tech employment. Accordingly, with essential modifications for clarity of intent (MM21), policy SLE 1 is sound and compliant with NPPF guidance, such as in paras 21, 23, 24 and 161.
- 41. However, despite the Council's willingness to include a reference to "examining options for the release of land at motorway junctions in the district for very large scale logistics buildings in the Part 2 LP", it is not necessary or appropriate to include this commitment in the policy. This is because the existence of such a need, specifically in this district, is as yet largely unproven and appears to be essentially reliant on speculative enquiries only at present. Moreover, such schemes would be road based and likely to prove visually intrusive in the open countryside due to the size of buildings, as well as potentially difficult and/or expensive to cater for satisfactorily at the M40 junctions in highway capacity terms.
- 42. Nor does it take into account the availability of alternative locations, such as at DIRFT III near Daventry, Northamptonshire, not far away from Banbury, where around 345 ha of land for such uses has recently been permitted under the national infrastructure regime, specifically to meet the national and regional need for such major facilities, with the great advantage of rail access availability in sustainability terms. Given that the strategic and other employment sites identified in the plan are sufficient to provide the level of new jobs necessary to deliver the plan's strategy and objectives over the plan period, there is no particular need for policy SLE1 to include this commitment by the Council, not least as it may raise unrealistic expectations and/or unnecessary concerns as to the content of the Part 2 LP. Otherwise, policy SLE 1 is sound.

Issue 3 – Housing Scale and Distribution (Policies BSC 1 to 6)

Policy BSC 1

- 43. The submitted plan included provision for 16,750 new homes (670 per year) in the district from 2006 to 2031. This was largely based on a 2007 countywide Strategic Housing Market Assessment (SHMA), as supplemented by a 2012 update and review for Cherwell district only. However, following the hearings in June 2014, my preliminary findings were that this figure did not represent the full, objectively assessed, local need for new housing.
- 44. This was largely because it essentially relied on an out of date evidence base. This had not been properly reconsidered in the light of current needs and circumstances, including not only the guidance in the NPPF, but also the 2011 Census results, amongst other things, such as more recent DCLG/ONS

population and household projections providing the necessary inputs on migration and demographic change. Nor did it represent an unconstrained initial assessment of needs, including for affordable housing, to which relevant constraints and market factors could later be applied, as required by the NPPF.

- 45. The Council responded positively by reconsidering their figures, particularly in respect of using the full, up to date, levels of objectively assessed need (OAN) in the 2014 Oxfordshire SHMA (HOU 12d), in producing the proposed main modifications in August 2014. Importantly, as a starting point, the 2014 SHMA figures are not affected by considerations of possible constraints to capacity or to delivery, in either policy or practical terms, in accord with the NPPF's requirements in this regard.
- 46. This re-assessment has led to a net new housing requirement of 22,840 homes for the district, equivalent to an average of 1,140 units per year from 2011 to 2031 to meet local needs. It is based on the Council's conclusions, supported by other relevant Councils, that the district's sustainable development can realistically only be fully met through the very positive "Committed Economic Growth" scenario set out in the SHMA. As a policy decision by the Council over and above the numbers needed to meet population and demographic projections alone, this takes into account the present level of employment commitments in the district and nearby, the very positive prospects for the county's economy, the relevant county and district Strategic Economic Plans, the Oxford/Oxfordshire City Deal (2014) and the objectives of the two Local Economic Partnerships involved.
- 47. Criticisms of the 2014 SHMA and the Council's decision to adopt the higher "Committed Economic Growth" scenario outcome as the basis for the new housing figures focus on both the process undertaken and the factors taken into account. However, the process was defined and the methods agreed and monitored by all the Councils commissioning the work from independent consultants, at each relevant stage, as being consistent with the requirements set out in the NPPF, such as paras 47 and 159, and appropriate for the task. In common with all the relevant councils at the hearings, I am fully satisfied that the methods used in, and the scenario outcomes arising from, the 2014 SHMA are consistent with the requirements of the NPPF and the PPG.
- 48. Other criticisms of the SHMA are essentially based on alleged inadequacies and inconsistencies in national policy and in relation to the potential implications that might arise. For example, it is argued that developers will simply sit on land once allocated and ration delivery of new housing according to their own financial interests alone. However, neither individually nor collectively do these criticisms amount to a justification for finding the SHMA or the modified new housing figures unsound, still less the plan or its strategy, vision and objectives, given their consistency with the NPPF and PPG.
- 49. Forecasting of new housing needs is not an exact science. It has been particularly difficult of late with complications arising from the recent recession, particularly in respect of new household formation, and short term variations in international migration into this country that are difficult even to accurately record, let alone project forward with confidence for a number of years. Notwithstanding, I have concluded that the Council's revised total, based largely on the 2014 SHMA, is essentially consistent with national

- guidance as to best practice in this regard, and suitable for the purpose in this particular instance, having regard to the local circumstances referred to above.
- 50. As required by the NPPF, it also properly reflects current "market signals" confirming the strong level of demand in the area given its location. For instance, Oxford has recently been identified in the property market as the "least affordable location in the country" to buy a home. The evidence for the very positive economic growth prospects in the county in general and the district in particular is robust and realistic, bolstered by the national economic recovery now underway. It has therefore been acknowledged by the relevant Councils, including Cherwell, as the most suitable and appropriate basis on which to plan for their new housing needs up to 2031.
- 51. This enhanced level of growth significantly above the baseline requirement necessary for population growth and demographic trends alone would take full account of the robust economic evidence, as well as the strong "market signals". It would help to deliver sustainable development by taking advantage of the good opportunities for new employment growth in the district and nearby to benefit the local, regional and national economies as a result. It would also take advantage of important transport improvements locally, especially for rail services and facilities.
- 52. In the Council's judgement and as demonstrated in the modified plan this can be done without the need to release land from the OGB for new housing, compromise the appropriate protection of the small area of AONB in the district or build on areas of significant flood risk. Suitable infrastructure provision can also be viably and realistically delivered to facilitate that level of development over the plan period.
- 53. None of the alternative proposals produced by representors would provide a more suitable basis for new housing provision, taking into account all the evidence submitted, including that with the proposed main modifications and the comments thereon. In short, a "business as usual" scenario, continuing previous levels of new housing delivery in the district or just meeting local population growth and demographic trends alone, as advocated by some, is simply not realistic or reasonable in current circumstances and would not be compatible with the requirements of the NPPF (e.g. para 158).
- 54. In contrast, the 2014 SHMA and the modifications arising from it now properly address the NPPF's requirements for a "significant boost" to new housing supply and to meet the full OAN, including for affordable housing, as well as take account of "market signals", which the submitted plan did not. The Council's work on the modifications, including the SA Addendum (2014), has confirmed that the full OAN for Cherwell can be met over the plan period without the need to remove land from the OGB for new housing or to compromise any other policies of the NPPF, such as in respect of nature conservation sites of European importance or flood risk. Thus, there are no significant national or local policy constraints that preclude the Council's ability to plan for meeting the full OAN in the district over the plan period.
- 55. Moreover, the revised IDP also indicates that the necessary levels of infrastructure can be viably delivered alongside the new homes and related development, particularly given the promised government funding to help with

delivery in Bicester as a new "Garden City". All of the above strongly reinforces the conclusion that the higher level of new housing is reasonable and realistic, particularly as the plan's strategy concentrates the vast majority on Bicester and Banbury with an overall reduction in the annual rate in the rural areas of the district so that their character and appearance need not be materially harmed. The plan, as modified, should also help to reduce pressures for development in and around Oxford city, albeit not to the extent necessary to meet all of its needs that seem likely to be unmet within its present boundaries, such as through the major growth at Bicester, which is not far away and with significantly improving public transport links to Oxford and elsewhere.

- 56. All the available evidence, including the recent viability update (PWE 04PM) indicates that both the timing and total of new housing would be largely viable and essentially deliverable over the full plan period, albeit challenging for all concerned given that this level has only been achieved in one previous year (2005/6) in recent times. Notwithstanding, the Council's evidence in the IDP (App 8) is essentially robust, up to date and credible in these respects, with no insurmountable barriers (or "showstoppers") apparent in relation to the strategic sites.
- 57. Whilst this conclusion is based on the current position, continuing strengthening of the national and local economy could only reinforce this judgement. I therefore conclude that the plan, as modified, would be effective in this regard. Moreover, there are also no phasing restrictions in the plan that might hinder an enhanced rate of delivery should that prove viable on any strategic site, or elsewhere. In the light of all of the above, there would be no justification for any such measures in any event.
- 58. Overall, and taking into account all the available evidence, statements and submissions, I conclude that, as modified, the plan is based on a full and up to date objective assessment of housing need in the area to 2031, taking account of reasonable population and household projections, having regard to all relevant local factors, including current market conditions in the district. The modified new housing total and revised housing trajectory represent a reasonable and realistic, deliverable and justified, basis for meeting local needs over the plan period. In particular, there are no national or local policy constraints that significantly and demonstrably outweigh the benefits of complying with the other relevant parts of the NPPF in terms of meeting the full OAN for new housing, including affordable housing, in Cherwell to 2031.
- 59. The plan would be consistent with the objectives of the NPPF in providing a significant boost to new housing delivery and in terms of helping to provide a rolling 5 year supply of sites across the area. In particular, this would be assisted by the allocation of the strategic sites that are critical to overall delivery, in direct accord with the first point in para 47 of the NPPF. Through its policies, the plan would also confirm the general suitability of other sites, encouraging their early development.
- 60. The proposed main modifications were subject to public consultation and SA/SEA and I have taken all the responses fully into account in reaching these conclusions on this important issue. They also include a new housing trajectory to help ensure that the plan is effective and up to date (MM 168).

Nevertheless, it can only be a broad estimate of likely new housing delivery, including on the strategic sites, and will have to be regularly reviewed through the plan's monitoring process.

- 61. Overall, I conclude that, subject to appropriate main modifications that are essential for soundness, including provision of 22,840 net new homes (MM 34), as well as the identification of additional and extended strategic sites, the plan suitably and sufficiently addresses the full OAN for housing, including affordable housing, in Cherwell to 2031.
- 62. Much of the supporting text to policy BSC 1 also needs to be modified to accord with the above (MMs 30-33). It is also essential for clarity and soundness that the Council's firm commitment to help meet the needs of Oxford city as part of the countywide housing market area, jointly with other relevant authorities including through the Oxfordshire Growth Board, as well as in respect of the Oxford and Oxfordshire City Deal (2014), is formally recorded in the plan as in new paras B.89.b and B.90 (MMs 28-29).
- 63. This joint review of the boundaries of the OGB, as distinct from any "in principle" consideration of the need for its existence, will have to take into account the important objectives that underpinned its initial designation, as well as the OANs of the city of Oxford that cannot reasonably be met within its present built up area. However, the fact that it was first designated and defined very many years ago now supports the conclusion that a review of its boundaries is at least timely, if not necessarily overdue.

Policy BSC 2

- 64. In regard to the distribution of new housing across the district, the plan logically focusses the majority on strategic sites at Bicester (around 10,000) and Banbury (about 7,300), clearly the most sustainable locations. Approximately 5,400 homes are also directed to the former RAF Upper Heyford, Kidlington and the largest villages, thus on a lesser scale overall, consistent with their status in the settlement hierarchy.
- 65. The general concentration of new housing on sites around Bicester and Banbury partly reflects their clear potential to deliver significant numbers of new homes in a relatively short timescale, alongside the provision of necessary new infrastructure, services and facilities to support growth and help to achieve the plan's aims and objectives. Together, these allocations provide an appropriate range of size and type of new housing site across the area to provide reasonable choice and some flexibility for the house building industry. The involvement of national house builders in many of the allocated sites in the plan should also assist early delivery in most cases.
- 66. In these circumstances the balance of new housing between the two towns and the rural areas is appropriate, given the economies of scale and concentration of new infrastructure that are likely to assist delivery in respect of the former. These conclusions are borne out by the additional SA/SEA work prepared in relation to the proposed main modifications. The same would not apply to a more dispersed pattern of new housing growth, incorporating smaller scale schemes at less significant settlements. Accordingly, subject to the proposed modifications, the general distribution of housing put forward in

the plan is also sound.

67. Policy BSC 2 properly expects that new housing should make effective and efficient use of land by seeking a density of at least 30 units per net developable hectare on all sites, unless a particular justification exists for a lower figure. It also encourages the re-use of previously developed or "brownfield" land in sustainable locations, including on a number of major allocated sites in Banbury, Bicester and at former RAF Upper Heyford. Both elements are entirely in accord with national guidance in principle. However, modifications are necessary for soundness, including to delete reference to a specific target percentage over the plan period (and to amend the text accordingly), as this would be largely a "hostage to fortune" in the absence of any phasing mechanisms or other control measures in the plan (MM 25-30).

Policy BSC 3

- 68. In relation to affordable housing, a net need of 407 new affordable units a year has been identified in the 2014 SHMA, excluding any contribution from the private rented sector. This high level of need is properly reflected in the full OAN figure for the district of 1,140 new homes annually from 2011 2031 and the housing trajectory (App 8). The Council's own active involvement with a district wide community land trust and self-build projects, including a major one at Graven Hill, Bicester (Bic 2), should materially assist in meeting the affordable housing needs.
- 69. The Affordable Housing Viability Study and later update (March 2013) adequately demonstrate that, in general, affordable housing can normally be delivered in Cherwell without social housing or other grant funding and that percentage rates of 30% in Banbury and Bicester and 35% elsewhere are viable under current circumstances, taking into account all other relevant policy requirements of the plan. This is based on an expected tenure split of 70% affordable/social rented and 30% intermediate housing that also accords with identified local needs.
- 70. However, in view of the latest government policy announcement on affordable housing (28 November 2014), it is necessary for soundness to delete the third para of policy BSC 3 in relation to all schemes of 3 10 dwellings and add the words "and elsewhere in the district" after "Kidlington" in the second para thereof for consistency (MM 39). Subject to this, the policy is sound and fully justified by the available evidence. It would help meet the affordable housing component that is fully included in the total OAN figure for the district.

Policy BSC 4

71. The 2014 SHMA also provides relevant up to date figures on the mix of size and type of new housing needed in the district between now and 2031, including that arising from the significant increase in the percentage of elderly people in the population, as acknowledged in the NPPF. Given that a relatively recent study (February 2011) confirms that overall scheme viability would not be significantly reduced, policy BSC 4 appropriately seeks a mix of homes to meet identified local needs and help create socially mixed communities, including that a minimum provision of extra care units will be expected on larger schemes of 400 dwellings or more. Subject to the updating of the text

to reflect the 2014 SHMA and addition of a reference to the provision of housing for the disabled and those with mental health needs, and others for clarity, the policy is sound (MMs 40-45).

Policy BSC 5

72. Policy BSC 5 confirms the Council's general support for and direct investment in improving the physical and community fabric of particular areas of the district with challenging social conditions. This includes in eastern and western Banbury in accord with the "Brighter Futures in Banbury" initiative. The policy is sound with no modifications required.

Policy BSC 6

- 73. An up to date assessment (January 2013) for the district (and two adjoining authorities) indicates that a further 15 pitches are required from 2012 2027, with 5 by 2017, to meet the local needs of the gypsy and traveller communities. A similar, albeit older (2008), assessment for travelling show-people concludes that their needs are for a further 14 plots by 2018. Applying a compound growth rate of 3% to the latter and extrapolating the 5 year scenarios in the needs assessment for the former (HOU 06) results in a need for 19 (net) new pitches and 24 (net) new plots by 2031. The Council has modified the numbers in the policy accordingly (MM 46).
- 74. No new pitches/plots are specifically identified as a result. However, this policy in a Part 1 LP would be followed shortly by a LP Part 2 that will allocate the required sites, as the Council has always intended from the outset of the overall process. The relatively swift completion of the LP Part 2, according to the Council's LDS, should ensure that there is no significant delay to the local needs of the gypsy and traveller communities being properly addressed and met by 2017 at the latest. In particular, para E.12 of the monitoring and delivery section of the modified plan now refers to the allocation of non-strategic sites for new housing, which would include for the needs of gypsies and travellers, in the LP Part 2 (or Neighbourhood Plans) and there is a specific indicator and appropriate target included in Theme Two of this plan's monitoring framework. I thus consider the approach to the assessment and provision of gypsy and traveller accommodation to be sound.
- 75. Also of importance in meeting gypsy and traveller needs locally, the latter part of the policy sets out a sequential and criteria based approach, to be utilised for both site selection in LP Part 2 and in the consideration of planning applications, that is comprehensive in its coverage. This should enable further gypsy and traveller sites to come forward during the plan period. Subject to adding relevant references to the existing level of local provision, the availability of alternatives to applicants, and reasonable walking distances, the policy tests and criteria are reasonable and contain sufficient and suitable detail to assist implementation, albeit para B.140 of the text also needs to be deleted as inappropriate (MM 46). The remainder of the policy is sound.

Issue 4 – Retail (Policy SLE 2) and Tourism (Policy SLE 3)

Policy SLE 2

76. A retail hierarchy for the district is effectively established through policy SLE 2

- (MM 22), with first Banbury and then Bicester naturally at the top and where the majority of new floorspace will be directed over the plan period, albeit with some limited further provision in Kidlington village centre. Although there are no specific figures in the policy itself, para B.51 of the text refers to the 2012 Retail Study (ECO 03) that identified the scale of need for both comparison and convenience shopping in the district up to 2031. This constitutes robust and up to date evidence to support the plan. As with all such studies, the Council can reasonably be expected to review the district's retail needs from time to time as a part of their normal monitoring process. Hence, it is not essential for a firm or formal commitment to a review date to be included.
- 77. Confirming developer interest and viability, new investment in retail led schemes is already underway in both main town centres to complement the allocated residential and employment development, with a range of suitable sites identified in the plan in accord with para 23 of the NPPF. These sites should provide sufficient capacity to deliver all the new floorspace deemed necessary in the 2012 Retail Study (ECO 03). However, the extension of town centre boundaries to take those projects into account does not need to be undertaken in this plan. Rather, in the main, this is a matter best addressed once the allocated sites have been developed and any wider effects on the functions and operations of the town centres as a whole taken into account.
- 78. Consequently, it is appropriate that this plan includes "areas of search" where such changes will be considered, with the detailed re-definition of boundaries to follow in the LP Part 2. This applies in Bicester, in relation to Bicester Village and its relationship to the town centre, as it does to Banbury in connection with the Canalside scheme (policy Ban 1). Given its specialist retail offer and economic importance to the district, it is equally appropriate that new text (para B55a) is added to clarify the niche role of Bicester Village, outwith the main hierarchy and the town centre, as it is not a suitable location for "main town centre uses", but complementary thereto. It is also relevant to record in the plan the Council's support for its further expansion in principle, not least to assist with improved connectivity with the town centre in all respects (MM 23).
- 79. The policy itself requires some amendment to its wording for clarity and ease of implementation, including confirming that preference will be given to sites well connected to town centres; that compliance with policy SLE 4 (Transport) will be expected and that the Retail Study (ECO 03) provides supporting evidence and is background information, rather than having a direct role in the determination of applications. In addition, the policy's last sentence needs to be clear as to the type of retail floorspace that should be provided in connection with new residential developments and that it should be limited in scale and nature, so as not to risk harm to the vitality and viability of main town and other local centres (MM 24). In all other respects the policy is sound and consistent with SO 4.

Policy SLE 3

80. Policy SLE 3 on tourism, which currently contributes around £300m to the district's economy, positively supports the provision of new and/or improved facilities in sustainable locations, including new hotels in both Banbury and Bicester, in accord with the guidance in para 28 of the NPPF and the 2008

Cherwell Tourism Development Study (ECO 04), as well as SO 5. In particular, the plan recognises the relevance and value of Bicester Village as a national/international tourist destination, with about 3.6m visitors a year, as well as the potential for new tourism developments at the former RAF Bicester, in the two main towns and along the Oxford canal.

81. However, for accuracy and completeness, the supporting text of the policy also needs to refer to the important opportunity for the creation of a Cold War visitor centre/experience at the former RAF Upper Heyford in connection with the retention and conservation of its unique character and features, as endorsed by Historic England (EH), as an integral part of the re-development and re-use of the overall site (MM 26). Otherwise, policy SLE 3 is sound.

Issue 5 – Transport (Policies SLE 4 and 5)

Policy SLE 4

- 82. The district already benefits from relatively good rail links, with significant improvements in progress, including the East West link, the new station at Water Eaton and the upgrading of Bicester Town station. There are also generally good road links, including on the M40 to London and Birmingham. However, peak hour highway congestion issues in Banbury, Bicester and on the A34 and A41 all need to be addressed over the plan period, as does the improvement of bus services in the former particularly, notably across town.
- 83. In addition to making strategic site allocations where they are or can be made to integrate well with the existing local transport network, including rail and bus services, walking and cycling, the plan sustainably promotes modal shift away from private car use, where possible. New development is also expected to contribute to necessary improvements to transport infrastructure and services, including at M40 Junctions 9 and 10, in accord with the Oxfordshire Local Transport Plan 2011 2030 (LTP 3) and its update/review (LTP 4).
- 84. Both HE and OCC as local highway authority endorse this policy, as proposed to be modified, as well as the overall strategy and proposals in the plan, in terms of their respective interests and responsibilities (SOCG PM21). This includes confirming that, with the improvements planned, including at the M40 junctions, the strategic highway network should be capable of satisfactorily accommodating the growth levels in the modified plan to 2031.
- 85. Some amendments to the SLE 4 policy wording and text with consequential ones elsewhere in the plan are however necessary for soundness, including that transport improvements are required in connection with the redevelopment of the former RAF Upper Heyford. They would also clarify that options for new link and relief roads on the local networks at Banbury and Bicester towards the end of the plan period and beyond will be subject to full public consultation through the LTP review process, conducted by the County Council, and the LP Part 2, which will identify routes (MM 25). This is important as there has been some level of local uncertainty up to now on how these matters would be progressed. Subject to the above, and the addition of a reference to sustainable transport (MM 27), the policy is sound.

Policy SLE 5

86. Policy SLE 5 relates to the High Speed 2 rail link between London and Birmingham that is planned to pass through the district. As this is a national infrastructure project, the policy is properly confined to setting out how the implementation of the scheme would be managed by the Council in association with the promoters/developers and contractors/operators, in order to minimise adverse impacts and maximise benefits for the locality. As such, it is sound.

Issue 6 – Climate Change, Energy, Environment and Landscape (Policies ESD 1 – 18, except ESD 14)

Policy ESD 1

87. Measures to be taken locally to mitigate the climate change impacts of new development are set out in policy ESD 1, including in respect of carbon emissions and renewable energy, as part of a proactive strategy with policies ESD 2-4 for adaptation. Bearing in mind the physical and environmental constraints to development in the district, notably in respect of flood risk, it is sound as submitted and has been properly taken into account in the identification of strategic site locations in the plan, as well as consistent with SO 10 in particular.

Policy ESD 2

88. Policy ESD 2 promotes an "energy hierarchy" and, as now modified by the Council (MMs 52-55), also includes reference to "allowable solutions", so as to provide an additional element of flexibility in accordance with the emerging national approach. Accordingly, it is sound.

Policy ESD 3

89. Representors have suggested that policy ESD 3, dealing with sustainable construction, is no longer necessary in the light of the government's decision (25 March 2015) to phase out the Code for Sustainable Homes (CSH) and for all such measures to instead be required under the new national technical standards. However, this will not apply to non-residential buildings and the policy makes direct reference to requirements being "in line with Government policy". Therefore, acknowledging that there may well be a need for an early review regarding new housing, the policy, as modified/updated by the Council, remains relevant in principle, albeit some amendments to wording are needed for clarity and soundness (MMs 56/57). It is justified in relation to other forms of development in any event, as well as in the light of Cherwell's designation as an area of water stress, and thus sound.

Policy ESD 4

90. The Council's in principle support for decentralised energy systems, reflecting the broad potential for such supply in the district, in policy ESD 4, includes a requirement that all new housing schemes of 100 units or more should carry out a feasibility assessment for district heating and/or combined heat and power. Given the last sentence of the policy making the requirement subject to viability and deliverability and providing the opportunity for alternative solutions, the policy is not unreasonable or unduly restrictive. Even at this relatively low threshold of scheme size it is appropriate in this district bearing in mind the opportunities available locally and sound as a result.

91. A similar threshold of 100 units or more for an assessment is now included in policy ESD 5, regarding renewable energy. It is equally appropriate in principle, given the energy hierarchy in policy ESD 1 and the plan's strategic objectives. Again, suitable provisos would apply in respect of delivery and viability as well as a potential role for "allowable solutions", once defined. It clearly deals with different aspects of climate change mitigation from policy ESD 4 and therefore needs to be a separate policy in the plan, rather than being merged together, and is sound.

Policy ESD 6

92. Whilst it largely reflects national policy and guidance in the NPPF and the PPG, policy ESD 6 provides a full analysis of the approaches and specific measures necessary to manage and reduce flood risks in a district that has a high risk of flooding in some places. It is supported by detailed research on water issues in the SFRA levels 1 & 2, including in respect of informing the strategic site allocations (ENV 10, 15,16, 17, 22PM & 23PM), and endorsed by the EA, as well as consistent with paras 99-108 of the NPPF and the PPG. It is therefore sound and appropriate in the plan.

Policy ESD 7

93. As part of the plan's treatment of water issues, policy ESD 7 requires the use of sustainable urban drainage systems (SUDS) for all development. This is justified locally by evidence from the SFRAs that all parts of the district are generally suitable for one form or another. The reference to the need to also protect water quality also helps to confirm that the policy is sound.

Policy ESD 8

94. In line with the Water Framework Directive, the Thames River Basin Management Plan and the EA's research confirming that Cherwell is in an area of serious water stress, policy ESD 8 suitably seeks to ensure that new development avoids adverse effects on the water environment, including in terms of quality.

Policy ESD 9

95. Policy ESD 9 deals appropriately with the protection of the Oxford Meadows SAC, the only site of European nature conservation importance in the district. This is in accord with the outcomes of the HRAs, including the appropriate measures recommended therein and especially in relation to groundwater flows and water quality, as well as para 113 of the NPPF.

Policy ESD 10

96. The biodiversity and natural environment of the district are sought to be protected and enhanced through policy ESD 10, including by seeking net gains and new resources from developments, as well as suitable mitigation of losses where the overall public benefits of the scheme outweigh the harm to the site. The policy is consistent with the NPPF, including paras 109 and 118, as well as being endorsed by both NE and the EA as sound.

97. Where Conservation Target Areas have been identified to restore biodiversity and particularly priority habitats, appropriate surveys and reports will be required under policy ESD 11 in connection with developments in or adjacent thereto to identify constraints and opportunities for enhancement. This policy also accords with the guidance in the NPPF, including paras 109, 114 and 117, is supported by relevant local organisations and is sound.

Policy ESD 12

98. The Cotswolds AONB designation affects only a small part of the district around the village of Epwell, but nevertheless it is necessary to reflect the current AONB Management Plan of March 2013, as well as the NPPF, in a plan policy seeking to conserve its landscape and scenic beauty. Policy ESD 12 soundly achieves that objective.

Policy ESD 13

99. Policy ESD 13 seeks opportunities for enhancing the character and appearance of the landscape, particularly in urban fringe locations, as well as requiring new development to respect existing local landscape character, including by reference to the Oxfordshire Wildlife and Landscape Study. It is sound and consistent with the NPPF, including paras 17, 109 and 123, and the PPG.

Policy ESD 14

100. Policy ESD 14 relating to the OGB is dealt with under issue 13 jointly with Kidlington later in this report.

Policy ESD 15

- 101. Five purposes are listed for policy ESD 15, in addition to the initial requirement that all new development on the edge of a built up area must be carefully designed and landscaped to help assimilate it into the rural setting of towns. In particular, these relate to the definition of "green buffers" on the Policies Maps, whereby the Council seeks to retain the identity and settings of towns and villages, protect the landscape, gaps and views, prevent coalescence and help define limits to settlements.
- 102. Whilst strongly supported by some, notably parishes close to both Banbury and Bicester, this policy has been the subject of major criticisms from others. This is partly on the basis that it seeks to introduce an unnecessary and unjustified level of overall restraint on development in the defined areas, when other plan policies, such as ESD 13, are entirely suitable to protect those areas from inappropriate and/or harmful proposals in the countryside.
- 103. Notwithstanding its "evolution", including through the various iterations of the Green Buffers Reports (ENV 04 and ENV 07), which reviewed boundaries amongst other things, the policy effectively duplicates some of what is covered under policy ESD 13 (which is sound), notably in relation to the protection of local landscape character. Moreover, as modified, the last section of the policy is intended to make clear that it should not operate as an overall restraint on development, as some fear, but inevitably that is how it will be seen and

- interpreted by many, bearing in mind the title and the designations on the Policies Maps, in practice.
- 104. Indeed, whilst the Council says that it is not intended to preclude development, the true purpose of the policy is questionable at best if that is not the case, given the duplication with other plan policies in relation to aspects such as the protection of important landscape features and heritage assets. The policy is also said by the Council to be about "place shaping" but, inevitably will be seen by those interested in the very long term future of both Banbury and Bicester as identifying by omission those areas which are not seen as worthy of protection from development and which will then be subject to development pressures that would be premature at best. To avoid this effective "pre-judgement", it would be more appropriate for such important decisions to be taken at a time in the future if and when they actually need to be made and when all relevant factors and up to date evidence is available.
- 105. Furthermore, para B260a of the modified plan confirms that infrastructure provision in the green buffers is not excluded and that their boundaries may need to change following the allocation of new sites to meet the local needs of villages in LP Part 2. Sufficient land to meet the needs for both housing and employment to 2031 has been allocated in the plan, as modified, so no new strategic sites should need to come forward. Policy C15 of the adopted LP (TOP SD 31) will also continue to apply to help prevent coalescence between settlements, pending completion of the LP Part 2. In such circumstances, policy ESD 15 is unnecessary, as all the other relevant policies including ESD 13 which addresses some of the same matters should be suitable and sufficient in practice to protect vulnerable gaps between settlements from inappropriate development and avoid coalescence. Accordingly, it is unsound as submitted and as modified and should be deleted (MMs 51 + 63).
- 106. A reworded policy applying only to specific locations meeting the narrower definition of "valued landscapes" (para 80) and/or "areas of environmental or historic significance" (para 157) as defined in the NPPF, particularly around Banbury and Bicester, could be considered by the Council once the local needs of villages have been assessed to identify where development would be inappropriate, for inclusion in the LP Part 2.

107. The built and historic environment of the area will be conserved and high quality design sought in all new development and is essential in the vicinity of the district's natural and historic assets under policy ESD 16. It is justified by relevant background evidence (notably in ENV 03, 05, 06 and 08), consistent with the NPPF, including paras 56, 58, 59 and 60, and supported by EH and NE. It will also be supplemented by more detailed design and historic environment policies in LP Part 2.

Policy ESD 17

108. The local importance of the Oxford Canal running north-south through the district is recognised in policy ESD 17, which properly seeks to protect and enhance it as a green transport route, tourist attraction, leisure facility and significant industrial heritage.

109. As part of sustainable development, policy ESD 18 seeks to secure an adequate network of green infrastructure across Cherwell, including the proposed country park to the north of Banbury (policy Ban 14), alongside policies BSC 11 and ESD 10, amongst others. It has the active support of NE as well as many other local organisations and accords with policies and quidance in the NPPF and PPG.

Issue 7 – Community Facilities and Green Spaces (Policies BSC 7 – 12)

Policy BSC 7

110. Policies BSC 7 – 12 focus on the provision of infrastructure necessary for sustainable development across the district, including education, health, public services/utilities, open space and community facilities. The requirements set out therein relate directly to the IDP (App 8) prepared jointly with OCC and accord with the guidance in the NPPF and PPG. In particular, policy BSC 7 on education, as modified by the Council (MM 47), now includes reference to new schools being provided in various locations, including at NW and SE Bicester and at Banbury, in addition to their identification in the strategic allocations.

Policies BSC 8/9

111. In accord with para 171 of the NPPF, policy BCS 8 supports the provision of health facilities in sustainable locations, including the replacement of the Bicester community hospital, which is a local priority and underway. Policy BSC 9, as modified by the Council (MMs 48-49), also now refers to superfast broadband amongst the public services and utilities required for sustainable development. The clear necessity for additional burial space in both Banbury and Bicester to meet local needs is also acknowledged in the plan.

Policies BSC 10 -12

- 112. Policy BSC 10 includes the protection of existing open spaces from loss to alternative forms of development, consistent with para 74 of the NPPF, as well as reference to existing deficiencies and the securing of new provision in connection with development. Consistent with para 73 of the NPPF, local standards for outdoor recreation are listed in tables related to policy BSC 11, based on the Green Space Strategy (LE 101), Open Space Update 2011 (LE 102) and Playing Pitch Strategy (LE 103). Indoor sport and recreation requirements, including for community halls in connection with major developments, are detailed in policy BSC 12, through defined local standards, with the Council now adding a reference to the existing deficiencies in Bicester as an additional/minor modification.
- 113. The Viability Study (PWE 02) and its update (PWE 03) provide further supporting evidence of soundness in that policies BSC 10 12 would not render new development schemes unviable, albeit the plan recognises that the standards may need updating in LP Part 2, with further details of implementation to be set out in a new Developer Contributions SPD. Accordingly, each of these policies is sound (with **MM 50** for clarity).

Issue 8 – Bicester Housing Sites

General

- 114. Fulfilling its role in the overall strategy as one of the two most sustainable locations in the district, the plan focusses over 10,000 new homes on 5 strategic sites in and on the edge of Bicester by 2031. This will not only enhance its status as an economic centre but also help to attract new jobs, services and facilities to the town. It should also help to reduce growth pressures on Oxford city, to a degree, due to its location in the Oxford Cambridge corridor with good and improving transport links, notably by rail.
- 115. The various iterations of the SA process, including the final submission report (SUB 04) and addendum (SUB 04A) confirm that the most sustainable options for new housing at Bicester have been identified in the plan and nothing that I have read, heard or seen during the examination process indicates otherwise. This includes in respect of the potential effects of development on each of the strategic sites in terms of landscape/visual impact, access/accessibility, biodiversity/ecological and cultural/heritage assets, coalescence with outlying villages/settlements, as well as flood risk and service provision.
- 116. The Council's evidence also demonstrates that all of the selected strategic sites for new housing in Bicester are viable and deliverable over the plan period (albeit Bic 1 may well continue to be developed beyond the plan period due to its overall size). Again, there is no firm evidence available that contradicts this conclusion. Accordingly, it is not necessary to consider in any detail any alternative or additional strategic scale site allocations to those identified in the plan, whilst those of a non-strategic scale are a matter for consideration in the Part 2 LP, should any further sites be necessary to meet needs over the plan period.

Policy Bicester 1 - North West Bicester Eco-Town

- 117. This scheme is well established as a major mixed use, zero carbon, development, including now for about 6,000 homes, on around 390 ha on the north western edge of the existing built up area of Bicester, having been previously identified as an eco-town location in the former national addendum to PPS 1. This presumably formed part of the justification for the recent government announcement of Bicester as a "Garden City", with potential public funding to assist with the delivery of new infrastructure, subject to value for money. Although progress since 2009 has been slow, work has recently commenced on site in respect of a phase 1 "exemplar" project.
- 118. Policy Bic 1 appropriately sets out detailed requirements to be met in respect of employment provision of mainly B1 uses, with limited B2 and B8, housing, including extra care and 30% affordable provision, as well as infrastructure needs and specific design principles. In particular, the height of new buildings, especially for any B2 and B8 uses, will also need to be carefully considered. However, in order to respond to market signals and provide some flexibility to encourage new investment and implementation, it would not be reasonable or appropriate to seek to restrict all employment development to B1 uses only.
- 119. Despite the inevitable loss of green fields and good agricultural land, around 40% of the site would be provided as open space, with small groups of woodland and existing hedges/trees retained if at all possible. It is essentially

- common ground that these policy provisions are necessary to achieve the form and standard of development expected under the former eco-town concept. Furthermore, the viability evidence available is sufficient to demonstrate that they should be deliverable in practice, with sufficient "critical mass" to support the provision of necessary infrastructure and community facilities/services.
- 120. Since the plan's submission and with improving national and local economic conditions, the Council has acknowledged that the rate of new housing delivery on this important site is capable of proceeding more swiftly than envisaged earlier, enabling it to achieve a larger contribution to new housing needs in the town and district by 2031. Whilst challenging, this should prove possible once a number of house builders are operating on site. Consequently, a modification is required to increase the number of new homes expected during the plan period from 5,000 to 6,000 (MM 67).
- 121. Also, in the light of further work towards implementation, including in the context of specific planning applications for the first phases of the scheme, a number of other modifications are required to the policy for clarity, consistency with the NPPF and PPG and to better address understandable local concerns about the potential impacts of this major development on the town, notably in respect of traffic and transport.
- 122. These relate to a requirement for a Masterplan, as well as a minimum of 10ha of employment land, with a business park at the south east corner of the site, at least 3,000 new jobs from all sources over the plan period and a Carbon Management Plan for all employment developments (MM 70). Regarding new housing, in addition to the increased numbers, it is appropriate that Building for Life 12 and Lifetime Homes standards are met, as well as superfast broadband provided.
- 123. For infrastructure, the policy wording needs to be clarified in seeking primary and secondary school provision on site, a GP surgery, a 4 ha burial ground, indoor and outdoor sports facilities, plus an Energy Strategy and a Water Cycle Study, in addition to those requirements set out in the submitted policy. Concerning design, policy amendments/additions are also necessary relating to flood risk assessment, a programme of archaeological investigations, the maintenance of visual separation from outlying settlements (e.g. Bucknell and Caversfield), linkages with existing habitats and promoting the use of locally sourced building materials.
- 124. Importantly in the local context, as referred to above, a modification regarding the implementation of a Travel Plan, including to achieve a high level of public transport accessibility, as well as pedestrian and cycling facilities, is also essential. Subject to all of the above modifications (MM 71), the policy is sound and consistent with the NPPF and PPG. Moreover, it should materially assist in the delivery of a zero carbon scheme, as originally envisaged in the former eco-towns supplement to PPS 1.
 - Policy Bicester 2 Graven Hill
- 125.241 ha of predominantly brownfield former MOD land to the south of Bicester is allocated in the plan for mixed use re-development, including 2,100 homes and with around 2,000 jobs on 26 ha of the site, alongside the re-organisation

of continuing military operations at Arncott. The scheme would take advantage of the site's very good transport connections close to J9 of the M40, including rail links, as well as providing the opportunity for a new relief road on this side of the town. Given its sustainable location and the re-use of previously developed land, these proposals enjoy almost universal support in principle to help meet the growth needs of the town and the district.

- 126. This has been reinforced by the Council's recent acquisition of the site from the MOD, with the intention that part of the new housing should involve the largest "self-build" project in the country at present, in which considerable interest has already been expressed. The Council's evidence confirms that the implementation of policy Bic 2 is viable as currently envisaged, albeit rail access is not likely to be feasible until 2019 at the earliest.
- 127. Nevertheless, some changes are necessary to the policy wording to ensure soundness, clarity and consistency with the NPPF and PPG. These relate to requirements for biodiversity protection/enhancement measures, including protected species surveys, an archaeological evaluation, the provision of a buffer between the development and the sewage works, including a nature reserve, flood compensation works reflecting the flood risk assessment and protection of the character, appearance and setting of Langford Park Farm as part of landscape/visual and heritage impact assessments.
- 128. In addition, it is essential to make clear that contributions will be necessary to improve bus services and facilities locally, as well as pedestrian and cycle connectivity. Moreover, the evidence, including from the recent OCC transport studies and as considered at the hearings, is sufficient to confirm that a road alignment within the site to facilitate wider improvements to highways for this side of Bicester in the longer term is necessary, albeit completion of such a road may not be required in the plan period. Therefore, the words, "should it be required" also need to be deleted (MMs 72-74). With the above modifications, the policy is sound and deliverable.

Policy Bicester 3 – South West Bicester (Phase 2)

- 129. With a phase 1 (known as Kingsmere) already under construction, a further 29ha of land to the south west of Bicester is identified in the plan under policy Bic 3 as suitable for a further phase of mainly new housing development. It is within the town's peripheral road and viable and deliverable within the plan period, with low landscape sensitivity and ecological value in an accessible location relative to the town. Accordingly, this scheme constitutes sustainable development and would make a material contribution to meeting the needs of the town and district up to 2031.
- 130. Subject to necessary clarifications of the policy wording relating to the number of new homes (726, not 650), a convenience store rather than a local centre, bus routes and stops within the site, provision of a community woodland between the site and Chesterton village, and that the detailed scheme should be influenced by the flood risk assessment, as well as landscape/visual and heritage impact assessments, the policy is sound (MMs 75/76).

Policy Bicester 12 – South East Bicester

131. Land to the south east of the existing built up area of Bicester and beyond the

ring road is allocated for mixed use development in policy Bic 12. Whilst suitable in principle and in a relatively sustainable location on the edge of the town, it is adjacent to a Scheduled Ancient Monument (SAM) - the Wretchwick Deserted Medieval Settlement, and in the vicinity of the River Ray Conservation Target Area to the north. Therefore, for this major scheme to be sound, the policy needs to provide suitable and sufficient clarification relating to these important design and layout considerations, in addition to requiring that a route be provided for a future south east relief road around this part of Bicester, that would link into the similar provision on the Graven Hill site (Bic 2) to the south west, to provide a consistent policy approach on this matter.

- 132. In order to help meet the full OAN of the district the Council now proposes a significant increase in the size of this site from 40 to 155 ha, in the number of new homes from 400 to 1,500 and in the level of new jobs from 2,000 to 3,000, primarily in B8 uses, given the location and local demand, from that in the submitted plan. As a result, further modifications to the policy relating to a Masterplan, an Ecological Management Plan, retention of the northernmost part of the site free from built development, as well as providing links between areas of ecological interest, landscape/visual and heritage impact assessments and an archaeological field evaluation are needed for soundness (MM 88).
- 133. The policy also needs to ensure protection of the grade II listed Wretchwick Farmhouse, as well as the SAM and its setting, including through the provision of a landscape buffer. However, the exact nature and extent of that buffer is a matter for determination in the context of a detailed design and layout for the scheme, rather than predetermination in this policy. Furthermore, policy amendments to refer to improved pedestrian and cycle links, including to Bicester town centre, plus the protection of existing public rights of way and improved public transport services, including a through route for buses between the A41 and the A4421, are also necessary for soundness, as are contributions to secondary school provision and a mixed use local centre to serve new residents (MM 88).
- 134. It is only in the context of a Masterplan having been prepared that the details of the scheme in relation to the specific ecological interests of the site and its immediate surroundings can be resolved, rather than in a strategic plan. Similarly, any limited extension of the site, which might potentially assist in the resolving those issues, is a matter for either the LP Part 2 and/or a planning application, partly due to the non-strategic scale of the land involved.

Policy Bicester 13 - Gavray Drive

- 135. This area of largely flat land, bounded by railway lines to the north and west, the ring road to the east and residential development to the south lies to the east of Bicester town centre in a very sustainable location. Planning permission has previously been granted for new housing but that has now expired. In view of the need for additional sites to help meet OANs it is still considered suitable in principle to accommodate new development. However, the eastern part is now designated as a Local Wildlife Site, with the central/eastern sections containing lowland meadow; a BAP priority habitat.
- 136. Additionally, roughly a quarter of the site lies in Flood Zones 2 and 3 adjacent to the Langford Brook that runs north-south through the centre of the site.

The majority also lies within the River Ray Conservation Target Area. Nevertheless, even with these constraints, indicative layouts demonstrate that, taking into account appropriate and viable mitigation measures, the site is capable of delivering around 300 homes at a reasonable and realistic density not greatly different from that of the modern housing to the south.

- 137. In addition to necessary infrastructure contributions towards education, sports provision off site, open space, community facilities and public transport improvements, a number of other specific requirements are needed under policy Bic 13 for this proposal to be sound, in the light of current information about the site's ecological interests and environmental features. In particular, that part of the allocation within the Local Wildlife Site east of Langford Brook (just under 10 ha) needs to be kept free from built development and downstream SSSIs protected through an Ecological Management Plan prepared and implemented to also ensure the long term conservation of habitats and species within the site. Landscape/visual and heritage impact assessments and archaeological field evaluation are also required.
- 138. There must also be no new housing in flood zone 3 and the use of SUDs to address flood risks will be required. Subject to such modifications (MMs 89-91), policy Bic 13 is sound and would enable this site to make a worthwhile contribution to new housing needs in Bicester and the district in a sustainable location. This can be achieved without any material harm to environmental or ecological interests locally as a result of the various protection, mitigation and enhancement measures to be included in the overall scheme.
- 139. Requests that the developable area shown on the policies map should be reduced to avoid any development in the whole of the River Ray Conservation Target Area would significantly undermine this contribution. It would also potentially render the scheme unviable or at the very least unable to deliver a meaningful number of new affordable units, as required under policy BSC 3, when all other necessary contributions are also taken into account. Moreover, it could well materially reduce the potential for the scheme to contribute to enhancement of the Local Wildlife Site's ecological interest as part of the total scheme, thereby effectively achieving the main objective of the Conservation Target Area. Consequently, it would not represent a reasonable, realistic or more sustainable alternative to the proposals set out in the plan, as modified.
- 140. Similarly, despite the historic interest of parts of the site in terms of their long established field patterns and hedges, this does not amount to a justification for the retention of the whole of the land east of the Langford Brook as public open space, nor for its formal designation as Local Green Space. This is particularly so when the scheme envisaged in the plan should enable the more important LWS to be protected with funding made available for enhancement at a time when the lowland meadow habitat is otherwise likely to deteriorate further without positive action. Such an approach would be capable of ensuring no net loss of biodiversity as a minimum and also compliance with policies ESD 10 and 11 as a result.
- 141. All in all the most suitable balance between the need to deliver new housing locally and to protect and enhance environmental assets hereabouts would essentially be achieved through policy Bic 13, as modified, and the land's allocation for 300 new homes on approximately 23 ha in total, given that the

requirements of policies ESD 10 and 11, including to achieve a net gain in biodiversity arising from the scheme as a whole, can also be delivered as part of an overall package of development with appropriate mitigation measures.

Issue 9 - Bicester Other Sites

General

142. Alongside the major housing growth, the plan allocates sustainable sites for significant growth in employment provision in Bicester, as well as for related infrastructure, facilities and services. In total, this should help to create a more varied employment base, reduce the current level of out-commuting and also accommodate some of the growth pressures on Oxford city, given the proximity and improving transport links.

Policy Bicester 4 - Bicester Business Park

- 143. To the south of the town centre and with good access to J9 of the M40 via the A41 to the west, the extended site of almost 30 ha provides a sustainably located opportunity for a principally B1a use (office) business park that is capable of delivering up to 6,000 jobs. Taking into account existing permissions, there are no material constraints to early delivery or that affect overall viability.
- 144. Given the flexibility demonstrated by the Council in accepting some alternative uses to help bring forward the overall scheme and the allocations elsewhere in the plan, there is no justification for changing the policy to permit further retail and/or leisure uses on the site. Subject to amendments reflecting the need for landscape/visual and heritage impact assessments of specific proposals and to fully take account of flood risks, as well as for improved walking and cycling connectivity, the policy is sound, as modified (MM 77).

Policy Bicester 5 - Bicester Town Centre

- 145. The plan seeks to improve the town centre by providing a wider range of retail, commercial and leisure facilities to better serve the growing population, including through redevelopment schemes, increased car parking and complementary, rather than competing, retail growth at the nearby Bicester Village Retail Outlet Centre. However, pending completion of the on-going Bicester Masterplan, that is being produced on a collaborative basis with local interests, such as the Town Council, any changes to the town centre boundary or the primary shopping frontage are deferred to the LP Part 2.
- 146. Consequently, only an "Area of Search" for potential future town centre related development is defined in this plan, which includes Bicester Village and the land between it and the existing town centre. In the absence of any urgent need for any additional convenience retail floorspace over and above that already committed in Bicester, albeit there is a need for more comparison stores, it is not unreasonable for further such prospects in and around the town centre to be addressed in this way at present.
- 147. Nevertheless, for soundness, it is necessary to clarify that residential schemes, including as part of mixed uses, are acceptable in principle in the town centre except where they would result in the loss of sites for retail or other main

town centre uses. Also for improved certainty and to facilitate implementation, the role of Bicester Village in relation to the town centre and the requirements that would apply to any proposals for further retail growth there, including in respect of better connectivity between the two areas, need to be made clear in the supporting text (MM 78).

148. Bearing in mind its inclusion within the "Area of Search" and due to the present level of uncertainty about the prospects of delivery, the realistic potential for a new Town Park on land at Pingle Fields, between Bicester Village and the town centre, remains unclear. Accordingly, the reference in the plan to that proposal should be deleted and the matter more fully assessed in the context of the emerging Masterplan and LP Part 2 process, including in terms of economic viability and practical implementation (MM 78). This includes in respect of any proposals for the relocation and redevelopment of the existing sports pitches on the Oxford Road site. With these modifications the policy is sound.

Policy Bicester 6 - Bure Place

149. The completion of phase 1 of this redevelopment scheme, including a new supermarket, cinema, car park and bus interchange, should make a significant contribution to the regeneration of the town centre as a whole. It also facilitates phase 2 to provide new civic buildings, including a library, to create a public focal point in the centre of Bicester and thereby strengthen its functions as a growing market town and new "Garden City". Subject to deleting the outdated reference to phase 1 (MM 79), the policy is sound.

Policy Bicester 7 - Open Space, Sport and Recreation

- 150. The Council's evidence clearly demonstrates that there are obvious shortfalls in the present provision of allotments, parks/gardens, sports pitches and other green spaces in Bicester, which this policy seeks to address, together with the identification of specific locations in the Masterplan and LP Part 2. These measures include a community woodland, an urban edge park providing a circular route around the town, linked to the delivery of other site allocations, and the use of Stratton Audley (Elm Farm) Quarry for informal outdoor recreation that is compatible with its designation as a LWS and partial SSSI.
- 151. The latter is subject to a partly implemented permission for infilling to form a country park. Nevertheless, none of the above need necessarily involve the loss of or materially constrain continuing use for angling, particularly given existing ownership and tenancy arrangements, or gliding activities on the adjacent Bicester Aerodrome (see also Bic 8). Any specific proposals would be a matter for the Masterplan and/or LP Part 2 and thereby subject to public consultation. The policy itself requires only updating (MM 80) and is sound.

Policy Bicester 8 – Former RAF Bicester

152. To the north east of the ring road on the edge of the built up area of the town, this extensive former military area is identified in the plan for tourism related but conservation led commercial redevelopment. This process is already underway through the restoration and re-use of many of the inter-war former RAF buildings at the western edge of the site, many of which are listed and/or scheduled. This is helping to secure the future of the former Technical Site

and the Flying Field to the east in the context of the site's designation as a Conservation Area and with an extensive LWS on most of it. The Flying Field is used by a well-established gliding club that makes a positive specialist contribution to the range of recreational facilities available in the locality.

153. Together with the recently installed but already successful "heritage engineering" operations in the restored buildings, the site is well on its way to fulfilling the objectives of the 2009 Planning Brief. The evidence of what has already been provided on the site confirms that the proposals are viable and deliverable. Subject to deleting references to, first a museum for Bomber Command that now seems unlikely to proceed, and the qualification regarding the long established gliding activities on the site (MM 81), the policy is sound.

Policy Bicester 9 – Burial Site Provision

154. This policy confirms the urgent local requirement for a new burial site of around 4 ha in Bicester. It is consistent with the current expectation that it can be provided as part of the policy Bic 1 scheme, with funding contributions from other housing developments in the locality to help secure delivery. The evidence of need is clear and unquestioned and therefore policy is soundly based and requires no modifications.

Policy Bicester 10 – Bicester Gateway

- 155. South of the town and east of the A41, 18 ha of land is allocated for new employment development to provide up to 3,500 new jobs in a prominent "gateway" location between the town and J9 of the M40. It is intended to provide a major opportunity for high tech employment uses in high quality buildings with good transport links. As at Bic 4, this should prove suitable for companies and investors seeking sites in the "knowledge economy" spine or corridor(s) between Oxford and Cambridge and Oxford and Northampton. Given the planned growth in the local economy and the national recovery from the recent recession, this allocation is soundly based, likely to prove attractive to the market and deliverable over the plan period. It should help to reduce out-commuting from Bicester and some of the pressures for other sites elsewhere in the corridor, particularly in Oxford.
- 156. For soundness and consistency with other parts of the plan, policy wording changes are necessary to add references to the safeguarding of land for future highway improvements to routes around Bicester, improved walking and cycling links, the provision of a natural wetland buffer between the site and adjacent nature reserve, amongst other things, and taking full account of the flood risk assessment for the site, including that no built development will be permitted in flood zone 3b (MMs 82-84). Subject to the above modifications, the policy is sound and the scheme viable and deliverable, with mitigation measures for the protection of Alchester Roman Town SAM to the south. In addition, the Council proposes to amend the Policies Map to facilitate the development of a hotel on the site frontage as a part of the overall scheme.

Policy Bicester 11 – Employment Land North East Bicester

157. On the north eastern edge of the town and to the south east of the former RAF Bicester (Bic 8), 15 ha of greenfield land is allocated for mixed employment, B1, B2 and B8, uses and expected to provide up to around 1,000 new jobs. It

has good transport links, including on the main road network, and is close to other existing and proposed employment locations in and around the town. The presence of a SAM on the former airfield to the north and a Conservation Area on land to the north east, as well as the possible influence of any high B8 buildings on gliding activities on the flying field to the west, all indicate that the north/north eastern boundary of the allocation has been suitably identified on the Policies Map and should not be extended. Bearing in mind the number and scale of other suitable sites in the plan and the absence of any urgent or overriding need for further greenfield land allocations to meet the employment needs of the town or district, there is no clear justification for any further extension of the site at present.

- 158. However, with careful design, including in respect of the height of new buildings, and suitable landscaping, the allocated site is capable of being sustainably developed to help balance the town's need for new jobs with that for new housing, without material harm to the heritage assets, including the SAM, the continuing activities, including gliding, or the recently established commercial operations at the former RAF Bicester. This is based on modifications to the policy to confirm that any scheme must conserve or enhance the setting of the RAF Bicester Conservation Area and the SAM, with the preparation of an archaeological and cultural heritage assessment informing proposals, as well as landscape/visual and heritage impact assessments.
- 159. In addition, the design and layout needs to take account of a flood risk assessment for the site, particularly in respect of the Langford Brook, with no built development in flood zone 3b, amongst other things, the retention of existing mature trees and hedgerows, improved walking and cycling links, consideration of potential ring road improvements and the establishment of a planted area around a care home that has recently been constructed on the site frontage. Subject to these modifications (MMs 85-87), the policy is sound. The exact definition of the site's eastern/south eastern boundary, including in relation to flood risks, is a detailed matter for the Council to consider in the context of any specific proposals that may be submitted.

Issue 10 - Banbury Housing Sites

General

160. As the largest town, housing growth totalling around 7,000 new homes is sustainably focussed on Banbury, mainly on a number of peripheral greenfield sites and balanced by other development, notably for employment but also in services and facilities. The following sites are all intended to facilitate this growth, including in respect of the town's overall economy and its important role as a market town/service centre for a wide rural area, not all of which lies within Cherwell district.

Policy Banbury 1 - Canalside

161.On land between Banbury town centre and the rail station, the plan identifies a site of about 26 ha for mixed use redevelopment to include now about 700 new homes (rather than 950, as submitted), including around 30% flats, together with commercial uses on the northern part and limited B1a class

- offices. As a large complex project, the costs of delivery are expected to be higher than for most other allocated sites, but the Council's evidence, including the site specific Viability Study of Sep 2013), indicates that it would be viable over the plan period, albeit with a likely later start date and a lower total of new homes than originally envisaged.
- 162. Given the need to relocate a number of existing small and medium sized enterprises and to reorganise multiple services and facilities, this is inevitable, but it does not invalidate the proposals or render them unsound, particularly given the wider public benefits that should arise from the completed project in this highly sustainable location. Therefore, with policy additions to refer to education contributions, flood risks, landscape/visual and heritage impact assessments, as well as to provide clarity on the intentions for relocating and/or reorganising existing businesses (MMs 95/96), the proposals are sound.

Policy Banbury 2 – Hardwick Farm, Southam Road (East and West)

- 163. In a sustainable location on the northern edge of the existing built up area of the town about 32 ha of land, principally on the eastern side of Southam Road, and bounded by the M40 on the north east, is allocated for new housing for around 600 new homes. Planning permission has been granted by the Council. Subject to clarifications and an additional reference to secondary education contributions being required (MMs 97/98), policy Ban 2 is sound in principle as the scheme is viable and deliverable.
- 164. However, on the western side of Southam Road where the land rises quite steeply to the north, the Council now intends that development should be limited to the southern/south eastern parts of the site and to no more than 90 new homes. This is to minimise the potential harmful effects of new buildings on the landscape of the locality, including in long distance views across the town from the south. This reflects the conclusions of the 2013 Landscape Study (ENV 05) that identified low capacity in the western part of the site to accept new built development in landscape impact terms, due largely to the existing character of the rising ground and its wider visual prominence. This represents a change from the submitted plan by the Council, which indicated that around 42 ha in total and thus a further 11 ha or so of the rising ground west of Southam Road, was considered suitable for development originally.
- 165. In terms of housing need, the plan now makes sufficient provision on strategic sites to meet the district's overall requirements for the plan period. It also makes full and suitable provision on the deliverable sites in and around the town, including this one, to enable it to make an appropriate contribution to those needs. Thus, there is no overriding necessity to find more sites or to extend allocations to meet these needs, in the short to medium term at least.
- 166. Moreover, taking into account conflicting assessments of the site's intrinsic landscape qualities and the wider positive contribution made by the higher, rising, open slopes west of the road to the landscape setting of the town, including when seen from some distance away to the south, the evidence is neither convincing nor compelling that the Ban 2 policy/proposal would be unsound if it did not include the larger site area west of Southam Road.

167. The ability of the higher slopes to satisfactorily absorb more new housing in landscape impact terms could be re-examined, together with the position of the northern boundary, whether defined by a contour limit or otherwise, once the 90 or so homes on the lower slopes have been completed in accord with this policy. Nevertheless, there is no clear justification for requiring it to be further modified now, as local needs are being met in full elsewhere and the extended site would not be a clearly preferable alternative in sustainability terms to those selected due to the identified landscape impact. No further modifications are therefore necessary.

Policy Banbury 3 - Land West of Bretch Hill

168. It is essentially common ground that approximately 14 ha of land west of Bretch Hill is viably, suitably, and sustainably capable of accommodating and delivering around 400 new homes, with all necessary services and facilities. All the available evidence confirms that the policy and its detailed requirements are sound.

Policy Banbury 4 – Bankside Phase 2

- 169. To the south east of Banbury at Bankside east of the A4205 an urban extension of around 1,000 new homes, known as Longford Park, as well as an employment area and a large park has been permitted and is now under construction. In the light of the significantly increased level of district need, the Council now considers that a further 27 ha to the south east is capable of providing another 600 or so homes and also suitable for development as Phase 2 of this scheme. The fact that it comprises mostly grade 2 land in agricultural quality terms ("best and most versatile") does not invalidate that choice in this particular case, as it is largely free of other constraints such as flood risk, ecological interest or potentially harmful landscape/visual impact and in a generally sustainable location.
- 170. In particular, it provides an opportunity for sharing infrastructure with Phase 1, improving the viability of both, as well as enhancing the scale and range of services and facilities, so as to create a more sustainable and self-contained new community on this side of the town. In addition, the larger scheme should enable the relocation of Banbury United FC from their present ground within the Canalside site (policy Ban1) and the implementation of that policy, with its wider public benefits for the town, as well as policy Ban 12 (see below) on land to the south. In respect of potential effects on the village of Bodicote on the opposite side of the A4205, due to the location south of Phase 1 and with only a short road frontage, this is likely to be less than that associated with the permitted scheme and, subject to detailed design and layout, not materially harmful in principle, including in terms of traffic generation.
- 171. The details of density and thus the exact total of new houses are best addressed in the context of specific proposals, rather than this LP policy. Subject to clarifications of area figures, numbers of dwellings, requirements for vehicular, cycling and walking links to the Ban 12 site, as well as further afield, flood risks and archaeological evaluation (MMs 99-101), the proposals are viable and deliverable and the policy sound.

Policy Banbury 5 – North of Hanwell Fields

- 172.26 ha of land on the north western edge of the town is identified for new housing, with 544 new units currently expected to be provided following a Council resolution to approve part, together with necessary infrastructure, that in this case includes green links beyond the site. The location involves extending the town into presently open countryside to the north of Dukes Meadow Drive, a recently built development spine road running east/west, albeit retaining a sufficient distance of about 500m from the village of Hanwell to the north (and about 400m from the southern boundary of its CA) to ensure that the setting of its CA is preserved, coalescence does not occur and that Hanwell would retain its separate identity.
- 173. Nevertheless, this relationship means that particular care is needed in the design and layout of the scheme, as well as in respect of peripheral landscaping and new planting, including regarding the heights of new buildings and outdoor lighting, as required in policy Ban 5. With the addition of references to flood risks, landscape/visual and heritage impact assessments, as well as the clarification of numbers (MMs 102/103), the proposals are reasonable and realistic and the policy sound.

Policy Banbury 16 - South of Salt Way West

- 174. To the south of Salt Way and west of the A361 Bloxham Road, the Council has identified one of four additional housing sites to help meet the OANs of the district, beyond those allocated at submission stage. This one is capable of delivering up to 150 new homes on a total of 8 ha, whilst protecting the historically important route of the Salt Way along its northern boundary and the slopes of Crouch Hill further west, a topographical landmark. The local value of Crouch Hill was acknowledged in the 2013 Landscape Study (ENV 05) as including the slopes and setting, as well as the summit. Also taking into account the presence of other heritage and ecological assets nearby, including Crouch Farm and Wykham Park Farm, both listed, there is no clear justification for extending the boundaries of this site, either to the west up the quite prominent slopes of the hillside, or to the south along the road frontage, thereby expanding the built up area of the town further than is strictly necessary into otherwise largely open countryside.
- 175. Overall, new housing, together with necessary services and facilities is viable and deliverable in this relatively sustainable location on the edge of the town. Subject to clarifications relating to secondary school places, bus stops, archaeological evaluation and landscape/visual and heritage impact assessments (MMs 116-118), the proposals and the policy are sound.

Policy Banbury 17 - South of Salt Way East

176. In common with Ban 16, this major site of around 68 ha to the south of the Salt Way and capable of providing approximately 1,345 homes as a new neighbourhood, is now allocated by the Council to meet the district's needs in a sustainable location on the southern edge of the present built up area. Land at the north west corner of the overall site has recently been granted permission for 145 dwellings. Despite differing land ownerships, the area is capable of being developed on a comprehensive basis in accordance with a masterplan, including an east – west link road, with a roundabout off the A361, for local traffic and as a bus route to join White Post Road at its eastern

- end. This is properly and logically required by the policy to ensure effective implementation of the proposals and avoid harmful impacts on the local road network, including Wykham Lane.
- 177. The relative proximity of the western edge of the land to the Tudor Hall School site is such that both the Council and the prospective developers acknowledge the need for creating a "soft edge" to the scheme in this locality, to ensure that an appropriate relationship is established. However, the suggestion that the policy should require that there be no new built development on the westernmost field is not reasonable or realistic in the context of a strategic site allocation in a LP Part 1, particularly when the full details of appropriate access arrangements and necessary infrastructure provision have yet to be finalised. Therefore, this is a matter of detail to be resolved as part of specific proposals, taking into account the topography and potential mitigation measures, including peripheral planting and landscaping.
- 178. Again as with Ban 16, the scheme needs to protect and, if possible, enhance the route of the historic Salt Way on its northern boundary, as well as providing a new footpath/bridleway across the full length of the southern boundary. Moreover, as now indicated by the Council on the proposed amendments to the Policies Map, the scheme also needs to provide further recreational space on the southern edge of the site. This is in order to make suitable overall provision and provide reasonable and practical separation between the new development and the village of Bodicote to ensure that its separate identity is not lost and that for the new community, which will have its own local centre, more easily created. With firm developer interest in early delivery, as evidenced by the permission on part, the scheme is viable and the policy sound, subject to important clarifications in respect of secondary school provision, the delivery of the A361 to A4260 link road and archaeological features, plus landscape/visual and heritage impact assessments (MMs 119/120).

Policy Banbury 18 – Land at Drayton Lodge Farm

- 179. West of Warwick Road (B4100) this site adjoins the Ban 5 allocation east of the road and also land to the south that has recently been granted permission for new housing, in an urban fringe location. At approximately 15 ha it is considered capable of providing around 250 new homes, together with necessary infrastructure, albeit part of the central section contains some existing dwellings and a copse that should be retained. The caravan park and golf course formerly on the site have recently closed for viability reasons.
- 180. Given the relative proximity to the village of Drayton and the setting of its CA to the south west, there is no clear justification for extending the allocation onto adjoining land in the absence of any further need for new housing sites in Banbury at present. Subject to clarifications for effectiveness in respect of secondary school places, bus stops and archaeology, plus landscape/visual and heritage impact assessments, the policy is sound and the prospective scheme realistic and reasonable in all principal respects. However, the reference to "contaminated land" in the supporting text needs to be deleted as no evidence exists to justify this statement (MMs 121/122).

Policy 19 - Land at Higham Way

- 181. A relatively small allocation of 3 ha for new housing close to the town centre has been added into the plan by the Council to reflect the recent availability of this former waste management facility and concrete batching plant in a highly sustainable location next to Banbury rail station. Considered capable of viably delivering around 150 units in total, the scale and nature of the site is such that it is likely to provide mainly smaller homes, including a significant proportion of flats, and thus some greater variety in the size and type of new housing in the town over the plan period. Whilst there may be scope for more than 150 units, this is entirely dependent on the detailed design, layout and mitigation measures proving acceptable in relation to all of the above factors.
- 182. Subject to detailed considerations in design and layout terms reflecting the proximity to the river and canal in respect of flood risks and the rail lines/station regarding noise/disturbance, as well as ground conditions acknowledging the site's previous uses, this redevelopment of a central brownfield site is entirely appropriate in principle (MMs 123/124). The policy is sound in all its requirements for the scheme, including those listed above.

Conclusions

- 183. As confirmed in the SA (SUB 04) and the SA Addendum (SUB 04A), which considered realistic alternative options, all of the strategic new housing sites allocated in Banbury (as in Bicester), including those added by the Council through the proposed modifications, are considered to be sustainable, including in respect of their locations. Moreover, there are no known "showstoppers" preventing implementation, including in terms of necessary infrastructure provision, in any case. Similarly, whilst Ban 1 Canalside is more marginal at present and likely to start later as a result, all are also demonstrably viable (PWE 01) with most having direct developer involvement and many having permission in whole or in part, thereby adding positively to conclusions on reasonable delivery prospects.
- 184. In such circumstances, and again as in Bicester, it is not therefore necessary to identify any extra or further extended sites to meet local needs for new housing in Banbury over the plan period, as things stand. Accordingly, those additional locations put forward by representors, including land north of Dukes Meadow Drive, next to Ban 5, south of Bodicote (Cotefield Farm) and adjacent to Ban 3 at Dover Avenue/Thornbury Drive, are for potential consideration in the LP Part 2, if appropriate, and/or when the plan is reviewed, if required. However, no further modifications are needed in this respect as none would represent more sustainable alternatives to the selected allocations.

Issue 11 - Banbury Other Sites

General

185. To complement the new housing proposed, the plan also identifies a number of sites for employment, as well as for related services and facilities, in Banbury. Together, they should ensure that the town's growth takes place on a sustainable basis over the plan period, taking into account the guidance in para 17 of the NPPF, the positive market signals in the 2014 Employment Analysis update (ECO 12PM) and relevant physical constraints, such as topography and the route of the M40 motorway.

Policy Banbury 6 – Employment Land West of M40

- 186. Taking into account recent job losses in the town, Banbury retains the largest supply of employment land in the district and a strong manufacturing sector. Therefore, to secure the long term supply of employment land locally, a strategic site in a sustainable location fairly close to the town centre has been identified near to J11 of the M40. Permissions have already been granted for a mix of B1, B2 and B8 uses on most of a total of about 35 ha, that is anticipated to provide around 2,500 jobs. All the available evidence indicates that the scheme is viable and deliverable, with good links to the town centre.
- 187. Notwithstanding, it is necessary to ensure that the policy provides full guidance for a decision maker in respect of any further proposals for this area. In particular, this requires a reference to reserving land for a new road connection through the site to enable traffic to by-pass the town centre, which is already a condition of the recent planning permission. However, to avoid uncertainty, this should not be made subject to future consideration by the Highway Authority alone and rewording is required accordingly (MM 105).
- 188. The policy also needs additions referring to footpath connections, contributions to bus service improvements, taking full account of the flood risk assessment for the site and the deletion of the restriction on all built development south of the dismantled railway line, which is not strictly justified (MM 106). Subject to these modifications, the proposals and policy are both sound, with reasonable prospects of delivery.

Policy Banbury 7 – Banbury Town Centre

189. This policy seeks to strengthen the town centre, confirming that shopping leisure and other "main town centre uses" will be supported there. However, to achieve its objectives and for clarity, it also needs to encourage mixed use schemes and acknowledge that residential development will also be acceptable in appropriate locations that do not lead to the loss of retail or other "main town centre uses". Otherwise, with modifications (MM 107-109), the policy is sound, including in respect of the definition of an "Area of Search" for a potential future expansion of the defined town centre boundary, to be assessed in detail in LP Part 2.

Policy Banbury 8 - Bolton Road Development Area

190. A mixed use area at present, incorporating car parks and service areas for commercial units, plus historic outbuildings, this 2 ha site is considered suitable, in principle, for redevelopment. Given its location west of the Castle Quay shopping centre and north of Parsons Street, it is capable of providing some larger shop units suitable for modern retail operations, as well as around 200 new homes, a hotel and leisure facilities, with replacement car parking. Accordingly, this potential needs to be recognised in the policy, including through references to high quality design in a conservation area, contributions to education, archaeological investigations and flood risks close to the River Cherwell and Oxford Canal. Subject to the above modifications (MMs 110-112), the proposals are reasonable and realistic and the policy is sound.

Policy Banbury 9 - Spiceball Development Area

191.5 ha of land between the River Cherwell and the Oxford Canal with an Arts Centre and the town's Museum is well placed to accommodate an extension of the town centre. This policy reasonably expects it to provide for both new retail and leisure uses, as well as a hotel, library and car parking, including to strengthen the night time economy of the town and improve links with the existing centre. The available evidence indicates that the scheme is viable and realistic with firm developer interest in early implementation and the policy is therefore sound.

Policy Banbury 10 - Bretch Hill Regeneration Area

192. It is common ground that this policy for the co-ordinated regeneration of an area in the west of the town, which currently has relatively high levels of deprivation on a number of indices, is sound and consistent with para 69 of the NPPF.

Policy Banbury 11 – Open Space, Sport and Recreation

193. In common with the similar position in Bicester (Bic 7), the Council's evidence shows clearly that the present provision of allotments, parks/gardens, sports pitches, indoor sports facilities and other green spaces in Banbury is inadequate for current needs, let alone future growth. Accordingly, together with policies BSC 10 – 12, this policy seeks to rectify the situation over the plan period, including by integrating provision with the planning of strategic development sites. It also includes the intention to establish a series of linked open spaces based on the canal and river and a linear park from the north of the town to Bankside. In all of the above circumstances, the policy is sound.

Policy Banbury 12 – Relocation of Banbury United FC

- 194. In line with the above and to facilitate the implementation of the Canalside regeneration project (Ban 1), Banbury United FC, a long established club that provides important local facilities and sporting opportunities, needs a new home ground. Accordingly, land to the south of the existing Banbury Rugby Club has been identified as suitable and available.
- 195. The evidence of need is clear and the site is in a relatively sustainable location on the southern edge of the town, with bus services along the A420 and sufficient distance remaining between it and the village of Adderbury to ensure that no real risk of coalescence would arise. It is also separated from the village of Bodicote by the main road and adjoins an existing sports ground. Accordingly, I endorse the Council's choice that this is the best relocation site of the many originally considered.
- 196. Subject to policy and text additions (MMs 113/114) confirming that the scheme needs to take vehicular access from Oxford Road only and that that part of the 16 ha of land not needed for football use is allocated for a new secondary school to serve the town, with some shared facilities if at all possible, this proposal should prove to be deliverable within the plan period and the policy is sound.

Policy Banbury 13 – Burial Site Provision

197. This policy confirms the local requirement for new burial site provision in

Banbury with contributions from major new housing schemes to provide funding to facilitate an extension to the existing cemetery, subject to suitable ground conditions being demonstrated. The evidence of need is unquestioned and therefore policy is soundly based and requires no modifications.

Policy Banbury 14 - Cherwell Country Park

198. Around 33 ha of land, including the earth embankments of the Banbury flood alleviation scheme, east of the M40 and north of the town, are identified in the plan to provide a new country park. Other components of the scheme include a visitor car park off the A361, new woodland planting to augment Wildmere Wood and a network of new and improved walking routes. The Council's intentions and aspirations for this project are clear and deliverable, and it will make a significant contribution to the implementation of policy Ban 11 (see above). Accordingly, the policy is sound.

Policy Banbury 15 - Employment Land NE of J11 M40

- 199. For the reasons outlined above in relation to the increased growth in new housing in the district and in Banbury, the Council has now proposed the allocation of a new strategic employment site east of J11 of the M40, either side of the A361, totalling around 49 ha. This could be brought forward in phases, with the first on 13 ha land, bounded by the M40 motorway to the west, the A361 to the east and a firm hedge line to the north, which could be readily reinforced with strategic scale planting.
- 200. In this area the land is also fairly flat and new employment buildings would be largely seen in the context of the motorway in public views from the east, north and south east, with some large existing buildings beyond. This contrasts strongly with the rising ground to the east of the A4225, which is also principally open agricultural land but clearly of a higher landscape sensitivity to new built development, including the land below the higher slopes of the hill in the easternmost part of the overall site.
- 201. Development of the land east of the A361, as noted in earlier landscape assessment work for the Council (2013), would have a significantly detrimental impact on the local landscape, intruding as it would into presently open countryside currently in agricultural use with inevitably large industrial and warehouse buildings. In particular, it would materially extend the built up area of Banbury to the east and lead to a significantly harmful erosion of its rural setting on this side of the town.
- 202. Given the recent approval for DIRFT III, relatively close to Banbury at Daventry, which provides major strategic opportunities to meet the local and regional needs for new B8 floorspace and has the great advantage in sustainability terms in comparison with this site of being rail related, the likely requirement for further employment floorspace, including towards the end of the plan period, is reduced. Moreover, there are acknowledged barriers to delivery of the whole Ban 15 site at J11, including that the traffic movements likely to be generated would trigger the need for the new South East relief road through the town.
- 203. In addition, for the whole site to be developed as a mainly road based B2/B8 employment scheme, major contributions are likely to be necessary to other

transport and highway improvements, especially to the motorway junction itself. There is no clear evidence that an acceptable programme of works could viably and practically be delivered, taking into account the impacts of other developments committed in the plan.

- 204. However, a scheme of materially reduced scale, from 49 ha to 13 ha only, limited to land west of the A361, would be far less likely to give rise to significant traffic generation impacts going north into Northamptonshire towards Daventry, on the A422 travelling east, including at Farthinghoe, or "rat running" on the B4525 through Middleton Stoney, given that only 10-15% of total future traffic movements are expected to use those routes, rather than the M40.
- 205. Moreover, development of the whole 49 ha site, especially for very large B8 uses, might well provide direct competition to DIRFT to the detriment of the delivery of both, potentially also discouraging the increased transfer of freight to rail. Some doubts also remain regarding the delivery of other services and infrastructure requirements in connection with the full scheme. In contrast, a smaller scheme, limited to the land west of the A361, is likely to prove viable in the first part of the plan period, without the need for significant highway improvements, not least for the SE Relief Road to be brought forward much sooner, according to the HA, OCC and the scheme's promoters.
- 206. In the light of the above, only the land west of the A361 should be allocated for new employment development in the modified plan and none of that to the east of the road, even as a strategic reserve site. This would have the considerable benefit of reducing the very harmful landscape and potential environmental effects of the wider scheme on a main entrance to the town from the north, south east and east, as well as that on the largely rural landscape of the locality.
- 207. Bearing in mind that logistics operators seeking large sites in this area have the alternative of a major rail connected facility at DIRFT nearby, that has good road links to the M1, there is insufficient justification in the evidence for the allocation of the whole 49 ha of this site at present. However, a lesser scheme limited to the firm defensible boundaries provided by the M40 and the A361 could be viably delivered on the western part of the site only, in the short to medium term. This should ensure that sufficient new land is available to meet largely non-strategic B2 and B8 use needs arising from within and/or related to the Banbury area and its local economy.
- 208. Subject to appropriate design and layout incorporated within a suitable master plan, as required by new policy Ban 15, employment development, principally for B2 and B8 uses, at this location would represent the most sustainable means of providing the necessary additional employment land supply for the town and district. For example, it would have reasonably good transport links with the town, including by walking and cycling, including through the existing underpass beneath the motorway, and with opportunities to improve bus services at reasonable cost. Furthermore, peripheral landscaping and green spaces within the site should also reduce the potential impact on the rural areas to the north and east, including from along the approach roads, to an acceptable level in landscape and visual terms.

- 209. Although various alternatives have been put forward for strategic scale employment sites, including in relation to other M40 motorway junctions, none is a realistic or more sustainable location for this plan period, given doubts over deliverability, including regarding transport implications, especially for the strategic road network. Additionally, some are of insufficient size to be properly considered as strategic scale allocations (e.g. land off Hennef Way), whilst others are less well linked to existing communities and would represent an even greater intrusion of built development into the otherwise largely rural countryside, such as at Ardley.
- 210. Moreover, there are reasonable prospects that the new jobs total in the modified plan, related to the revised housing needs, can be achieved without the allocation of the larger site being required. Firstly, the existing land supply will be significantly augmented by the other allocations in the plan, with most likely to be available in the short to medium term at least. In addition, there are other deliverable opportunities for some smaller, non-strategic scale, sites to come forward in sustainable locations within or adjacent to the present built up areas of the towns in the LP Part 2. Finally, there are job opportunities likely to come forward in the non B class uses, such as retail and in the public and service sectors associated with the new housing growth.
- 211. With this significant reduction in scale, the new policy and allocation would be sound in principle. Other changes to policy wording are also necessary for soundness and clarity, including deleting the reference to contributions towards the new SE Relief Road and replacing it with a requirement for improved bus services, with consequential ones throughout the plan, to reflect the smaller size of the allocated site (MM 115).

Issue 12 – Villages and Rural Areas (Policies Villages 1 – 5)

General

212. The plan's overall strategy sustainably focusses most new development on the two towns of Bicester and Banbury, with about 5,400 new homes in the rural areas, including at Kidlington and the former RAF Upper Heyford to 2031. This is clearly the most sustainable strategy for the district over the plan period and reflects the guidance in paras 17 and 30 of the NPPF. It properly seeks to alter the local pattern of recent housing growth, as a disproportionate percentage (almost half) has taken place in the smaller settlements, adding to commuting by car and congestion on the road network at peak hours. The number of new homes outside the two towns would be around a quarter of the overall total for the plan period taking into account the significant level of housing land supply already available in the rural areas.

Policy Villages 1

- 213. Most of the rural housing would be directed to the larger villages with existing services and facilities as the clearly more sustainable locations and in accord with paras 28, 55 and 70 of the NPPF. To this end, policy Villages 1 provides a categorisation of settlements to guide new housing proposals that will largely comprise small scale schemes within their present built up limits.
- 214. Since being updated in 2014, the survey work from which this hierarchy or ranking derives, supplemented by the Cherwell Rural Areas Integrated

Transport and Land Use Study (CRAITLUS), provides a generally robust evidence base. Policy Villages 1, as now modified by the Council, also takes into account "village clustering", to help reduce the need to travel by car, whereby smaller "satellite" villages in category B form a functional grouping with larger rural centres nearby in category A - service villages. Only limited infilling and conversions of existing buildings will normally be permitted in all other settlements in category C.

- 215. Many of the matters raised by representors relating to policies Villages 1 5 concern specific issues in individual settlements and/or sites of a non-strategic scale, i.e. with potential for less than 100 new homes, all of which are for consideration in the LP Part 2 process and consequently are not addressed in this report. Other representations, including from some Parish Councils, point to apparent inconsistencies and alleged inaccuracies remaining in the updated survey results, such that certain villages may have been mis-categorised.
- 216. However, even if so in one or two instances, the hierarchy is not "set in stone" for the full plan period and will, no doubt, be reviewed from time to time and as and when new services and facilities are provided or others may be lost. In particular, the relevant survey data will need to be thoroughly checked and comprehensively reviewed during the LP Part 2 process and before any new development sites are allocated therein for settlements in category A.
- 217. Consequently, these detailed concerns, whilst legitimate and understandable, do not render policy Villages 1 or the inclusion of a hierarchy unsound. Nor does it mean that the suitability of a three tier ranking of settlements across the district outside the towns needs to be reconsidered, given that it forms an appropriate part of the sustainable overall strategy and objectives in the plan. Taking into account that Kidlington is subject to its own policies, there is no necessity or justification for an additional category of "A plus" villages listing the largest ones, nor to make them the subject of increased allocations for that reason alone. Accordingly, as modified, policy Villages 1 is sound (MMs 131-145).

Policy Villages 2

218. Policy Villages 2 deals with the distribution of growth across the rural areas and indicates that around 750 new homes in total should be delivered at the category A villages, with all sites of a non-strategic scale to be allocated through the LP Part 2 and/or in Neighbourhood Plans where they are being produced. Subject to clarifications and adding a criterion regarding flood risk (MM 147), the policy is sound, with all of the other listed criteria being suitable and sensible considerations to be taken into account in each case.

Policy Villages 3

219. In accord with the guidance in the NPPF and PPG, Policy Villages 3 provides the opportunity for small scale rural exception sites to be brought forward, within or adjacent to villages, to meet specific identified local housing needs, subject to suitable tests. This policy is also consistent with the relevant evidence regarding the affordability and availability of rural housing across the district currently and is therefore sound.

Policy Villages 4

220. The Council's evidence base, including the Playing Pitch and Green Space Strategies, satisfactorily demonstrates that there are a number of existing deficiencies and likely future shortfalls in open space, sport and recreation facilities in Kidlington and the rural areas. Together with policies BSC 10, 11 and 12, and consistent with para 73 of the NPPF, policy Villages 4 sets out the detailed requirements in each of three rural sub-areas of the district, albeit the data will need to be updated as part of the LP Part 2 process to facilitate delivery, including in connection with new development schemes. Notwithstanding, the policy is soundly based and reasonable in principle.

Policy Villages 5

- 221. Former RAF Upper Heyford is a very large ex-military base of around 520 ha that already has permission for a new settlement as part of a complex planning history since its closure in 1994. This scheme, plus a further permission for 60 units, would provide 314 refurbished homes and 821 new ones (1,135 total), with employment uses and related facilities.
- 222. However, in view of the need for a significant increase in new housing delivery in the district to meet the full, up to date, OAN, the Council now recognises the site's potential for a substantially larger number of new homes. This includes in respect of the identification of some limited additional greenfield sites, immediately adjacent to the former base, where new housing development would be complementary to that already permitted. Together with associated infrastructure and the conservation of the site's unique historic heritage assets, such a larger scheme would be capable of creating a more self-contained new community. In total it would involve a further 1,600 or so dwellings, with at least 30% affordable housing in accord with policy BSC 3.
- 223. The evidence base that justifies this additional provision is extensive. It includes, as listed in para C.260 of the plan, the detailed studies on the site's historic importance and character, including by EH, the potential visual and landscape impacts of re-development, as well as that of the additional adjoining greenfield sites, given the location on top of a plateau in a rural area, and the transport and traffic implications, as well as the 2011 Masterplan for the permitted scheme. It is supported by the SA Addendum (SUB 26PM).
- 224. It is effectively common ground that the site essentially comprises three functional areas, with the main flying field and technical site to the north of Camp Road, that runs east-west through it, and the mainly residential area to the south of the road. The former has the greatest historical significance, both nationally and internationally, due to its associations with the "Cold War" and the number, variety and extent of retained structures from that era, many of which help to define its unique character and interest. In the main, these are listed buildings and/or SAMs and thus have legal protection in any event.
- 225. Proposals to create a "Cold War" Park/visitor experience open to the public, to help conserve, enhance and interpret the site's historic assets as part of the full project are being seriously pursued by the developers of the site, EH and both District and County Councils. Thus, such a facility has at least reasonable prospects for delivery at present in conjunction with the new housing and related elements, with its important public benefits. For sustainability reasons, reflecting the above and the market demand for space at the existing

Heyford Park employment site, it is entirely appropriate that the policy also provides for employment growth as part of the overall scheme to deliver around 1,500 new jobs in around 120k sq m of buildings, principally in use classes B1, B2 and B2.

- 226. There are understandable local concerns about the traffic and transport impacts of the increased level of development on the surrounding rural area and on the local road network in particular. However, it is very relevant that OCC, the local highway authority, and the HA are now essentially content that, with particular junction and other localised improvement works to be paid for by the scheme, notably at Middleton Stoney crossroads/traffic lights, the available capacity can be increased to cope satisfactorily with the likely increased traffic generation. However, it is also clear that more major works, with their associated costs, may well be necessary for any more new housing than now identified in the modified plan.
- 227. Even so, these conclusions are based on the reasonable but challenging assumption that the use of non-car travel modes, especially public transport and here that effectively means bus services, can be materially improved. In particular, this is likely to involve a minimum half hour frequency to Bicester and Oxford during the working week, at least. The main local bus operator (Stagecoach) confirmed at the hearings that such a high quality service is considered feasible on a commercially viable basis, albeit requiring subsidy from the development during the critical initial period to become established as new residents arrive and to influence their travel choices from the outset, as has been achieved elsewhere.
- 228. In the light of all of the above, the modified proposals would make effective use of largely previously developed land and constitute sustainable development in line with the NPPF and PPG, including in respect of the additional adjoining greenfield areas. This conclusion and the general acceptability of the modified proposals in the plan, including the potential impacts on the LBs, SAMs and CAs, their unity and the allocation of limited additional areas of currently undeveloped land to the south of Camp Road adjacent to existing dwellings for new housing, are confirmed by the August 2014 interim report of the independent "urban capacity" assessment commissioned by the Council (ENV 21PM).
- 229. Importantly, a number of relevant detailed considerations are addressed in the criteria set out in policy Villages 5, as well as appropriate expectations for the scheme to provide suitable utility services, health and community facilities, schools, sports pitches and open spaces and a contribution to any necessary improvements to the capacity of junction 10 of the M40. However, for soundness and in line with the significant increase in the provision of new homes on the overall site, it is necessary to modify policy Villages 5 in a number of ways in addition to the revised housing numbers. This includes by adding references to secondary education also being required and the new primary school having the potential to expand in the future. The need for special consideration to be given to respecting the historic significance and character of the taxiway and entrance to the flying field, including the existing hangars, by keeping development back from the northern edge of the development areas, particularly new housing areas A and B, as recommended by EH, also needs to be added.

- 230. Furthermore, for clarity and completeness, the policy should also refer to public rights of way and a walking network of routes to and from the site, the mitigation of noise impacts, the provision of new habitats for ground nesting birds and great crested newts, as well as the conservation and enhancement of the LWS (as extended to the south). An archaeological field investigation is another essential element of the scheme, which should also seriously examine the potential for district heating from the nearby energy recovery facility.
- 231. Policy criteria relating to the adjoining CA, high quality design and particularly the boundary treatment for adjacent greenfield land are also required, plus public open space and green infrastructure links, together with the provision of extra care units and opportunities for self-build affordable housing. The boundary treatment, including landscape impact mitigation, to the south west of the site, including between it and the village of Upper Heyford, is particularly important to help ensure that the latter retains its separate identity as a rural settlement once this scheme is complete. It is also relevant in relation to the adjoining Rousham, Lower Heyford and Upper Heyford CA. This contains the Grade 1 listed Rousham Park, albeit set in the valley of the River Cherwell largely at a level well below that of the site and thus, subject to the above, its setting need not be directly affected by the proposals.
- 232. This treatment should also include the re-instatement of the historic Portway route across the western end of the extended former main runway as a public right of way on its original alignment. Subject to all of these modifications (MMs 148-157), policy Villages 5 would be sound and compliant with the NPPF and PPG. The full and up to date OAN for the district can be met on the totality of sites allocated in the plan and the available evidence confirms that the overall new settlement project, as presently envisaged, is viable and deliverable over the plan period. Accordingly, there is no necessity to allocate any further greenfield sites around the former base either now or as "reserve" sites for the future, as they would not be more sustainable than those allocated in the plan.
- 233. Given the recent identification of Bicester as a "Garden City" by government, reflecting the scale of new development there and the likely costs of the required infrastructure to support that growth, as well as the modified proposals for former RAF Upper Heyford, there is no necessity for a further new settlement to be considered in Cherwell to 2031, as things stand. The OAN of the district can be met in full on the sites allocated in the plan. This conclusion applies in respect of sites related to the M40 motorway junctions as to any other locations within the district, at present.

Issue 13 – Kidlington (Policies Kid 1 and Kid 2) and the Oxford Green Belt (Policy ESD 14)

Policy Kidlington 1

234. Taking into account the results of the Cherwell Economic Analysis Study (ECO 01) and the 2012 Employment Land Review update (ECO 06), including that there is a constrained supply but a continuing demand locally, as well as the Oxford/Oxfordshire City Deal, the Council has concluded that there are exceptional circumstances justifying a "limited, small scale," review of the OGB boundary at both Begbroke Science Park and at Langford Lane in Kidlington.

- This would relate to the two "areas of search" shown on the Policies Map and be carried out through the LP Part 2 process.
- 235. It would aim to meet particular local employment needs arising from the present cluster of high tech and knowledge economy firms based at the two locations, with strong links to the city and university, and take advantage of a strategic opportunity to provide sustainable economic growth locally. Some occupiers are university "spin out" companies carrying out nationally and internationally important scientific research, with very good prospects for growth in the short to medium term.
- 236. As a result, new firms would be able to take advantage of the synergies with existing companies that should encourage economic growth through the effects of clustering and the proximity to the airport, which is, of course, an important but fixed infrastructure facility. Accordingly, sites at Banbury and Bicester are less likely to be realistic alternatives for some of these prospective occupiers. Moreover, the locations do not directly affect the important "Kidlington Gap" part of the OGB and the limited changes envisaged should be capable of providing new long term defensible boundaries so that no form of precedent for any other schemes need arise.
- 237. The fact that the extent of the land in the two "areas of search" is restricted in scale also means that the likely growth in traffic movements from new employment development should be safely accommodated on the strategic and local road networks without adding materially to congestion or delays. This is reflected in the initial transport assessment work carried out and accepted by OCC as the local highway authority and the absence of objection from the HA. It is also reinforced by the generally good bus services that exist and the significant public transport improvements taking place, including the new rail station at Water Eaton. For similar reasons, the total number of new jobs arising is not likely to add significantly to existing housing pressures in Kidlington itself, bearing in mind that it also forms part of a wider market area, including Oxford city.
- 238. In my judgement, this specific combination of factors amounts to the exceptional circumstances necessary to justify the very limited changes to the OGB boundary presaged in the policy and that it would be consistent with the guidance in paras 83-85 of the NPPF, including regarding the definition of boundaries. Given its small scale and defined extent in the areas of search thus likely minimal overall impact on the purposes of the OGB, this element of policy Kid 1 is therefore sound. But these exceptional circumstances do not also apply elsewhere in the locality and thus there is no necessity or imperative to conduct a more wide ranging review of the OGB at Kidlington or nearby for economic/employment reasons at present. The detailed design and development criteria set out in policy Kid 1 are all reasonable, realistic and appropriate for the locations and therefore, subject to the addition of "Oxford Technology Park" in part a) for clarity (MMM 127), the policy is sound with other text amendments for clarity (MMMs 125/126).

Policy Kidlington 2

239. Policy Kid 2 properly seeks to strengthen the village centre through further environmental improvements and encouraging the evening economy to

reinforce its role as a local service centre. However, references to the general acceptability of new housing in the village centre, where it would not lead to the loss of retail or "main town centre" uses, and to confirm that the boundary definition of the expanded centre will be a matter for the LP Part 2, need to be added for clarity and soundness (MMs 128/129).

Policy ESD 14 - Oxford Green Belt

- 240. The first two parts of policy ESD 14, dealing with the OGB, are entirely in accord with the NPPF and PPG and sound. The third part also refers first to the OGB boundary review at Kidlington to meet local employment needs, in accord with policy Kid 1 (see above).
- 241. Para B256 of the modified Plan supporting policy ESD 14 already refers to local affordable housing needs potentially being met by small scale schemes on rural exception sites, including in the OGB, under policy Villages 3. This applies to Kidlington, as elsewhere. Although it is the largest village in the district, the scale of that specific local need on its own is considered unlikely to generate the requirement for a strategic site on the edge of the settlement in the plan period. This conclusion is reinforced by the identification of some prospects for limited new housing within the existing built up area in the early work on the Kidlington Framework Masterplan, now underway. Consequently, the local housing needs of the village should be capable of being addressed under Policy Villages 3, rather than requiring a separate local review of the OGB boundary around Kidlington.
- 242. There are also likely to be particular complications and potential confusion that would arise for all concerned with such a review alongside the limited local OGB boundary review to meet employment needs. Additionally, there is the obvious difficulty of accurately assessing the needs that relate to Kidlington alone, rather than the wider Oxford area, especially if more than affordable housing is considered. Therefore, the Council's proposed modification to introduce such a commitment into the policy is not necessary and would be unsound, as exceptional circumstances do not exist at present to justify an OGB boundary review to help meet the local housing needs of the village. In the light of the above, further modifications are necessary to the policy and its text for clarity (MMs 61/62).

Issue 14 - Infrastructure, Delivery and Monitoring (Policy INF 1)

- 243. Significant investment is already underway in new and improved infrastructure locally, not least in respect of public transport and especially rail, thus enhancing the district's realistic capacity for growth over the plan period. Of the short to medium term projects listed in the IDP in App 8, some are now complete, with well over half the remainder having full funding secured or committed and only a relatively few, none of which are critical to the plan's implementation, without allocated funds at present. In addition, government has recently announced that funding of around £100m will be available, subject to value for money, to help deliver new development at Bicester in line with its designation as a "Garden City", alongside Ebbsfleet in Kent.
- 244. Moreover, with a variety of strategic sites identified, the plan's overall strategy does not rely on any one or more specific elements of new infrastructure

having to be provided before the delivery of the new housing, employment and related development envisaged. Consequently, it provides a reasonable degree of flexibility regarding delivery in the event that one or more of the key sites does not come forward as expected for whatever reason. In most cases, the allocated sites have active developer interest, with many having already commenced on site in part and/or with planning permission or Council resolutions to permit, subject to legal agreements.

- 245. In addition, the October 2013 LP Viability Study (PWE 02) concludes that the delivery of all the strategic sites is currently viable, including Canalside at Banbury (Ban 1) albeit with a slightly later start than most others. The Council itself is also taking a proactive role in implementation, including through the purchase of the Graven Hill site (Bic 2) from the Ministry of Defence and the emerging proposals for the largest "self-build" site in the country as part of the overall scheme, alongside new employment provision.
- 246. The new housing numbers in the plan are not intended to act as a cap or upper limit, nor those for new jobs, and there are no general or specific phasing policies in the plan directly affecting the timing of delivery on any of the strategic sites. Therefore, there is scope for some to come forward more quickly than initially envisaged, if viable, including at NW Bicester (Bic 1), albeit the annual level of new housing proposed is a significant increase compared to recent figures and is likely to prove challenging for all concerned to achieve consistently.
- 247. Notwithstanding, the modified housing trajectory in Table 15 (and that for employment in Table 16) (MM 168) represent reasonable estimates based on current information and provide a suitable basis for the purposes of monitoring. In the light of all of the above, there are reasonable prospects of delivering the plan's strategy and objectives by 2031 with the necessary essential infrastructure in place. Furthermore, in principle, the Council's intended monitoring and review processes should be satisfactory to provide sufficient flexibility and to assist implementation over time.
- 248. However, given the importance of maintaining a five year housing land supply, amendments and additions to paras E11, E12, E22 and E25 are required to provide adequate clarity in respect of the monitoring of new housing delivery and particularly the actions that would need to be taken if shortfalls arise (MMs 164-167). In addition, changes to para D22 are also necessary to refer to Upper Heyford specifically and other areas of the district to reflect other modifications for accuracy and completeness, including that there is no demonstrable overriding need for a review of the OGB boundaries at Kidlington to meet the current local housing needs of the village (MMs 159-163).

Assessment of Legal Compliance

249. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS										
Local Development	The	Local	Plan	is	identified	within	the	latest		
Scheme (LDS)	approved LDS of November 2014, which sets out an									

	expected adoption date of May 2015. The plan's content and timing are generally compliant with the LDS, albeit there has been some delay due to the need for modifications.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in July 2006 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed 'main modification' changes (MM)
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Appropriate Assessment (AA)	The Habitats Regulations AA Reports of October 2009, September 2010 and August 2012, plus the Addendums of March 2013, October 2013 and October 2014, conclude that there are no likely significant adverse effects on the Oxford Meadows Special Area of Conservation (SAC), or any other SACs outside the district, arising from the plan, including "in combination with other plans/proposals", as agreed by Natural England.
National Policy	The Local Plan complies with national policy in the NPPF, except where indicated and modifications are recommended.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS.
Public Sector Equality Duty (PSED)	The Local Plan complies with the Duty.
2004 Act (as amended) and 2012 Regulations.	The Local Plan complies with the Act and the Regulations.

Overall Conclusion and Recommendation

- 250. The plan has a number of deficiencies in relation to soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.
- 251. The Council has requested that I recommend main modifications to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the Cherwell Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Nigel Payne

Inspector

This report is accompanied by the Appendix containing the Main Modifications



Cherwell District Council

Cherwell Rural Area Integrated Transport and Land Use Study (CRAITLUS)

Stage 2: Criteria-Based Assessment

FINAL REPORT



August 2009

Halcrow Group Limited



Cherwell District Council

Cherwell Rural Area Integrated Transport and Land Use Study (CRAITLUS)

Stage 2: Criteria-Based Assessment Final Report August 2009

Halcrow Group Limited

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Executive Summary

Cherwell District Council is progressing its Local Development Framework (LDF) which will guide the development of the District for the period to 2026. In order to fully consider the transport impacts of future proposals, the 'Cherwell Rural Area Integrated Transport and Land Use Study' (CRAITLUS) has been commissioned.

This report is Stage 2 of CRAITLUS, which identifies the transport and land use impacts of the potential new housing developments in rural Cherwell. Stage 2 comprises an appraisal of the 33 most sustainable villages against a set of transport criteria to determine the most suitable locations, in transport terms, for housing development. The criteria cover the following elements:

- Village Facilities;
- Public Transport Accessibility;
- Potential for Re-Routed Bus Services;
- Car-Based Accessibility Assessment;
- Network Constraints and Impact on the Road Network;
- Changes in Total Network Travel Time; and
- Changes in Total Network Travel Cost.

The results show that 14 villages performed well against the criteria. These villages could accommodate new development in a sustainable way with minimal adverse impact on the transport network. The villages are:

Adderbury;
Begbroke;
Bloxham;
Bodicote;
Chesterton;
Deddington;
Kidlington;
Kirtlington;
Launton;
Middleton Stoney;

Weston-on-the-Green;
 Yarnton.

Eight out of ten type 'A' villages record high 'sustainability' and 'overall' ratings, which supports the Council's 'Options for Growth' document. Launton and Yarnton are the best performing villages as they have a number of facilities, frequent public transport links and a close proximity to a major centre.

Of the type 'B' villages, six perform well: Islip, Weston-on-the-Green, Chesterton, Middleton Stoney, Begbroke and Kirtlington. Weston-on-the-Green performs well despite loading trips onto the already congested A34 and Islip performs well despite a constrained road width in the village centre.

Of the 33 villages, only four show little capability to sustainably support additional housing. Shenington, Sibford Ferris/Sibford Gower and Charlton-on-Otmoor perform poorly due to their location on minor roads, with long travel times and distances to access key facilities. Hanwell is located close to Banbury which provides key facilities, but has few facilities of its own and few public transport links.

An assessment has been undertaken to determine the cumulative impact of trips on the network based on allocating 2100 houses throughout rural Cherwell as proposed in the SE Plan. The study also includes an assessment considering locating 2500 dwellings in rural Cherwell to explore the impacts of a higher number of dwellings in the rural areas. The assessment of these two figures has been undertaken assuming these houses are allocated by a percentage split proportionate to their current sustainability classification.

These allocations and the numbers involved are for testing purposes only for this report. The council will be considering a number of factors before it proposes where to locate development in the rural areas, and how much.

The largest impacts occur on principle routes approaching Banbury and Bicester, which currently experience congestion in the morning peak. Additional housing development would add trips to these congested areas and intensify the problem.

Trips generated by potential housing allocations in Bloxham, Deddington, Adderbury and Bodicote combine to produce high demand to travel northbound to access Banbury or the M40 on the A361 and A4260 corridors. The impacts are less significant around Bicester as the villages with the highest potential housing allocation (Bloxham and Deddington) have a lower attraction to Bicester, and the type 'A' villages in close proximity to Bicester (Ambrosden, Launton and Kidlington) approach the town on different routes, therefore spreading the impact.

Trips to Bicester are, however, affected by the predicted traffic growth and committed developments at SW Bicester and Bicester Business Park (2016), with Launton, Ambrosden, Arncott and Wendlebury potentially subject to greater delay.

1 Introduction

1.1	Background
1.1.1	The South-East Regional Spatial Strategy (South East Plan) sets out housing
	allocations for different areas across the region for the period up to 2026. While
	most new residential development in Cherwell will be focused upon the towns of
	Banbury and Bicester during this period, some new housing will also be provided
	within the rural area to meet the needs of the local population.
1.1.2	The LDF should be supported by appropriate technical background and
	justification for its preferred policies and proposals. Therefore, in order to fully
	consider the transportation effects of future proposals, it is necessary to assess the
	implications of any such development upon the transport network and existing and
	future infrastructure.
1.1.3	The 'Cherwell Rural Area Integrated Transport and Land Use Study'
	(CRAITLUS) aims to identify the transport and land use impacts of potential new
	housing development in the rural areas. The outcome will inform decisions
	regarding the location of new housing to 2026.
1.1.4	The CRAITLUS study area is Cherwell District with the exception of Bicester and
	Banbury, which are the subject of separate studies – BicITLUS2 and BanITLUS2.
1.2	Report Context
1.2.1	This report presents the outcome of CRAITLUS Stage 2 and follows the
	completion of Stage 1. The term "Stage 2" is used as it follows a clear break in the
	programme and direction of the study.
1.2.2	CRAITLUS Stage 1 prepared an evidence base to inform the assessment process.
	The outcome of Stage 1 was a series of Technical Notes, as follows:
	TN1 – Traffic Monitoring Data;
	• TN2 – Census Data;
	• TN3 – Network Information ¹ ;

¹ Technical Note 3 was not issued. TN3 was provisionally a review of network constraints linking each village with key services and the subsequent assessment of measures to mitigate these constraints. It was considered prudent to perform an initial sift of villages prior to the assessment. Nevertheless, consideration is given to network constraints in Chapters 6.

- TN4 Current Transport Provision;
- TN5 Policies and Strategies;
- TN6 Committed Development Sites.

1.2.3 Stage 2 comprises an appraisal of villages against a set of criteria to determine the most suitable locations, in transport terms, for housing development. A criteria approach provides a transparent framework to assess the villages and shows the effects of potential housing development. Stage 2 also provides an indication of the cumulative effects of locating development in villages in the rural areas.

1.3 Study Objectives

1.3.1 A transport vision for the area has been set out in the Project Brief to guide the delivery of the study:

A Vision for Kidlington: A sustainable community where residents can access a range of services that is accessible by public transport, walking and cycling. For those travelling outside the village for employment or other services, public transport should provide an attractive alternative to the private car.

A Vision for the Rural Areas: To maintain the vitality of existing villages as attractive places to live and work. To promote enhanced service provision where this is appropriate and provide a sustainable alternative to longer distance journeys, particularly where this could reduce the use of the private car, although it is expected that the car will remain the dominant mode of transport within the rural area. To improve the service provided by public transport in order to provide a realistic alternative to the private car for some journeys to major service centres such as Banbury, Bicester, Kidlington, Oxford and other centres; and to improve the mobility of currently disadvantaged groups.

1.3.2 Core aims have been developed for CRAITLUS, as set out in the Project Brief, they are:

Core Aim A: Land Use

To identify settlements that could most sustainably accommodate future development in transport terms (i.e., by either enabling people to work close to where they live, or by providing opportunities to travel by sustainable modes to key destinations such as employment, education, health, recreation and retail facilities).

 to maintain opportunities for Kidlington residents to live and work in the village and to maximise the potential for people to travel to work by walking, cycling or public transport;

- to maintain employment and service activities that are appropriate to the rural area and to encourage people to travel by non-car modes where this provides a realistic alternative to the private car;
- 3. to identify corridors and routes that offer the greatest opportunities to promote more sustainable travel and to access key facilities such as health, education, employment and retail by sustainable modes; and

Core Aim B: Transport:

To identify current or potential future constraints on the transport network and opportunities for its future enhancement; to identify appropriate and deliverable measures which will effectively meet the short, medium and long term transport needs of Kidlington and the rural area by supporting any development that takes place during this period.

The transport measures identified should aim to meet the following objectives, which will in turn contribute towards the LTP objectives:

- To deliver safe, direct and attractive walking and cycling routes along the main desire lines, enabling people to access health, education, employment, retail and leisure facilities.
- 2. To provide easily accessible and good quality bus stops on all frequently served routes.
- 3. To facilitate interchange between modes at public transport interchanges.
- 4. To deliver bus priority measures on premium bus routes, that help to reduce bus journey times thereby making bus travel more attractive.
- 5. To promote the use of public transport for any out-commuting or incommuting that takes place (whilst recognising that these longer distance movements are less desirable).
- 6. To identify schemes that help to manage the local road network in a way that minimises congestion and discourages the use of inappropriate routes.
- 7. To support the development of strategic transport infrastructure that can help to deliver improved sustainable travel choices in the longer term.
- 8. To improve safety and personal security for all users.
- 9. To deliver measures that are sensitive to the surrounding environment.

Criteria-Based Approach

1.4

1.4.1

The objectives set out in 1.2 form the basis for a set of criteria to determine the optimum location for development. The criteria cover the following elements:

- Village Facilities;
- Public Transport Accessibility Assessment;

- Potential for Re-Routed Bus Services;
- Car-Based Accessibility Assessment;
- Network Constraints and Impact on the Road Network; and
- Changes in Total Network Travel Time and Cost.

Each of these criteria is discussed in and represented by a chapter of this report.

1.4.2 The output of the assessment in each chapter feeds into a summary matrix, which is presented in Chapter 8.

1.4.3 A fundamental characteristic of this approach is that locations are non-specific i.e. The potential for new housing in "the vicinity of" each village is tested.

Consequently, the consideration of specific parcels of land is outside the scope of this study; hence the detailed assessment of access arrangements to the local road network is not examined.

1.5 Options for Testing

1.5.1

The Council first set out its developing strategy for Cherwell's villages in the 'Options for Growth'² consultation paper in September 2008 and classified the villages based on their sustainability. Type 'A' villages had the highest level of sustainability, Type 'B' had a medium level and Type 'C' had a low level. A village's sustainability was based on the number/range of services and facilities (including the availability of public transport), population, employment opportunities and how close a village was to an urban area. These are shown in Table 1.1, below.

Table 1.1. Options for Growth Categorisation of Villages

	North Cherwell	Central Oxfordshire		
Type A villages (highest level of sustainability)	Adderbury, Bloxham, Bodicote, Cropredy, Deddington, Hook Norton	Ambrosden, Kidlington, Launton, Yarnton		
Type B villages (medium level of sustainability)	Hanwell, Finmere, Fringford,Fritwell, Shenington, Sibford Gower, Sibford Ferris, Steeple Aston, Wroxton	Arncott, Begbroke (east), Bletchingdon (part Green Belt), Chesterton, Kirtlington, Middleton Stoney, Wendlebury, Weston on the Green (part Green Belt)		
Type C villages (low level of sustainability)	All other villages	All other villages (or parts of villages) that do not form part of the Green Belt		

² 'Options for Growth Consultation Paper'. Cherwell District Council, September 2008

1.5.2

The transportation considerations, including public transport availability, are more detailed and comprehensive for this study than for the work undertaken to form the village types above. This study therefore has the potential to inform a change to which villages are considered the most sustainable.

1.5.3

For this study the Council has requested that 33 villages³ be tested to explore the impacts of potential development in or near to these villages. These are shown in Table 1.2. The villages have been divided into three groups: Group 1, Group 2 and Group 3. These 33 villages are generally those that the Council classified as type 'A' or 'B' in the Options for Growth Paper. Some type 'C' villages with some limited services and facilities have been included for testing to explore whether the conclusions of this study mean they could be considered for development. All remaining type 'C' villages do not have enough services and facilities to be considered in this study. Bloxham and Deddington have been allocated a separate Group (group 1) due to their higher number/wider range of services and facilities to test higher allocations of housing. In the Options for Growth Paper villages were also classified as type 'C' if they were washed over by the Green Belt and therefore considered inappropriate for development. Islip has also now been included in Group 3 for the purposes of this study due to it's good range of services and facilities.

1.5.4

Table 1.2 shows two different scenarios. Scenario 1 will be used to show the effects of development in isolation for a set number of houses. Scenario 2 divides the South East Plan requirement for housing in rural areas between the villages based on a percentage split. Table 1.2 shows the housing numbers for testing.

³ Sibford Ferris and Sibford Gower have been grouped together. Facilities at both villages have been considered however assessments of accessibility and network impacts are based on a central point in Sibford Ferris.

Table 1.2. Housing Scenarios to be Tested

Group	Village	Scenario	o 1: Develop isolation	ment in	Scenario 2: Cumulative Effect of SE Plan Requirement			
Gre	, mage	(a)	(b)	(c)	(a)	(b)		
	Bloxham	300	150	100	25% = 260	25% = 310		
1	Deddington	dwellings	dwellings	dwellings	dwellings	dwellings		
	Adderbury							
	Bodicote							
	Cropredy							
	Hook Norton	150	100	n/a	50% = 130	50% = 155		
2	Ambrosden	dwellings	dwellings	11/ a	dwellings	dwellings		
	Kidlington							
	Launton							
	Yarnton							
	Islip							
	Hanwell							
	Finmere							
	Fringford							
	Fritwell							
	Shenington							
	Sibford Ferris/				25% = 24	l		
	Sibford Gower							
	Steeple Aston							
	Wroxton							
	Arncott	50	30	15		25% = 28		
3	Begbroke	dwellings	dwellings	dwellings	dwellings	dwellings		
	Bletchington							
	Chesterton							
	Kirtlington							
	Middleton Stoney							
	Wendlebury							
	Weston on the Green							
	Bucknell							
	Drayton							
	Lower Heyford							
	Charlton on Otmoor							
	Milcombe	,	,	,	2400 1 "	2500 1 "		
	Total	n/a	n/a	n/a	2,100 dwellings	2,500 dwellings		

2 Village Facilities

2.1 Introduction

2.1.1

2.1.2

2.2.1

2.2.2

There is a need to focus future developments in 'sustainable' locations in order to meet objectives and policy at all levels. New development should be located in villages which have services and facilities so people have the opportunity to access these, reducing the need to travel elsewhere by private car. Development in villages can also help maintain and enhance services and facilities by maintaining/creating a demand for them.

This Chapter examines the existing level of service provision in the villages identified in Table 1.2 in order to identify 'sustainable' village locations for new housing development.

2.2 Facilities Mapping

Existing facilities have been mapped in Figures 1 and 2 of Technical Note 7 (TN7), which is included as Appendix A in this report. TN7 shows the type, extent and distribution of service provision in rural Cherwell. It sets out information about the services and facilities in all of Cherwell's villages. A significant proportion of the villages in TN7 have not been assessed in the main part of this study as they do not have sufficient services and facilities.

The purpose of village facilities mapping is to understand the community facilities which might negate the need to travel for residents of new housing development. This study does not make detailed observations about the services and facilities in a village. The nature of a service or facility, the number of each type of service or facility or its significance in reducing the need to travel and for sustainability will be considered by the Council when devising policy for the LDF. Village facilities are:

- Community Facilities;
- Nurseries;
- Public houses;
- Post Offices;
- Primary Schools;
- Recreational Facilities;
- Retail (food) sites; and
- Business/Retail sites.

2.2.3 Kidlington is the third largest settlement in Cherwell. It has numerous frequent bus services and contains one or more of all the mapped facilities. As a

consequence, Kidlington is not shown on the map but is included in the overall assessment.

2.3 Summary of Key Findings

2.3.1 Villages with all eight facilities are:

- Adderbury;
- Ambrosden;
- Bloxham;
- Bodicote;
- Deddington; and
- Kidlington.
- 2.3.2 A further 11 villages contain seven of the facilities, as listed below.
 - Begbroke;
 - Cropredy;
 - Fritwell;
 - Hook Norton;
 - Islip;
 - Kirtlington;
 - Launton;
 - Sibford Ferris/Sibford Gower;
 - Steeple Aston;
 - Weston on the Green; and
 - Yarnton.
- 2.3.3 Only three villages contain 3 or fewer facilities, as listed below. Hanwell is the least sustainable village as there is no frequent bus service.
 - Hanwell;
 - Wendlebury; and
 - Drayton
- 2.3.4 The results (assessment score) of the facilities assessment are shown in Table 2.1.

 The assessment score represents the number of services and facilities a village has.

No. of Facilities	Assessment score
0-3	1
4-6	2
7-9	3

Table 2.1. Facilities Mapping: Criteria-Based Assessment Results

Village Hierarchy	Village	Community Facilities	Nursery	Public House	Post Office	Primary School	Recreational Facilities	Retail (Food)	Business/ Retail	No. of Facility 'types'	Assessment Score
Croup 1	Bloxham	✓	✓	✓	✓	✓	✓	✓	✓	8	3
Group 1	Deddington	✓	✓	✓	✓	✓	✓	✓	✓	8	3
	Adderbury	✓	✓	✓	✓	✓	✓	✓	✓	8	3
	Bodicote	✓	✓	✓	✓	✓	✓	✓	✓	8	3
	Cropredy	✓	×	✓	✓	✓	✓	✓	✓	7	3
Group 2 Hook Norton	✓	×	✓	✓	✓	✓	✓	✓	7	3	
Group 2	Ambrosden	✓	✓	✓	✓	✓	✓	✓	✓	8	3
	Kidlington	✓	✓	✓	✓	✓	✓	✓	✓	8	3
	Launton	✓	×	✓	✓	✓	✓	✓	✓	7	3
	Yarnton	✓	✓	×	✓	✓	✓	✓	✓	7	3
Group 3	Islip	✓	✓	✓	×	✓	✓	✓	✓	7	3
	Hanwell	✓	×	✓	×	×	✓	×	×	3	1
	Finmere	✓	✓	×	×	✓	✓	×	✓	5	2
	Fringford	✓	✓	✓	×	✓	✓	×	×	5	2
	Fritwell	✓	✓	✓	✓	✓	✓	✓	×	7	3
	Shenington	✓	✓	✓	×	✓	×	×	✓	5	2
	Sibford Ferris/ Sibford Gower	✓	✓	✓	✓	✓	✓	✓	×	7	3
	Steeple Aston	✓	✓	✓	✓	✓	✓	✓	×	7	3
	Wroxton	✓	×	✓	×	✓	✓	×	×	4	2
	Arncott	✓	×	✓	×	×	✓	✓	✓	5	2
	Begbroke	✓	✓	✓	✓	×	✓	✓	✓	7	3

Village Hierarchy	Village	Community Facilities	Nursery	Public House	Post Office	Primary School	Recreational Facilities	Retail (Food)	Business/ Retail	No. of Facility 'types'	Assessment
	Bletchington	✓	×	✓	×	✓	✓	×	✓	5	2
	Chesterton	✓	✓	✓	×	✓	✓	×	×	5	2
	Kirtlington	✓	✓	✓	✓	✓	✓	✓	×	7	3
	Middleton Stoney	✓	×	✓	×	×	✓	✓	✓	5	2
	Wendlebury	✓	×	✓	×	×	✓	×	×	3	1
	Weston on the Green	✓	✓	✓	✓	×	✓	✓	✓	7	3
	Bucknell	✓	×	✓	×	×	✓	✓	×	4	2
	Drayton	✓	×	✓	×	×	×	×	✓	3	1
	Lower Heyford	✓	×	✓	×	×	✓	✓	×	4	2
	Charlton on Otmoor	✓	✓	✓	✓	✓	✓	*	×	6	2
	Milcombe	✓	×	✓	×	×	✓	✓	✓	5	2

3 Public Transport Accessibility

3.1 Introduction

3.1.1 Public transport accessibility assessments identify settlements where accessibility to key services and facilities, by public transport, is comparatively better or worse than for other settlements. The outcome will help to identify settlements that can most sustainably accommodate future development.

3.2 Bus Routes and Frequencies

3.2.1 Bus routes and frequencies have been mapped to demonstrate the opportunity that residents, employees and visitors have to access key services. Bus routes are shown in Figures 1 and 2 of TN7, which is included as Appendix A in this report. The routes are mapped in three categories, according to their frequency:

- Less than daily;
- Less than six return journeys per day; and
- Six or more return journeys per day.

3.3 Accession

3.3.1 The assessment has been undertaken using accessibility planning software 'Accession'. A detailed methodology and description of the data input into the program is provided in TN7 (Appendix A).

3.3.2 The assessment examines journey times from each origin point (representing the village where people live) to a set of key services, which are usually in a town in Cherwell or just outside the District. Groups of key services are listed below and the individual services within each group are listed in Appendix B:

- Employment sites;
- Secondary schools;
- Hospitals;
- Major centres;
- Major retail sites; and
- Supermarkets.

3.3.3 Journey times include the public transport element of the journey plus a walk time from the origin to the bus stop, a walk time to the ultimate destination and a notional 'wait' time.

3.3.4

The outputs are in the form of contour maps showing journey time thresholds to each key service. If a journey is not possibly within the modelled time period and within the given model parameters a 'no accessibility' contour is displayed. The journey time contour maps are shown in Figures 3 to 18 of TN7, included in Appendix A of this report. Separate maps are produced for North and South Cherwell.

3.4 Summary of Key Findings: North Cherwell

3.4.1 Banbury is the largest settlement in Cherwell District and contains the majority of key services. Three villages are located close to Banbury and on frequent bus routes resulting in journey times to key services consistently less than 30 minutes. These are:

- Adderbury,
- Bloxham; and
- Bodicote.

A further four villages are within an hour of all services and within 30 minutes for the majority of services. They are:

- Deddington;
- Drayton;
- Hook Norton; and
- Milcombe.

3.4.2 Of the remaining villages:

- Sibford Ferris/Sibford Gower is within an hour of all key services;
- Cropredy, Shenington and Wroxton have accessibility times that vary between less than 30 minutes to no accessibility within the modelled time period;
- Hanwell is located on a less than daily bus route. Consequently it has no
 accessibility to the key services during the modelled time periods.

3.5 Summary of Key Findings: South Cherwell

3.5.1 Seven villages are within 30 minutes of all key services by public transport. Four of these villages are located close to Bicester, the remainder are located in south west Cherwell close to larger settlements with key services. All of these villages are located on frequent bus routes. They are:

- Bletchingdon;
- Chesterton,
- Kidlington;
- Launton;
- Middleton Stoney,
- Wendlebury; and
- Yarnton.
- 3.5.2 There are four villages that have no access to key services by public transport, or experience long journey times. These are:
 - Charlton-on-Otmoor,
 - Finmere,
 - Fringford, and
 - Fritwell.
- 3.5.3 Three of these villages (*Finmere*, *Fringford* and *Fritwell*) are located north of Bicester, within a large area of poor accessibility.
- 3.5.4 Of the remaining villages:
 - Ambrosden and Arncott record accessibility times of less than 30 minutes to all key services, with the exception of secondary schools,
 - Journey times from *Begbroke* are under 30 minutes for each services, with the exception of major retail sites and supermarkets;
 - Lower Heyford and Steeple Aston have varying journey times
 depending on the service type. Access to employment sites and hospitals
 are less than 30 minutes in Lower Heyford, although access times are
 consistently between 30 and 60 minutes for all other services. Steeple
 Aston consistently records accessibility times of between 30 and 60
 minutes.
- 3.5.5 Villages most affected by variations in bus timetables are *Charlton-on-Otmoor* and *Islip*. Both villages have better accessibility to major centres on a Friday, although journey times from *Charlton-on-Otmoor* are more than 30 minutes.
- 3.6 **Rail**
- 3.6.1 Existing rail lines through Cherwell District include:
 - Oxford-Banbury (main line);

- Oxford-Charlbury (Cotswold Line);
- Oxford-Bicester Town (The Bicester Link);
- Princes Risborough-Banbury (Chiltern Line).

3.6.2 Islip station is on the Oxford to Bicester town line and is located approximately 400m from *Islip* village centre. There are 11 services per weekday to Oxford with a journey time between 15 and 21 minutes. There are also 11 services per weekday to Bicester with a journey time of 13-15 minutes. From *Islip*, rail offers a faster journey time than bus to major centres and major retail. Assuming the same parameters for walk speed and wait time, the average journey by rail to Bicester town centre is between 29 and 31 minutes.

Heyford station is on the Oxford to Banbury Main Line and is located approximately 400m from *Lower Heyford* village centre. There are 11 services per weekday to Oxford with a journey time between 15 and 18 minutes. There are also 11 services per weekday to Banbury with a journey time of 16 minutes.

Rail offers a faster journey time than bus to major centres and major retail. The average journey time from *Lower Heyford* to Oxford, including walking and waiting elements, is between 31 and 34 minutes.

3.7 Assessment Result

3.6.3

3.6.4

3.7.1 The results of the public transport accessibility assessment are shown in Table 3.1. To achieve these results, the following was undertaken:

3.7.2 A score of between 1 and 3 is provided for each village depending upon the accessibility time to a key service, as shown in the table below. This is repeated for all key services.

Accessibility Time	Assessment Score					
No accessibility 4	1					
30 mins +	2					
Under 30 mins	3					

⁴ 'No accessibility' means the journey is not possible by public transport and/or walking during the time period modelled and /or within 'acceptable' journey time and distance parameters. Nevertheless a lower limit Assessment Score of '1' is applied to reflect the opportunity for all journeys to be made, no matter how unrealistic.

3.7.3 The scores for accessibility time to each key service are then totalled to provide an overall score for each village for accessibility to all key services. This overall score then determines the Assessment Score for this element (public transport accessibility) of the study which each village receives. This process is shown in the Table below:

Overall Score	Assessment score
0-6	1
7-12	2
13-18	3

Table 3.1. Public Transport Accessibility: Criteria-Based Assessment Results

Village Hierarchy	Village	Employment (AM Peak)	Secondary Schools	Hospitals	Major Centres	Major Retail	Supermarkets	Overall Score	Assessment
Crown 1	Bloxham	3	3	3	3	3	3	18	3
Group 1	Deddington	3	2	3	2	2	2	14	3
	Adderbury	3	2	3	2	2	2	14	3
	Bodicote	3	3	3	3	3	3	18	3
	Cropredy	1	1	1	3	3	3	12	2
Group 2	Hook Norton	2	2	3	2	2	2	13	3
Gloup 2	Ambrosden	3	2	3	3	3	3	17	3
	Kidlington	3	3	3	3	3	3	18	3
	Launton	3	3	3	3	2	3	17	3
	Yarnton	3	3	3	3	3	3	18	3
Group 3	Islip	3	3	2	3	3	1	15	3
	Hanwell	1	1	1	1	1	1	6	1
	Finmere	1	1	1	1	1	1	6	1
	Fringford	1	1	1	1	1	1	6	1
	Fritwell	1	1	1	2	2	2	9	2
	Shenington	2	1	2	2	2	2	11	2
	Sibford Ferris/ Sibford Gower	2	2	2	2	2	2	12	2
	Steeple Aston	2	2	2	2	2	2	12	2
	Wroxton	2	1	3	2	2	2	12	2
	Arncott	3	2	3	3	3	3	17	3

Village Hierarchy	Village	Employment (AM Peak)	Secondary Schools	Hospitals	Major Centres	Major Retail	Supermarkets	Overall Score	Assessment
	Begbroke	3	3	3	2	2	2	15	3
	Bletchington	3	3	3	3	3	3	18	3
	Chesterton	3	3	3	3	3	3	18	3
	Kirtlington	3	3	3	2	2	2	15	3
	Middleton Stoney	3	3	3	3	3	3	18	3
	Wendlebury	3	3	3	3	3	3	18	3
	Weston on the Green	3	2	2	2	2	2	13	3
	Bucknell	1	1	1	3	3	3	12	2
	Drayton	2	3	3	2	2	2	14	3
	Lower Heyford	3	2	3	2	2	2	14	3
	Charlton on Otmoor	2	2	2	2	2	2	12	2
	Milcombe	2	3	2	3	3	3	16	3

4 Potential for Re-Routed Bus Services

4.1 Introduction 4.1.1 When considering sustainable village locations for new housing development, it is important not to discount villages on the basis of poor public transport

accessibility if a simple amendment could be made to an existing bus route which improves accessibility to key services.

4.1.2 This Chapter examines the potential for existing bus routes to be diverted and models the change in accessibility from affected villages.

4.2 Assessment Process

4.2.1 Ten villages have been selected for further analysis as they recorded a score of one or two in the public transport accessibility assessment and are not situated on frequent bus routes. The low matrix scores achieved by these villages indicate that they are the least accessible villages when travelling by public transport.

4.2.2 Determining the costs and benefits of public transport improvements requires a complex appraisal procedure beyond the scope of this study. Nevertheless, a basic checklist-approach has been developed as a tool to determine the potential for rerouting bus services. The checklist approach should be considered as indicative only.

4.2.3 The criteria used for the assessment are:

- Is there sufficient Demand? A total of 100 houses within a village, including proposed development, are required as proxy for demand. It is assumed the maximum number of dwellings for each band of villages will be built;
- Is there an existing frequent service within 2 km? Frequent is defined as six departures in each direction per day. The route must travel within a 2 km radius of the village centre;
- **Does the diversion add less than five minutes?** Route modifications should be implemented with minimal impact on current journey times of existing passengers. Journey times have been calculated using route maps⁵

⁵ Google Route Mapping Service

- which allow specific points on the road network to be manually input to achieve sufficient accuracy of timing points;
- **Does the existing route provide access to a key centre?** Key centres include Banbury, Bicester, Kidlington and Oxford;
- Are the roads suitable for bus access? For example, are there low or narrow bridges or constrained road widths?
- 4.2.4 The results, shown in Table 4.1, demonstrate that two villages, Finmere and Fringford, meet the criteria for further accessibility analysis using a modified bus route.
- 4.2.5 Cropredy and Bucknell satisfy all criteria except for suitable access. At Cropredy a narrow bridge with a steep gradient obstructs visibility creating an increased risk of collisions. Bucknell is at the crossroads of unclassified roads and in some locations, particularly Bainton Road to the northeast, the roads are narrow with poor visibility and few passing places. Despite existing bus services using these routes, any recommendation for additional services should only proceed pending further detailed investigation.
- 4.2.6 Finmere and Fringford satisfy the criteria because an existing service, the Stagecoach X5, operates between Cambridge and Oxford City Centres and travels on the A421 and A4421 close to both villages. However, strategic bus services such as the X5 are characterised by their rapid transit and limited stops at centres of high demand. Consequently, diverting the X5 service away from the principle road network to satisfy a nominal local demand is unlikely to make sound commercial logic. Nevertheless, potential re-routing of the service is tested assuming diversions can be justified on the basis of satisfactory demand.
- 4.2.7 The assessment, using Accession, has been undertaken using the same parameters as the public transport accessibility assessment described in Chapter 3. Each village and associated public transport modification has been tested in isolation. Separate testing means that each village adds just four minutes to the current journey time of the X5 service via the following route:
 - *Finmere*: Routes the X5 off the A421 to the bus stop on Valley Road rejoining the A4421 to Bicester;
 - *Fringford*: Routes the X5 off of the A4421 into Fringford to the bus stop on Main Street, rejoining the A4421 to Bicester.

Table 4.1. Potential for Re-Routed Bus Services: Criteria-Based Assessment

Village Hierarchy	Village	Sufficient Demand?	Existing frequent service bus route within 2 miles?	Diversion less than five minutes?	Existing route to key centre?	Are the roads suitable for bus access?	Criteria met for Accession testing?
Group 2	Cropredy	✓	✓	✓ 2 mins each way	✓	x Narrow bridge	×
	Islip	✓	✓	x 7/8 mins	-	-	×
	Hanwell	✓	×	-	-	-	×
	Finmere	✓	✓	✓ 2 mins each way	✓	✓	✓
	Fringford	✓	✓	✓ 2 mins each way	✓	✓	✓
Group 3	Fritwell	✓	×	-	-	-	×
	Shenington	✓	×	-	-	-	×
	Wroxton	✓	✓	5 mins each way	-	-	×
	Bucknell	✓	✓	5 mins total	✓	×	×
	Charlton on Otmoor	✓	✓	Over 10 mins	-	-	×

- 4.3 Summary of Key Findings
- 4.3.1 New journey time contour maps are shown in Figures 4.1 and 4.2.
- 4.3.2 When tested in Accession, the modified Stagecoach X5 service provides accessibility benefits to Finmere and Fringford. The modified service enables access to all key services within 30 minutes from both villages, as described below:
 - *Finmere:* Accessibility is improved to employment (both time periods), secondary schools, hospitals, major centres and major retail sites to a level where the majority of the village has a journey time between 20 and 30 minutes. Supermarkets are the exception, demonstrating a journey time of 15 to 20 minutes for the majority of the village and 20 to 30 minutes for the outskirts;
 - Fringford: Access to employment, secondary schools, hospitals and major retail is possible within 20 to 30 minutes. The Grayline Coaches 37 service connects Stratton Audley to Fringford improving access to hospitals and major retail sites from areas to the south of Fringford. However, this service is irregular, and subject to a number of variations. Major centres are accessible from Fringford within 20 to 30 minutes. Supermarket accessibility is variable within Fringford, although the majority of the village is able to access a supermarket within 20 minutes.
- 4.3.3 Potential accessibility improvements to Finmere and Fringford contribute towards an improved public transport accessibility rating. Both villages achieve a maximum rating of '3' based on the assessment criteria in Chapter 3. However, as discussed in 4.2.5, there is a low probability of re-routing the X5 based on the commercial risk of modifying a strategic bus service. To reflect this probability, a level '2' rating has been applied to Finmere and Fringford for this criterion.

5 Car Accessibility

5.1 Introduction

The purpose of the car accessibility assessment is to identify settlements where accessibility to key services and facilities by car is comparatively better or worse than other settlements. Journey times are used to demonstrate a village's accessibility. Long journey times by car are unsustainable, contributing to air pollution, climate change and potentially congestion. The outcome of the assessment can also be used to identify areas of poor accessibility, and to potentially develop strategies to improve accessibility to key services for all residents.

- 5.1.2 This Chapter summarises Technical Note 8 (TN8), shown in Appendix C.
- 5.2 Accession
- 5.2.1 The assessment has been undertaken using accessibility planning software 'Accession'. A detailed methodology and description of the data input into the program is provided in TN8 (Appendix C).
- 5.2.2 The assessment examines journey times from each origin point (representing villages where people live) to a set of key services, which are usually in a town in Cherwell or just outside the District. The key services are the same as those used for the public transport accessibility assessment. Groups of key services are listed below and the individual services within each group are listed in Appendix B:
 - Employment sites;
 - Secondary schools;
 - Hospitals;
 - Major centres;
 - Major retail sites; and
 - Supermarkets.
- 5.2.3 Car-based accessibility assessments calculate journey times from average link speeds. Accession uses default speeds which are broadly similar to the rural speed limits for these roads. However link speeds have been manually set to generic average speeds for different road types as speed limits are often not achievable in rural areas. Link speeds are shown in the Table 5.1. Furthermore, average speeds on A-roads in urban areas of Banbury, Bicester and Kidlington are unlikely to be achieved due to delay from higher traffic flows, network constraints and traffic

management measures. Therefore, A-road links in urban centres have been manually reduced to 48.3 km/h.

Table 5.1. Average Speeds by Road Type

Road Type	Average	Speed
Road Type	Km/h	Mph
Motorway	96.6	60
High speed dual-carriageway A road	96.6	60
A Road	72.4	45
B Road	56.3	35
Unclassified	48.3	30
Other	32.2	20

5.2.4 The outputs are in the form of contour maps showing journey time thresholds to each key service. The maps show locations where key services are accessible by car and the likely journey times to reach those services. The journey time contour maps are shown in Figures 1 to 12 of TN8 (Appendix C) of this report. Separate maps are produced for North and South Cherwell.

5.3 Summary of Key Findings: North Cherwell

5.3.2

5.3.3

5.3.1 In the North of Cherwell, no village is ever more than 30 minutes away from any of the modelled services. However, each village's accessibility performance does vary between the different services.

Only *Bodicote* is always within a 10 minute car journey of each modelled service, although *Drayton* is within 10 minutes of each service with the exception of hospitals (within 15 minutes). Both of these villages perform well due to their close proximity to Banbury, which contains every modelled service type.

Two villages are always located in the 10 to 15 minute contour band:

- *Cropredy*; and
- Hook Norton.

5.3.4 Sibford Ferris/Sibford Gower is a 15-20 minute journey from all modelled services. It is located in the west of the district and therefore remains a roughly equal distance from all services, which are predominantly located in the east.

5.3.5	A number of villages in the north of Cherwell have variable journey times when accessing different services. These villages can be grouped into three categories, as detailed below.
5.3.6	Four villages have access to two of the services in 5-10 minutes (in brackets), with the other services accessible in 10-15 minutes:
	 Adderbury (Employment and Supermarkets); Bloxham (Employment and Secondary Schools); Hanwell (Supermarkets and Secondary Schools); and Wroxton (Supermarkets and Secondary Schools).
5.3.7	Two villages have access to one of the services in 5-10 minutes (in brackets), with the other services accessible in 10-15 minutes:
	 <i>Deddington</i> (Supermarkets); and <i>Milcombe</i> (Secondary Schools).
5.3.8	One village, <i>Shenington</i> , has access to two services in 10-15 minutes, with the other services accessible in 15-20 minutes.
5.4	Summary of Key Findings: South Cherwell
5.4.1	In the south of Cherwell no village is ever more than 30 minutes away from any of the modelled services. Each village's accessibility performance does, however, vary according to the respective services.
5.4.2	Three villages are within 10 minutes of each modelled service: <i>Chesterton</i> , <i>Launton</i> and <i>Wendlebury</i> . These villages perform well due to their close proximity to Bicester, which contains at least one of every modelled service type. They are also situated close to higher speed A-roads.
5.4.3	A further three villages are within 10 minutes of each modelled service with the exception of hospitals, these are: <i>Begbroke</i> , <i>Kidlington</i> and <i>Yarnton</i> . <i>Kidlington</i> acts as a service hub which contains at least one of each modelled service, with the exception of hospitals.
5.4.4	A number of villages in the south of Cherwell are always located within the same contour band. The following are always located within the 10 to 15 minute contour:

Arncott,

- Bletchingdon;
- Fringford,
- Islip;
- Kirtlington,
- *Middleton Stoney*, and
- Weston-on-the-Green.
- 5.4.5 The following villages are always located within the 15 to 20 minute contour:
 - **Charlton-on-Otmoor.** and
 - Fritwell.
- 5.4.6 There are isolated areas that record journey times between 20 and 30 minutes which are located north of Finmere, north of Steeple Aston and east of Charlton-on-Otmoor.

5.5 Assessment Results

- 5.5.1 Overall, car accessibility within the Cherwell district is good. Isolated areas of the district record journey times between 20 and 30 minutes, however each short listed village is within a 20 minute journey of each modelled service.
- 5.5.2 In the north of the Cherwell district only one village (Bodicote) is within a 10 minute car journey of each of the modelled services, whereas in the south of Cherwell there are three villages (Chesterton, Launton and Wendlebury).
- 5.5.3 Bicester and Kidlington contain the majority of key services and are located on opposing sides of South Cherwell. However, only Banbury has the majority of key services in North Cherwell. Consequently villages in South Cherwell experience more consistent journey times than villages in North Cherwell.
- 5.5.4 The results of the car accessibility assessment are shown in Table 5.2. To achieve these results, the following was undertaken:
- A score of between 1 and 3 is provided for each village depending upon the accessibility time to a key service, as shown in the table below. This is repeated for all key services.

Accessibility Time	Assessment Score
No accessibility	1
30 mins +	2
Under 30 mins	3

5.5.6 The scores for accessibility time to each key service are then totalled to provide an overall score for each village for accessibility to all key services. This overall score then determines the Assessment Score for this element (car based accessibility) of the study which each village receives. This process is shown in the Table below:

Overall Score	Assessment score
0-6	_ 1
7-12	2
13-18	3

Table 5.2. Car Accessibility: Criteria-Based Assessment Results

Village Hierarchy	Village	Employment	Secondary Schools	Hospitals	Major Centres	Major Retail	Supermarkets	Overall Score	Assessment
Group 1	Bloxham	2	3	2	2	2	2	13	2
Group 1	Deddington	2	2	2	2	2	3	13	2
	Adderbury	3	2	2	2	2	3	14	2
	Bodicote	3	3	3	3	3	3	18	3
	Cropredy	2	2	2	2	2	2	12	2
Group 2	Hook Norton	2	2	2	2	2	2	12	2
Group 2	Ambrosden	3	2	3	3	3	3	17	3
	Kidlington	3	3	2	3	3	3	17	3
	Launton	3	3	3	3	3	3	18	3
	Yarnton	3	3	2	3	3	3	17	3
Group 3	Islip	2	3	2	2	2	2	13	2
	Hanwell	3	3	2	2	2	3	15	3
	Finmere	2	1	1	2	2	1	9	1
	Fringford	2	2	2	2	2	2	12	2
	Fritwell	1	1	1	1	1	1	6	1
	Shenington	1	2	1	1	1	2	8	1
	Sibford Ferris/ Sibford Gower	1	1	1	1	1	1	6	1
	Steeple Aston	1	1	1	1	1	2	7	1
	Wroxton	2	3	2	2	2	3	14	2
	Arncott	2	2	2	2	2	2	12	2

Village Hierarchy	Village	Employment	Secondary Schools	Hospitals	Major Centres	Major Retail	Supermarkets	Overall Score	Assessment Score
	Begbroke	3	3	2	3	3	3	17	3
	Bletchington	2	2	2	2	2	2	12	2
	Chesterton	3	3	3	3	3	3	18	3
	Kirtlington	2	2	2	2	2	2	12	2
	Middleton Stoney	2	2	2	2	2	2	12	2
	Wendlebury	3	3	3	3	3	3	18	3
	Weston on the Green	2	2	2	2	2	2	12	2
	Bucknell	2	3	2	2	2	2	13	2
	Drayton	3	3	2	3	3	3	17	3
	Lower Heyford	1	1	1	1	1	2	7	1
	Charlton on Otmoor	1	1	1	1	1	1	6	1
	Milcombe	2	3	2	2	2	2	13	2

6 Network Constraints, Trip Generation and Assignment

6.1 Introduction

6.1.1 It is necessary to consider the impact of trips generated by new housing development in order to fully assess the impact of development at each location. Consequently the purpose of this Chapter is to consider the potential problems created by, or encountered by, newly generated trips by examining their likely routes against identified network constraints.

6.1.2 This Chapter considers two key criteria within the overall assessment:

- Network Constraints: Identifies existing barriers to travel on the road network including physical barriers and capacity related barriers;
- *Impact on the road network:* Calculates the number of trips generated by development at each location and assigns them to the network.

The two elements are not exclusive of each another. A high volume of additional trips, for example, would have a more significant impact if loaded on to a route with several physical constraints and/or junctions at capacity.

6.2 Road Hierarchy

6.1.3

6.2.1

6.2.2

A road hierarchy shows the relative 'standard' of roads in relation to settlements in rural Cherwell. It also identifies the likely characteristics of potential routes taken by traffic generated by housing development. Consequently, a road hierarchy enables immediate assessment of sections of the local road network which might require mitigation from additional traffic growth and enables the identification of suitable routes for diverted bus services.

The road hierarchy in Cherwell District, including unclassified roads, is shown in Figures 6.1 (North Cherwell) and 6.2 (South Cherwell). The Local Transport Plan identifies roads subject to reclassification and these roads are represented by a dashed line. The hierarchy includes:

- Regional Routes: Motorways and regional 'A' roads providing high capacity strategic routes;
- Principal Routes: 'A' roads of lesser strategic relevance but of significant local importance;

 Local Distributor Routes: 'B' roads connecting villages, towns or services within Cherwell District.

6.3 Network Constraints

6.3.2

6.3.1 The term 'network constraints' is used to encompass all barriers to efficient travel by road, including 'physical' and 'demand' constraints. Physical constraints are a result of the built or natural environment and include constrained road widths, junction design and poor visibility. Demand constraints are over-capacity links and junctions resulting in delay to expected journey times.

Network constraints were identified through desk-based research, interrogation of traffic models and site visits:

- Desk-Based Research: A review of local policy, plans, transport models, maps and satellite images provided a comprehensive review of key constraints in the study area, these included:
 - o Known congestion and accident 'hotspots';
 - o Road safety and/or capacity issues at key junctions;
 - o Rail and river crossing points.
- *Site Visits:* The purpose was to identify network constraints that provide a direct and unique impediment to the efficient movement of traffic from each location. Site visits were undertaken on Wednesday 1st April and Tuesday 7th April 2009. Each 'shortlisted' village was visited and routes were driven between villages and likely destinations. Site visits identified a number of local constraints including:
 - Narrow road widths (caused by buildings or on-street parking);
 - Road characteristics, such as acute turns, steep gradients and poor visibility;
 - Traffic calming;
 - o Constraints on walking and cycling opportunities.
- Interrogation of Traffic Models: Oxford, Banbury and Bicester are not part of the CRAITLUS study area, however congestion on approach to these urban areas creates delay for many trips generated within rural Cherwell. Oxford, Banbury and Bicester have all been the subject of recent SATURN models and interrogation of these models has informed our understanding of constraints within, and on approach to, these urban areas. Journeys to some destinations outside of Cherwell require access to the M40 intersections. Junctions 8 (Oxford), 9 (Bicester) and 11 (Banbury) are all included in the respective models.

6.3.3 Annotated constraint maps are shown in Figures 6.3 and 6.4.

6.4 Trip Generation

6.4.1

TRICS® is a database containing statistics on a large volume of developments across a wide range of land use categories. Individual records hold details of the local environment and surroundings of developments, including statistics on the site's structure and operations, and hourly arrival and departure traffic volumes. The database can be interrogated by inputting details of a particular development type and location. TRICS® returns a shortlist of matching sites from which average trip rates can be generated.

6.4.2 In this instance TRICS® has been interrogated using the following parameters:

- Vehicles only⁶;
- Residential developments;
- Mixed Private;
- Stand alone, edge of town and suburban.

6.4.3 Some individual records within the aforementioned parameters were considered unsuitable for inclusion and subsequently eliminated from the analysis. They included:

- Sites within London: The transport infrastructure and travel behaviour is markedly different from rural Cherwell;
- Sites in town centre and built-up areas: The transport infrastructure and travel behaviour is markedly different from rural Cherwell;
- Sites built before 2000: These sites are unlikely to represent current policy and modern designs of housing developments;
- Density of <20 or >100: Extreme sparse or dense developments were eliminated as they could skew the average trip rate outputs.

⁶ TRICS® has been interrogated to find car-based trip rates only. Public transport may be available at some origins whilst it may not be available at others. This will ultimately affect mode choice and the number of car-based trips. However TRICS® is based on actual surveys of housing developments elsewhere thus providing a sound representation of 'average' car-based trips regardless of public transport provision.

6.4.4

Average outbound trip rates were generated for the morning peak from the selected records. The trip rates have been assigned to each scenario⁷ to calculate the total movements (production only) generated by the proposed developments. The results are summarised in Table 6.1.

Table 6.1. AM-Peak Trip Generation

No. of Houses	TRICS output: Trip Rates (departures)		Total Departures from Housing Development			
1104363	0700-0800	0800-0900	0700-0800	0800-0900	0700-0900	
15	0.19	0.34	3	5	8	
24	0.19	0.34	5	8	13	
28	0.19	0.34	5	10	15	
30	0.19	0.34	6	10	16	
50	0.19	0.34	10	17	27	
100	0.19	0.34	19	34	53	
130	0.19	0.34	25	44	69	
150	0.19	0.34	29	51	80	
155	0.19	0.34	29	53	82	
260	0.19	0.34	49	89	138	
300	0.19	0.34	57	103	160	
310	0.19	0.34	59	106	165	

6.5 Trip Assignment

6.5.1

The interaction⁸ between two locations declines with increasing generalised cost⁹ but increases with the attraction¹⁰ of either location. Gravity models are a means of measuring this spatial interaction. Consequently a bespoke gravity model has

⁷ The scenarios are explained in section 1.5.

⁸ In this context, the extent of 'interaction' can also be defined as the 'number of trips'

⁹ 'Generalised cost' is a function of time and cost and represents the implied 'cost' to an individual of a given trip. It is often used in transport modelling to understand mode or route choice.

¹⁰ The 'attraction' of a location is a function of the level of activity (e.g. employment, education, leisure, tourism) which generates demand to travel to that location. The size of a location, represented by its population, is used as a proxy for the 'attraction' of that location.

been developed to understand trip patterns from possible locations for new housing in Cherwell to likely centres of demand.

6.5.2 The attraction of major centre 'j' from origin 'i' is expressed as:

Attraction ij = Population j * Generalised Cost ij 2

where:

Generalised Cost ij = Vehicle Operating Cost ij + (Journey time ij * Value of Time)

Value of Time ij = V alue of Time * V ehicle Occupancy

Vehicle Operating Cost ij = Fuel Cost + Non-Fuel Cost

Fuel Cost $ij = ((resource\ cost + duty) * (fuel\ consumption\ ij)) * vat @ 15%$

Non-fuel cost ij = Non-fuel cost * Distance ij

6.5.3 The model assumes a linear relationship between relative attraction and population, i.e. when generalised cost is a constant the relative attraction of a given destination increases proportionally to the population of that destination. However, the relationship between relative attraction and generalised cost is not linear and is inversely proportional, i.e. when population is a constant the relative attraction of the destination is inversely related to the generalised of that destination.

> Demand for travel between origin 'i' and destination 'i' is determined by multiplying the proportion of 'attraction' to each destination from a single origin by the total number of trips generated at that origin. This function is expressed as:

Demand ij = Proportion Attraction ij * Trip generation i

Trips generated by new housing development in rural Cherwell are likely to have a wide geographical distribution of destinations. To maintain the efficient operation of the model, the destinations have been refined to 'major attractors' only. Major attractors include smaller towns within close proximity to Cherwell and larger cities further afield. The destinations are mapped in Figure 6.5.

The model output matrices are shown in Tables C1 to C5 in Appendix C. Each matrix shows the number of outbound trips from each origin and their modelled destination during the morning peak (0700-0900).

6.5.4

6.5.5

6.5.6

6.6 Impact on the Road Network

6.6.1

6.6.2

This section brings together the network constraints, traffic generation, traffic assignment and future growth to demonstrate the potential adverse impacts created by, or encountered by, newly generated trips. These issues are discussed for each village in Table 6.2.

A pie chart is shown for each village to demonstrate the likely distribution of trips to key destinations. The key for the pie charts is shown in Chart 6.1. The trip distributions reported in Table 6.2 are taken from the gravity model which represents outbound trips in the morning peak.

6.6.3 The criteria for determining the 'rating' for each village is described below:

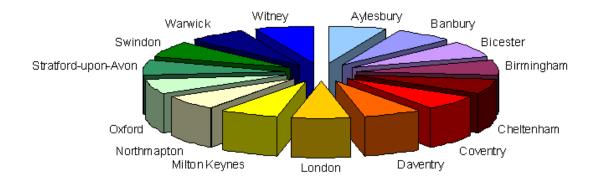
Criteria

- a) Impact of newly generated trips on the efficient operation of the road network;
- b) Impact of newly generated trips on the local accident rate;
- c) Impact of existing and future network constraints on the demand for travel from new housing developments; and
- d) Potential for sustainable travel encouraging walking, cycling.

Key

- 1 = No impact, or minor adverse impact, on one or more criteria;
- 2 = Moderate adverse impact on one or more criteria;
- 3 = Major adverse impact on one or more criteria.

Chart 6.1. Key to Table 6.2: Destinations of Trips



6.7 Traffic Growth and Committed Developments

6.7.1 The gravity model assumes the 'attraction' of a destination remains constant over time. However, in reality, the built environment continually evolves with subsequent changes to the relative attraction of destinations.

6.7.2 Significant committed developments are planned in the District to 2016. Large-scale developments likely to change the 'attraction' of destinations include:

- **Southwest Bicester**¹¹: B1/B2 employment use, local centre, hotel, health village, sports centre and 1585 residential units;
- Bicester Business Park¹¹: 53,000sqm B1 and 7,000sqm conference / hotel / gym;
- *Kidlington (Northern Gateway)*¹²: 3750 B1/A1 jobs and 140 residential units (higher growth).

6.7.3 The impact of these developments is likely to change the distribution of outbound am-peak trips from villages in rural Cherwell. A sensitivity test has been undertaken to test the distribution of trips after development. The test increases the attractiveness of Bicester¹³, as a proxy for SW Bicester and Bicester Business Park developments, and includes Kidlington¹⁴ as a new destination as a proxy for the Northern Gateway. The modelled changes in impact are described, where applicable, in Table 6.2.

A range of transport infrastructure improvements are proposed to support largescale committed development in Bicester¹¹. Improvements include new junction arrangements on approaches to Bicester, particularly on Middleton Stoney Road and the Perimeter Road/A41, which are likely to allow the more efficient movement of traffic to Bicester and new developments.

¹¹ BicITLUS2 Technical Note 3

¹² Oxford Core Strategy: Higher Growth

¹³ The attractiveness of Bicester was increased by manually adjusting the population to 50,000.

¹⁴ Northern Gateway development modelled by adding Kidlington as a destination. A nominal distance of 3km and time of 5 minutes represent trips between Kidlington as an origin and the Northern Gateway development.

Table 6.2. The Impact of New Housing Development on the Local Road Network (Outbound Trips, Morning Peak)

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Bloxham		 High attraction to Banbury and M40 (94% travelling northbound on A361 towards Banbury, 37% have a destination in Banbury, 57% continue to M40 junction 11); Located on A361 and, consequently, a high proportion of new trips will begin on A-class roads; A361 is high capacity but does suffer congestion in the morning peak on approach to Banbury town centre, particularly at Bloxham Road/Queensway junction and Warwick Road/Castle Street Junction. Delay also experienced in am-peak on Hennef Way on approach to M40 J11; Short distance to key attractor (5km southwest of Banbury) minimises time, cost and emissions (note: congestion could offset these benefits); Proximity of Banbury and prevalence of bus routes means that alternative modes – bus and cycling - are more likely to be used as alternatives to the car. 	2
Deddington		 Located at the crossroads of A4260 and B4031 and, consequently, a high proportion of new trips will begin on A or B-class roads; High volume of trips northbound on A4260. 13% of total trips end in Banbury and 22% travel M40 northbound via junction 11. Constraints on entry to Banbury at peak times due to congestion, particularly at multiple junctions on Upper Windsor Street. 42% travelling southbound on M40. Access is likely to B4031, B4100 to junction 10. However, two bridges at Clifton on B4031, one narrow with sharp bend. B4031 is also the likely access for destinations to the east including Northampton, Milton Keynes and Aylesbury. A narrow road width constrains movements at Hempton for trips travelling westbound on B4031. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Adderbury		 Located to the west of the A4260, consequently a high proportion of trips are likely to be on 'high' class roads; 5km south of Banbury. Therefore, a high volume of trips (57% of newly generated trips) travel northbound on A4260 to Banbury; Constraints on entry to Banbury at peak times due to congestion, particularly at multiple junctions on Upper Windsor Street; Access to M40 northbound via A4260 and Banbury town centre to J11. Access to the M40 southbound via B4100 to J10; Some traffic management in the village centre, such as a signal controlled junction; Short distance to key attractor (5km southwest of Banbury) minimises time, cost and emissions (note: congestion could offset these benefits); Proximity of Banbury and prevalence of bus routes means that alternative modes – bus and cycling - are more likely to be used as alternatives to the car. Potential problems for traffic accessing the A4260 from Lake Walk or High Street (priority junctions) due to restricted visibility. 	2
Bodicote		 Located close to A4260, consequently a high proportion of trips are likely to be on 'high' class roads; 3km south of Banbury town centre. Therefore, a high demand for travel to Banbury (73% of newly generated trips) via the A4260; Constraints on entry to Banbury at peak times due to congestion, particularly at multiple junctions on Upper Windsor Street; Access to the M40 northbound via A4260 and Banbury town centre to J11. Access to the M40 southbound also likely via A4260 Short distance to key attractor (5km southwest of Banbury) minimises time, cost and emissions (note: congestion could offset these benefits); Proximity of Banbury and prevalence of bus routes means that alternative modes – bus and cycling - are more likely to be used as 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Cropredy		 alternatives to the car. Located on minor road 2km east of A423; Approximately 7km north of Banbury town centre. Therefore, a high demand for travel to Banbury (50% of newly generated trips) via the A423; Possible constraints on entry to Banbury town centre due to delay at junctions, but the problem is not as acute as other approaches; Trips to Coventry and Warwick (10%) via A423 northbound; Cropredy contains a narrow bridge with poor visibility; Claydon Road in the village is narrow with poor visibility. 	2
Hook Norton		 Located at intersection of minor roads, consequently all trips to principle road network require initial stage on minor roads. Minor roads accessing the principle road network is predominantly wide but unmarked with no footway. Could be delay from minor roads on entry to A361; The closest major centre is Banbury, which is approximately 14km to the northeast. Consequently trips are widely distributed across a range of destinations; Unlikely to encourage walking and cycling due to long distances and safety implications; 23% of generated trips to Banbury via A361 or possibly via B4035 and 22% travelling northbound on the M40, likely to be via J11. Both journeys are likely to encounter congestion in Banbury on Bloxham Road and Warwick Road; 31% travelling southbound on the M40, possibly via junction 8, 10 or 11. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Ambrosden		 Located 1km south of A41, consequently all trips begin with a small sector on minor roads; Access to the A41 is via junctions with short on slips; Approx 5km south of Bicester town centre, therefore, a high volume of trips (46%) travel to Bicester via A41 and B4100; 17% travelling M40 southbound towards London via J9, however, these trips are likely to encounter congestion on approach to M40 J9 during the morning peak; 8% to Oxford via A434 and 8% to Aylesbury via A41; Proximity to Bicester increases attractiveness of cycling, although the A41 could be a perceived barrier to safe access by this mode; Parked cars in village centre narrow road width and level crossing to southwest could add time to a limited number of journeys; Future development at SW Bicester and Bicester Business Park likely to increase short distance trips to Bicester but could increase congestion on A41/perimeter road. 	2
Kidlington		 Kidlington is a large village and, therefore, specific impacts are largely dependent on the exact location of new housing; however Short distance to access the principle road network – the A4260, provides access to the A34, A40 and A44 within 3km. Consequently, newly generated trips outside of Kidlington will travel on 'high' class roads; However, congestion is commonplace on the principle road network, particularly the A34, during peak hours; Even split of trips (24% each) between Oxford and M40 southbound to London. However, the proximity of Oxford (12km) and the prevalence of bus routes means that alternative modes – bus and cycling - are more likely to be used as alternatives to the car; The Northern Gateway development is likely to attract a proportion of trips from new housing development. This reduces the impact on the 'wider' road network. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Launton		 Located on minor road, 4km east of Bicester, therefore, a high volume of trips (49% of newly generated trips) travel on minor road crossing the A4421; Possible constraint is the traffic calmed bridge to the northwest of the village; 16% of newly generated trips to M40 southbound via J9, 11% to M40 northbound via J9, however access to the M40 is congested on the A34 approach during peak hours; 7% of trips to Oxford via A434 and 7% to Aylesbury via A41; Short distance to key attractor (4km east of Bicester) minimises time, cost and emissions (note: congestion could offset these benefits); Proximity of Banbury and prevalence of bus routes means that alternative modes – bus and cycling - are more likely to be used as alternatives to the car. Future development at SW Bicester and Bicester Business Park likely to increase short distance trips to Bicester but could increase congestion on A41/perimeter road. 	3
Yarnton		 Located close to the A44 with good access to other principle roads: A34 and A40 and, consequently, a high proportion of new trips will begin on A-class roads; High demand for travel to Oxford (26% of trips) which is located on12km to the southeast via A44; 24% of trips to London via A44, A40 & M40 and 15% to Bicester via A34; Congestion likely to be experienced on surrounding principle road network during the peak times, particularly the A44 and A34; Junction access to the A44 is very good standard via two high capacity roundabouts; Traffic calming in the village although this, itself, does not cause a constraint; 	3

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Islip		 Located on the B4027, which provides access to the A34 1km to the north. Consequently a low proportion of trips are likely to use minor roads; Relatively far to the closest major centre - 12km southwest of Bicester and 16km north of Oxford – resulting in a wide distribution of trips; 23% of trips to Bicester on the A34 northbound; 20% to Oxford on the A34 southbound; 23% to London possibly via B4027, A40 M40 J8 Narrow road and acute bend in village centre due to adjacent buildings - causes significant constraint; Access to the A34 using dedicated slip roads, although traffic volume can make access difficult. Unlikely to encourage walking and cycling due to long distances and safety implications. 	1
Hanwell		 High attraction to Banbury and M40 - 59% travelling southbound on B4100 to Banbury, 34% to M40 J11 (17% northbound and 17% southbound); The B4100 joins the A422 on approach to Banbury. The A422 suffers congestion in the morning peak, particularly at Orchard Way/Warwick Road. Delay also experienced in am-peak on Hennef Way on approach to M40 J11; Short distance to key attractor (5km to Banbury) minimises time, cost and emissions (note: congestion could offset these benefits); Proximity of Banbury means that cycling could be an attractive option to Banbury; Hanwell itself is very narrow with no passing places. Tight bends compound the problem. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Finmere		 Located on eastern boundary of Cherwell adjacent to A421. Consequently a large proportion of trips will travel south on the minor road to the A421 to access most destinations; The closest major centre is Bicester, which is 12km to the southwest on the A4421; There are likely to be a wide distribution of trips: 24% of trips towards London via A421 and either M40 or M1 and 17% of trips to Milton Keynes and Northampton via the A421 and A43 respectively; Access to M40 via J10; Unlikely to encourage walking and cycling due to long distances and safety implications on principle routes; Access to the A421 via a large five arm roundabout. 	3
Fringford		 Located at junction of minor roads adjacent to A4421, 7km north of Bicester; Relatively high attraction to Bicester - 39% of trips to Bicester on A4421; 20% of trips towards London via A4421, A34 and M40 J9; 5% to Milton Keynes (A4421, A421) and 3% to Northampton (A4421, A421, A43); 7% to Oxford via A34; The exit onto the A4421 from the minor road is via a sharp turn, whether heading north or south. Peak time congestion likely for trips into Bicester town centre and for trips using the A41 to approach M40 J9; No major constraints in village; Unlikely to encourage walking and cycling due to long distances to major centres. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Fritwell		 Located at the intersection of 5 minor roads, approximately 3km from M40 J10. Consequently, trips begin on minor roads; A high volume of trips (22%) travel south on the M40, via junction 10, towards London; Bicester, which is located 10km to the south east, attracts 19% of trips. These trips use the B4100, B430 or minor roads to the south of the village; Banbury attracts 14% of trips via the B4100/A4260 or the M40 exiting at junction 10. Trips on the A4260 could encounter congestion in the morning peak entering Banbury, particularly on Upper Windsor Street; 9% of trips to Oxford. The most likely routes are B430/A34 or M40/A34. Congestion likely on A34 approaching Oxford; A further 10% of trip travel eastbound to Milton Keynes (5%) and Northampton (5%); Unlikely to encourage walking and cycling due to long distances and safety implications on principle routes. 	2
Shenington		 Located on a minor road, west of A422, 10km west of Banbury. Consequently all trips originate on minor roads. The unclassified road within Shenington is narrow, winding and has a steep gradient. Banbury attracts a high proportion of trips (38%) travelling east on the A422. The unclassified road connecting Shenington to the A422 is unmarked. 18% of trips travel southbound on M40 towards London via A422 and the M40 J11. These trips may experience congestion on Warwick Road in Banbury and approaching junction 11 in the morning peak. A further 21% of trips travel northbound on the M40 via the A422 and M40 J11. These trips pass through Banbury and are likely to experience congestion in the morning peak on Warwick Road; Unlikely to encourage walking and cycling due to long distances and 	1

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Sibford Ferris/ Sibford Gower		 Safety implications on principle routes. Located on a minor road, 1km from B4035, approximately 12km west of Banbury; The journeys originate on minor roads, which are narrow in the village. This includes Main Street which has walls either side, constraining the road width; A high proportion of trips are attracted to destinations accessed via the B4035 including Banbury (38%) and London (18%). These trips may experience congestion in the morning peak on approach to Banbury; Southbound trips towards London on the M40 may experience congestion approaching M40 J11; 21% of trips are attracted northbound on the M40 via B4035 and 	1
Steeple Aston		 M40 J11; Unlikely to encourage walking and cycling due to long distances to major centres. Located on minor roads close to A4260/B4030 intersection. 13km west of Bicester, 17km south of Banbury and 27km north of Oxford. Consequently trips are widely distributed across a range of destinations; A quarter of trips travel southbound on the M40 towards London via the B4030 and either the M40 J9 or J10. Access to M40 J9 is via the A34, which can queue 5 km south of J9 during the morning peak; 16% of trips travel to Bicester on the B4030; 24% of trips travel on the A4260. 14% travel northbound to Banbury and 10% southbound to Oxford. Southbound traffic in the morning peak may experience congestion in Oxford due to the volume of traffic; Unlikely to encourage walking and cycling due to long distances to major centres. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Wroxton		 Located on the A422, 5km northwest of Banbury. Short distance to key attractor minimises time, cost and emissions (note: congestion could offset these benefits); 14% of trips travel northbound on the M40 via the A422 and M40 J11. A further 10% of trips travel southbound on the M40 to London via J11; The eastbound movement from Wroxton on the A422 towards Banbury/M40 accounts for 85% of trips (61% to Banbury). Congestion is likely at Orchard Way/Warwick Road Junction and also on Henef Way approach M40 J11; The exit to the east of Wroxton (on the A422) is via a sharp left hand bend, which could constrain larger vehicles; The A422 passes through a signal controlled crossroads in Drayton, which could restrict traffic movement in peak hours; Proximity of Banbury and availability of bus route means that alternative modes – bus and cycling - are more likely to be used as alternatives to the car. 	2
Arncott		 Located on minor roads, 7km south of Bicester. All trips originate on minor roads and most likely to connect to the B4011 or A41; Bicester attracts 35% of trips, which are likely to use minor roads (through Ambrosden) and the A41. A level crossing could delay traffic in Arncott, as could the exit onto the A41; 23% travel to London on the M40, accessed via A41, A34 and M40 J9. Congestion can be experienced on the A34 approaching J9, queues can reach 3km; 9% travel to Oxford via the A41 and A34. The A34 can experience congestion approaching J9 of the M40, and approaching Oxford. Aylesbury attracts 7% of trips, travelling east on the A41. Future development at SW Bicester and Bicester Business Park likely to increase short distance trips to Bicester but could increase congestion on A41/perimeter road. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Begbroke		 Located adjacent to A44, 13km northwest of Oxford; Over 50% of trips travel southeast on the A44, this includes 27% to Oxford and 25% to London. These trips will encounter frequent congestion on the A34 south east of Yarnton caused by the narrowing of the carriageway from a dual to a single; The trips to London travel via the A44, A40 and M40 J8; 14% of trips travel to Bicester via the A44 and either the A4095 or A34. Trips on the A34 will experience congestion when approaching M40 J9; Frequent bus route to Oxford and minor road access to Kidlington could encourage sustainable travel to these destinations; Kidlington (Northern Gateway) likely to be high attractor of trips. 	2
Bletchington		 Located on the B4027, 12km southwest of Bicester and 17km north of Oxford. Consequently there is a wide distribution of likely destinations; Northbound and southbound slip road access to A34; The majority of trips are attracted to Bicester via the B4027 and the A34. These trips could experience congestion on approaching junction 9 in the morning peak; Single track road connects to Kirtlington. This provides the shortest access to A4095, an alternative route to Bicester; 22% of trips travel to London via the A34 and M40 J9, and are also likely to encounter congestion on the approach to J9 in the morning peak; Oxford attracts a further 19% of trips, travelling on the B4027 and the A34. These trips could experience congestion when approaching Oxford. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Chesterton		 Located on a minor road, off the A4095, 3km south west of Bicester town centre; Short distance to a key attractor (3km south west of Bicester) minimising time, cost and emissions (note: congestion could offset these benefits); Bicester attracts 53% of trips via the A41 or the A4095, which can both experience congestion on entering Bicester; Proximity of Bicester means that alternative modes – bus and cycling - are more likely to be used as alternatives to the car; Parked cars within Chesterton can cause a local constraint; 15% of trips travel to London via the A34 and M40 J9, which can experience congestion in the morning peak; Oxford attracts 8% of trips via the A34. Congestion could be encountered on the approach to M40 J9 and on entering Oxford. 	2
Kirtlington		 Located on the A4095, 15km west of Bicester. London accounts for 26% of trips, which travel on the M40, connecting via the A4095/B430/A34 or a single track unclassified road/B4027/A34. Both routes onto the M40 will encounter the congestion on the A34, approaching J9 in the morning peak. Both Bicester and Oxford attract 17% of trips. Trips to Bicester will travel using the A4095 or using an unclassified road to Chesterton and then the A4095 or A41. The unclassified road/Chesterton could be subject to congestion if used by increased traffic. Trips to Oxford can use a number of different routes; A4095/A4260 or A4095/A44 or A4095/B4027/A34. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Middleton Stoney		 Located at the intersection of B430 and B4030, 6km west of Bicester. Exit onto the B4030 is via a staggered crossroads; Close proximity of Bicester attracts 37% of trips, travelling via the B4030; 17% of trips travel to London, using the B430, A34 and M40 J9. The A34 can experience queuing towards M40 J9 during the morning peak; Banbury attracts 9% of trips. These trips can be via the B430/A34/M40 J9 or alternatively using the B4030/A4260; The short distance to a key attractor (6km south west of Bicester) minimises time, cost and emissions of journeys, and could also encourage use of alternative transport modes to the car. 	3
Wendlebury		 Located on minor road parallel to A41, approx 5km southwest of Bicester. All trips originate on minor roads; The close proximity of Bicester attracts 39% of trips via a minor road to the north of Wendlebury, which connects to the A41 using a short slip road; Access to the A34 northbound is via the B430, which passes through the south east of Weston on the Green; The close proximity to Bicester and frequent bus services could encourage a greater use of sustianable transport modes as an alternative to the car; 18% of trips travel to London via a minor road, A41 and M40 J9. The approach to M40 J9 is often congested; Oxford attracts 12% of trips, via the minor road to the south of the village and the A34. Congestion may be experienced entering Oxford during the morning peak. 	3

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Weston on the Green		 Located on B430, 8km south west of Bicester. The majority of trips originate on minor roads, but have straightforward access to B430; A high proportion of trips are attracted to Bicester (35%), using the B430 and A34. These trips could experience congestion on approaching M40 junction 9 in the morning peak; London attracts 19% of trips via the B430, A34 and M40 J9. These trips could experience the same congestion detailed above. 14% of trips travel to Oxford using the B430 and A34. Congestion could be experienced when entering Oxford on this route; Access from the A34 (both directions) to the village is via sharp turns on dedicated slips; Frequent bus services and close proximity to Bicester could encourage travel by sustainable modes (bus, cycling) rather than car. 	2
Bucknell		 Located at the intersection of 4 minor roads, 5km north west of Bicester. The close proximity of Bicester attracts 42% of trips, all using minor roads. These trips use Bicester Road, which has traffic calming. Congestion can be experienced in Bicester during the morning peak; A further 21% of trips are attracted northbound, including 9% to Banbury, travelling via a minor road and M40 J10. The minor road to the north of Bucknell is narrow and winding in places, with few passing places; 16% of trips travel to London, again using minor roads and M40 J10; Close proximity of Bicester could encourage walking and cycling, although this could be offset by safety implications of walking and cycling on minor, narrow roads. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Drayton		 Located on A422, 3km northwest of Banbury. A number of trips originate on the A422 or on minor roads with easy access to the A422; Over 80% of newly generated trips are likely to use the A422 eastbound for part of their journey; The majority of trips are attracted to Banbury (71%), travelling via the A422. The B4100 meets the A422 at a signal controlled junction, which could cause traffic congestion during the morning peak. Also, Orchard Way/Warwick Road junction causes delay; 11% of trips travel towards London via the M40 J11. The M40 J11 is also accessed via the A422; The close proximity of Banbury (the main trip attractor) may encourage greater use of alternative travel modes, including walking and cycling. 	2
Lower Heyford		 Located close to B4030. Access to principle road network is via A4260, 3km to the west. Comparatively long journey to access regional routes; The B4030 west of Lower Heyford travels over a signal controlled bridge, which could cause delay; 10km west of Bicester, which accounts for 22% of trips via the B4030. The B4030 forms part of a staggered crossroads in Middleton Stoney, which could cause a constraint during peak periods; 24% of trips travel to London, using the B4030/B430 and M40 J9/10. Probable congestion on approach to M40 intersections; Oxford and Banbury are destinations for 10% (each) of trips. Oxford trips travel west on the B4030 and then south on the A4260. Banbury bound trips travel west on the B4030 and then north on the A4260; Long distances to major centres is likely to discourage walking and cycling. 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
Charlton on Otmoor		 Located on minor roads, approximately 5km from the closest 'B' road. Consequently most trips begin with substantial sector on minor roads; 29% of trips travel to London via the M40, accessed using J8 or J9. J8 is accessed via a minor road through Oddington, the B4027 and the A40. J9 is accessed via a minor road through Oddington, the B4027 and the A34. The B4027 is constrained in Islip by a narrowing of the carriageway caused by the built environment, and congestion can be encountered on approaching M40 junction 9 in the morning peak; 11km south of Bicester and 20km northeast of Oxford; Bicester accounts for 16% of trips, which would travel on minor roads passing through Ambrosden before joining the A41. The minor road is constrained in Ambrosden by a level crossing and parked cars; 16% of trips travel to Oxford on minor roads via Islip then either B4027/A34 or B4027 minor road through Woodeaton; Long distances to major centres discourage walking and cycling. 	1
Milcombe		 Located on minor road, 8km south west of Banbury; All trips originate on minor roads for a short distance prior to accessing the principle road network. Adequate junction access and visibility to A361 from minor road; The close proximity of Banbury attracts 48% of trips on the A361 via Bloxham Road. Parked cars can constrain the road network in Bloxham; 15% of trips travel to London via the M40, which can be accessed using the A361/A422 (J11), A361/B4031/B4100 (J10) or A361/minor road through Milton/A4260/B4100/A43 (J10); 18% of trips are attracted northbound on the M40, accessed via the A361/M40 J11; Congestion can be experienced on the A361 entering Banbury 	2

Village	Trip distribution	Impact on the Road Network / Constraints	Assessment Score
		during peak periods.	

6.8 Validation & Limitations

6.8.1

6.8.2

6.9.1

The gravity model output shows a proportion of trips from all villages travelling to London. Evidence from the Central Oxford Transport Model (COTM) suggests that this accurately reflects trip patterns from Cherwell. Figure 6.6 is an output from the COTM. It shows the destinations of all trips generated in Banbury and confirms the relative attraction of the greater London area.

The Oxfordshire LTP states that 15% of Cherwell residents travel outside of Oxfordshire to work. The gravity model shows that 48% of trips in the morning peak have destinations outside of Oxfordshire. The following reasons explain the variation:

- The model does not represent individual trips travelling to zones in rural
 areas within Cherwell which, in reality, would attract a proportion of
 generated trips. Nevertheless, rural to rural trips are unlikely to have a
 significant impact on the efficient operation of road network;
- The model calculates all trip purposes not just employment, consequently major centres outside of Cherwell could attract a greater percentage of trips for health, shopping and leisure purposes;
- The morning peak is modelled (0700-0900) which could have a higher proportion of long distance commuting trips than other time periods.

6.8.3 The model contains a number of assumptions and limitations. Consequently, it is important that the outputs are used for indicative purposes only and the findings are reinforced by more detailed assessment following further sifting.

6.9 Cumulative Effect

Scenarios 2 (a) and (b), as shown in Table 1.1, assume the SE Plan requirement for housing in rural areas is allocated by a percentage split to each of the village categories. This section demonstrates the likely cumulative impact of trips originating from all villages based on this distribution of development.

6.9.2 The greatest impact is on principle routes approaching Banbury and Bicester which currently experience congestion during the morning peak and where congestion is likely to become more acute with future development and traffic growth.

SATURN models of Banbury and Bicester demonstrate congestion on approach to the towns and on approach to M40 junction 9 (Bicester / A34) and junction 11 (Banbury).

6.9.3 The model shows a high demand from new housing development in rural areas to Banbury, Bicester or destinations requiring access to M40 junction 9 or 11 during the morning peak (0700-0900). Demand to travel on these routes from new housing development in rural areas is shown in Figures 6.7 and 6.8.

It is evident that there is a high demand from new housing developments to access Banbury from the south on the A361 and A4260 corridors. Bloxham, Deddington, Adderbury and Bodicote are located on these corridors and in close proximity to Banbury. A large allocation of houses to these villages results in a high demand to travel northbound on the A361 and A4260 to access the M40 via junction 11 or to access Banbury itself.

Over capacity junctions already exist on the A361 approach at Bloxham Road/Queensway and Warwick Road/Castle Street, and on the A4260 approach on Upper Windsor Street. By 2026, the SATURN model demonstrates additional junctions over capacity, including junctions on the A4260 Oxford Road approach.

There appears to be a less significant impact on approach to Bicester with newly generated trips accessing the town from a variety of routes. The lower impact on Bicester is due to the lower demand to travel to Bicester from villages with the highest allocation of housing (i.e. Bloxham and Deddington). Also, trips from Group 1 villages with the high demand to travel to Bicester (Ambrosden, Launton and Kidlington) approach the town via different routes, thus spreading the impact.

The SATURN model shows the most significant cause of delay in Bicester in the base year is Oxford Road/King's End/Middleton Stoney Road roundabout. This is likely to affect trips approaching Bicester from the M40 J9, A4095 and B4030.

However, predicted traffic growth and developments at SW Bicester and Bicester Business Park create significant congestion in the town by 2016, particularly on the A41 (SW approach) and perimeter road junctions with minor roads to the west. Consequently, the high proportion of trips generated by housing development at Launton, Ambrosden, Arncott and Wendlebury could be subject to greater delay.

6.9.5

6.9.4

6.9.6

6.9.7

6.9.8

7 Total Network Travel Time and Distance

7.1 Introduction

- 7.1.1 Rural areas are often characterised by the sparse distribution of population in smaller settlements. These smaller settlements cannot support key services and, furthermore, public transport links are not commercially viable. Consequently, rural areas often experience a higher proportion of car trips than the national average.
- 7.1.2 The purpose of this Chapter is to demonstrate the network-wide impact of car trips generated by proposed new developments in rural Cherwell. Calculating total network travel time and distance will provide an indication of the impact of new housing on the environment (air quality, noise) and the economy (journey time, vehicle operating costs, accident numbers).

7.2 *Methodology*

- 7.2.1 The adapted gravity model, described in Chapter 6, presents a matrix of trip distribution between each origin and each destination. Multiplying the number of trips between a single OD pair by the journey time provides the total additional travel time for vehicles making that trip. The sum of total travel time to all destinations from a single origin provides the total network travel time resulting from new housing development at a particular origin.
- 7.2.2 The same methodology is applied to calculate total network travel distance.
- 7.2.3 The methodology makes the following assumptions:
 - The same proportions of car trips are generated per house at each location. In reality better service provision or public transport links might reduce car trips at some locations;
 - Total network travel time is for outbound trips in the am-peak only 07:00-09:00;
 - Total distance and time are per vehicle.

7.3 Total Network Statistics

7.3.1

The total outbound am-peak travel time (total vehicle minutes) and distance (total vehicle kms) from new housing developments at each village location are presented in Tables 7.1 to 7.3:

• **Tables 7.1 and 7.2** show the total network travel time and distance generated by each development in isolation. A range of housing allocations are presented for each village based on their position in the village hierarchy, as follows:

Group 1: a) 300 b) 150 c) 100
 Group 2: a) 150 b) 100
 Group 3: a) 50 b) 30 c) 15

Tables 7.1 and 7.2 also provide an average per dwelling as a tool for direct comparison between villages. This tool is used to calculate the assessment score at the end of this Chapter.

This data is presented graphically in Chart 7.1.

• *Table 7.3* shows the total network travel times and distances assuming the SE Plan requirement is split across each village hierarchy as shown below.

Group 1: 25% a) 260 b) 310
 Group 2: 50% a) 130 b) 155
 Group 3: 25% a) 24 b) 28

Table 7.1. Total Network Travel Time (Outbound, Am-peak)

Village Hierarchy	Village Name	Total Vehicle Travel time (mins) by Housing Allocation							
		Group 1	Bloxham	5019	2510	1673	-	-	-
Group 1	Deddington	8110	4055	2703	-	-	-	27	
	Adderbury	-	2761	1841	-	-	-	18	
	Bodicote	ı	1760	1174	-	-	-	12	
	Cropredy	-	3111	2074	-	-	-	21	
Group 2	Hook Norton	-	5972	3982	-	-	-	40	
Group 2	Ambrosden	-	2801	1867	-	-	-	19	
	Kidlington	-	3455	2303	-	-	-	23	
	Launton	-	2795	1863	-	-	-	19	
	Yarnton	-	3419	2279	-	-	-	23	
	Islip	-	-	-	1121	672	336	22	
	Hanwell	-	-	-	884	530	265	18	
	Finmere	-	-	=	1520	912	456	30	
	Fringford	-	-	-	1194	717	358	24	
	Fritwell	-	-	-	1300	780	390	26	
	Shenington	-	-	-	1427	856	428	29	
	Sibford Ferris/Sibford Gower	-	-	-	1631	979	489	33	
	Steeple Aston	-	-	-	1633	980	490	33	
	Wroxton	-	-	-	832	499	250	17	
	Arncott	-	-	-	1266	760	380	25	
C	Begbroke	-	-	-	1159	695	348	23	
Group 3	Bletchington	-	-	-	1132	679	340	23	
	Chesterton	-	-	-	790	474	237	16	
	Kirtlington	-	-	-	1406	844	422	28	
	Middleton Stoney	-	-	-	1028	617	309	21	
	Wendlebury	-	-	-	936	562	281	19	
	Weston on the Green	-	-	-	956	573	287	19	
	Bucknell	-	-	-	998	599	299	20	
	Drayton	-	-	-	592	355	178	12	
	Lower Heyford	-	-	-	1471	883	441	29	
	Charlton on Otmoor	-	-	-	1573	944	472	31	
	Milcombe	-	-	-	1202	721	361	24	

Table 7.2. Total Network Travel Distance (Outbound, Am-peak)

Village Hierarchy	Village Name	Total Vehicle Travel distance (km) by Housing Allocation							
		Group 1	Bloxham	5243	2622	1748	-	-	-
Group 1	Deddington	8057	4028	2686	-	-	-	27	
	Adderbury	-	2738	1826	-	-	-	18	
	Bodicote	-	1846	1231	-	-	-	12	
	Cropredy	-	3354	2236	-	-	-	22	
C	Hook Norton	-	5509	3673	-	-	-	37	
Group 2	Ambrosden	-	3113	2076	-	-	-	21	
	Kidlington	-	3876	2584	-	-	-	26	
	Launton	-	2927	1952	-	-	-	20	
	Yarnton	-	3982	2654	-	-	-	27	
	Islip	-	-	-	1254	752	376	25	
	Hanwell	-	-	-	948	569	284	19	
	Finmere	-	-	-	1613	968	484	32	
	Fringford	-	-	-	1202	721	361	24	
	Fritwell	-	-	-	1475	885	443	30	
	Shenington	-	-	-	1451	871	435	29	
	Sibford Ferris/Sibford Gower	-	-	-	1627	976	488	33	
	Steeple Aston	-	-	-	1551	930	465	31	
	Wroxton	-	-	-	881	529	264	18	
	Arncott	-	-	-	1343	806	403	27	
	Begbroke	-	-	-	1357	814	407	27	
Group 3	Bletchington	-	-	-	1330	798	399	27	
	Chesterton	-	-	-	874	525	262	17	
	Kirtlington	-	-	_	1538	923	461	31	
	Middleton Stoney	-	-	-	1099	660	330	22	
	Wendlebury	-	_	_	1062	637	318	21	
	Weston on the Green	-	-	-	1133	680	340	23	
	Bucknell	-	-	-	1060	636	318	21	
	Drayton	-	_	_	645	387	194	13	
	Lower Heyford	-	_	_	1491	894	447	30	
	Charlton on Otmoor	-	-	_	1559	935	468	31	
	Milcombe	-	-	-	1206	724	362	24	

Table 7.3. Total Network Travel Time and Distance. Housing Allocations from SE Plan (Outbound, Am-peak)

Village	William Name	Scena	rio 2 (a)	Scena	rio 2 (b)
Hierarchy	Village Name	Time (mins)	Distance (km)	Time (mins)	Distance (km)
Н	lousing allocation		310	2	260
Group 1	Bloxham	6727	7027	5642	5894
•	Deddington	10869	10798	9116	9056
Н	lousing allocation		155	1	130
	Adderbury	2853	2830	2393	2373
	Bodicote	1819	1908	1526	1600
	Cropredy	3215	3466	2697	2907
Group 2	Hook Norton	6171	5693	5176	4775
Group 2	Ambrosden	2895	3217	2428	2698
	Kidlington	3570	4005	2994	3359
	Launton	2888	3025	2422	2537
	Yarnton	3533	4114	2963	3451
Н	lousing allocation		28		24
	Islip	580	650	497	557
	Hanwell	458	491	392	421
	Finmere	787	835	675	716
	Fringford	619	622	530	534
	Fritwell	673	764	577	655
	Shenington	739	751	633	644
	Sibford Ferris/Sibford Gower	845	842	724	722
	Steeple Aston	846	803	725	688
	Wroxton	431	456	369	391
	Arncott	656	695	562	596
Group 3	Begbroke	600	703	514	602
Group 3	Bletchington	586	689	502	590
	Chesterton	409	453	351	388
	Kirtlington	728	797	624	683
	Middleton Stoney	533	569	457	488
	Wendlebury	485	550	415	471
	Weston on the Green	495	587	424	503
	Bucknell	517	549	443	471
	Drayton	307	334	263	286
	Lower Heyford	762	772	653	662
	Charlton on Otmoor	815	807	698	692
	Milcombe	623	625	534	535
Total		58034	60427	48919	50945

Chart 7.1. Network Travel Time and Distance (Average per Dwelling) Average Time (mins) - Average Distance (km) 45 45 40 35 35 Average Network Travel Distance (Km) Average Network Travel Time (Mins) 10 5 Sibford Ferris/Sibford Gower Weston on the Green Middleton Stoney Hook Norton Charlton on Otmoor Steeple Aston Adderbury Wendlebury ¬ Bletchington Lower Heyford Chesterton Hanwell Launton Ambrosden -Bucknell Cropredy Yarnton Kialington $B_{\rm egbrok_{\rm e}}$ Fringford Milcombe Deddington Kirtlington Shenington Finmere Bodicote Wroxton Bloxham Arncott Fritwell dilsi

7.4 Key Findings

7.4.1 The key findings of Tables 7.1 to 7.3 and Chart 7.1 are summarised below:

- New housing development at Hook Norton adds the most travel time and distance to the network.
 - Trips generated in Hook Norton are attracted to multiple destinations. None of these destinations are close by. The closest 'major centre' is Banbury, which is 13.7 km away. All other villages are located closer to a major centre.
 - Many longer distance trips require access to the M40. Access via junction 11 is 15km away and vehicles are likely to encounter some traffic management and/or congestion through Banbury. An alternative option is Junction 10 but there is no direct access.
 - Hook Norton is located on the intersection of a number of minor roads, approximately 4km from the closest A-Road. Consequently average speeds are relatively slow.
- Sibford Ferris/Sibford Gower is located approximately 5km north of Hook Norton and suffers similar problems. Consequently it adds the second highest total vehicle distance and the third highest total vehicle time. The advantage it has over Hook Norton is that it is located close to the B4035, which provides access to Banbury.
- Bodicote and Drayton add the least total travel time and distance. Banbury is attractive as a destination due to its close proximity and attracts a high proportion of trips from both villages. Consequently, a high proportion of trips travelling a short distance and time create low overall totals. Both villages are located close to M40 junction 11, which provides access to multiple major centres elsewhere.

7.5	Impact of Committed Developments
7.5.1	Large developments at Bicester and the Northern Gateway (Kidlington) are
	predicted to add significant employment to these areas, as described in section 6.7.
	The impact of these developments will change the distribution of outbound am-
	peak trips from villages in rural Cherwell.
7.5.2	The model shows that increasing the 'attractiveness' of Bicester as a destination
	has a significant impact on total network travel times and distances, particularly
	from villages close to Bicester. Significant reductions in total network travel times
	and distances are evident from Launton, Ambrosden, Arncott, Bucknell,
	Chesterton and Wendlebury. Benefits are also evident at villages further afield
	such as Fringford, Weston-on-the-Green and Steeple Aston.
7.5.3	Similarly, the model shows the Northern Gateway development is likely to reduce
	total network travel times and distances from proposed new housing
	developments at Yarnton, Begbroke, Islip and Bletchingdon.
7.5.4	Total network travel times and distances, assuming the Bicester and Northern
	Gateway developments are in place, are shown in Chart 7.2.

Chart 7.2. Average Network Travel Times and Distances assuming Committed developments at Bicester and Northern Gateway 45 45 40 40 35 35 Average Network Travel Distance (Km) Average Network Travel Time (Mins) 25 00 15 10 5 Sibford Ferris/Sibford Gower Weston on the Green Middleton Stoney Chariton on Otmoor Bletchington Lower Heyford Steeple Aston Hook Norton Launton Wendlebury Yarnton Begbroke Adderbury Fringford Fritwell Milcombe Deddington Shenington Bodicote Chesterton Ambrosden Kidlington Bucknell Wroxton Bloxham Hanwell Cropredy Arncott Kirtlington Finmere lslip

7.6 Criteria Assessment Results

7.6.1 Assessment of this criterion uses the model outputs for the following scenario:

- Average distance and time per dwelling; and
- Committed employment developments at Bicester and Northern Gateway included. Consequently the scores differ slightly from those presented in Tables 7.1 and 7.2.
- 7.6.2 The results are shown in Table 7.5. Scores are allocated as follows:

0	3 (green):	<20 minutes, or	<20 km
0	2 (yellow):	20-30 minutes, or	20-30 km
0	1 (red):	>30 minutes, or	>30 km

Table 7.4. Total Network Travel Time and Distance: Criteria Assessment Results

Village Hierarchy	Village		sting itions	Comr	iding nitted pments	Assessment Score		
		Time	Dist	Time	Dist	Time	Dist	
Group 1	Bloxham	17	17	17	18	3	3	
Group 1	Deddington	27	27	26	26	2	2	
	Adderbury	18	18	18	18	3	3	
	Bodicote	12	12	12	12	3	3	
	Cropredy	21	22	21	22	2	2	
Group 2	Hook Norton	40	37	39	36	1	1	
Group 2	Ambrosden	19	21	15	16	3	3	
	Kidlington	23	26	16	17	3	3	
	Launton	19	20	15	15	3	3	
	Yarnton	23	27	16	18	3	3	
	Islip	22	25	18	19	3	3	
	Hanwell	18	19	18	19	3	3	
	Finmere	30	32	28	29	2	2	
	Fringford	24	24	20	19	2	3	
	Fritwell	26	30	24	26	2	2	
	Shenington	29	29	28	29	2	2	
	Sibford Ferris/Sibford Gower	33	33	32	32	1	1	
	Steeple Aston	33	31	30	27	1	2	
	Wroxton	17	18	17	18	3	3	
	Arncott	25	27	21	22	2	2	
C	Begbroke	23	27	17	19	3	3	
Group 3	Bletchington	23	27	19	21	3	2	
	Chesterton	16	17	12	13	3	3	
	Kirtlington	28	31	24	25	2	2	
	Middleton Stoney	21	22	17	17	3	3	
	Wendlebury	19	21	15	16	3	3	
	Weston on the Green	19	23	15	18	3	3	
	Bucknell	20	21	16	17	3	3	
	Drayton	12	13	12	13	3	3	
	Lower Heyford	29	30	26	26	2	2	
	Charlton on Otmoor	31	31	28	27	2	2	
	Milcombe	24	24	24	24	2	2	

8 Appraisal Results

8.1 Introduction

8.1.1 The 33 villages have been assessed against seven transport and land use criteria. This Chapter brings together the findings from each criteria assessment to demonstrate, in transport terms, the villages that have significant barriers to new housing development and which villages are more likely to accommodate new development without considerable adverse impacts.

8.2 Weightings

8.2.1

8.2.2

8.2.3

8.3.1

New housing development should encourage sustainable travel by offering opportunity to travel by sustainable modes. This might be by locating housing close to services and facilities or by providing the opportunity for sustainable travel. Consequently, sustainable assessment criteria are given high or medium weighting.

It is important to consider the interaction between criteria. For example, people without access to a car are socially excluded if public transport accessibility to key services is poor. Furthermore, frequent public transport services linking villages with key services have the potential to reduce the reliance on the car and reduce total network travel times and distances. Consequently, public transport accessibility has been given the highest weighting.

Some residents will always use their cars to make journeys. This could be because public transport routes do not provide access to a specific services, or because public transport journey times are long, or because some people prefer using their car for a particular journey. It is therefore important that network constraints, trip generation and assignment exert sufficient influence in the overall assessment.

8.3 Results Matrix

The results of the assessment are shown in Table 8.1. The final column sums the results of the assessment against each criteria to provide an 'overall' rating. The penultimate column shows the 'sustainability' rating, which has been formed to highlight the results under criteria 1, 2, 5 and 6. These results indicate how 'sustainable' it would be to locate development in a particular village in terms of reducing the need to travel by private car, which is an important policy objective. The results under criteria 3 and 4 are considered important for this study but as they show which villages would be the most accessible by private car,

are not considered to be an indication of 'sustainability'. These results are therefore not included in the 'sustainability rating'.

8.3.2 A 'traffic light' system has been used to clearly show the performance of each village against each assessment criteria. The sustainability ratings and overall ratings are coded as follows:

	Sustainability	Overall Rating
High	18 - 21	25 - 30
Medium	14 – 17	19 - 24
Low	7 - 13	10 – 18

8.3.3 It is evident that eight out of ten type 'A' villages (including Bloxham and Deddington) record high 'sustainability' and 'overall' ratings. This supports the Council's 'Options for Growth' consultation document which categorised the villages based on their sustainability.

8.3.4

8.3.5

8.3.6

The exceptions are Hook Norton and Cropredy. Long travel distances and times are required from Hook Norton to access major centres resulting in poor ratings for total travel time and distance. The prevalence of facilities and public transport links in Hook Norton might reduce the need to travel or encourage trips by sustainable modes. Consequently demand for travel by car is likely to be lower than it would be if these services were not in existence. Nevertheless, similar facilities and public transport links are available at other type 'A' villages, but these villages also provide shorter travel times and distances to major centres.

Cropredy demonstrates 'medium' scores for 5 out of the 6 criteria resulting in an overall 'medium rating. The performance of Cropredy is, to a large extent, differentiated from other villages because of public transport accessibility. Currently there are no bus services from Cropredy to employment sites, secondary schools or hospitals during the time periods assessed.

Launton is the best performing village. Launton has 7 out of 8 facilities and has frequent public transport links. Its close proximity to Bicester means that key services are available by public transport and car in short travel times. The road network through the village can potentially support additional movements and access to the principle road network (A4421) is via a roundabout which demonstrates no current capacity problems.

8.3.7 There are six type 'B' villages that perform well in transport terms. Islip,
Chesterton, Middleton Stoney, Weston-on-the-Green, Begbroke and Kirtlington are in the 'high' category for both sustainability and overall ratings.

8.3.8 Four villages show little capability to sustainably support additional housing. Three of these villages: Shenington, Sibford Ferris/Sibford Gower and Charlton-on-Otmoor have some facilities and public transport accessibility but are located on minor roads with long travel times and distances to access key services in major centres. Some trips also encounter an element of constraint on the road network creating a barrier to travel. The remaining village of Hanwell is located close to Banbury which provides key services, but have few facilities of their own and few public transport links.

Table 8.1. Criteria Assessment: Final Results Matrix

Village Hierarchy	Village	Facilities Mapping	PT Accessibility	Car Accessibility	Network Constraints, Trip Generation & Assignment	Total Network Travel Time	Total Network Travel Distance	Sustainability Rating	Overall Rating
	Weighting →	2	3	1	2	1	1	/21	/30
Group 1	Bloxham	6	9	2	4	3	3	21	27
Group 1	Deddington	6	9	2	4	2	2	19	25
	Adderbury	6	9	2	4	3	3	21	27
	Bodicote	6	9	3	4	3	3	21	28
	Cropredy	6	6	2	4	2	2	16	22
Carona 2	Hook Norton	6	9	2	4	1	1	17	23
Group 2	Ambrosden	6	9	3	4	3	3	21	28
	Kidlington	6	9	3	4	3	3	21	28
	Launton	6	9	3	6	3	3	21	30
	Yarnton	6	9	3	6	3	3	21	30
Group 3	Islip	6	9	2	2	3	3	21	25
	Hanwell	2	3	3	4	3	3	11	18
	Finmere	4	6	1	6	2	2	14	21
	Fringford	4	6	2	4	2	3	15	21
	Fritwell	6	6	1	4	2	2	16	21
	Shenington	4	6	1	2	2	2	14	17
	Sibford Ferris/Sibford Gower	6	6	1	2	1	1	12	17
	Steeple Aston	6	6	1	4	1	2	15	20
	Wroxton	4	6	2	4	3	3	16	22

Village Hierarchy	Village	Facilities Mapping	PT Accessibility	Car Accessibility	Network Constraints, Trip Generation & Assignment	Total Network Travel Time	Total Network Travel Distance	Sustainability Rating	Overall Rating
	Arncott	4	9	2	4	2	2	17	23
	Begbroke	6	9	3	4	3	3	21	28
	Bletchington	4	9	2	4	3	2	18	24
	Chesterton	4	9	3	4	3	3	19	26
	Kirtlington	6	9	2	4	2	2	19	25
	Middleton Stoney	4	9	2	6	3	3	19	27
	Wendlebury	2	9	3	6	3	3	17	26
	Weston on the Green	6	9	2	4	3	3	21	27
	Bucknell	4	6	2	4	3	3	16	22
	Drayton	2	9	3	4	3	3	17	24
	Lower Heyford	4	9	1	4	2	2	17	22
	Charlton on Otmoor	4	6	1	2	2	2	14	17
	Milcombe	4	9	2	4	2	2	17	23

9 Conclusions

9.1 Summary 9.1.1 This report has sought to identify the transport and land use impacts of potential new housing development in rural Cherwell to support the council in identifying the most sustainable locations for new housing development in accordance with the SE Plan requirement. 9.2 Scenario 1: Development in Isolation 9.2.1 A total of 33 villages were assessed against a set of transport and sustainability criteria to demonstrate which villages had greater potential to accommodate new development in a sustainable capacity with minimal adverse impact on the transport network. The assessments showed 14 of the 33 villages perform well against all criteria. They are: Adderbury; Ambrosden; Begbroke; Bloxham; Bodicote; Chesterton; Deddington; Islip; Kidlington; Kirtlington; Launton; Middleton Stoney; Weston-on-the-Green; Yarnton. 9.2.2 Whilst other villages are not considered as sustainable, they should not be discounted from accommodating a small quantum of new housing. However, the better performing villages are likely to provide the most sustainable solutions and should accommodate the majority of housing. 9.3 Scenario 2: Cumulative effect 9.3.1 The SE Plan has allocated 2100 houses for rural Cherwell and, therefore, the study has sought to consider the cumulative impact of new trips. 9.3.2 The greatest impact is on principle routes approaching Banbury and Bicester. These routes currently experience congestion during the morning peak which is likely to become more acute with future development and traffic growth. 9.3.3 Bloxham, Deddington, Adderbury and Bodicote are located on the A361 and

A4260 corridors and in close proximity to Banbury. A large allocation of houses

to these villages is likely to result in high demand to travel northbound on the A361 and A4260 to access Banbury or the M40 via junction 11.

9.3.4

There is less significant impact on approach to Bicester due to the lower demand to travel to Bicester from these villages in north Cherwell. Also, trips from villages in south Cherwell (Ambrosden, Launton and Kidlington) to Bicester approach the town via different routes, thus spreading the impact.

9.3.5

However, predicted traffic growth and committed developments at SW Bicester and Bicester Business Park create significant congestion in the town by 2016, particularly on the A41 (SW approach) and perimeter road junctions with minor roads to the west. Consequently trips generated at *Launton*, *Ambrosden*, *Arncott* and *Wendlebury* could be subject to greater delay.

9.4 9.4.1

Housing Numbers

2622km) in Bloxham.

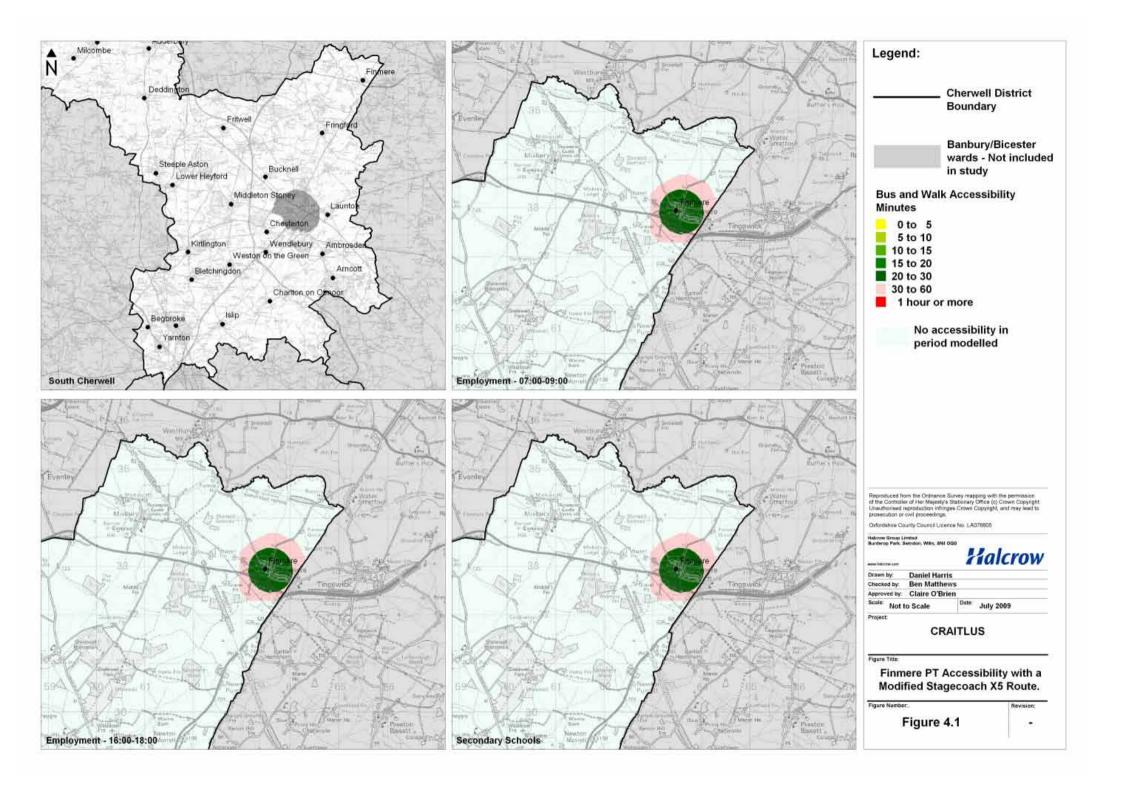
This report has also provided information about the effects of locating different amounts of development in each village (see table 1.2). Chapter 7 sets out information about the network time and distance created when the different housing scenarios set out in table 1.2 are located in each village. The individual figures set out in tables 7.1, 7.2 and 7.3 highlight the differences between locating different numbers of dwellings in different locations. For example as shown in table 7.2 locating 100 dwellings (which creates 2686 km) in Deddington will have the same effect in terms of total km created as locating 150 houses (which creates

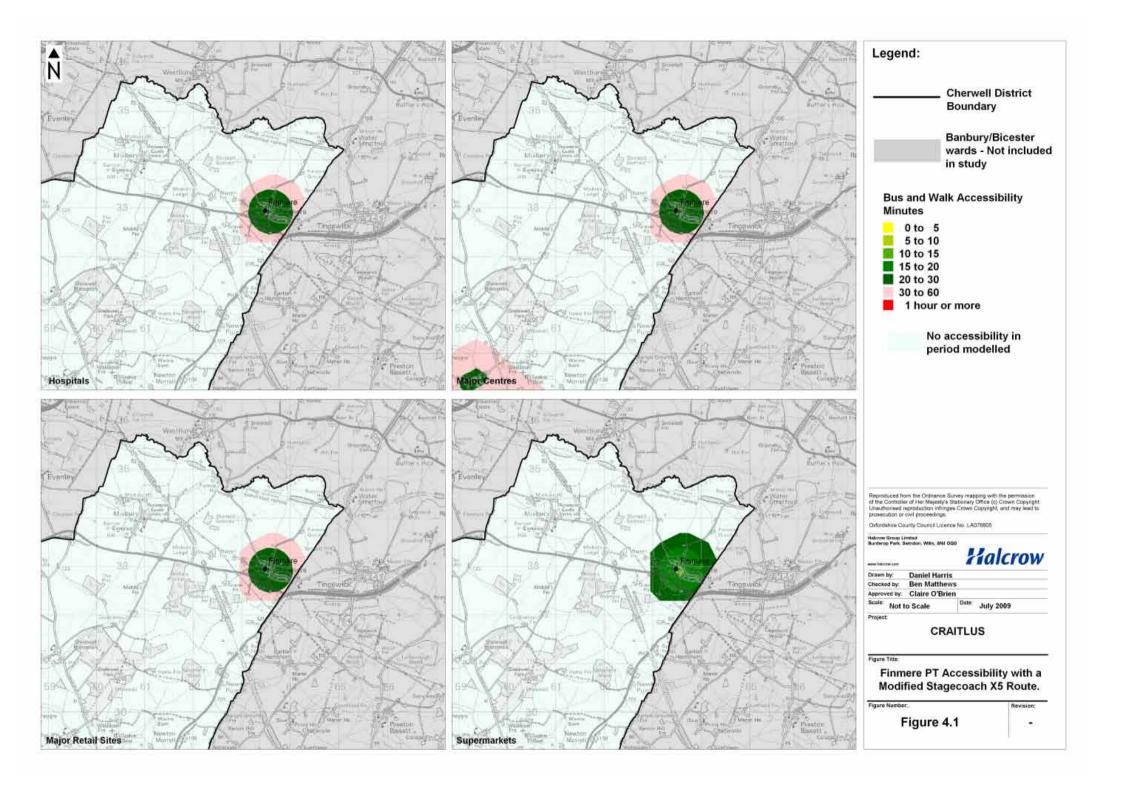
9.4.2

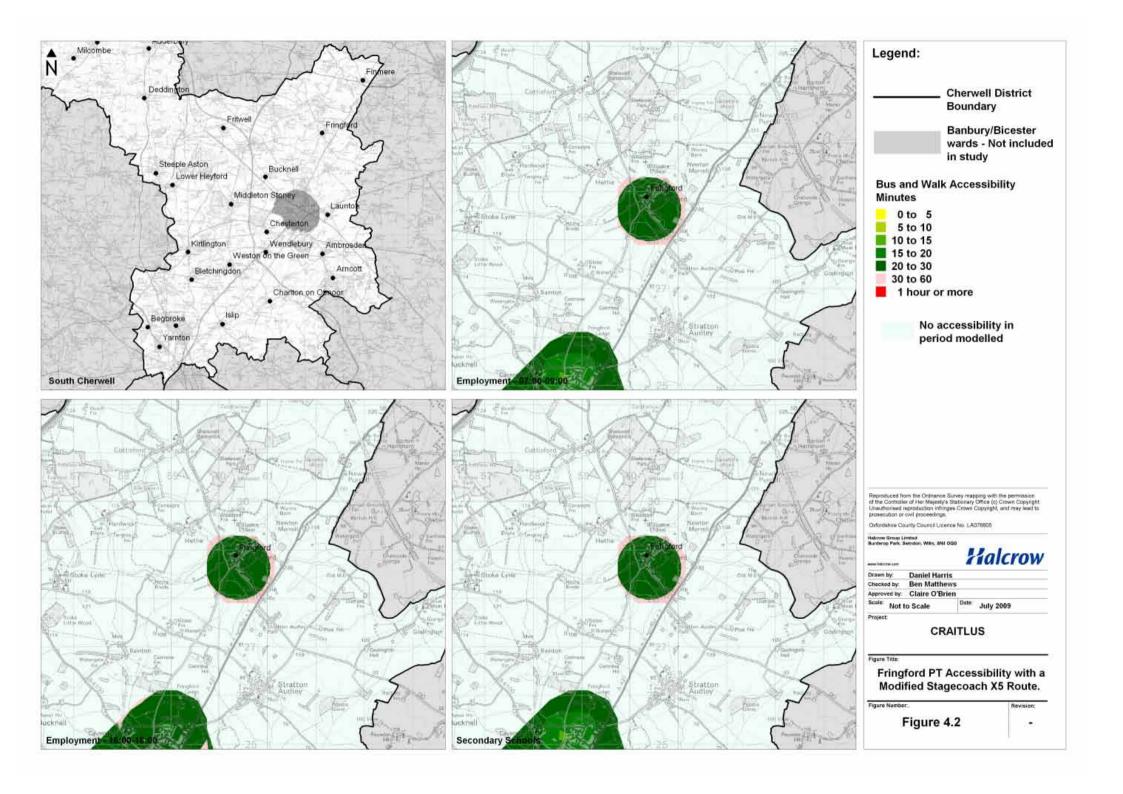
The Council may wish to consider the results of this study in terms of reviewing the sustainability of the villages in Cherwell as set out it in its Options for Growth Paper. We are aware that the results of this study will have to be considered alongside other evidence and policy the Council is required to consider for the LDF. For example, some of the villages mentioned above are located in the Green Belt where development is restricted. This may mean that some of the villages other than the 13 above will need to be considered for new development. The Council is also undertaking other work such as the Strategic Housing Land Availability Assessment (SHLAA) which will determine the availability and suitability of sites in Cherwell's villages. We are also aware that the Council will be considering the role of 'clustering' and more details about the services and facilities in each village when determining its policy for the LDF.

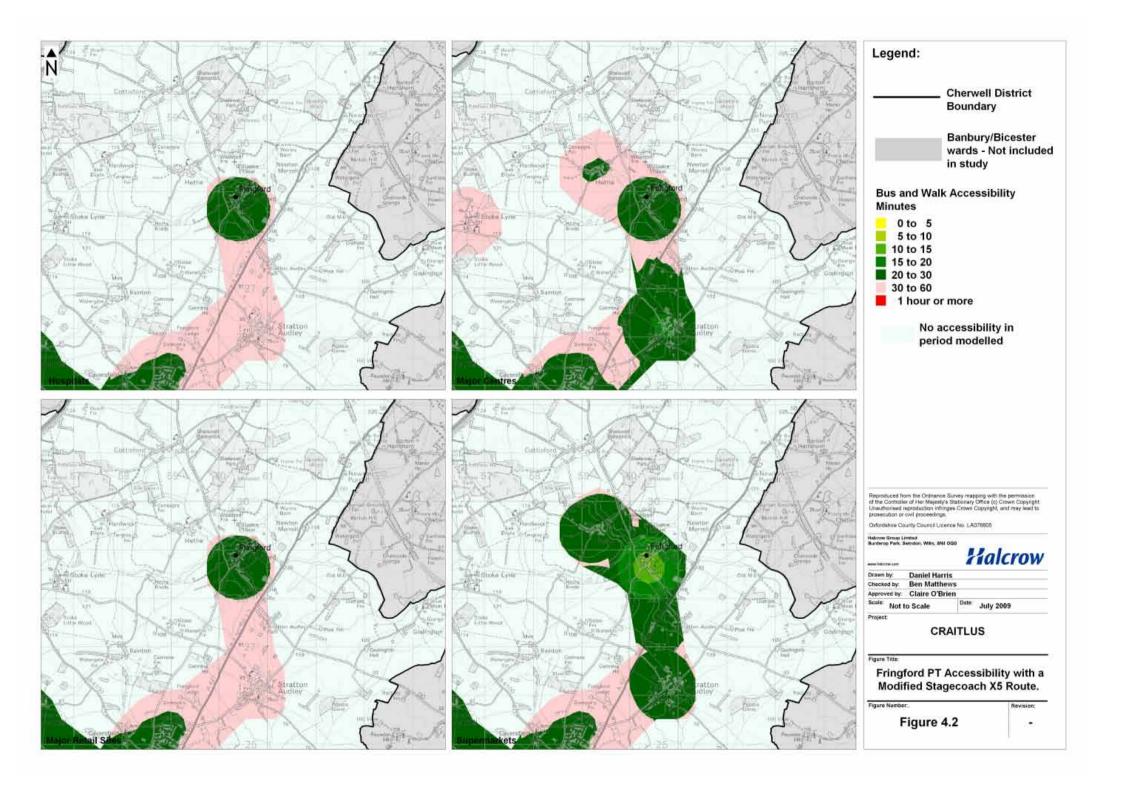
Figures

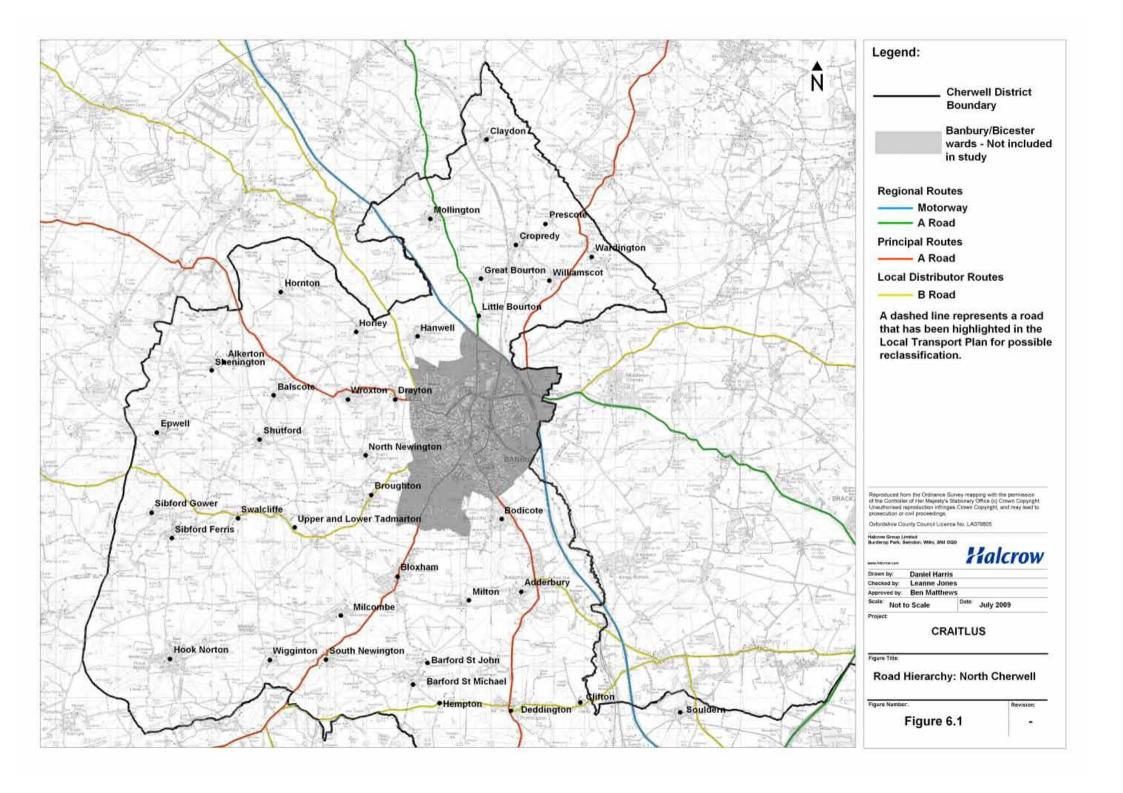
l.1	Re-Routed Bus Services: Journey Time Contour Maps: Finmere
1.2	Re-Routed Bus Services: Journey Time Contour Maps: Fringford
5.1	Road Hierarchy: North Cherwell
5.2	Road Hierarchy: South Cherwell
5.3	Network Constraints Mao: North Cherwell
5.4	Network Constraints Map: South Cherwell
5.5	Modelled Destinations
5.6	COTM output: Relative Attraction to London from Banbury
5.7	Cumulative Demand to travel on Approach Routes to Banbury, 0700-090
5.8	Cumulative Demand to travel on Approach Routes to Bicester, 0700-0900

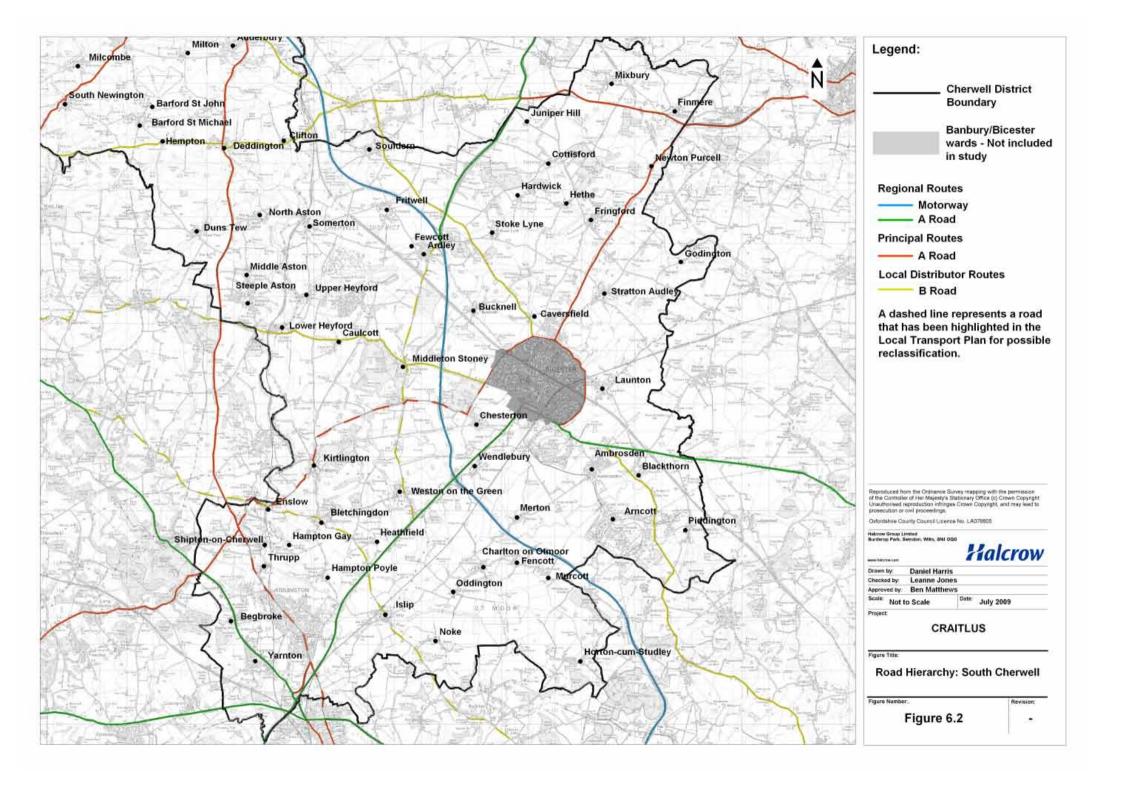


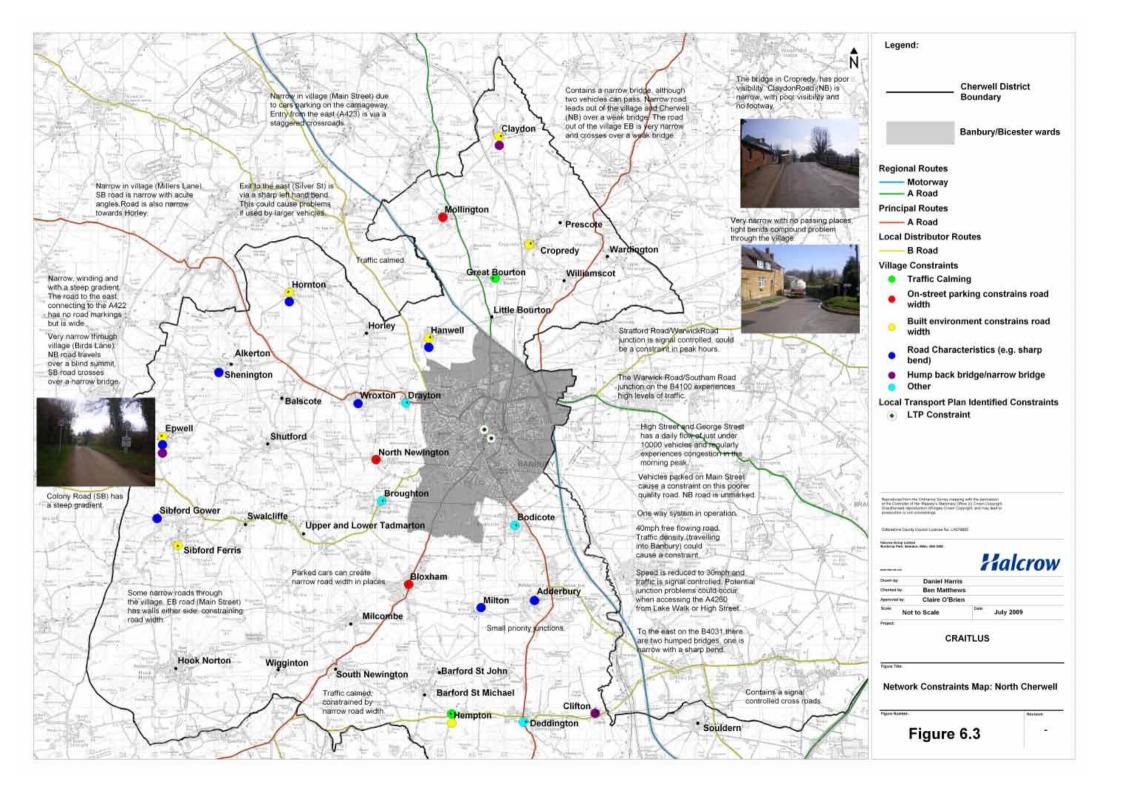


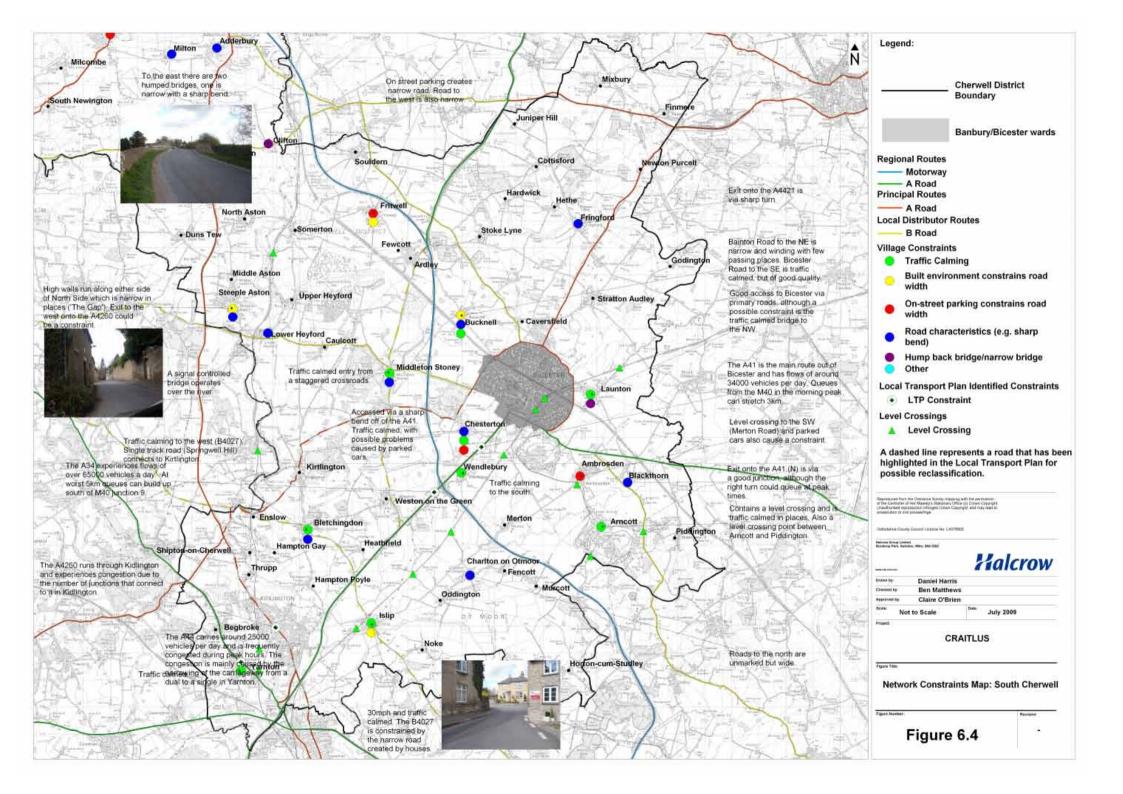


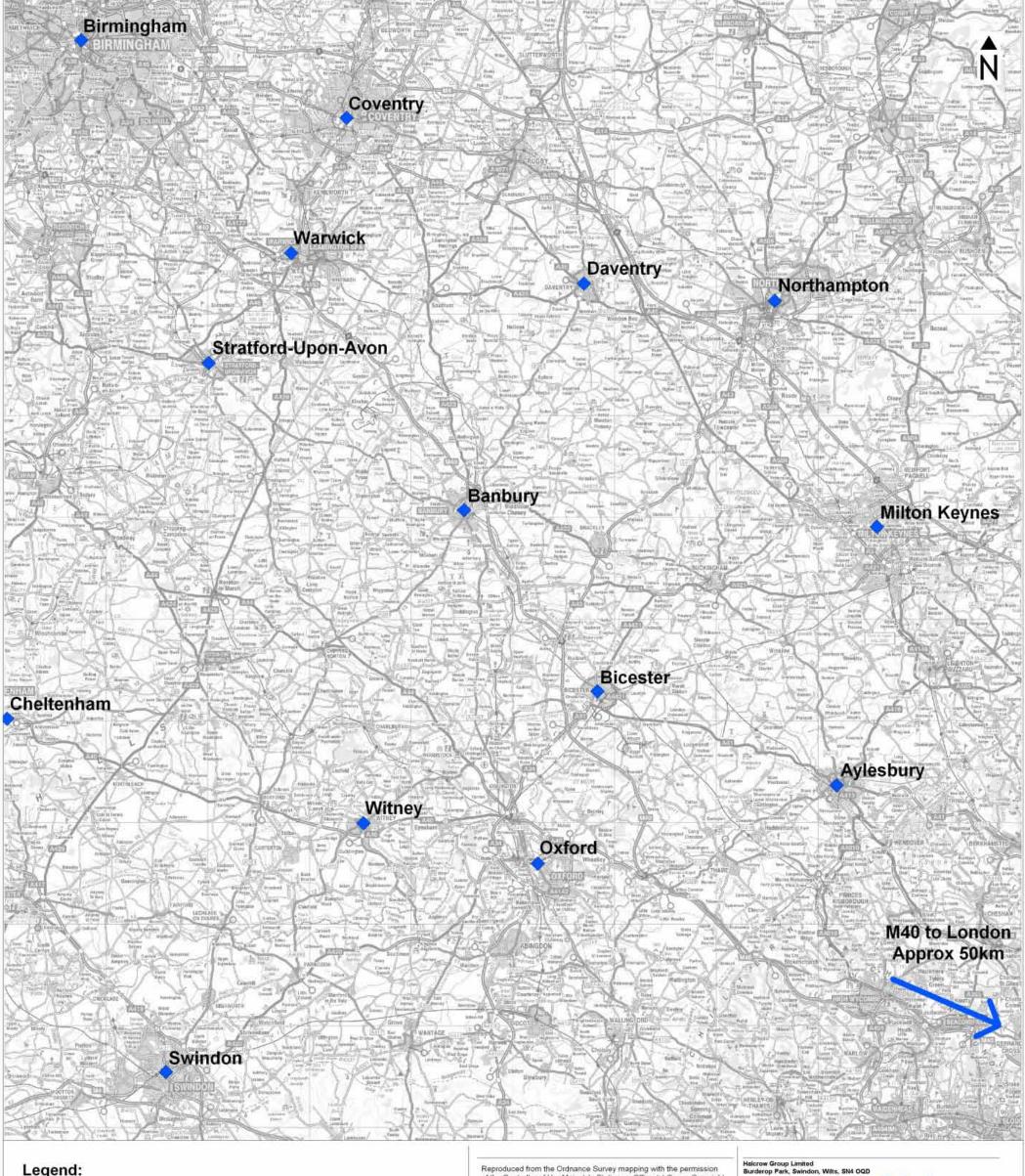












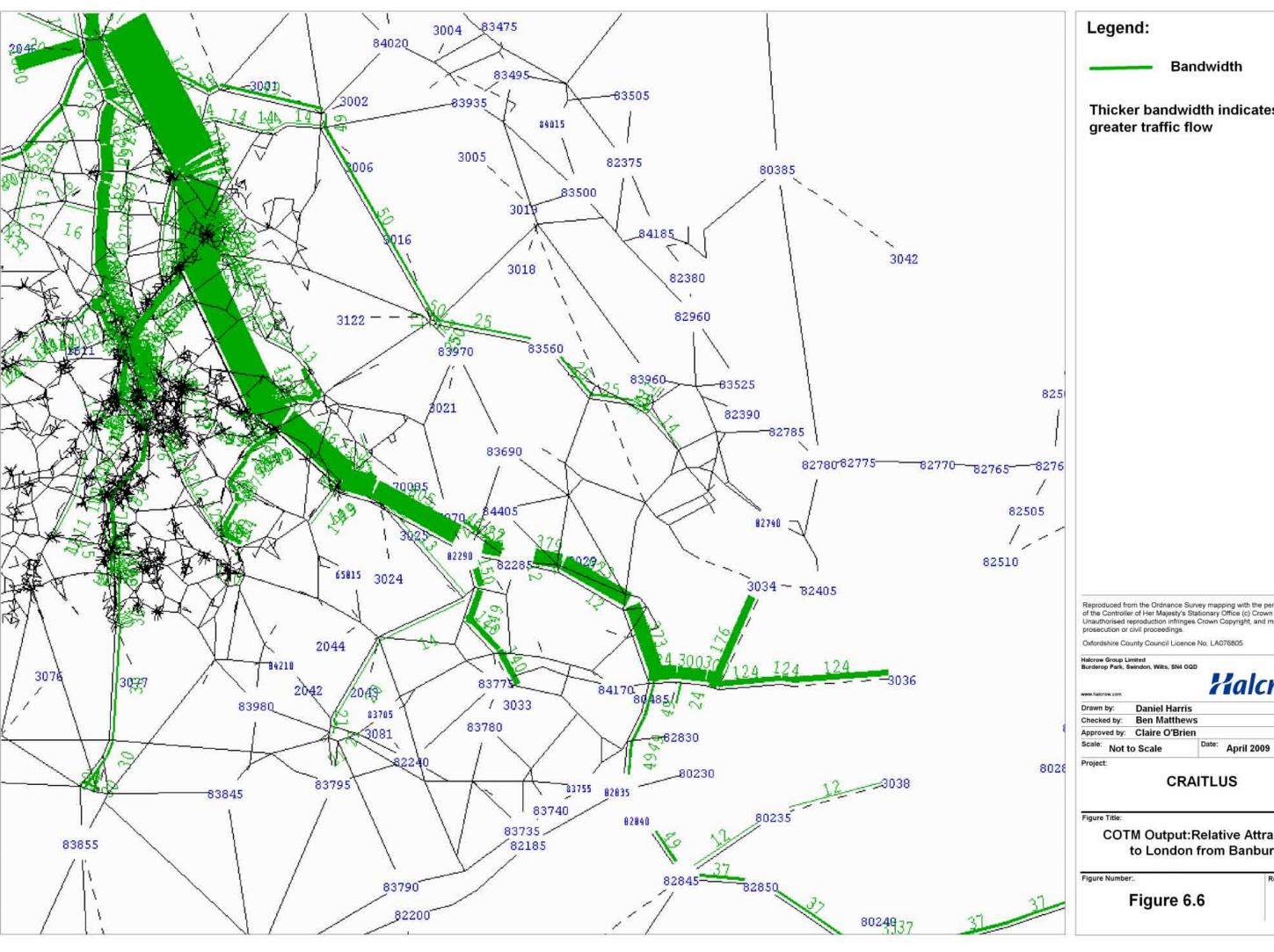
Legend:

Destination

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Halcrow **Daniel Harris** Drawn by: Checked by: Ben Matthews Approved by: Claire O'Brien Scale: Not to Scale Date: April 2009 Project: **CRAITLUS** Figure Title: **Modelled Destinations** Figure Number:. Figure 6.5

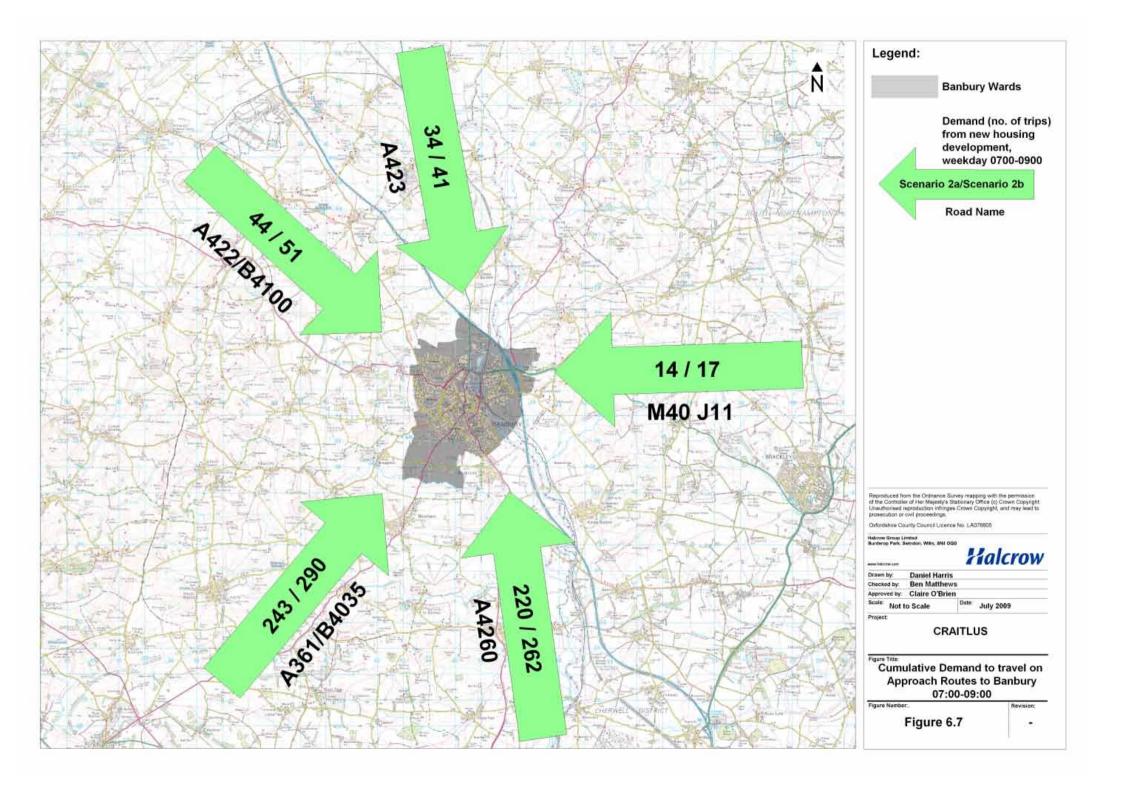


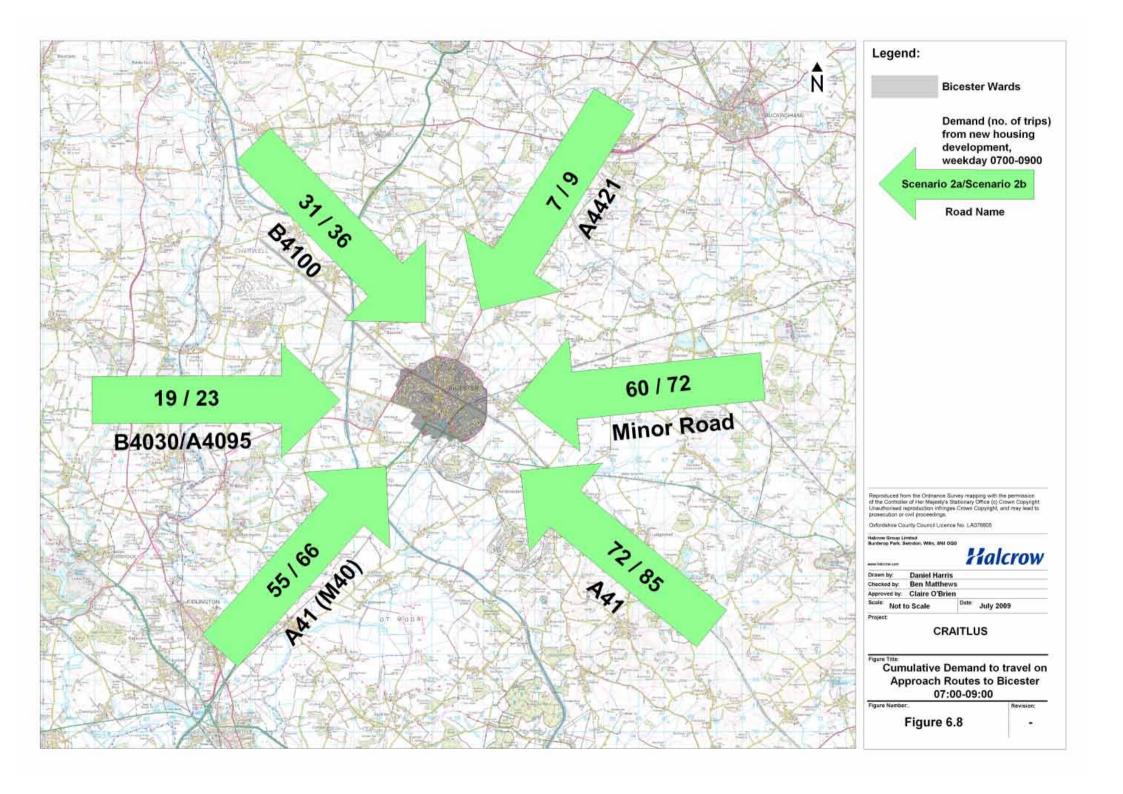
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COTM Output:Relative Attraction to London from Banbury





Cherwell District Council

Cherwell Rural Area Integrated Transport and Land Use Study (CRAITLUS)

Stage 2: Criteria-Based Assessment

APPENDICES



August 2009

Halcrow Group Limited



APPENDICES

Appendix A: TN7 Public Transport Accessibility Planning

Appendix B: Services Mapped in Accession

Appendix C: TN8 Car-based Accessibility Planning

Appendix D: Model Output Matrices: Trip Generation and Distribution

Appendix A TN7 Public Transport Accessibility Planning

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Technical Note 7

Project Cherwell Rural Integrated Transport and Land Use Study - CRAITLUS Date April 2009

Note Accessibility Planning Ref CTFANG410

1 Introduction

There is a need to focus future developments in 'sustainable' locations.

Sustainable locations allow greater opportunity to work and live in close proximity and provide the opportunity for residents, visitors and employees to travel by sustainable modes to key services such as employment, education, health, recreation and retail facilities.

1.2 Technical Note 7 reports the outcome of a public transport accessibility assessment. The purpose of the assessment is to identify settlements where accessibility to key services and facilities by public transport is comparatively better or worse than other settlements. The outcome will help to identify settlements that can most sustainably accommodate future development.

2 CRAITLUS

2.1 Technical Note 7 forms part of the 'Cherwell Rural Area Integrated Transport and Land Use Study' (CRAITLUS). The aim of CRAITLUS is to identify the transport and land use impacts of potential new housing developments in the vicinity of existing villages in rural Cherwell. The outcome will inform decisions regarding the location of new housing to 2026 and will support the aims of the District's Core Strategy emerging through the Local Development Framework.

- 2.2 The CRAITLUS study area is Cherwell District with the exception of Bicester and Banbury, which are the subject of separate studies BicITLUS2 and BanITLUS2.
- 2.3 Stage 1 of CRAITLUS prepared an evidence base to inform the assessment process. The outcome of Stage 1 is a series of Technical Notes, as follows:
 - TN1 Traffic Monitoring Data;
 - TN2 Census Data;
 - TN4 Current Transport Provision;

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- TN5 Policies and Strategies;
- TN6 Committed Development Sites.
- 2.4 Stage 2 performs a criteria-based assessment to determine the transport implications of new housing at village locations across rural Cherwell. Stage 2 comprises the following elements:
 - Public Transport Accessibility Assessment;
 - Car-Based Accessibility Assessment;
 - Analysis of Bus Routes;
 - Road Network Performance;
 - Impact on the Road Network;
 - Changes in Network Travel Time and Cost.

3 Structure of the Technical Note

- 3.1 Two levels of analysis have been undertaken to identify settlements with comparatively better or worse accessibility:
 - Analysis A: Appraisal of village facilities and bus services. To show the level of service provision; and
 - Analysis B: Public Transport Accessibility Assessment: To
 assess bus and walk accessibility to key services within identified
 journey time thresholds.

4 Analysis A: Appraisal of Village Facilities and Bus Services

4.1 Facilities mapping, shown in Figures 1 and 2, demonstrates the level of service provision in the CRAITLUS area. Village facilities, identified through survey work previously undertaken by Cherwell District Council, are:

- Community Facilities;
- Nurseries;
- Public houses;
- Post Offices;
- Primary Schools;
- Recreational Facilities;
- Retail (food) sites; and
- Business/Retail sites.

4.4

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Bus routes are also shown on Figures 1 and 2 to demonstrate how the routeing and frequency of bus services interact with the provision of services and facilities. This demonstrates the opportunity that residents have to access services by public transport. Bus routes have been mapped in three groups, according to their frequency:

- Less than daily;
- Less than six return journeys per day; and
- Six or more return journeys per day.
- 4.3 After Bicester and Banbury, Kidlington is the next largest settlement in Cherwell District. Kidlington has all the facilities being considered and has a significant number of bus services. Thus Kidlington, alongside Bicester and Banbury, has been excluded from this appraisal.

Villages in the north of Cherwell

Villages in the north of Cherwell which contain all eight of the mapped facilities, and are located on the most frequent bus routes, are:

- Adderbury;
- Bloxham;
- Bodicote; and
- Deddington.
- 4.5 Cropredy contains seven of the mapped village facilities (all except a nursery), but it should be noted that it is situated on a bus route with less than six return journeys per day.
- A.6 None of the villages in the north of Cherwell contain six of the mapped facilities, although three villages contain five of the mapped facilities:

 Milcombe, Sibford Gower and Shenington. They each contain a pub and community facilities although the other facilities vary between the villages.

 Milcombe and Sibford Gower are located on bus routes with more than six journeys per day, but Shenington is located on a bus route with less than six return journeys per day.
- 4.7 In contrast, two villages in the north of the Cherwell district contain none of the mapped facilities, Barford St John and Williamscot. Barford St John is located on a less than daily bus route, although it is close to Bloxham (all facilities), Milcombe (five facilities) and Barford St Michael (four facilities).

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	Despite having none of the mapped facilities, Williamscot is located on a bus route with six or more return journeys per day, as well as being located close to Cropredy, which has seven of the mapped village facilities.
4.8	Clifton, Horley and Hornton are not situated on a bus route, although they have some facilities within the villages. Clifton contains two of the mapped village facilities (pub and primary school) while Horley (community facilities, pub, recreational facilities and business/retail) and Hornton (nursery, pub, primary school and recreational facilities) contain four of the mapped facilities.
4.9	In the most northerly extent of the Cherwell district, Claydon, Hanwell, Little Bourton, Prescote and Williamscot contain three or less of the mapped village facilities. Although these villages are located close to Cropredy which has all facilities listed, only Claydon and Little Bourton are connected by a direct bus route.
4.10	To the west of Banbury eight of thirteen villages contain three or less of the mapped village facilities. Five of these villages are located on bus routes with a frequency of less than six return journeys per day, although Drayton and North Newington are situated within close proximity of Banbury.
4.11	To the south of Banbury, many of the villages contain more facilities than the villages to the north and west of the town. Despite this, Barford St John contains none of the mapped facilities, while a further four villages contain three or less of the mapped facilities. However, three of these four villages are located in close proximity and on bus routes to villages which contain all of the mapped facilities. Clifton is the exception as it has no connecting bus route to nearby Deddington.
4.12	Villages in the south of Cherwell Only one village in the south of Cherwell contains all eight of the mapped facilities, Ambrosden. It is also located close to Bicester and is on a bus route with a frequency of more than six return journeys per day.
4.13	Despite only one village in the south of Cherwell containing all eight of the mapped facilities, eight villages contain seven of the facilities, these are:

- Begbroke;
- Fritwell;

4.15

4.16

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- Islip;
- Kirtlington;
- Launton;
- Steeple Aston;
- Weston on the Green; and
- Yarnton.

Six of these villages are located on bus routes with a frequency of more than six return journeys per day, while two are located on a bus route with less than six return journeys per day, Fritwell and Islip.

- 4.14 Seven villages also have five or six of the mapped facilities, and are located on a bus route with six or more return journeys a day, these are:
 - Arncott (five);
 - Bletchingdon (five);
 - Chesterton (five);
 - Finmere (five);
 - Fringford (five);
 - Middleton Stoney (five); and
 - Upper Heyford (six).

It should also be noted that Charlton on Otmoor contains six of the mapped village facilities, but it is located on a bus route with a frequency of less than six return journeys per day.

In the south of the Cherwell district, five villages contain none of the mapped facilities: Cottisford, Fencott, Godington, Hampton Gay and Oddington. Of these villages, Godington and Hampton Gay are not situated on bus routes, while Cottisford and Fencott are served by less than daily bus frequencies. Oddington has less than six return journeys per day. Of these villages Fencott and Oddington are best located to take advantage of nearby villages' facilities, due to there close proximity to Charlton on Otmoor.

To the north of Bicester, 11 of 24 villages contain two or less village facilities, with only two of these located on the most frequent band of bus routes. The area directly north and north east of Bicester contains the majority of low facility villages, with the majority of these on the poorer

frequency bus routes and located away from the two villages in the area with five of the facilities (Finmere and Fringford).

4.17

To the south of Bicester, 8 of 26 villages contain two or less village facilities, although unlike to the north of Bicester, a number of villages have seven or more facilities. This means that (with the exception of Hampton Gay and Fencott) each of the villages with two or less facilities is located on a bus route with daily return journeys and in close proximity to a village with six or more facilities.

Summary

4.18

The summary for this section has been split into two sections. Firstly, the list below sets out the villages in Cherwell District which have the most facilities (seven or more) and are also located on the most frequent bus routes (six or more return journeys per day):

- Adderbury;
- Ambrosden;
- Begbroke;
- Bloxham;
- Bodicote;
- Deddington;
- Kirtlington;
- Launton;
- Steeple Aston;
- Weston on the Green; and
- Yarnton.

4.19

Secondly, the list below sets out the villages which have only one or none of the facilities considered, as well as being located on a poor frequency (less than daily) bus route or not being located on a bus route at all.

- Barford St John;
- Caulcott;
- Cottisford;
- Fencott;
- Godington;
- Hampton Gay
- Juniper Hill;
- Middle Aston;

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- Mixbury;
- Noke;
- Prescote; and
- Somerton.

5 Analysis B: Public Transport Accessibility Assessment

Accession is the software used for Accessibility Planning. One output of Accession is that it enables mapping to be produced, showing the relative accessibility of different locations to identified services/facilities within specified timeframes.

When using Accession, it is necessary for a series of assumptions to be identified. In particular, there is a need to define the key services which act as 'destinations' for the accessibility assessment. Key services, in this instance, include those which are essential to our daily lives. These services are often provided in larger settlements rather than rural areas and, consequently, they differ from the list provided in 4.1. For the accessibility assessment, the destinations are:

- Employment sites;
- Secondary schools;
- Hospitals;
- Major centres;
- Major retail sites; and
- Supermarkets.

Assumptions have also been made regarding the modelled time period for each destination. The time periods reflect the most likely peak in demand for travel to each destination:

- Employment sites accessibility to these sites is essential for workers between the peak hours of 07:00-09:00 and 16:00–18:00;
- Secondary schools accessibility to these sites is essential for students between 07:00 and 09:00;
- Hospitals accessibility to these sites is assumed to be on a nonemergency basis between 10:00 and 12:00;
- Major centres accessibility to these sites is assumed to be outside of the peak hours, but between 09:00 and 13:00;
- Major retail sites accessibility to these sites is mainly outside of peak hours between 10:00 and 12:00; and

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- Supermarkets accessibility to these sites is mainly outside of peak hours between 10:00 and 12:00.
- 5.4 The model runs were undertaken on a Tuesday, as this is classed as a 'neutral' day. In addition the model was run on a Friday, to reflect and include consideration of the variations in bus frequencies on different weekdays.
- 5.5 Additional assumptions are:
 - The average walking speed is 4.8km/hr; and
 - The maximum connection distance, i.e. distance that people would walk to a bus stop, is 0.8km.
- 5.6 The outcomes of the accessibility assessment are shown as a series of thematic maps, as follows:
 - Employment sites (Figures 3 to 6);
 - Secondary schools (Figures 7 and 8);
 - Hospitals (Figures 9 and 10);
 - Major centres (Figures 11 to 14);
 - Major retail sites (Figures 15 and 16); and
 - Supermarkets (Figures 17 and 18).
- 5.7 The maps show whether a key service is accessible by public transport in the given timeframe and show journey time thresholds for accessible journeys. A summary of the findings is given below.

Villages in the north of Cherwell

In the northern part of the Cherwell District, three villages are located close to Banbury (where the majority of destinations are) and on the most frequent bus routes; therefore accessibility from these villages to the identified destinations is consistently under 30 minutes:

- Adderbury;
- Bloxham; and
- Bodicote.

Other villages of note are:

5.11

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- Deddington;
- Drayton;
- Hook Norton; and
- Milcombe.

These villages are always within an hour of the destinations, although for the majority of destinations they have accessibility times of less than 30 minutes.

5.9 Of the remaining villages Sibford Ferris performs most consistently (always within an hour) while Cropredy, Shenington and Wroxton have accessibility times that vary between under 30 minutes to no accessibility within the modelled time period.

Hanwell is located on a less than daily bus route. This explains why it has no accessibility to facilities during the modelled time periods.

Villages in the south of Cherwell

The villages that have accessibility times of less than 30 minutes by public transport to all of the mapped facilities are:

- Bletchingdon;
- Chesterton;
- Kidlington;
- Launton;
- Middleton Stoney;
- Wendlebury; and
- Yarnton.

Four of these villages are located close to Bicester, while the others are located to the south west of Cherwell where a number of the destinations are situated. All of these villages are located on the most frequent bus routes.

Other villages of note are Ambrosden, Arncott and Begbroke. Ambrosden and Arncott record accessibility times of under 30 minutes for each destination, with the exception of secondary schools, while Begbroke records times of under 30 minutes for each destination, with the exception of major retail sites and supermarkets.

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5.14

The area to the west of Bicester, containing Lower Heyford and Steeple Aston, has varying accessibility. Access times to employment sites and hospitals are under half an hour in Lower Heyford, although access times are consistently between 30 and 60 minutes for all other destinations. Steeple Aston consistently records accessibility times of between 30 and 60 minutes.

5.15

The villages affected most by variations in bus timetables are Charlton-on-Otmoor and Islip. Both of these villages have better accessibility to major centres on a Friday, both in terms of the time taken for journeys to be made and the size of the area that has accessibility, although it should be noted that Charlton-on-Otmoor still records an accessibility time of over 30 minutes.

5.16

There are four villages that have no or poor access to facilities by public transport for all of the modelled time periods, these are:

- Charlton-on-Otmoor;
- Finmere;
- Fringford; and
- Fritwell.

Three of these villages (Finmere, Fringford and Fritwell) are located north of Bicester, where large areas record no accessibility in the modelled time period.

Cherwell as a whole

5.17

The maps produced as part of Analysis B do not solely provide accessibility times for the villages mentioned above, but for the whole of the Cherwell district. This means that areas which consistently record poor accessibility times or no accessibility can be easily identified.

5.18

In the north of Cherwell two areas perform poorly:

- The area to the north of Banbury; and
- The area to the west of Banbury.

These areas of poor PT accessibility are located on bus routes with the poorer daily frequency or a less than daily frequency.

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5.19 In the south of Cherwell there are also two areas that perform poorly:

- The area to the north/north east of Bicester; and
- The area directly to the south of Bicester.

As with the north, these areas are served by the poorer daily frequency or less than daily bus routes.

6 Summary of Key Findings – Combining Analysis A and Analysis B Villages in the north of Cherwell

Three villages in the north of the District contain all of the mapped village facilities <u>and</u> have good accessibility to the major sites (employment, secondary schools, hospitals, major centres, major retail, and supermarkets) by public transport. These settlements performing best on sustainability grounds are:

- Adderbury;
- Bloxham; and
- Bodicote.
- Each of these villages consistently has accessibility times of less than 30 minutes by public transport, with some journeys taking as little as ten minutes. Deddington also has all of the mapped village facilities, but the time taken to access the destinations is often over 30 minutes. This is likely to be because it is located further from Bicester and Banbury than those listed above.
- 6.3 Cropredy contains seven of the village facilities, but has varying public transport accessibility results with access only possible in 30 minutes to major centres, major retail sites and supermarkets.
- 6.4 In contrast north Cherwell also contains Hanwell, a village with very few facilities and on a less than daily bus route, which means that during the modelled time periods it is not possible to access any of the mapped destinations.

Villages in the south of Cherwell

6.5 In the south of the District only one village contains all of the mapped village facilities, Ambrosden. This village also records accessibility times

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under 30 minutes to all destinations with the exception of secondary schools.

6.6

Although only one village in the south contains all of the village facilities, eight contain seven facilities. These seven villages do however perform very differently in terms of public transport accessibility. Launton and Yarnton perform the best as they recorded accessibility times within 30 minutes to each of the modelled destinations, whereas Fritwell recorded no accessibility to half of the destinations with the other half accessible between 30 and 60 minutes.

6.7

To the north of Bicester there is a large area that consistently records no accessibility by public transport within the modelled time periods. This area contains both Finmere and Fringford, which are located on poorer frequency bus routes, but they each have five of the eight village facilities.

7 Conclusions and key considerations

Conclusions

7.1

Throughout the whole of the Cherwell district four villages contain all eight of the village facilities and have consistent accessibility times of less than 30 minutes to each of the modelled destinations, with accessibility times as short as 10 minutes recorded for certain destinations. These villages are:

- Adderbury;
- Ambrosden;
- Bloxham; and
- Bodicote.

7.2

It should be noted that Deddington also has all of the mapped village facilities, but the time taken to access the destinations is often over 30 minutes, despite it being located on a bus route with a frequency of more than six return journeys per day. This is likely to be because it is located between Bicester and Banbury, which contain the majority of modelled destinations.

7.3 Also of note are the nine villages that contain seven of the village facilities, these are:

- Begbroke;
- Cropredy;

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- Fritwell;
- Islip;
- Kirtlington;
- Launton;
- Steeple Aston;
- Weston on the Green; and
- Yarnton.

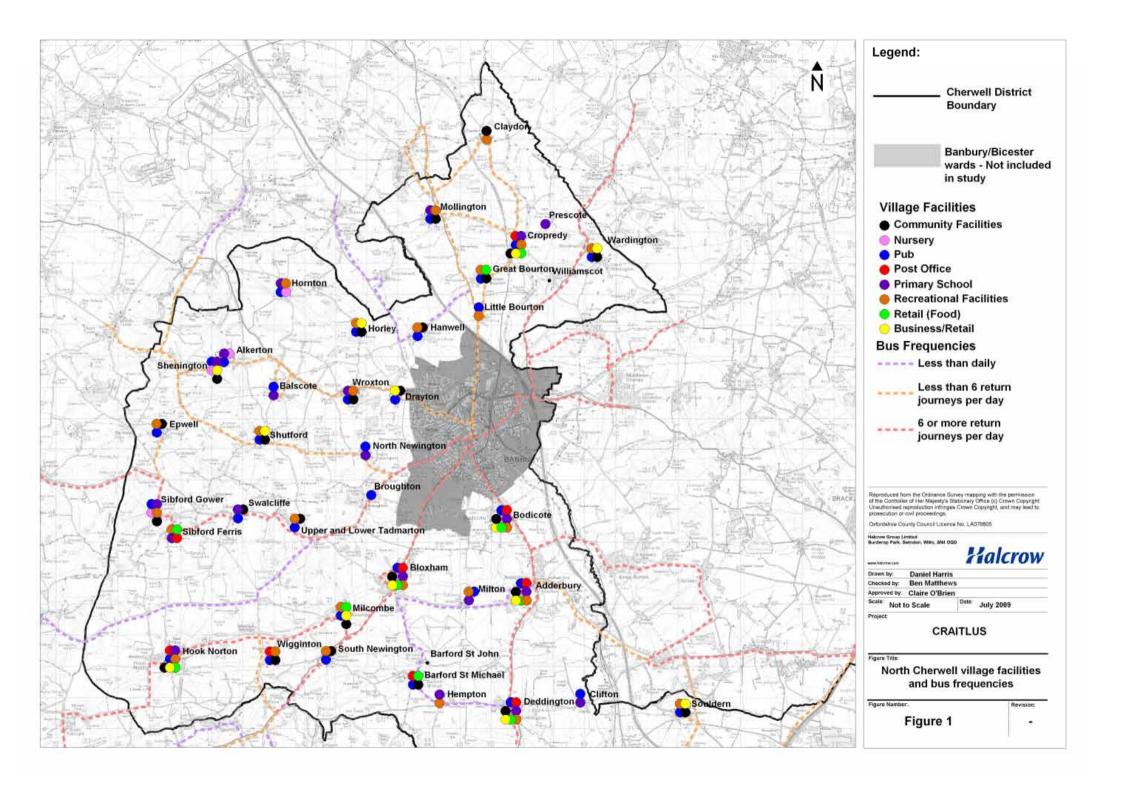
These villages perform well in terms of village facilities, but they record wide variations in public transport accessibility times. Launton and Yarnton perform best (always within 30 minutes) whereas Cropredy is able to access three destination types within 30 minutes and Fritwell can only access half of the destinations within an hour.

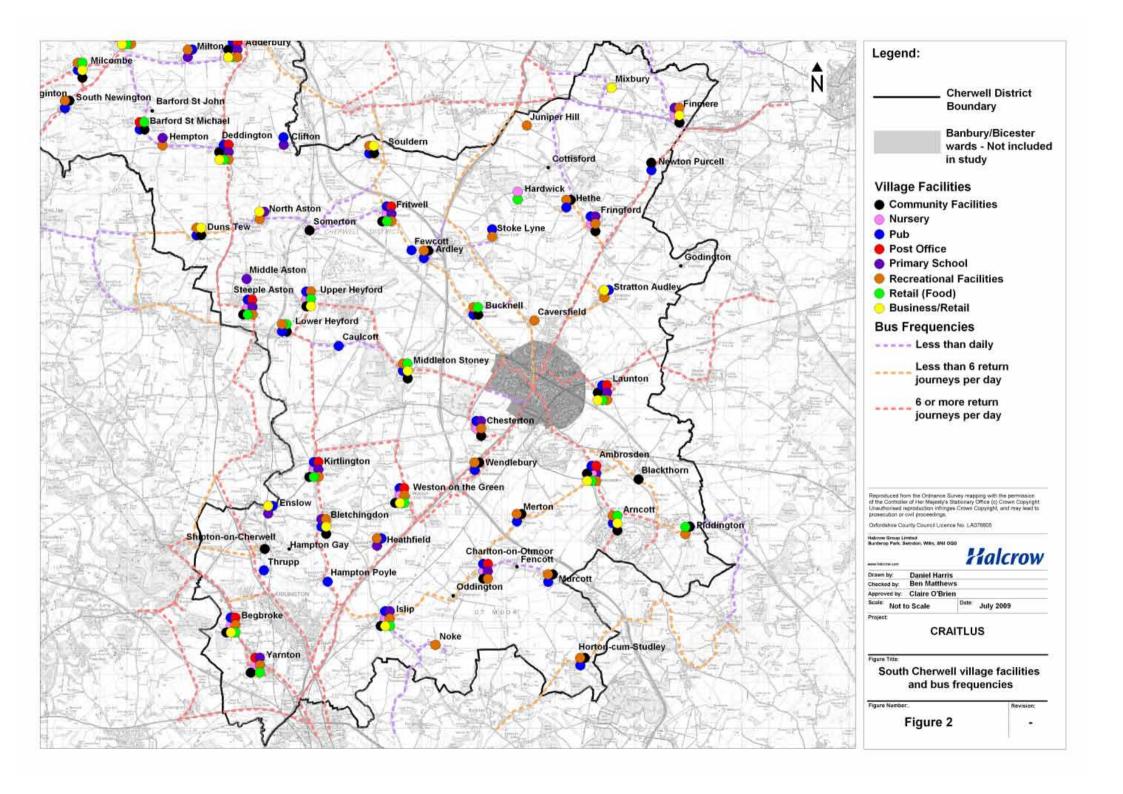
- 7.4 Seven villages in Cherwell contain none of the mapped village facilities, these are:
 - Barford St John;
 - Cottisford;
 - Fencott;
 - Godington;
 - Hampton Gay;
 - Oddington; and
 - Williamscot.
- 7.5 None of the above villages are included as part of Analysis B, despite this Analysis B does identify areas of poor accessibility, which are all located on the poorer daily frequency or less than daily bus routes, these are:
 - The area to the north of Banbury;
 - The area to the west of Banbury;
 - The area to the north/north east of Bicester; and
 - The area directly to the south of Bicester.

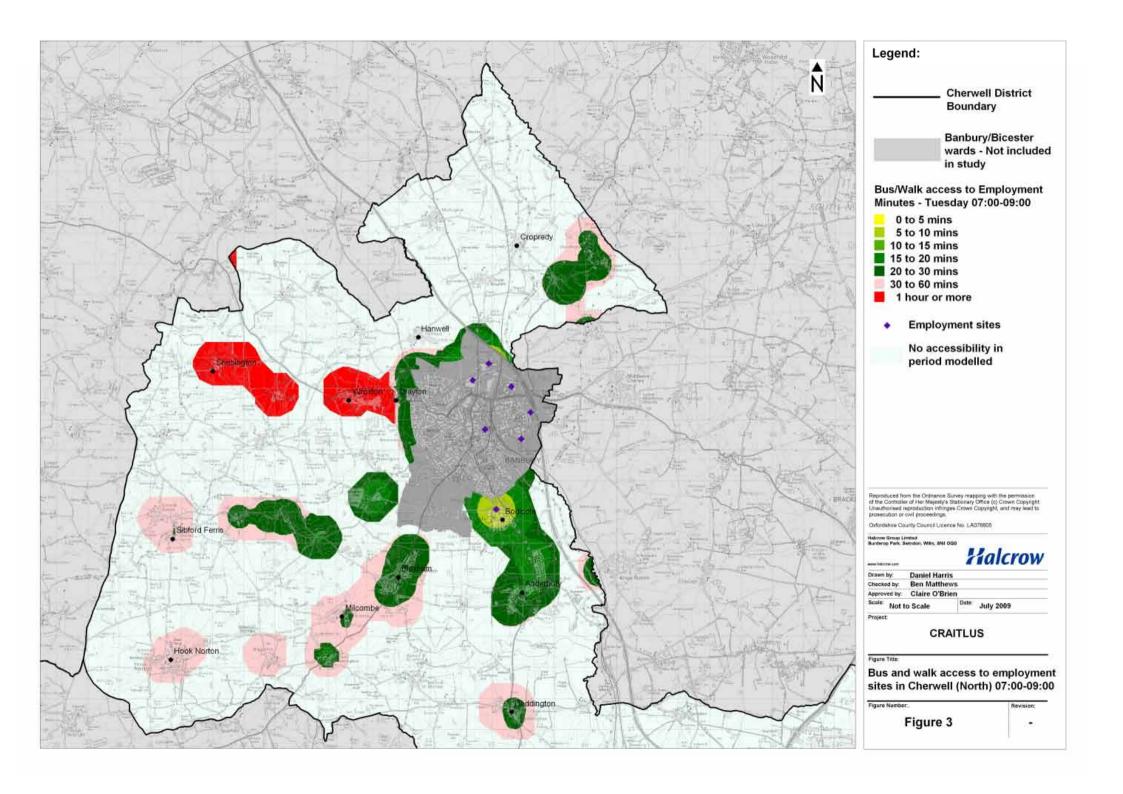
Key considerations

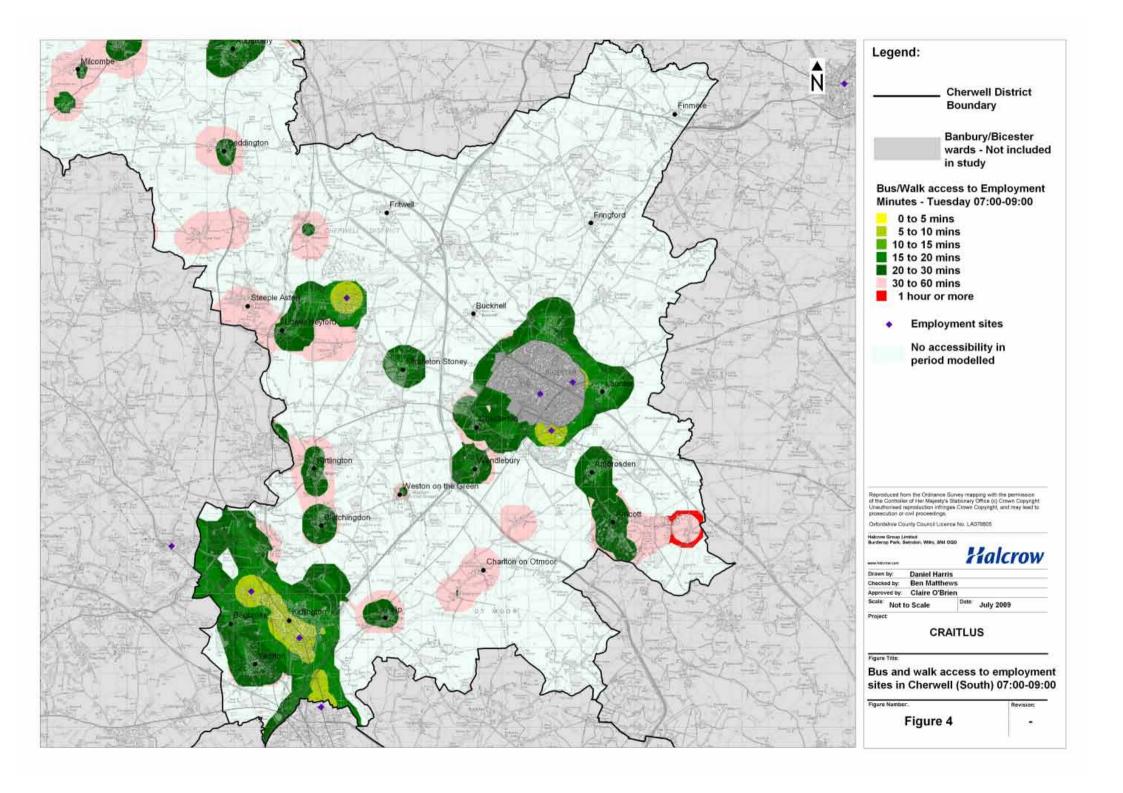
The analysis has demonstrated that there are some key settlements that perform significantly better than other settlements in terms of current accessibility levels. Similarly there are a proportion of settlements where accessibility could be improved by increasing the bus frequency

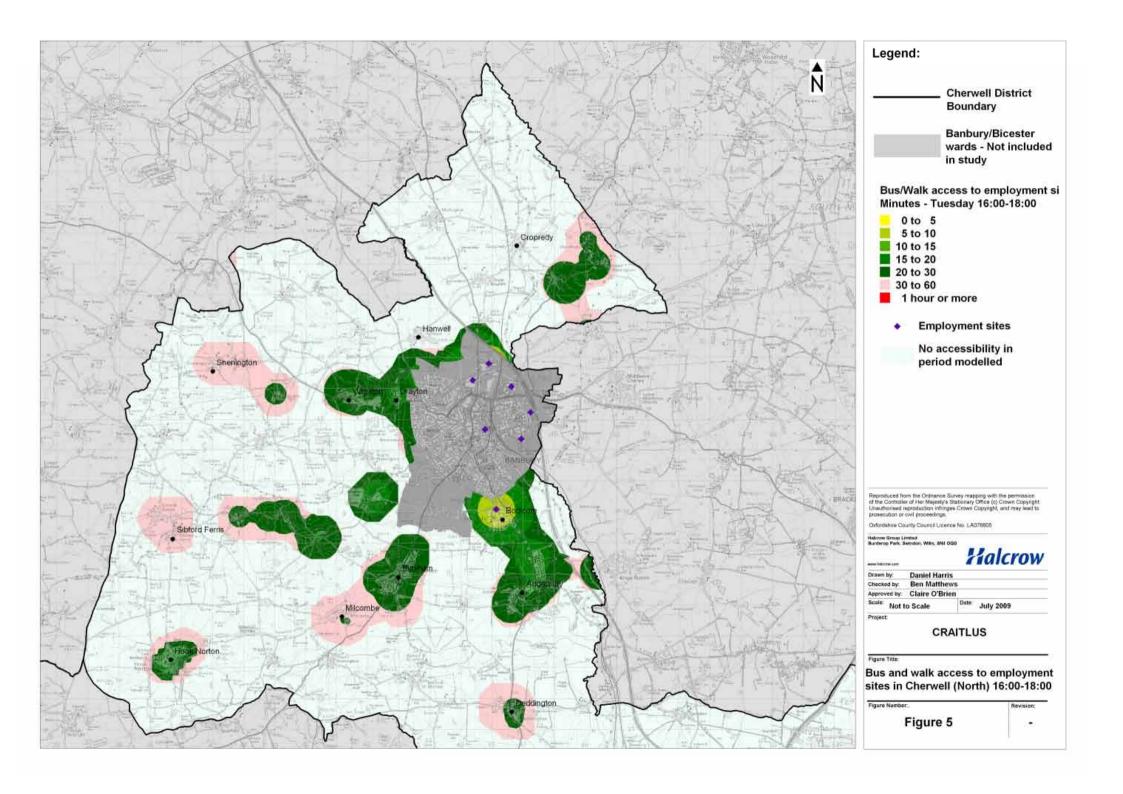
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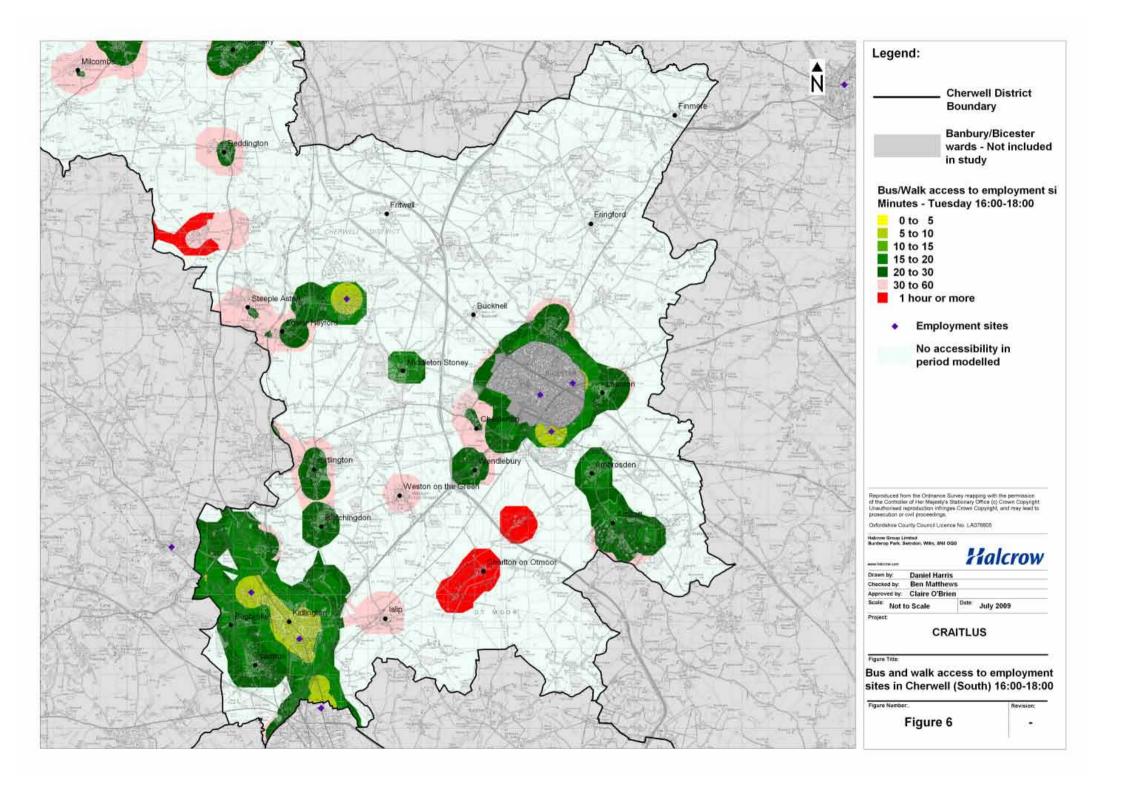


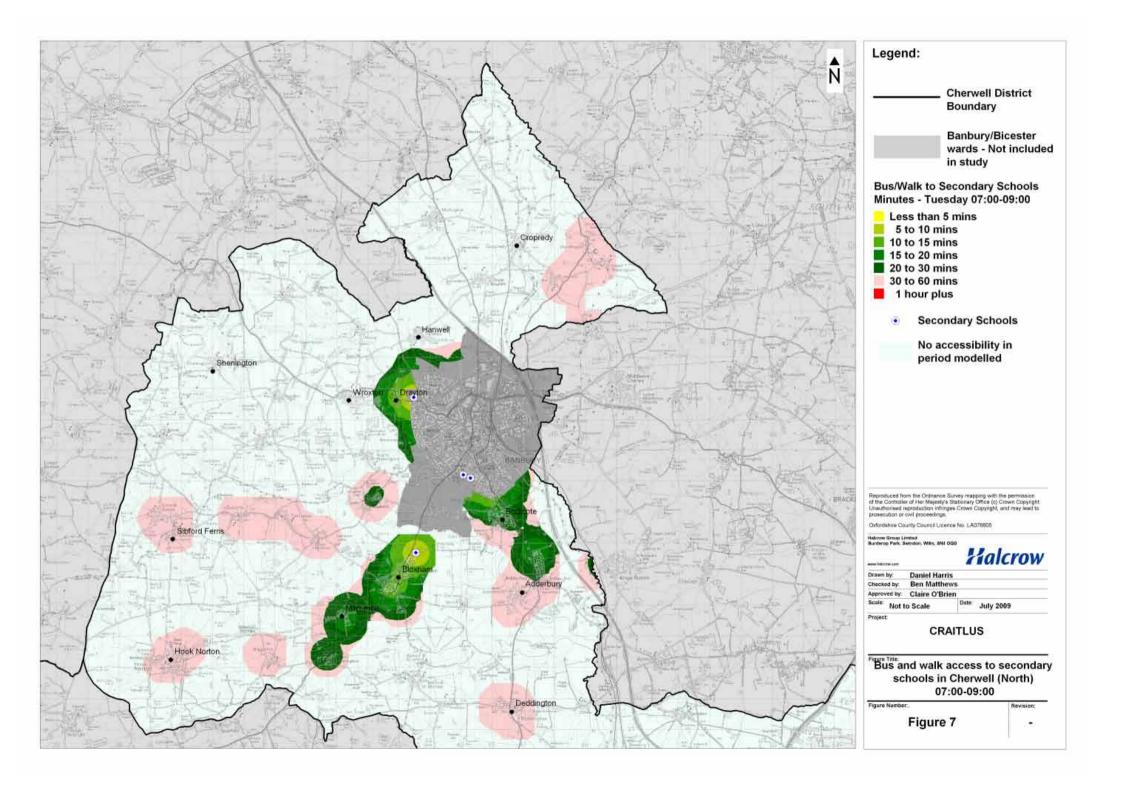


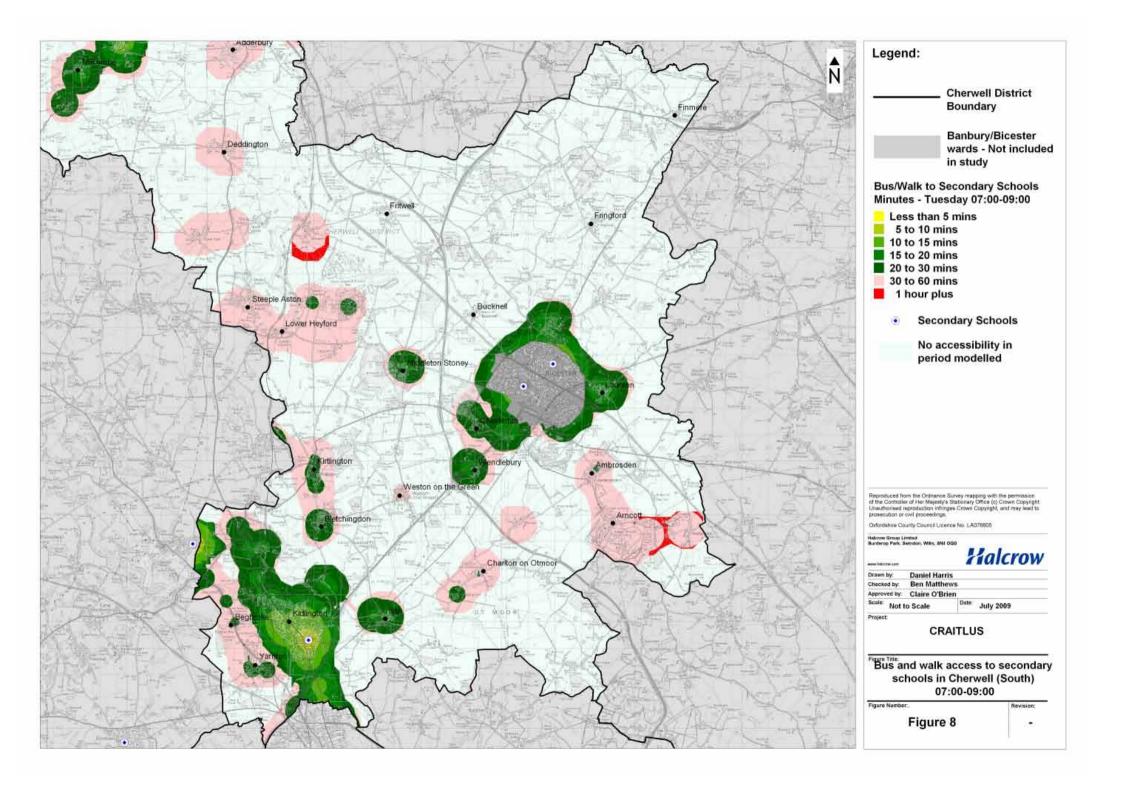


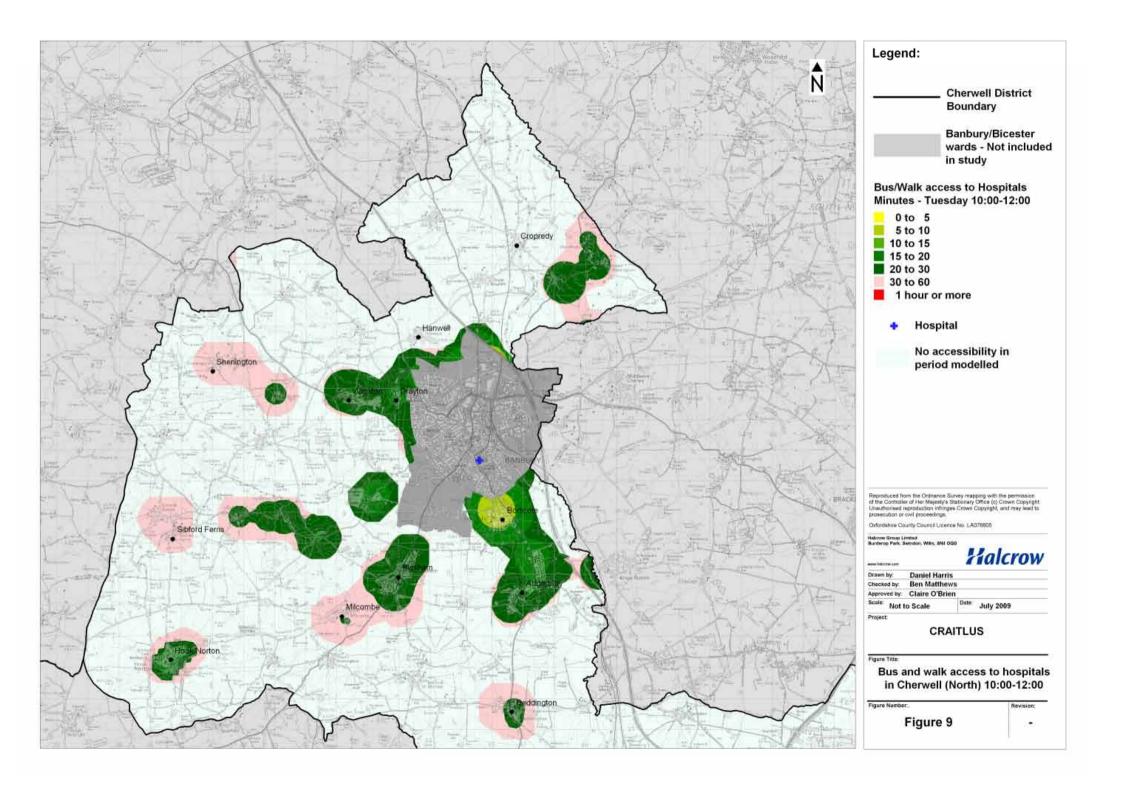


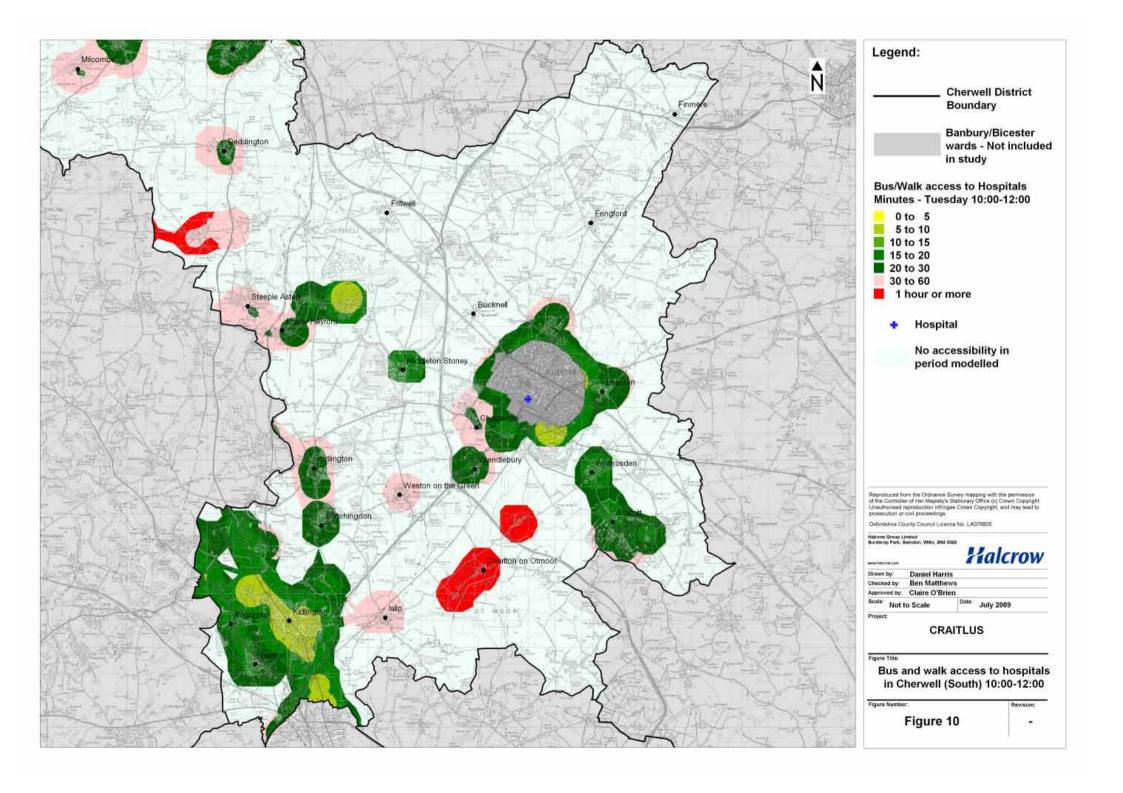


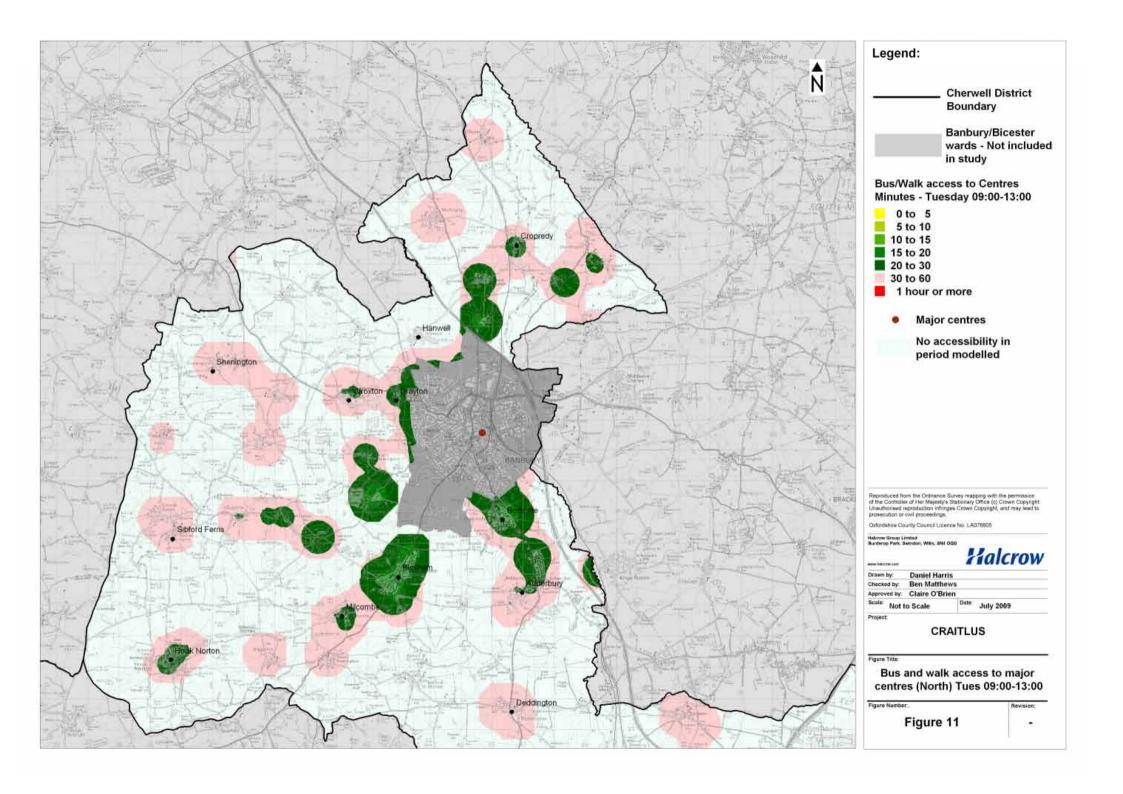


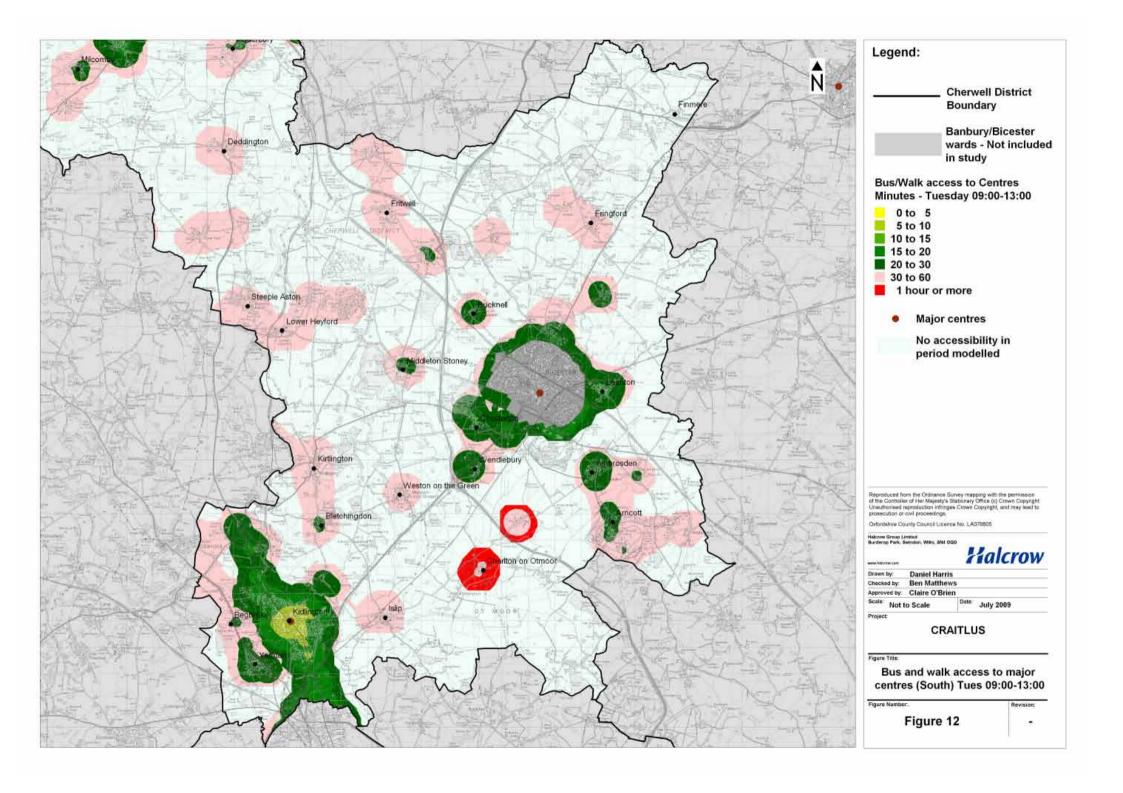


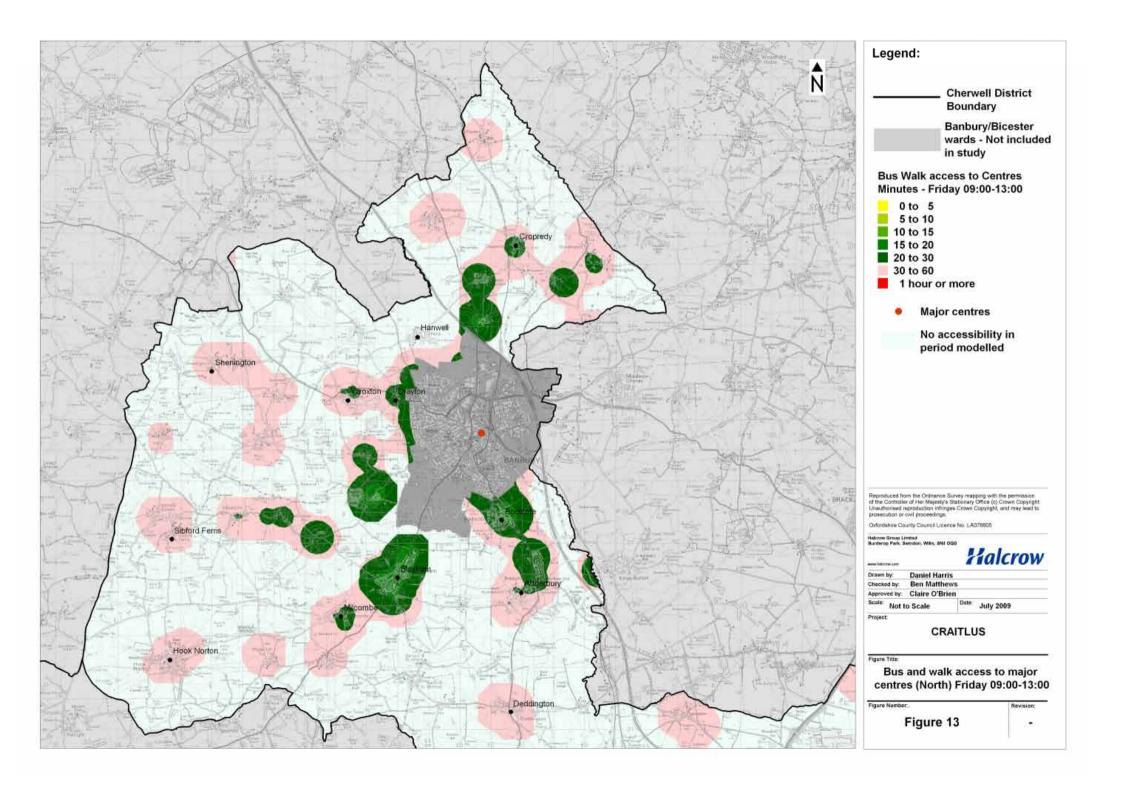


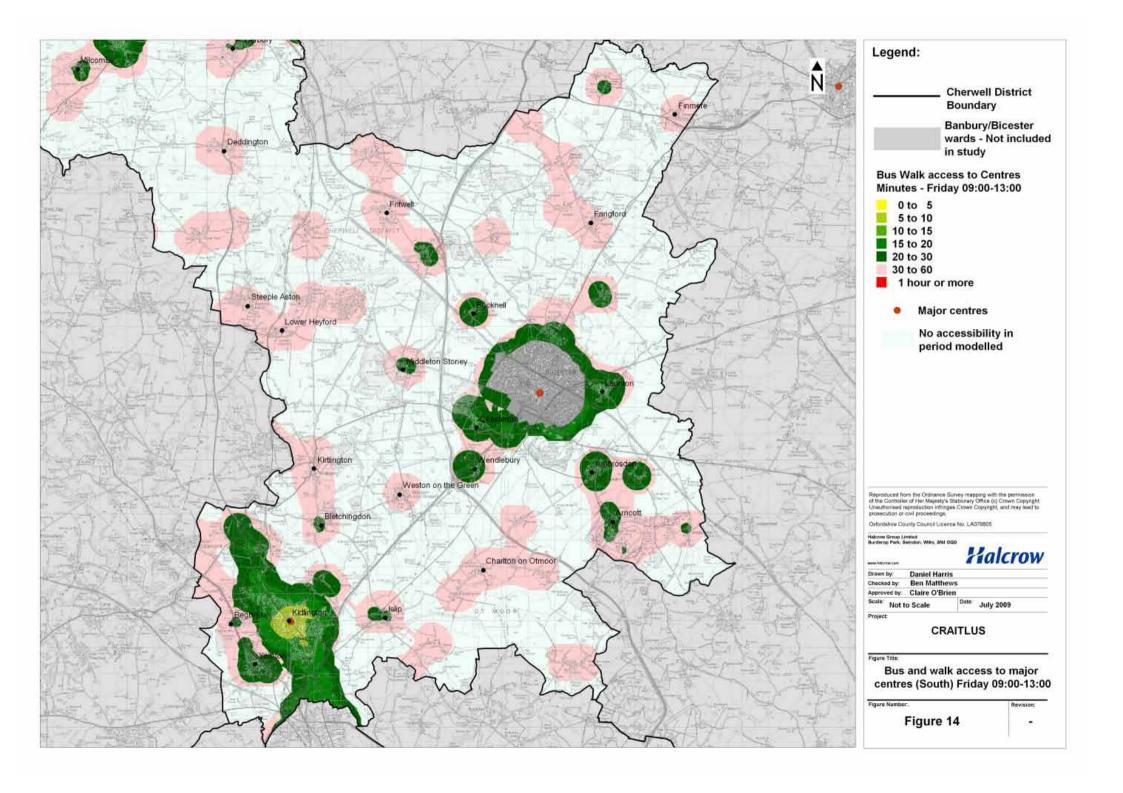


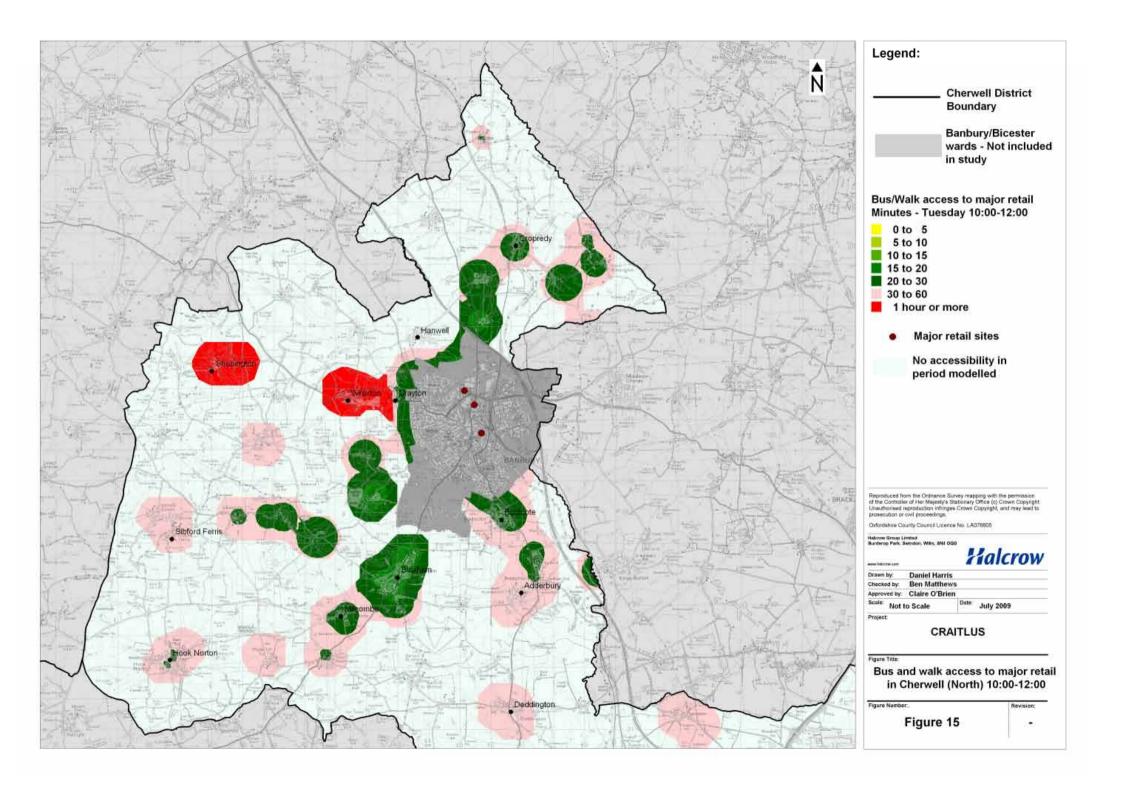


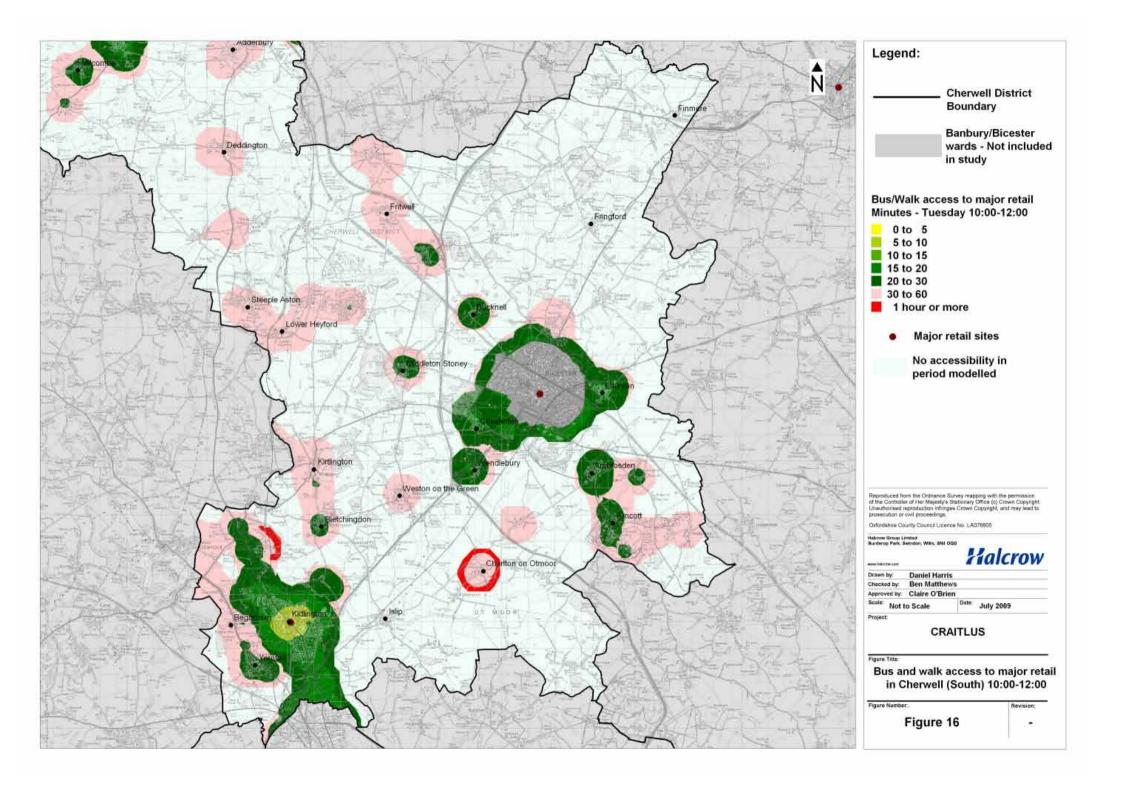


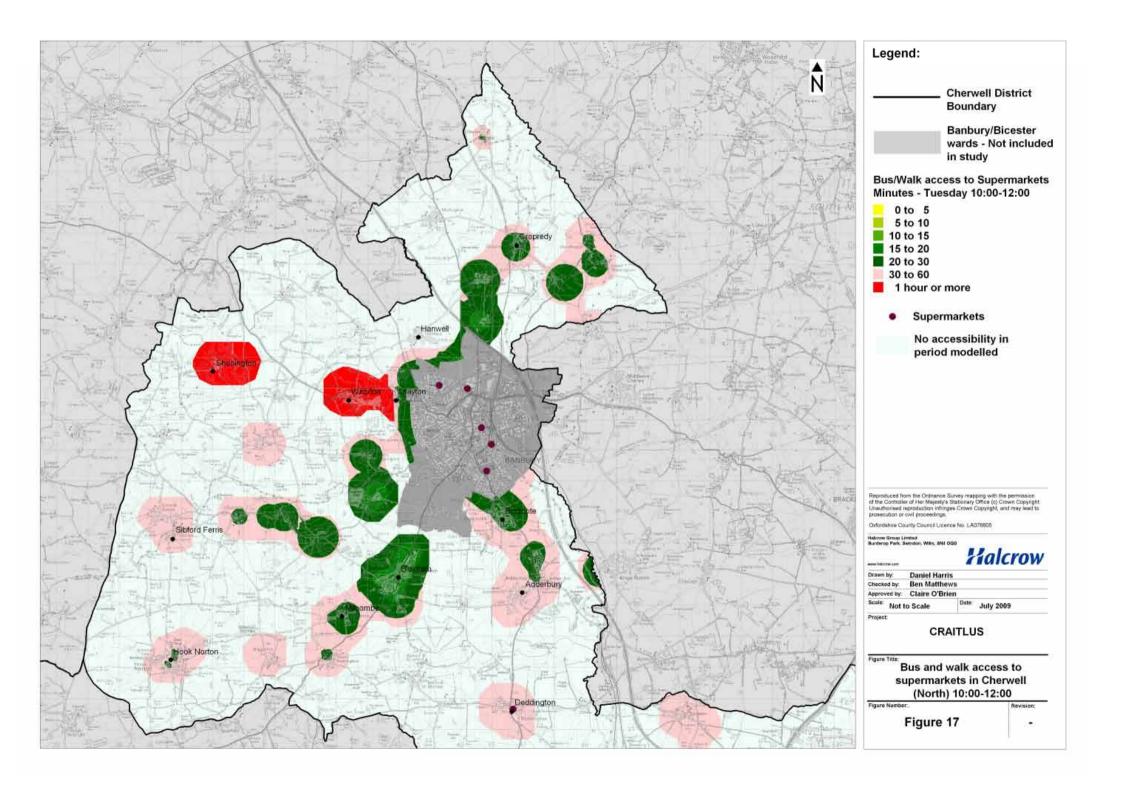


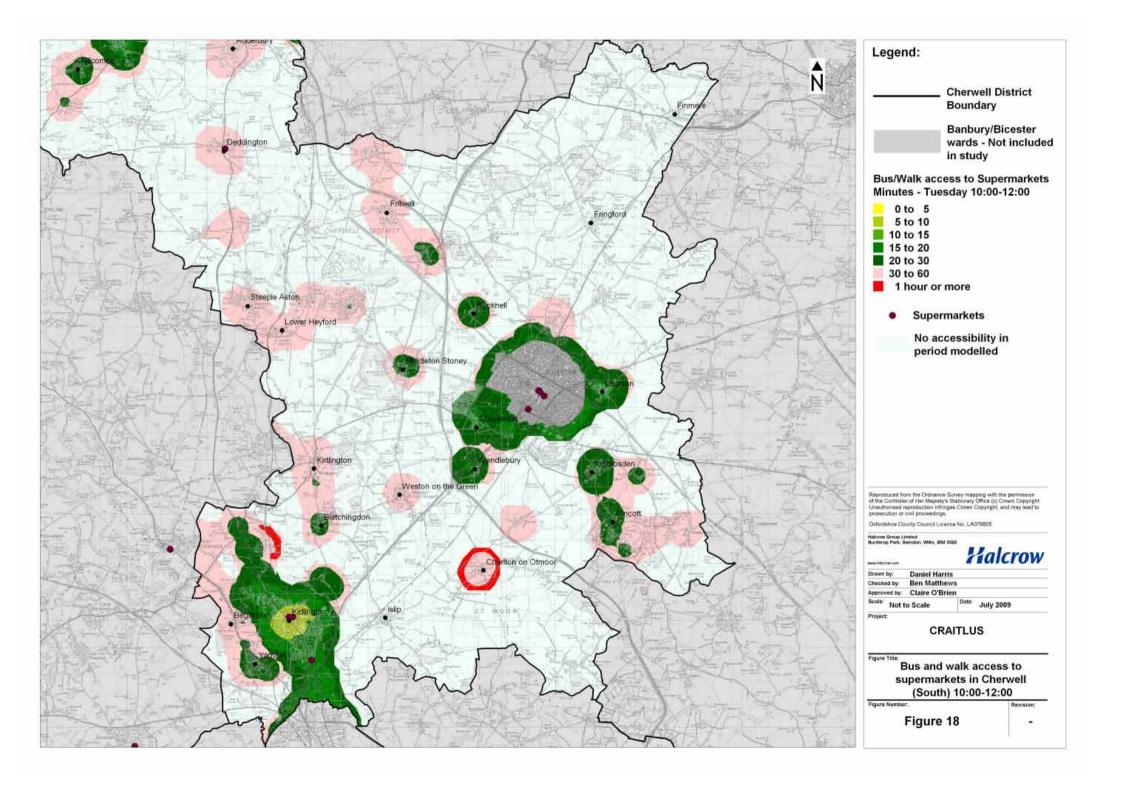












Appendix B

Services Mapped in Accession

• Employment sites

- Hardwick Business Park;
- o Beaumont Indistrial Estate;
- o Wildmere Industrial Estate;
- Lombard Way Industrial Estate;
- o Banbury Market Place;
- o Thorpe Way Industrial Estate;
- o Offices on White Post Road, Bodicote;
- o Heyford Park;
- o Bicester Centre;
- o Bicester Principle Employment Site (Industrial Estates off Launton Road);
- o Bicester MOD;
- o Woodstock Centre;
- o London Oxford Airport (Kidlington); and
- Kidlington.

Secondary schools

- o Drayton School;
- o Banbury School;
- o Blessed George Napier Roman Catholic School;
- o The Warriner School;
- o The Cooper School;
- o Bicester Community College;
- o The Marlborough Church of England School;
- o Gosford Hill School; and
- Bartholomew School.

Hospitals

- o Horton General Hospital;
- o Bicester Community Hospital; and
- o John Radcliffe Hospital.

Major centres

- o Banbury;
- o Bicester;
- o Brackley;
- o Buckingham;
- Kidlington;
- o Summertown; and
- Oxford City Centre.

• Major retail sites

- o Banbury Retail Park;
- o Marley Way Retail Site;
- o Banbury Market Place;
- Bicester Centre; and

- o Kidlington Centre.
- Supermarkets
 - o Banbury Co-Op;
 - o Banbury Tesco;
 - o Banbury M&S;
 - o Banbury Morrisons;
 - o Banbury Sainsburys;
 - o Deddington Co-Op;
 - o Bicester Tesco;
 - o Bicester Iceland;
 - o Bicester Tesco (Sheep Street and Pringle Drive);
 - o Woodstock Co-Op;
 - o Kidlington Iceland;
 - o Kidlington Tesco;
 - o Kidlington Sainsburys; and
 - o Eynsham Co-Op.

Appendix C

TN8 Car-based Accessibility Planning

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Technical Note 8

Project Cherwell Rural Areas Integrated Transport and

Land Use Study - CRAITLUS

Note TN8 - Car Accessibility

Date April 2009

Ref CTFANG410

1 Introduction

1.1 Technical Note 8 reports the outcome of a car-based accessibility assessment. The purpose of the assessment is to identify settlements where accessibility to key services and facilities by car is comparatively better or worse than other settlements. The outcome of the assessment can be used to identify areas of poor accessibility and to develop strategies to improve accessibility to key services for all residents. The results can also help to inform decisions on the potential location of future housing development.

1.2 Technical Note (TN) 8 should be read alongside TN7 'Public Transport Accessibility Assessment'. TN7 demonstrates the relative accessibility of settlements in rural Cherwell to key services by public transport.

2 CRAITLUS

- 2.1 Technical Note 8 forms part of the 'Cherwell Rural Area Integrated Transport and Land Use Study' (CRAITLUS). The aim of CRAITLUS is to identify the transport and land use impacts of potential new housing developments in the vicinity of existing villages in rural Cherwell. The outcome will inform decisions regarding the location of new housing to 2026 and will support the aims of the District's Core Strategy emerging through the Local Development Framework.
- 2.2 The CRAITLUS study area is Cherwell District with the exception of Bicester and Banbury, which are the subject of separate studies BicITLUS2 and BanITLUS2.
- 2.3 Stage 1 of CRAITLUS prepared an evidence base to inform the assessment process. The outcome of Stage 1 is a series of Technical Notes, as follows:
 - TN1 Traffic Monitoring Data;
 - TN2 Census Data;
 - TN4 Current Transport Provision;
 - TN5 Policies and Strategies;

• TN6 – Committed Development Sites.

Stage 2 performs a criteria-based assessment to determine the transport implications of new housing at village locations across rural Cherwell. Stage 2 comprises the following elements:

- Public Transport Accessibility Assessment;
- Car-Based Accessibility Assessment;
- Analysis of Bus Routes;
- Road Network Performance;
- Impact on the Road Network;
- Changes in Network Travel Time and Cost.

3 Methodology

The aim of the car-based accessibility assessment is to identify which villages have comparatively better or worse accessibility to a set of predefined destinations. This is calculated using the Accession software package, which enables journey time contour mapping to be produced. Accession requires a set of data and associated parameters to be input. The items and parameters used are described below:

Road Network

The Ordnance Survey MasterMap Integrated Transport Network (ITN) - A 'vector' representation of the road network has been used. Accession uses default speeds for car assessments which are broadly similar to the rural speed limits for these roads. However, often speed limits are not achievable in rural areas, thus link speeds have been set to generic average speeds for different road types in rural areas, as shown in the Table 1.

Table 1: Average Speeds by Road Type

Road Type	Average Speed	
	Km/h	Mph
Motorway	96.6	60
High speed dual-carriageway A road	96.6	60
A Road	72.4	45
B Road	56.3	35
Unclassified	48.3	30
Other	32.2	20

3.1

2.4

3.2

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3.3

Average speeds on A-roads in urban areas of Banbury, Bicester and Kidlington are unlikely to be achieved due to a combination of speed limit restrictions, junctions and congestion. Therefore, A-road links in urban centres have been manually reduced to 48.3 km/h.

Maximum Connection Distance and Speed

3.4

The maximum connection distance determines the distance that cars will travel to connect to the road network. This is set at the Accession default of 800m. The connection speed used is 32.2km/h (20mph).

Origins

3.5

To remain consistent with the public transport accessibility assessment (TN7), it is proposed that the same 200m grid is used which covers the whole of the Cherwell District. Regularly-spaced 'grid' points are the most appropriate method for producing accessibility contour map outputs, as the representations produced are more visually suitable. This also enables accessibility contours to be produced covering all of Cherwell, as produced previously.

Destinations

3.6

To provide a comparison with the public transport accessibility assessment (TN7), the same destinations have been used, these are:

- Employment sites;
- Secondary schools;
- Hospitals;
- Major centres;
- Major retail sites; and
- Supermarkets.

Modelled Time Period

3.7

The modelled time period does not affect car based accessibility planning, as the link speeds determine the speeds of vehicles on the network. Traffic is assumed to be free flowing. This is different to public transport accessibility where journey times are based on public timetable data which is influenced by local traffic conditions.

4 Results

4.1

In order to identify settlements with comparatively better and worse car accessibility, Accession has been used to create contour maps, which identify the car accessibility of the Cherwell area, within specified journey

times. The results, as shown in Figures 1 to 12, have been split into the North and South of the Cherwell district.

North Cherwell

- 4.2 In the North of Cherwell, no village is ever more than 30 minutes away from any of the modelled destinations. However, each village's accessibility performance does vary between the different destinations. The variations can be seen graphically in:
 - Figure 1 Employment sites;
 - Figure 3 Secondary schools;
 - Figure 5 Hospitals;
 - Figure 7 Major centres;
 - Figure 9 Major retail sites; and
 - Figure 11 Supermarkets.
- 4.3 Only Bodicote is always within a 10 minute car journey of each modelled destination, although Drayton is within 10 minutes of each destination with the exception of hospitals (within 15 minutes). Both of these villages perform well due to their close proximity to Banbury, which contains some, or all, of every destination modelled in the northern area of Cherwell.
- 4.4 Two villages are always located in the 10 to 15 minute contour band: Cropredy and Hook Norton.
- 4.5 Sibford Ferris is another village that is always located in the same contour band (15 to 20 minutes). This occurs because it is located to the west of the district and therefore remains a roughly equal distance from each of the destinations, which are predominantly located in the east.
- 4.6 In the north of the Cherwell district only four of the twelve villages (33%) that are annotated on the mapping fall within the same contour band irrelevant of the destination being accessed; this highlights the fact that there are a number of variations within the villages when accessing different destinations.
- 4.7 The largest variations occur when employment sites, secondary schools and supermarkets are being accessed. The variations are influenced by the proximity of faster speed A roads and the location of the destination, especially when it is outside of Banbury. The main variations are:

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- Employment site accessibility When accessing employment sites the 5 to 10 minute contour encompasses an area from Banbury south past Adderbury on the A4260.
- Secondary school accessibility When accessing secondary schools the 5 to 10 minute contour encompasses a large area which includes Bodicote, Bloxham, Drayton, Hanwell, Milcombe and Wroxton. This is largely influenced by the location of secondary schools on the western edge of Banbury (Drayton School) and just to the north of Bloxham (Warriner Secondary School).
- Supermarket accessibility When accessing supermarkets a large area falls within the 5 to 10 minute contour to the south of Banbury. This contour, which again follows the path of the A4260, is created due to the location of a supermarket in Deddington. The location of the supermarkets in the north also means that a larger area is encompassed within the 15 to 20 minute contour, especially to the west of the northern part of Cherwell.
- 4.8 Overall, the north of Cherwell performs well in terms of car accessibility, with each of the annotated villages within 20 minutes of each of the destinations. A few small areas, in the north and west of the district have journey times greater than 20 minutes, but are always within 30 minutes.

South Cherwell

- 4.9 In the south of Cherwell, as experienced in the north, no village is ever more than 30 minutes away from any of the modelled destinations. Each village's accessibility performance does, however, vary between the different destinations. The variations can be seen graphically in:
 - Figure 2 Employment sites;
 - Figure 4 Secondary schools;
 - Figure 6 Hospitals;
 - Figure 8 Major centres;
 - Figure 10 Major retail sites; and
 - Figure 12 Supermarkets.
- 4.10 In the south three villages are within 10 minutes of each modelled destination: Chesterton, Launton and Wendlebury. These villages perform well due to their close proximity to Bicester, which contains at least one of

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every modelled destination type. They are also situated close to higher speed A-roads.

4.11 A further three villages are within 10 minutes of each modelled destination with the exception of hospitals, these are: Begbroke, Kidlington and Yarnton. These villages perform well because Kidlington acts as a service hub because it contains at least one of each modelled destination, with the exception of hospitals.

A number of villages in the south of Cherwell are always located within the same contour band. The following are always located within the 10 to 15 minute contour:

- Arncott;
- Bletchingdon;
- Fringford;
- Islip;
- Kirtlington;
- Middleton Stoney; and
- Weston-on-the-Green.
- 4.13 The following villages are always located within the 15 to 20 minute contour:
 - Charlton-on-Otmoor; and
 - Fritwell.
- 4.14 In the south of Cherwell 12 of the 20 (60%) annotated villages are located within the same contour band when accessing each of the modelled destinations. This compares with 33% in the north of Cherwell. The increased journey time consistency in the south could be attributed to the fact that there are two settlements that contain the majority of destinations (Bicester and Kidlington), whereas in the north of Cherwell, Banbury is the primary location of the modelled destinations.
- 4.15 Variations in journey times to different destinations occur in eight of the south Cherwell villages. Three of these villages have been highlighted previously in this note (Begbroke, Kidlington and Yarnton), although the five further villages are detailed below:

- Ambrosden Journey times vary between the 5 to 10 minute and 10 to 15 minute contour. Ambrosden performs best when accessing major retail sites, major centres, employment sites and supermarkets due to the destinations being located centrally within and south of Bicester.
- **Bucknell** For the majority of destinations Bucknell is located on the edge of the 5 to 10 minute contour. It performs best when accessing secondary schools due to their closer proximity within Bicester.
- **Finmere** Journey times from Finmere vary due to it's proximity to Buckingham, which contains some of the modelled destinations.
- Lower Heyford Journey times from Lower Heyford are between 15 and 20 minutes to all destinations with the exception of supermarkets where it records a journey time between 10 and 15 minutes. This is due to the location of a supermarket in Deddington, which can be accessed using A and B roads.
- Steeple Aston This village displays the same pattern as in Lower Heyford. That is, journey times are always between 15 and 20 minutes to all destinations with the exception of supermarkets (10 to 15 minutes).

4.16 Overall, the south of Cherwell performs well in terms of car accessibility, with each of the annotated villages within 20 minutes of each of the destinations, but as with the north of Cherwell there are a few small areas that record journey times between 20 and 30 minutes. In the south of Cherwell these are located north of Finmere, north of Steeple Aston and east of Charlton-on-Otmoor.

5 Conclusions

5.1

Overall, car accessibility within the Cherwell district is good, with each of the annotated villages within a 20 minute journey of each of the modelled destinations. There are some areas of the district that record journey times between 20 and 30 minutes – these are generally located to the north and west of the district, although the centre of the district (between Deddington and Steeple Aston) does also consistently record journey times between 20 and 30 minutes.

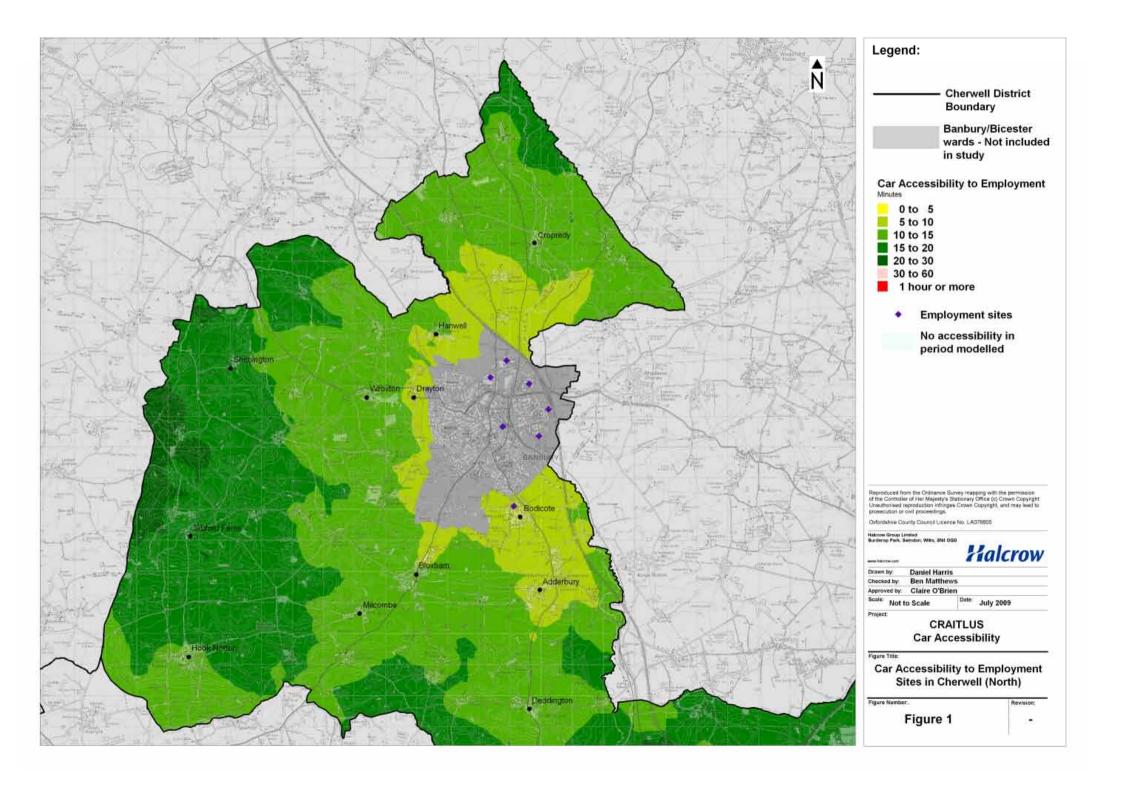
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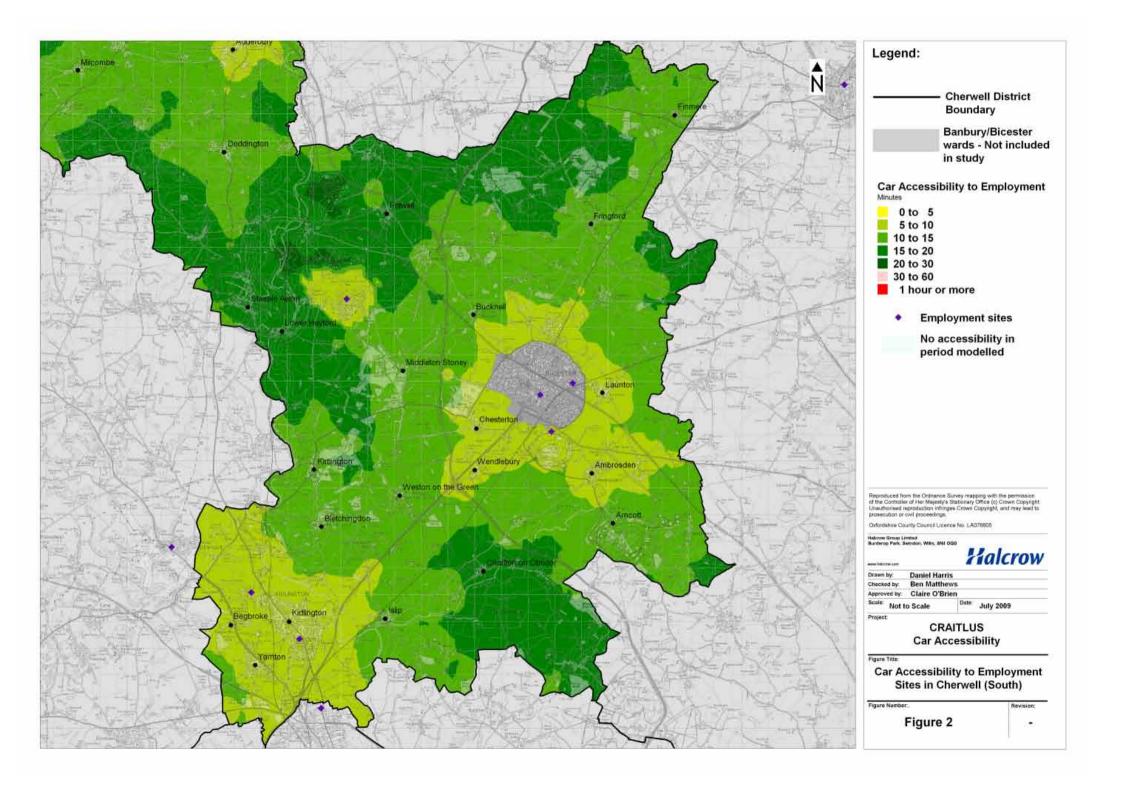
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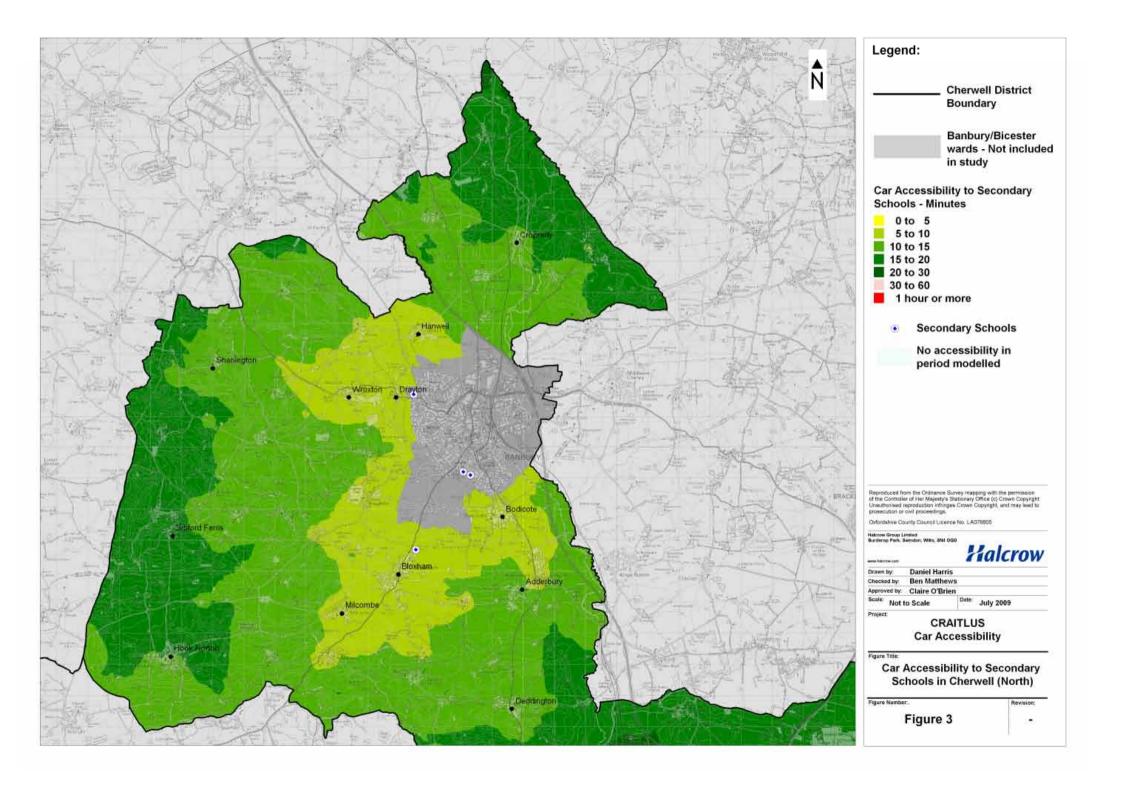
In the north of the Cherwell district only one village (Bodicote) is within a 10 minute car journey of each of the modelled destinations, whereas in the south of Cherwell there are three villages (Chesterton, Launton and Wendlebury). There are also three villages in the south of Cherwell (Begbroke, Kidlington and Yarnton), compared to one in the north (Drayton) that record journey times under 10 minutes to each destination with the exception of hospitals.

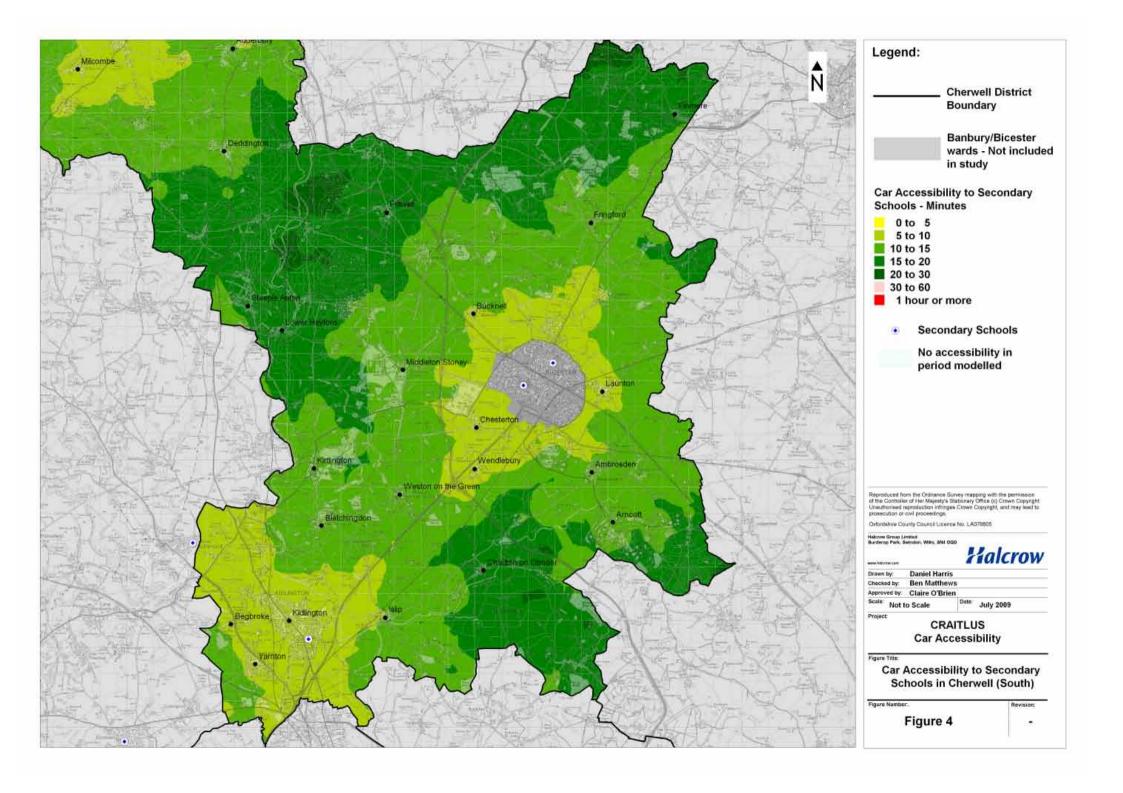
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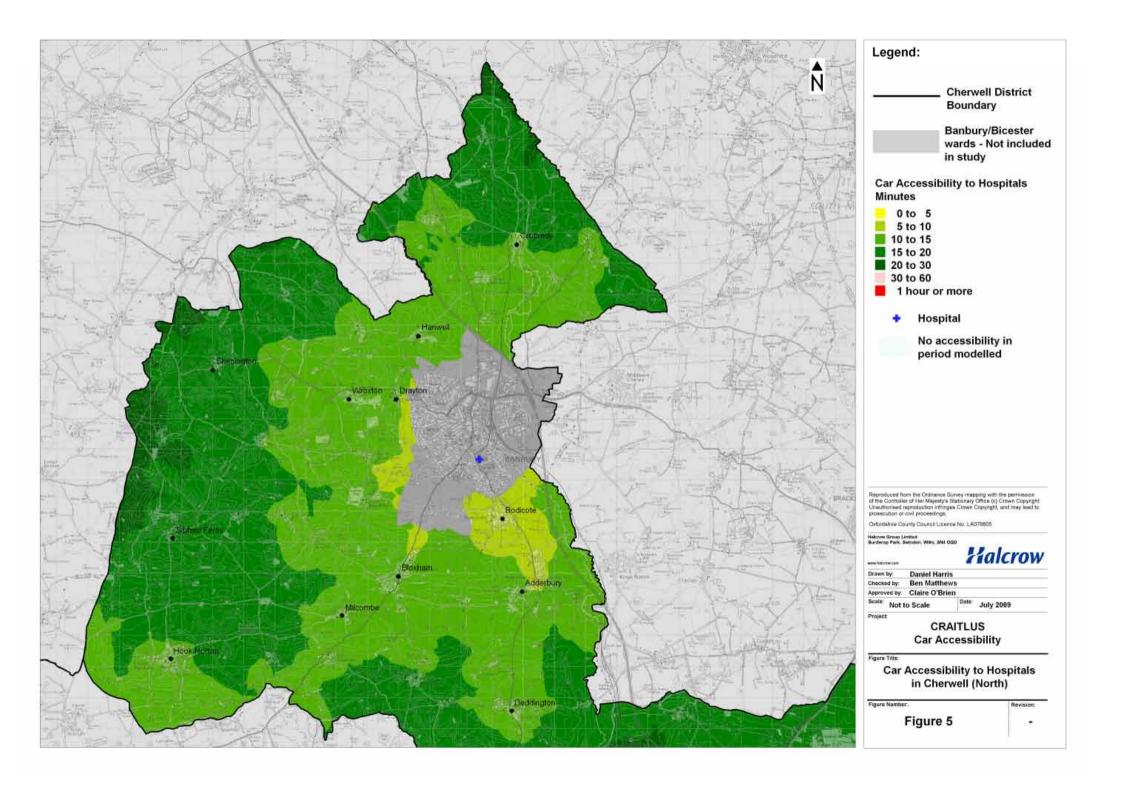
In the north of the Cherwell district more of the villages have variable journey times when looking at different destinations than in the south. In the north 33% of villages record the same journey time for each destination, although in the south of Cherwell this figure rises to 60%. These variations occur mainly due to the distribution of the destinations. In the north the majority of destinations are located in one area, Banbury, which means when a destination is outside of Banbury it has greater impact on the journey times of the surrounding villages. In the south the journey times are more stable as most destinations are located in two areas, Bicester and Kidlington, which means the journey times remain more consistent.

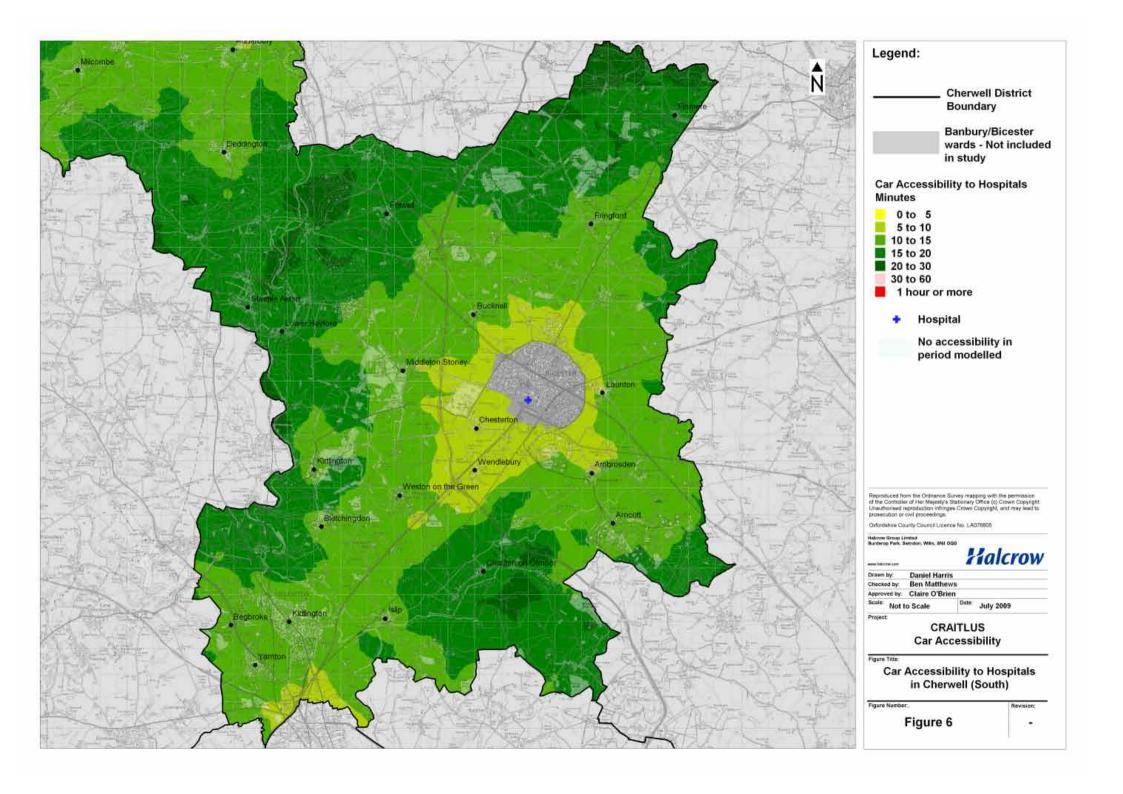


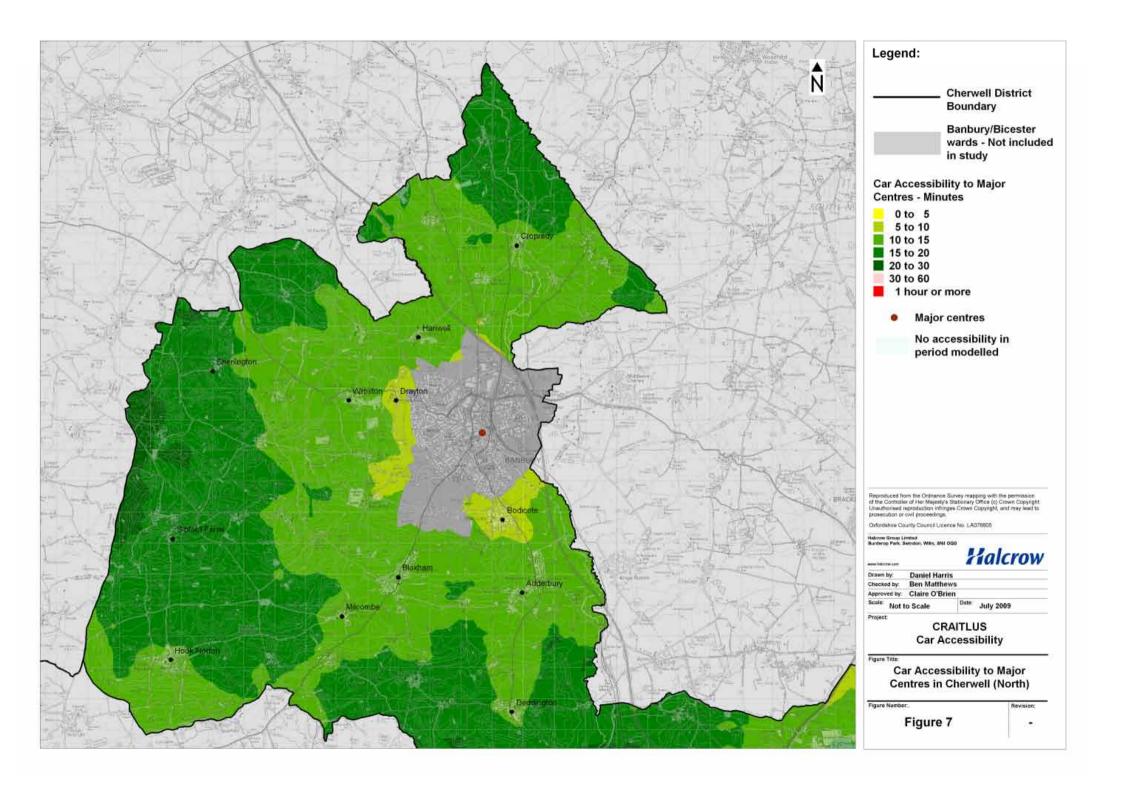


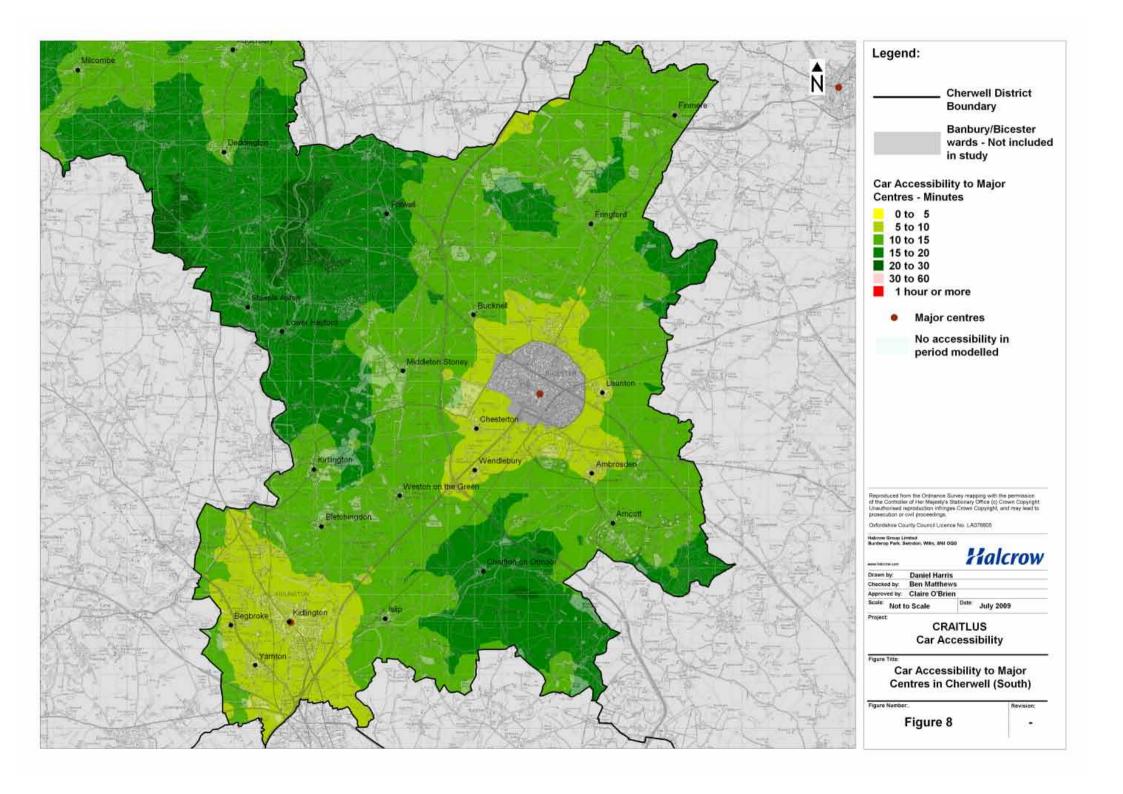


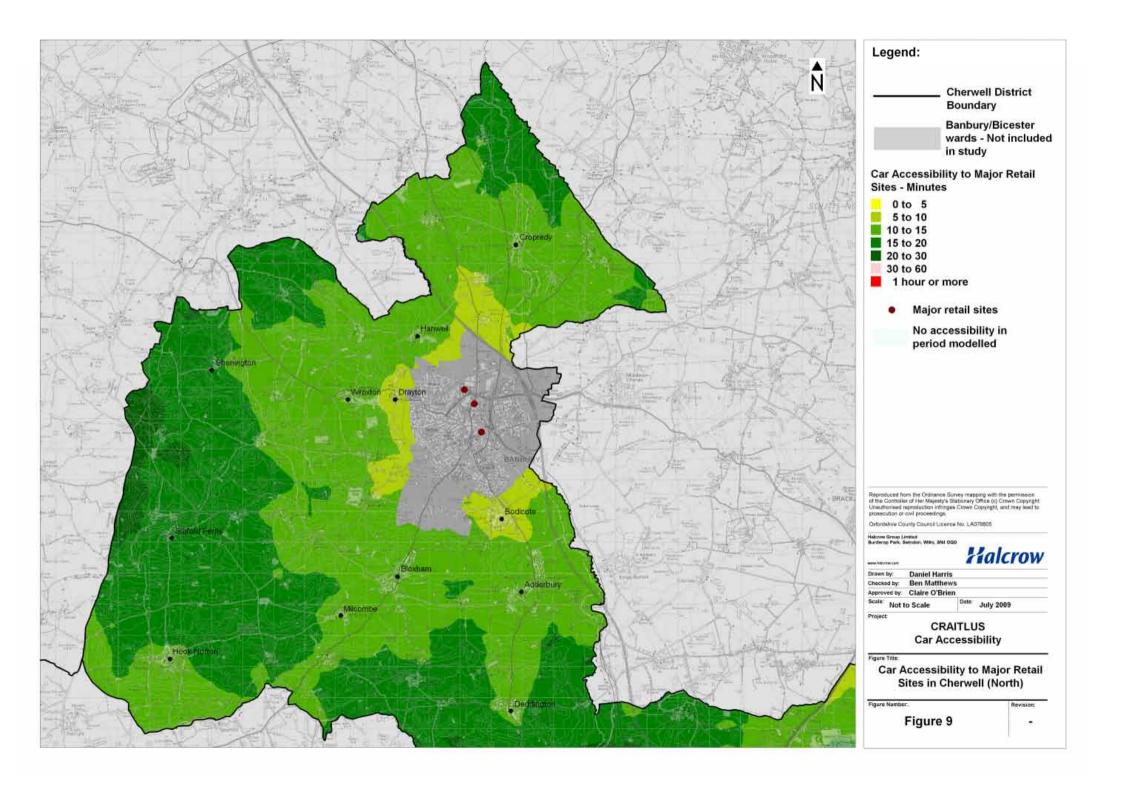


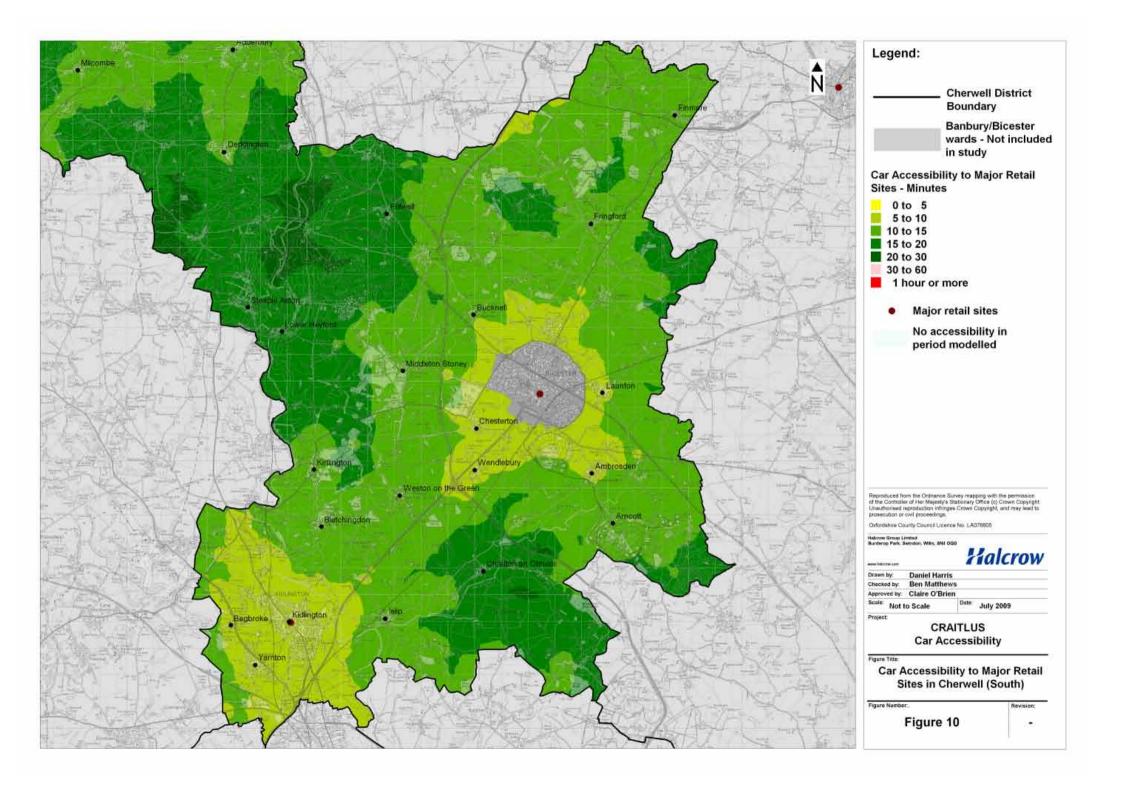


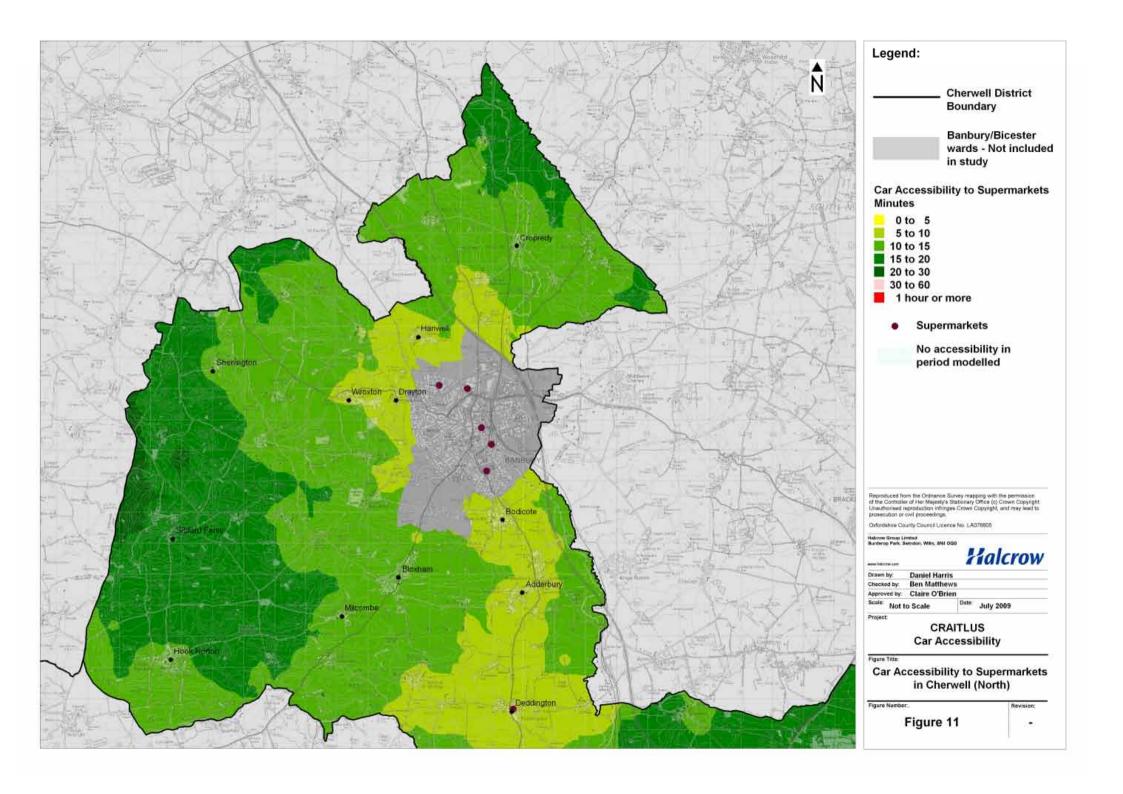


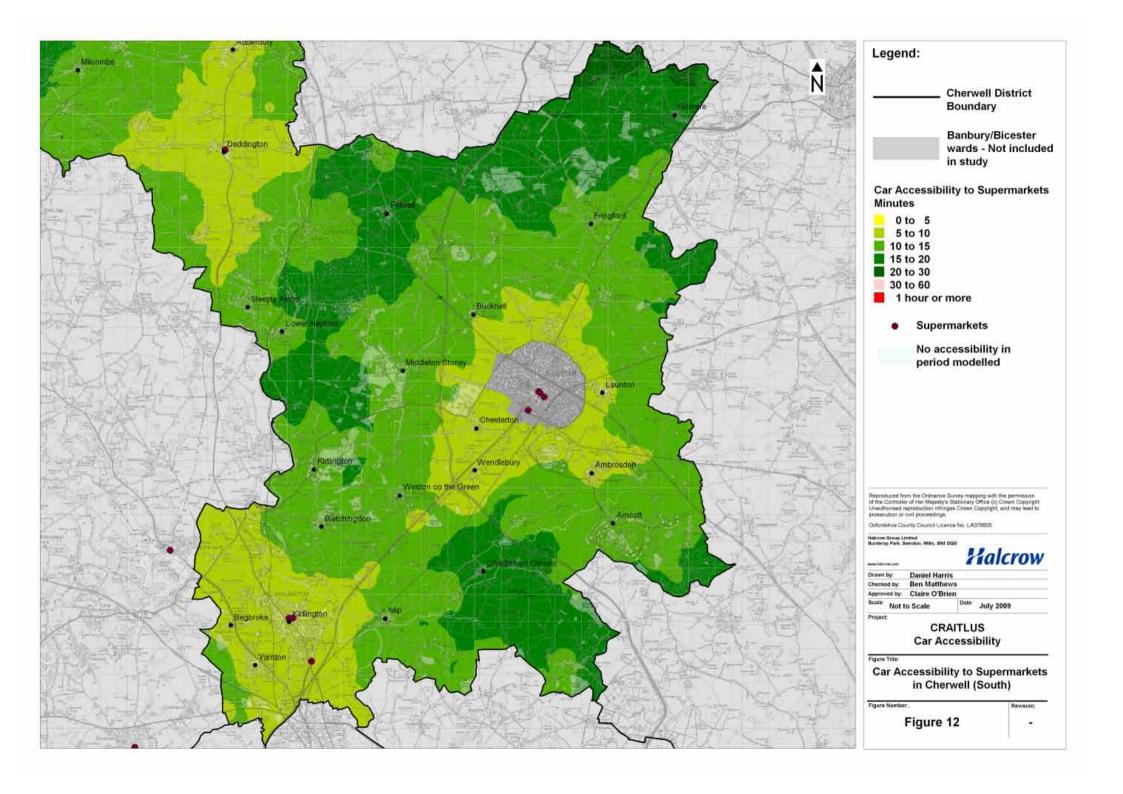












Appendix D

Model Output Matrices: Trip Generation and Distribution

Table C1. Model Output: Number of Outbound Trips in Morning Peak: Scenario 1 (a)

		Destination (Number of Trips) in AM Peak (0700-0900)														
Village Location	Housing Allocation 1 (a)	Bicester	Banbury	Oxford	Witney	Aylesbury	Milton Keynes	Northampton	Daventry	Coventry	Warwick	Stratford- upon-Avon	Cheltenham	Swindon	Birmingham	London
Bloxham	300	4	130	5	2	2	4	4	1	7	8	3	2	2	13	21
Deddington	300	13	74	11	3	4	8	8	1	10	10	3	2	3	17	40
Adderbury	150	3	45	3	1	1	2	2	0	3	3	1	0	1	5	10
Bodicote	150	1	58	2	0	1	1	1	0	2	2	1	0	0	4	6
Cropredy	150	2	40	3	1	1	2	2	2	4	4	2	0	1	6	11
Hook Norton	150	2	18	6	2	1	3	3	0	5	4	2	2	2	9	21
Ambrosden	150	37	3	7	2	6	2	2	0	2	1	1	1	1	3	14
Kidlington	150	14	4	19	5	3	2	2	0	2	2	1	1	2	4	19
Launton	150	39	3	6	1	5	2	2	0	2	1	0	1	1	3	13
Yarnton	150	12	3	21	6	3	2	2	0	2	2	1	1	3	4	19
Islip	50	6	1	5	1	1	1	1	0	1	1	0	0	1	1	6
Hanwell	50	1	14	1	0	0	1	1	0	1	1	0	0	0	2	3
Finmere	50	5	2	2	0	1	3	2	0	1	1	0	0	0	2	6
Fringford	50	9	1	2	0	1	1	1	0	1	1	0	0	0	1	5
Fritwell	50	5	3	2	0	1	1	1	0	1	1	0	0	1	2	5
Shenington	50	1	9	1	0	0	1	1	0	1	1	1	0	0	2	4
Sibford Ferris/Sibford Gower	50	1	8	1	0	0	1	1	0	1	1	1	0	0	3	5
Steeple Aston	50	4	3	2	1	1	1	1	0	1	1	0	0	1	2	6
Wroxton	50	1	15	1	0	0	0	1	0	1	1	1	0	0	2	3
Arncott	50	8	1	2	0	2	1	1	0	1	1	0	0	1	1	6
Begbroke	50	3	1	7	2	1	1	1	0	1	0	0	0	1	1	6
Bletchington	50	6	1	5	1	1	1	1	0	1	1	0	0	1	1	5
Chesterton	50	13	1	2	0	1	0	0	0	0	0	0	0	0	1	4
Kirtlington	50	4	1	4	1	1	1	1	0	1	1	0	0	1	2	6
Middleton Stoney	50	9	2	2	1	1	1	1	0	1	1	0	0	0	1	4
Wendlebury	50	10	1	3	1	1	1	1	0	1	1	0	0	0	1	5
Weston on the Green	50	9	2	4	1	1	1	1	0	1	1	0	0	1	1	5
Bucknell	50	10	2	2	0	1	1	1	0	1	1	0	0	0	1	4
Drayton	50	0	17	1	0	0	0	0	0	1	1	0	0	0	1	2
Lower Heyford	50	5	2	2	1	1	1	1	0	1	1	0	0	1	2	6
Charlton on Otmoor	50	4	1	4	1	1	1	1	0	1	1	0	0	1	2	7
Milcombe	50	1	12	1	0	0	1	1	0	1	1	0	0	0	2	4

Table C2. Model Output: Number of Outbound Trips in Morning Peak: Scenario 1 (b)

		Destination (Number of Trips) in AM Peak (0700-0900)														
Village Location	Housing Allocation 1 (b)	Bicester	Banbury	Oxford	Witney	Aylesbury	Milton Keynes	Northampton	Daventry	Coventry	Warwick	Stratford- upon-Avon	Cheltenham	Swindon	Birmingham	London
Bloxham	150	2	50	2	1	1	2	2	0	3	3	1	1	1	5	8
Deddington	150	5	28	4	1	2	3	3	0	4	4	1	1	1	7	15
Adderbury	100	2	30	2	0	1	1	1	0	2	2	1	0	0	3	7
Bodicote	100	1	39	1	0	0	1	1	0	1	2	1	0	0	2	4
Cropredy	100	2	27	2	0	1	1	1	1	3	3	1	0	1	4	7
Hook Norton	100	1	12	4	1	1	2	2	0	3	3	1	1	1	6	14
Ambrosden	100	24	2	4	1	4	1	1	0	1	1	0	0	1	2	9
Kidlington	100	9	3	13	3	2	1	1	0	1	1	0	1	2	3	13
Launton	100	26	2	4	1	4	1	1	0	1	1	0	0	1	2	9
Yarnton	100	8	2	14	4	2	1	1	0	1	1	0	1	2	2	13
Islip	30	3	1	3	1	1	0	0	0	0	0	0	0	0	1	3
Hanwell	30	0	9	0	0	0	0	0	0	1	1	0	0	0	1	2
Finmere	30	3	1	1	0	1	2	1	0	1	0	0	0	0	1	3
Fringford	30	6	1	1	0	1	1	0	0	0	0	0	0	0	1	3
Fritwell	30	3	2	1	0	0	1	1	0	1	1	0	0	0	1	3
Shenington	30	0	6	1	0	0	0	0	0	1	1	1	0	0	1	3
Sibford Ferris/Sibford Gower	30	0	5	1	0	0	0	0	0	1	1	1	0	0	2	3
Steeple Aston	30	2	2	1	0	1	1	1	0	1	1	0	0	0	1	4
Wroxton	30	0	9	0	0	0	0	0	0	1	1	0	0	0	1	2
Arncott	30	5	1	1	0	1	0	0	0	0	0	0	0	0	1	3
Begbroke	30	2	1	4	1	0	0	0	0	0	0	0	0	0	1	4
Bletchington	30	4	1	3	1	1	0	0	0	0	0	0	0	0	1	3
Chesterton	30	8	1	1	0	1	0	0	0	0	0	0	0	0	1	2
Kirtlington	30	3	1	3	1	1	0	1	0	0	0	0	0	0	1	4
Middleton Stoney	30	5	1	1	0	1	0	0	0	0	0	0	0	0	1	3
Wendlebury	30	6	1	2	0	1	0	0	0	0	0	0	0	0	1	3
Weston on the Green	30	5	1	2	1	1	0	0	0	0	0	0	0	0	1	3
Bucknell	30	6	1	1	0	1	0	0	0	0	0	0	0	0	1	2
Drayton	30	0	10	0	0	0	0	0	0	0	0	0	0	0	1	1
Lower Heyford	30	3	1	1	0	1	1	1	0	1	0	0	0	0	1	4
Charlton on Otmoor	30	2	1	2	1	1	0	0	0	0	0	0	0	0	1	4
Milcombe	30	0	7	1	0	0	0	0	0	1	1	0	0	0	1	2

Table C3. Model Output: Number of Outbound Trips in Morning Peak: Scenario 1 (c)

		Destination (Number of Trips) in AM Peak (0700-0900)														
Village Location	Housing Allocation 1 (c)	Bicester	Banbury	Oxford	Witney	Aylesbury	Milton Keynes	Northampton	Daventry	Coventry	Warwick	Stratford- upon-avon	Cheltenham	Swindon	Birmingham	London
Bloxham	100	1	33	1	0	1	1	1	0	2	2	1	0	0	3	5
Deddington	100	3	19	3	1	1	2	2	0	2	2	1	1	1	4	10
Adderbury		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bodicote		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cropredy		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hook Norton		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ambrosden		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kidlington		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Launton		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yarnton		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Islip	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Hanwell	15	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1
Finmere	15	1	1	1	0	0	1	0	0	0	0	0	0	0	1	2
Fringford	15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Fritwell	15	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2
Shenington	15	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1
Sibford Ferris/Sibford Gower	15	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1
Steeple Aston	15	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2
Wroxton	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1
Arncott	15	3	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Begbroke	15	1	0	2	1	0	0	0	0	0	0	0	0	0	0	2
Bletchington	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Chesterton	15	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Kirtlington	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Middleton Stoney	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Wendlebury	15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Weston on the Green	15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Bucknell	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Drayton	15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1
Lower Heyford	15	2	1	1	0	0	0	0	0	0	0	0	0	0	1	2
Charlton on Otmoor	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Milcombe	15	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1

Table C4. Model Output: Number of Outbound Trips in Morning Peak: Scenario 2 (a)

		Destination (Number of Trips) in AM Peak (0700-0900)														
Village Location	Housing Allocation 2 (a)	Bicester	Banbury	Oxford	Witney	Aylesbury	Milton Keynes	Northampton	Daventry	Coventry	Warwick	Stratford- upon-avon	Cheltenham	Swindon	Birmingham	London
Bloxham	260	4	113	4	2	2	3	4	1	6	7	3	1	1	11	19
Deddington	260	11	64	10	3	4	7	7	1	8	8	3	2	3	15	34
Adderbury	130	3	39	2	1	1	2	1	0	3	3	1	0	1	4	9
Bodicote	130	1	50	1	0	1	1	1	0	2	2	1	0	0	3	5
Cropredy	130	2	34	2	0	1	2	2	1	3	4	1	0	1	6	9
Hook Norton	130	2	16	5	2	1	2	2	0	4	4	2	2	2	8	18
Ambrosden	130	32	3	6	1	5	1	1	0	1	1	0	1	1	3	12
Kidlington	130	12	3	17	4	2	2	2	0	2	2	1	1	2	3	16
Launton	130	34	2	5	1	5	2	2	0	1	1	0	1	1	3	11
Yarnton	130	10	3	18	5	2	2	2	0	2	1	1	1	2	3	17
Islip	24	3	1	2	1	0	0	0	0	0	0	0	0	0	1	3
Hanwell	24	0	7	0	0	0	0	0	0	0	1	0	0	0	1	1
Finmere	24	2	1	1	0	0	1	1	0	0	0	0	0	0	1	3
Fringford	24	5	1	1	0	0	1	0	0	0	0	0	0	0	1	2
Fritwell	24	2	2	1	0	0	1	1	0	0	0	0	0	0	1	3
Shenington	24	0	4	0	0	0	0	0	0	1	1	1	0	0	1	2
Sibford Ferris/Sibford Gower	24	0	4	0	0	0	0	0	0	1	1	0	0	0	1	2
Steeple Aston	24	2	2	1	0	0	0	0	0	0	0	0	0	0	1	3
Wroxton	24	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1
Arncott	24	4	1	1	0	1	0	0	0	0	0	0	0	0	1	3
Begbroke	24	2	0	3	1	0	0	0	0	0	0	0	0	0	1	3
Bletchington	24	3	1	2	1	0	0	0	0	0	0	0	0	0	1	3
Chesterton	24	6	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Kirtlington	24	2	1	2	1	0	0	0	0	0	0	0	0	0	1	3
Middleton Stoney	24	4	1	1	0	0	0	0	0	0	0	0	0	0	1	2
Wendlebury	24	5	1	1	0	0	0	0	0	0	0	0	0	0	1	2
Weston on the Green	24	4	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Bucknell	24	5	1	1	0	0	0	0	0	0	0	0	0	0	1	2
Drayton	24	0	8	0	0	0	0	0	0	0	0	0	0	0	1	1
Lower Heyford	24	3	1	1	0	1	0	0	0	0	0	0	0	0	1	3
Charlton on Otmoor	24	2	1	2	0	1	0	0	0	0	0	0	0	0	1	3
Milcombe	24	0	6	0	0	0	0	0	0	1	1	0	0	0	1	2

Table C5. Model Output: Number of Outbound Trips in Morning Peak: Scenario 2 (b)

							Destinati	on (Numbe	r of Trips) i	n AM Peak	(0700-0900)					
Village Location	Housing Allocation 2 (b)	Bicester	Banbury	Oxford	Witney	Aylesbury	Milton Keynes	Northampton	Daventry	Coventry	Warwick	Stratford- upon-avon	Cheltenham	Swindon	Birmingham	London
Bloxham	310	4	134	5	2	2	4	4	1	8	8	3	2	2	13	22
Deddington	310	13	76	11	3	4	8	9	1	10	10	3	2	3	18	41
Adderbury	155	3	47	3	1	1	2	2	0	3	3	1	0	1	5	10
Bodicote	155	1	60	2	0	1	1	1	0	2	2	1	0	0	4	6
Cropredy	155	2	41	3	1	1	2	2	2	4	4	2	0	1	7	11
Hook Norton	155	2	19	6	2	1	3	3	0	5	4	2	2	2	9	22
Ambrosden	155	38	3	7	2	6	2	2	0	2	1	1	1	1	3	14
Kidlington	155	14	4	20	5	3	2	2	0	2	2	1	1	3	4	20
Launton	155	41	3	6	1	6	2	2	0	2	1	0	1	1	3	13
Yarnton	155	12	3	22	6	3	2	2	0	2	2	1	1	3	4	20
Islip	28	3	1	3	1	1	0	0	0	0	0	0	0	0	1	3
Hanwell	28	0	8	0	0	0	0	0	0	1	1	0	0	0	1	2
Finmere	28	3	1	1	0	1	2	1	0	1	0	0	0	0	1	3
Fringford	28	5	1	1	0	1	1	0	0	0	0	0	0	0	1	3
Fritwell	28	3	2	1	0	0	1	1	0	1	1	0	0	0	1	3
Shenington	28	0	5	1	0	0	0	0	0	1	1	1	0	0	1	2
Sibford Ferris/Sibford Gower	28	0	5	1	0	0	0	0	0	1	1	1	0	0	1	3
Steeple Aston	28	2	2	1	0	1	0	1	0	1	1	0	0	0	1	4
Wroxton	28	0	8	0	0	0	0	0	0	1	1	0	0	0	1	1
Arncott	28	5	1	1	0	1	0	0	0	0	0	0	0	0	1	3
Begbroke	28	2	1	4	1	0	0	0	0	0	0	0	0	0	1	3
Bletchington	28	3	1	3	1	1	0	0	0	0	0	0	0	0	1	3
Chesterton	28	7	1	1	0	1	0	0	0	0	0	0	0	0	0	2
Kirtlington	28	2	1	2	1	1	0	0	0	0	0	0	0	0	1	4
Middleton Stoney	28	5	1	1	0	1	0	0	0	0	0	0	0	0	1	2
Wendlebury	28	5	1	2	0	1	0	0	0	0	0	0	0	0	1	3
Weston on the Green	28	5	1	2	0	1	0	0	0	0	0	0	0	0	1	3
Bucknell	28	6	1	1	0	1	0	0	0	0	0	0	0	0	1	2
Drayton	28	0	10	0	0	0	0	0	0	0	0	0	0	0	1	1
Lower Heyford	28	3	1	1	0	1	0	1	0	1	0	0	0	0	1	3
Charlton on Otmoor	28	2	1	2	1	1	0	0	0	0	0	0	0	0	1	4
Milcombe	28	0	7	1	0	0	0	0	0	1	1	0	0	0	1	2



Monday to Saturday

Stratford upon Avon, Wood Street
Stratford upon Avon, Bridge Street
Preston on Stour, Turn
Alderminster, Church
Ilmington, Red Lion
Armscote, Fuzzy Duck
Halford, Bridge Inn
Tredington, White Horse
Shipston on Stour, Tilemans Lane
Shipston on Stour, opp Pettiphers
Guaranteed connections shown by
Shipston on Stour, opp Pettiphers
Lower Brailes, The Park
Sibford Ferris, School
Lower Tadmarton
Banbury, Bus Station

Banbury, Bus Station
Lower Tadmarton
Sibford Ferris, School
Lower Brailes, The Park
Shipston on Stour, opp Pettiphers
Guaranteed connections shown by
Shipston on Stour, opp Pettiphers
Shipston on Stour, Tilemans Lane
Shipston on Stour, School
Tredington, White Horse
Halford, Bridge Inn
Armscote, Fuzzy Duck
Ilmington, Red Lion
Alderminster, Church
Preston on Stour, Church
Stratford upon Avon, Bridge Street
Stratford upon Avon, Wood Street

A Sunday & Bank Holiday service between Stratford & Shipston on Stour is provided by service X50

Stratford upon Avon | Shipston on Stour | Banbury

from 2nd September 2018

NS	Sch				SSH	Sch	
3A	3	3 A	3A	3 A	3A	3	
0615	0730	0900			1605	1622	
0617	0732	0902			1607	1625	
0623		0908			1613		
0628							
	0803	0920	1140		1625	1701	
		0926					
		0930					
0634		0934					
0637		0937	1147		1632	1708	
0640		0940	1150		1635	1710	
1		1	↓		1	1	
0640		0940	1150	1340	1635	1710	
0650		0950	1200	1350	1645	R	
0702		1002	1212	1402	1657		NS - Not Saturdays
0712		1012	1222	1412	1707		
0725		1025	1235	1425	1720		Sch - Operates Mondays to Fridays during Warwickshir term time only
Sch	Hol			SSH	Sch		<i>Hol</i> - Operates Mondays to Fridays during Warwickshir
3	3A	3A	3A	3A	3A	3A	schol holidays only
	0730	1030	1240	1430	1430	1730	SSH - Operates Saturdays and Monday to Fridays
	0743	1043	1253	1443	1443	1743	during Warwickshire school holidays
		1053	1303	1453	1453	1753	
0713	0756	1106	1316	1506	1506	1806	LQ - Operates via Lower Quinton (1540), Meon Vale
0724	0806	1116	1326	1516	1516	1816	(1544) and Clifford Chambers (1553)
1	1	1		1	1	↓	
0724	0806	1116		1516	1519	1816	R - Serves these points at request of pasengers already
0729	0809	1119		1519	1519	1819	on the bus at Shipston on Stour
					1521		
		1123				1823	
		1126					
		1130					
0733	0816	1136		1526	1531		
					LQ	1828	
	0828			1538		1833	
0827	0836			1546	1600	1841	
0830	0838			1548	1602	1845	

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News

Changes to Stratford to Banbury Bus Services

Date Added 03/05/2016

Johnsons Excelbus are delighted to announce that from Monday 6th June 2016 they will be operating four services between Stratford-upon-Avon to Banbury.

From 6th June, the 269 and 270 services will continue to be operated by Johnsons. They will also operate a brand new X70 service and will be taking over the Warwickshire County Council contracted 50A service from Stagecoach.

The 269 and 270 bus services will be revised and will operate on Mondays to Saturdays from Stratford-upon-Avon to Banbury via Kineton and Tysoe. There will be six journeys a day.

The X70 is an express Monday to Friday service departing Banbury at 7.35am and arriving in Stratford at 8.35am; and returning from Stratford at 4.15pm and arriving in Banbury at 5.10pm. It will be operated with a double decker bus and makes a great commuter and school service.

The 5OA service also runs between Stratford-upon-Avon and Banbury and travels via Shipston. There will be 3 return journeys a day from Stratford with an additional 2 departing from Shipston to Banbury. On these journeys, there will be connecting buses available to/from Shipston to Stratford operated by Stagecoach.

Peter Johnson, Operational Director at Johnsons Excelbus stated: "We are delighted to operate all the services on the Stratford to Banbury corridor which gives customers the flexibility to use return tickets on all of these routes."

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Why Choose Johnsons?

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Appeal Decision

Site visit made on 6 November 2018

by Jonathan Hockley BA(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 24th January 2019

Appeal Ref: APP/C3105/W/18/3204920 Fringford Cottage, Main Street, Fringford OX27 8DP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by Mr Stuart Wright against the decision of Cherwell District Council.
- The application Ref 18/00249/OUT, dated 6 February 2018, was refused by notice dated 16 April 2018.
- The development proposed is a residential development of up to 10 dwellings.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The application was submitted in outline with all matters reserved aside from access. I have treated the appeal in the same manner, and have thus treated all plans submitted as indicative, except those relating to access.

Main Issue

3. The main issue in this case is whether the proposed development would provide a suitable site for housing, having regard to the character and appearance of the area including the setting of nearby listed buildings, the proximity of services, and the effect of the scheme on the living conditions of the occupiers of Bakery Cottage.

Reasons

4. Fringford is a fairly small village based upon Main Street and the roads leading off this street. The SPD¹ states that the village has a dispersed settlement pattern. However, dispersed settlements are cited as having a large open space at their centre, whereas in Fringford's case the southern end of the village is characterised by a large village green sited opposite the settlement's primary school, with the rest of the village having more of a linear pattern, based around Main Street/The Green. This street is largely lined with housing of varying ages, although development is more sporadic on its south east side than its north west side, with numerous side roads and cul-de-sacs fed off this side of the street. In this development pattern St Michael's Close, which lies to the north of the appeal site appears as somewhat of an anomaly, being one of the few streets accessed to the south of Main Street.

¹ Cherwell Residential Design Guide Supplementary Planning Document, July 2018

- 5. The roughly rectangular appeal site lies on the south east side of the street and mainly consists of a fairly large field/paddock set to the rear of Fringford Cottage, and would be accessed by an improved existing drive set to the side of this property, currently used to access the rear of the house and outbuildings.
- 6. On the other side of the access lies the northern side of Bakery Cottage. This cottage is part of a row of four properties which seemingly consists of 2 central one and a half storey thatched properties bookended by 2 two-storey tile roofed houses. Bakery Cottage is one such end property. The structure is a Grade II listed building, with, from the listing description, the central thatched elements of the whole building being listed. To the rear the houses have relatively shallow areas for sitting out in, opening out into a more open area which has the character of an orchard at its end and appeared to have partly communal access to the properties.
- 7. The proposal would provide up to 10 dwellings, with the indicative layout detailing how these could be accommodated within the site. The rear of the site would appear to project slightly further to the south east than the existing rear line of development from St Michael's Close. To the south west, while the top of the site would fall in a rough line from the rear of the orchard type land to the rear of Bakery Cottage and its attached neighbours, the majority of the site would border open fields. The south east end of the site borders further fields/paddocks, and a footpath runs along the north east side of the site.
- 8. The proposal would introduce a reasonably substantial new housing scheme into an area of the village which has remained free of development, and would push the visual envelope of the settlement across from the rear of St Michael's Close towards the south west. In this context I do not agree that physically it would tie in with St Michael's Close rounding off this part of the village; to my mind St Michael's Close is something of an anomaly in terms of the development of the village and the proposal would accentuate this anomalous effect, however the detailed design was considered. Such an effect would be clearly visible from reasonably substantial stretches of the nearby public footpath, where the scheme would mask the current views of the linear development to the rear of Main Street that predominates in this area of the village to the south west of St Michael's Close, and would appear poorly integrated with the village form, causing harm to the character and appearance of the area.
- 9. The appellant has submitted a Landscape and Visual Assessment, which considers the impact of the proposal on the adjacent footpath, stating that the value of viewpoints along the footpath is high and medium depending on location but that users of the footpath would be viewing the site in a transitory way while they focus on the route ahead. However, the speed of transition on a rural footpath would be slow and given the extent of views that can and would be possible of the site I consider that the scheme would clearly alter the perception of the village form and development pattern from such viewpoints. I also do not consider that such harm would be mitigated by landscaping, which would take time to establish and would do little to change or mask the form of the proposal compared to the areas to the south.
- 10. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for

development which affects the setting of a listed building, special regard should be had to the desirability of preserving its setting.

- 11. Paragraph 193 of the National Planning Policy Framework (the Framework) says when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Significance can be harmed or lost through alteration or destruction of a heritage asset, or by development within its setting. The Framework defines setting as the surroundings in which the asset is experienced. Elements of setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral.
- 12. I note details of a consent granted to the rear of Bakery Cottage for a 2 storey extension. However, be that as it may, and despite other alterations to the rear of the 4 cottages, part of the character of the listed building derives from its rural setting, including the orchard type rear garden and parts of the surrounding farmland in proximity to the building, including the appeal site, despite its distance in parts from the actual built structure of the listed building. Such areas all fall within the surroundings of the heritage asset in which it is experienced and thus fall within the setting of the listed building.
- 13. For the reasons given above the development of the site would have an adverse effect, changing and altering an element of the setting of the heritage asset from a rural to a suburban one. However, given that the development would only occupy a proportion of the setting of the heritage asset and no harm would be caused to the historic fabric of the listed building, such harm would be less than substantial.
- 14. Concern is raised over the effect of the scheme upon the living conditions of a neighbouring resident. The proposal would result in the existing access serving Fringford Cottage being improved and the residents of the additional proposed 10 houses using it to access their properties, in fairly close proximity to Bakery Cottage. I noted on my site visit the peaceful sitting out area to the rear of this Cottage, which is located next to a fairly high wall marking the boundary between the two properties. This boundary is largely supplemented by evergreen trees.
- 15. The width of the access is such that space can be left between the side of the access road and the boundary wall, allowing for more substantial landscaping to be planted, and supplemented with an acoustic fence as suggested by the appellant. The amount of traffic generated by 10 residential properties would not be substantial, and I do not consider that harm caused by the proposal in this regard, with the benefit of suitable conditions for mitigation, would be substantial.
- 16. Policy Villages 1 of the Local Plan² designates Fringford as a 'service village' where minor development, infilling and conversions are permissible. Supporting text to the policy states that infilling refers to the development of a small gap in an otherwise continuous built-up frontage. Under such a definition the proposal would not constitute infilling. Further supporting text states that in assessing whether proposals constitute acceptable 'minor development',

² The Cherwell Local Plan 2011-2031, Part 1, Adopted July 2015.

- regard will be given to the size of the village and the level of service provision, the site's context within the existing built environment, whether it is in keeping with the character and form of the village, its local landscape setting and careful consideration of the appropriate scale of development.
- 17. Evidence is submitted of the facilities within the settlement. These mainly consist of the primary and pre-school, public house, church and village hall. While therefore some services are present within the village these are by no means comprehensive. Furthermore, there is mixed evidence concerning bus services to and from the village, with regular bus services only taking place on a Thursday and possibly a Friday, supplemented by a demand responsive bus. The Thursday service only appears to include 1 journey each way and the demand responsive option only runs between the hours of 10:15 and 14:30.
- 18. Aside from the school and the pub therefore I consider that the future residents of the proposal would use private transport for most of their day to day needs. I also note in the context of policy Villages 1 that the bus service as it exists today represents a downgrade on a previous service that existed at the time of the adoption of the local plan, and do not consider that the provision of a travel pack to future residents would mitigate the lack of a regular scheduled bus service. While acknowledging that sustainable transport options vary from urban to rural areas I do not consider therefore that the proposed 10 houses would be located within an area with sufficient service provision.
- 19. I am not convinced therefore that, while noting the size of the scheme compared to the size of the village overall, given the level of service provision in the village, particularly when coupled with the harm that I have identified above that the scheme would cause to the character and form of the village, that the proposal would constitute minor development' in the context of Fringford and therefore consider that the scheme would be contrary to policy Villages 1.
- 20. Policy Villages 2 allocates 750 dwellings across service villages during the plan period, but does not state how such houses will be distributed across the various settlements. In identifying sites for such provision, particular regard will be given to various criteria, including whether the land has been previously developed or is of lesser environmental value, whether development would contribute in enhancing the built environment, and whether the site is well located to services and facilities. There is disagreement between the parties over the proportion of the site which would constitute previously developed land. However, notwithstanding this point, given my views above over the sites conflict with policy Villages 1 and that the development would not contribute to enhancing the built environment or would be well located to service and facilities then I am of the view that the proposal would also be contrary to policy Villages 2.
- 21. Policy ESD 1 of the Local Plan states that measures will be taken to mitigate the impact of development within the District on climate change, including by distributing growth to the most sustainable locations as defined in the Plan and delivering development that seeks to reduce the need to travel and which encourages sustainable travel options. While the proposal would be located in the most sustainable location as defined in the Local Plan the weight I provide to this is reduced by the bus service reduction since the local plan was adopted and the development would not reduce the need to travel or encourage

- sustainable travel options. In the round I therefore consider that the proposal would also be contrary to this policy.
- 22. Policies ESD13 and ESD15 of the Local Plan are also cited in the decision notice. While I do not consider that the scheme would be contrary to the element of policy ESD15 which states that development proposals should consider the amenity of existing development, I am of the view that the proposal would be contrary to other parts of policy ESD15 as well as to ESD13, which together state that proposals will not be permitted if they would be inconsistent with local character or harm the setting of settlements, buildings or structures, and should conserve, sustain and enhance designated heritage assets.
- 23. The scheme would create 10 new properties, which would provide economic and social benefits for the local area in terms of both the construction of the houses and also the activities of the future residents of the dwellings, as well as through the New Homes Bonus. However, such public benefits in an area where both parties agree does not have a lack of housing supply would not outweigh the less than substantial harm that would be caused to the significance of the nearby listed building, to which I am required to give great weight to, and the proposal would therefore be contrary to the Framework.
- 24. I therefore conclude that while the proposed development would not have an adverse effect on the living conditions of the occupiers of Bakery Cottage, it would not provide a suitable site for housing, having regard to the character and appearance of the area including the setting of nearby listed buildings and the proximity of services. The proposal would be contrary to policies Villages 1, Villages 2, ESD1, ESD13 and ESD15 of the Local Plan, as well as to the Framework.
- 25. The appellant refers me to a Council Housing and Economic Land Availability Assessment (HELAA) which considered that the site could accommodate 14 dwellings, and notes that as part of this process the site was visited by Council planning officers to appraise. Planning Practice Guidance states that the use of a HELAA can be to inform assessments of housing land supply and that it is an important evidence source to inform plan making but does not in itself determine whether a site should be allocated for development; it is the role of the HELAA to provide information on the range of sites which are available to meet need but it is for the development plan to determine which of the sites are the most suitable to meet those needs. Above I have considered that the proposal would be contrary to the development plan, and while I provide moderate weight to the HELAA this does not outweigh such conflict.

Other matters

26. The decision notice contained two reasons for refusal relating to drainage and the lack of a planning obligation. During the course of the appeal both matters have been resolved between the parties and a completed unilateral undertaking, agreeable to the Council, has been submitted by the appellant. Based on all that I have seen and read I have no reason to disagree with the main parties views on the drainage strategy for the site. In terms of the unilateral undertaking, while I note that it provides for off-site open space and play area contributions, as well as a footpath contribution, given that I am dismissing the appeal on other grounds I have not considered this matter further.

Conclusion

- 27. I have concluded that overall the proposed development would not provide a suitable site for housing and would be contrary to the development plan. Material considerations advanced do not lead me to an alternative decision and the scheme would also be contrary to the Framework.
- 28. Therefore, for the reasons given above, and having regard to any other matter raised, I conclude that the appeal should be dismissed.

Jon Hockley

INSPECTOR

Richlorough

Community Insight profile for 'Sibford Ferris' area

Oxfordshire Parish Reports

Report created 26 January 2018





Finding your way around this Community Insight profile

Introduction Page 3 for an introduction to this report

†† †	There are 445 people living in Sibford Ferris		14% of people have no qualifications in Sibford Ferris compared with 22% across England			
Population	See pages 4-9 for more information on population by age and gender, ethnicity, country of birth, language, migration, household composition and religion	Education & skills	See pages 37-39 for more information on qualifications, pupil attainment and early years educational progress			
	4% of children are living in poverty in Sibford Ferris compared with 20% across England	£	34% people aged 16-74 are in full-time employment in Sibford Ferris compared with 39% across England			
Vulnerable groups	See pages 10-21 for more information on children in poverty, people out of work, people in deprived areas, disability, pensioners and other vulnerable groups	Economy	See pages 40-46 for more information on people's jobs, job opportunities, income and local businesses			
	4% of households lack central heating in Sibford Ferris compared with 3% across England		6% of households have no car in Sibford Ferris compared with 26% across England			
Housing	See pages 22-28 for more information on dwelling types, housing tenure, affordability, overcrowding, age of dwelling and communal establishments	Access & transport	See pages 47-49 for more information on transport, distances services and digital services			
	The overall crime rate is lower than the average across England	<u> </u>	The % of people 'satisfied with their neighbourhood' is higher than the average across England			
Crime and Safety	See pages 29-30 for more information on recorded crime and crime rates	Communities & environment	See pages 50-52 for more information on neighbourhood satisfaction, the types of neighbourhoods locally, local participation and the environment, air pollution			
•	11% of people have a limiting long-term illness in Sibford Ferris compared with 18% across England					
	See pages 31-36 for more information on limited long-term illness, life expectancy and	Appendix A	Page 53 for information on the geographies used in this report and 54 for acknowledgements			

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Introduction

Community Insight for housing organisations

Community Insight gives you the data and analysis you need to ensure your services are underpinned by the best possible knowledge of local communities, levering the power of information right across your organisation, from high-level visualisations for Board level to detailed reports on local neighbourhoods.

Saving you time and money, Community Insight gives you the most relevant and up-to-date data on the communities where you work, with no need to invest in specialist mapping and data staff, consultancy or software.

- Upload details of your stock to our secure servers, and get up and running in minutes with data and reports for your properties, neighbourhoods and estates.
- Understand what the latest sources such as Census 2011 mean in your areas, as soon as data is released.
- Get the information you need for a joined-up approach to community investment.
- Tools to help frontline staff to take strategic responsibility for their patches.
- Data to help prioritise scarce resources, and provide baselines & trends for assessing impact.

HACT and OCSI

Community Insight is a joint project from HACT and Oxford Consultants for Social Inclusion (OCSI).

HACT helps housing providers build stronger neighbourhoods and resilient communities. See www.hact.org.uk for more.

OCSI develop and interpret the evidence base to help the public and community organisations deliver better services. A 'spin-out' from the University of Oxford Social Policy Institute, OCSI have worked with more than 100 public and community sector clients at local, national and international level. See www.ocsi.co.uk for more.

About the indicators

Information published by government as open data – appropriately visualised, analysed and interpreted – is a critical tool for housing organisations to improve their strategic and joined-up approach to community investment.

OCSI collect all local data published by more than 50 government agencies, and have identified key indicators relevant to the housing sector community investment to use in this report and the interactive webtool (www.communityinsight.org).

All indicators will be updated with latest data within days of being published by government.

How we have identified the "Sibford Ferris" area

This report is based on the stock property location data (postcodes) loaded into Community Insight by Oxfordshire Parish Reports, and the definition of the "Sibford Ferris" area (you can view this area on the Community Insight tool, either in the drop-down menu at the top-left of the map-page, or on the "Stock group" page if you are logged-in as an administrator). We have aggregated data for all the neighbourhoods in "Sibford Ferris" that contain stock, to create the data used in this report.

Alongside data for the "Sibford Ferris", we also show data for your selected comparator areas: Oxfordshire and England.

This is version 2.2 of the Community Insight profile datasets and report

This report was created on 26 January 2018, and is based on version 2.2 of the Community Insight datasets and report.





Population: Age and gender

What information is shown here?

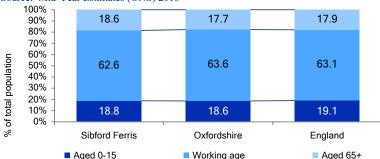
The information on this page shows the number of people living in Sibford Ferris. These population figures provide detail of the structure of the population by broad age bands and sex.

The first information box shows the total number of people usually resident in the area, with the male female breakdown. Also shown are numbers by sex and age, and the 'dependency ratio'. This is the ratio of non-working age (those aged 0-15 and over 65) to working age population and is useful in understanding the pressure on a productive population in providing for the costs of services and benefits used by the youngest and oldest in a population. For example, a ratio of 25% for example would imply one person of non-working age for every four people of working age. The final information box shows the population density, based on the total population divided by the area in hectares for the local area

The population pyramid compares the proportion of males and females by five-year age bands. The line chart shows how the population is changing over time in Sibford Ferris and comparator areas. The stacked bar chart, below, shows the age breakdown of the population in Sibford Ferris and comparator areas by broad age band.

Figure: Population by age

Source: Mid-Year Estimates (ONS) 2016



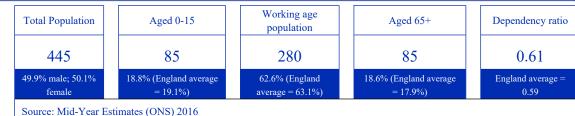


Figure: Population estimates by 5 year age band Source: Mid-Year Estimates (ONS) 2016

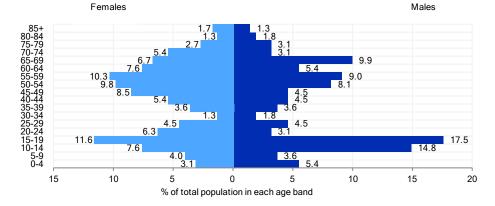
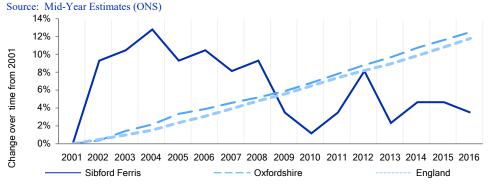


Figure: % change in total population from 2001-2016







Population: Ethnicity

What information is shown here?

The information on the right shows the number of people in Sibford Ferris by ethnicity, based on each person's perceived ethnic group and cultural background.

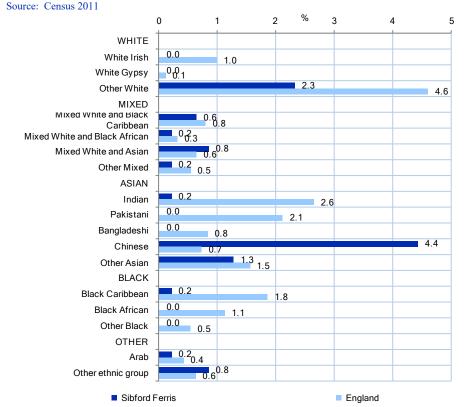
The information boxes display the number of people who have self-identified as White British and the number from Black or Minority Ethnic groups (BMEs), as well as the five broad ethnic minority groups (White non-British, Mixed, Asian, Black and other ethnic group. The BME category includes all people who do not state their ethnicity as White British including those who identify as White but of a different ethnic identity.

The final information box shows the proportion of households where not all household members are of the same ethnicity (households with multiple ethnic groups).

The bar chart on the right shows a detailed breakdown of the percentage of people in BME groups by ethnic category.

White British	BME	White non-British	Mixed
420	55	10	10
88.7% (England average = 79.8%)	11.3% (England average = 20.2%)	2.3% (England average = 5.7%)	1.9% (England average = 2.3%)
Asian	Black	Other ethnic group	Households with multiple ethnicities
30	0	5	10
5.9% (England average = 7.8%)	0.2% (England average = 3.5%)	1.1% (England average = 1.0%)	5.5% (England average = 8.9%)
Source: Census 2011			

Figure: Population by ethnic group





Population: Country of birth and household language

What information is shown here?

The information on the right shows the number of people in Sibford Ferris by country of birth.

The top row information boxes display the number of people in Sibford Ferris who were born in England and outside the UK as well as the number of people with a UK passport and non-UK passport.

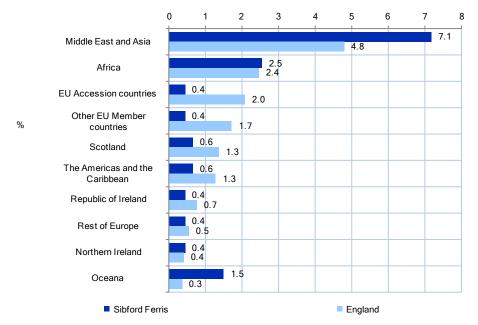
The second row information boxes show the language breakdown of households, identifying the number of households in Sibford Ferris with one or more members who cannot speak English.

The bar chart on the right shows a detailed breakdown of the percentage of people in Sibford Ferris born outside of England by the geographic region of birth.

Born in England	Born Outside the UK	With a UK passport	With a non-UK passport
405	60	395	45
84.9% (England average = 83.5%)	13.4% (England average = 13.8%)	83.0% (England average = 75.8%)	9.7% (England average = 8.8%)
All people in households have English as main language	At least one adult (not all) has English as main language	No adults but some children have English as main language	No household members have English as main language
165	0	0	0
98.8% (England average = 90.9%)	0.6% (England average = 3.9%)	0.0% (England average = 0.8%)	0.6% (England average = 4.4%)
Source: Census 2011			

Figure: Population born outside England

Source: Census 2011



Population: Migration

What information is shown here?

The information box shows the number and percentage of migrants in Sibford Ferris. A migrant is defined as a person with a different address one year before Census day. The migrant status for children aged under one in households is determined by the migrant status of their 'next of kin' (defined as in order of preference, mother, father, sibling (with nearest age), other related person, Household Reference Person).

The chart on the right shows the population turnover rate by age band. This is calculated as the rate of in or out migratory moves within England and Wales per 1,000 resident population. Figures are based on GP patient register records. The left-hand bars (lighter colour) show people moving *out of* the area – higher values for a particular group indicate that this age-group is more likely to move away from the area. The right-hand bars (darker colour) show people moving *into* the area – higher values for a particular group indicate that this age-group is more likely to move into the area.

The data table on the top right and the chart on the bottom right show the total number of people registering with a National Insurance number who have come from overseas. This is a measure of the number of people who have migrated to the UK from overseas to work, who have registered for a National Insurance number in the local area.



Figure: Level of inward and outward migration (by age)

Source: Population Turnover Rates – Office for National Statistics (2010)

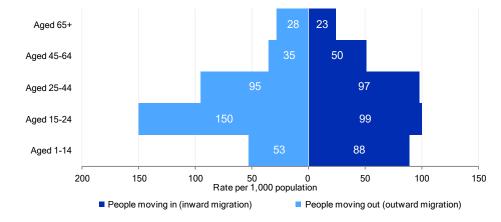
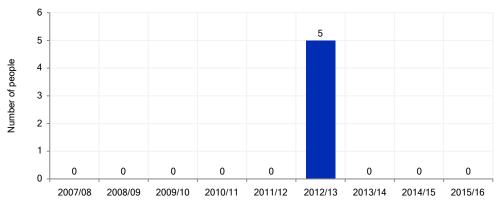


Figure: Number of overseas nationals registering with a National Insurance Number Source: National Insurance No. registrations – Department for Work and Pensions (2015/16)





¹ Please note that there are currently no planned updates for this dataset, however we still consider it to be relevant.

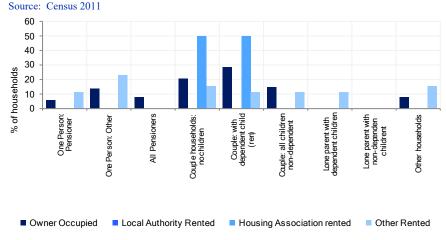


Population: All households

What information is shown here?

The information on this page shows the composition of household types in Sibford Ferris. The information boxes contain the number of households in Sibford Ferris classified under the main household composition breakdowns. The chart on the right shows the same information as a percentage of all households, with comparator areas. The chart below shows household composition with breakdowns also by tenure of household (whether a household is living in owner occupied, Local Authority rented, Housing Association rented and private rented accommodation). This enables users to compare the different living arrangements of households in the owner occupied, social rented and private rented sectors.

Figure: Household composition by tenure



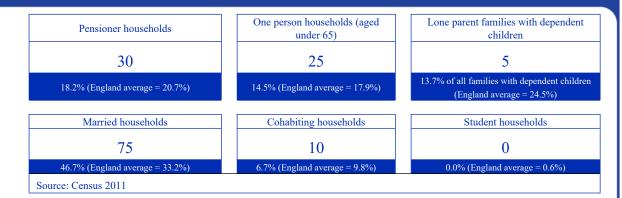
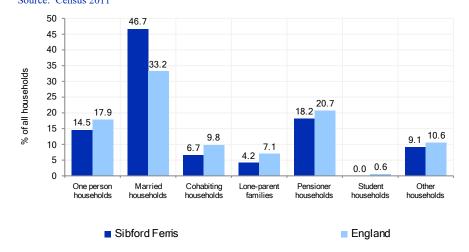


Figure: Population by household composition Source: Census 2011







What information is shown here?

The information on the right shows the number of people living in Sibford Ferris by religious belief, categorised by the six major religions, other religion and no religion.

The bar chart shows the percentages of people in Sibford Ferris and comparator areas who are of non-Christian religious belief, displayed by religion.

Note, figures in the table and charts may not add up to 100% because they do not include figures for those for who did not reply to the religion question – who were recorded as 'religion not stated' in the census data publication.

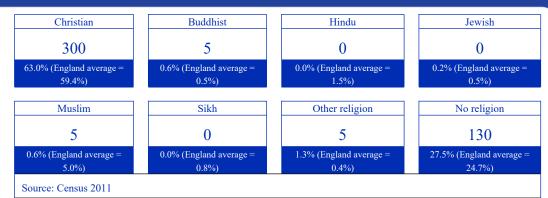
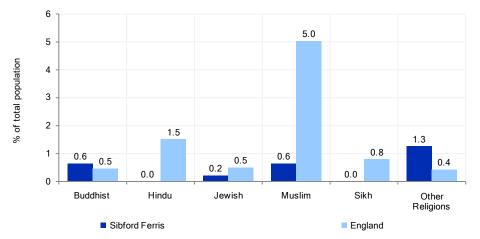


Figure: Population with non-Christian religion

Source: Census 2011





Vulnerable groups: People out of work (1)

What information is shown here?

The information in this section shows counts of people who are out of work and receiving workless benefits: Jobseekers Allowance (JSA)/Universal Credit (UC) and Incapacity Benefit (IB)/Employment and Support Allowance (ESA).

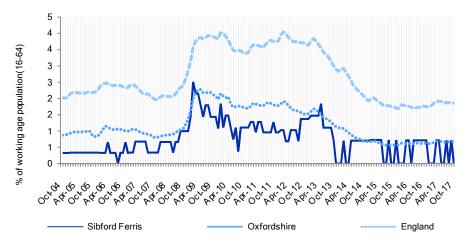
JSA is payable to people under pensionable age who are available for, and actively seeking, work of at least 40 hours a week. Universal Credit claimants are additionally included in the 'Unemployment Benefit' count where they were previously eligible for JSA. IB and ESA are workless benefits are payable to people who are out of work and have been assessed as being incapable of work due to illness or disability and who meet the appropriate contribution conditions.

The information boxes on the top right show: the total number of adults (aged 16-64) receiving JSA and Universal Credit; the total claiming for more than 12 months; claimants aged 18-24, the number of people receiving 'Incapacity benefits' (IB or ESA); and the number and proportion of 16-24 year olds receiving workless benefits (JSA, IB or ESA).

The line charts on the following page show month on month changes in the proportion of people claiming IB or ESA and the proportion claiming JSA or out of work Universal Credit across Sibford Ferris and comparator areas.

Unemployment Benefit (JSA and UC) claimants (Oct-17)	JSA claimants claiming for more than 12 months (Oct-17)	Youth unemployment (JSA/UC claimants aged 18- 24) (Oct-17)	Female unemployment claimants (JSA and UC) (Oct-17)
00	00	00	00
0.0% (England average = 1.9%)	0.0% (England average = 0.4%)	0.0% (England average = 2.7%)	0.0% (England average = 1.5%)
Male unemployment claimants (JSA and UC) (Oct-17)	Incapacity benefits claimants (May-17)	Working age workless benefit claimants (Nov-16)	16-24 year olds receiving workless benefits (May-16)
00	05	10	00
0.0% (England average = 2.2%)	2.1% (England average = 5.7%)	4.3% (England average = 10.7%)	0.0% (England average = 3.6%)
Source: Department for Work and Pensions			

Figure: Unemployment benefit (Jobseekers Allowance/Universal Credit) claimants





Vulnerable groups: People out of work (2)

Figure: % of Jobseekers Allowance claimants claiming for more than 12 months Source: Department for Work and Pensions (Oct-17)

Less than 12 months

■ More than 12 months

Figure: Working age population claiming incapacity benefits (Employment Support Allowance and Incapacity Benefit) Source: Department for Work and Pensions

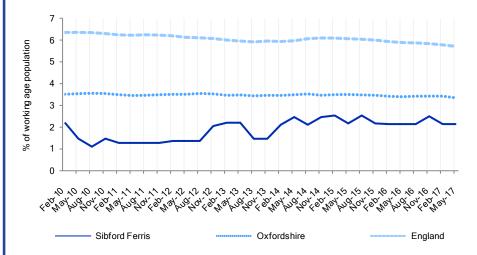


Figure: Workless benefit claimants aged 16-24 and 16-64
Source: Jobseekers Allowance – Department for Work and Pensions (Nov-16) Incapacity benefits/Workless benefit claimants – Department for Work and Pensions (May-17)

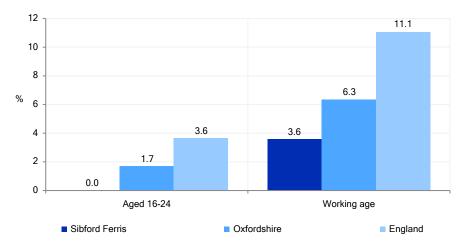
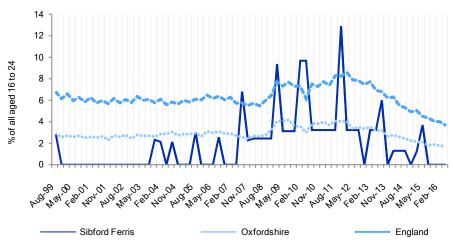


Figure: 16-24 year olds receiving 'Workless' benefits (Incapacity Benefit, Employment Support Allowance, Jobseekers Allowance)



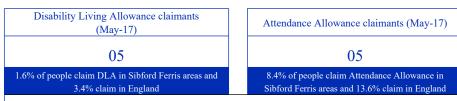


What information is shown here?

The information in this section looks at the prevalence of disability among people living in Sibford Ferris. There are two measures of disability presented: those claiming Attendance Allowance or Disability Living Allowance.

Attendance Allowance is payable to people over the age of 65 who are so severely disabled, physically or mentally, that they need a great deal of help with personal care or supervision. Disability Living Allowance is payable to children and adults in or out of work who are below the age of 65 and who are disabled, need help with personal care or have walking difficulties. It is a non-means tested benefit, which means it is not affected by income.

The information boxes on the right show the total number of people receiving Attendance Allowance and Disability Living Allowance across Sibford Ferris.



Source: Department for Work and Pensions

Figure: Adults with a disability (receiving Disability Living Allowance)

Source: Department for Work and Pensions (May-17)

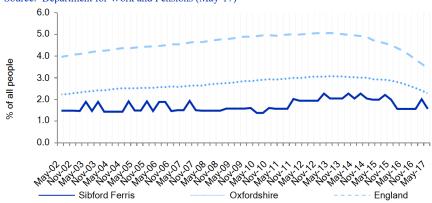
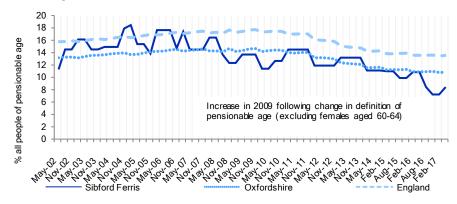


Figure: Older people with social care needs (receiving Attendance Allowance)







Vulnerable groups: Working age benefit claimants (1)

What information is shown here?

The information in this page shows the number of people in receipt of key welfare benefits payable by the Department for Work and Pensions (DWP).

Working age DWP Benefits are benefits payable to all people of working age (16-64) who need additional financial support due to low income, worklessness, poor health, caring responsibilities, bereavement or disability. Housing Benefit (HB) can be claimed by a person if they are liable to pay rent and if they are on a low income and provides a measure of the number of households in poverty. Income Support is a measure of people of working age with low incomes and is a means tested benefit payable to people aged over 16 working less than 16 hours a week and having less money coming in than the law says they need to live on.

Universal Credit provides a single payment based upon the circumstances of the household to provide support for housing costs, children and childcare costs and additions for disabled people and carers. Universal Credit is available to people who are in work and on a low income, as well as to those who are out-of-work

The chart on the right shows the change in the proportion of working age people receiving DWP benefits. The charts on the following page show the change in the proportion of Income Support and Housing Benefits claimants and the age breakdown of DWP benefit claimants across Sibford Ferris and comparator areas.

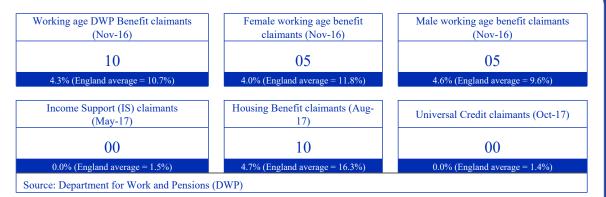
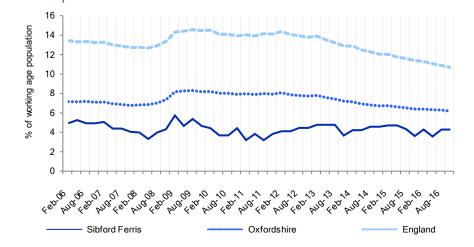


Figure: Working age population claiming DWP benefit claimants (for all DWP benefits) Source: Department for Work and Pensions







Vulnerable groups: Working age benefit claimants (2)

Figure: Income Support claimants

Source: Department for Work and Pensions (May-17)

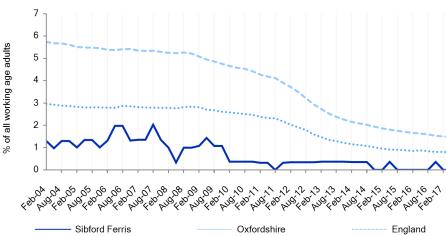


Figure: Housing Benefit claimants

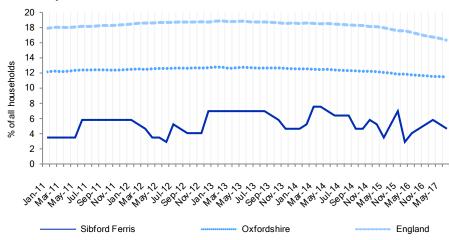


Figure: Age breakdown of working age DWP benefit claimants (for all DWP benefits) Source: Department for Work and Pensions (Nov-16)

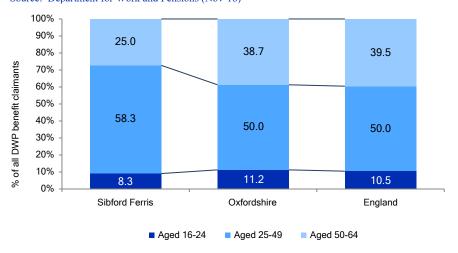
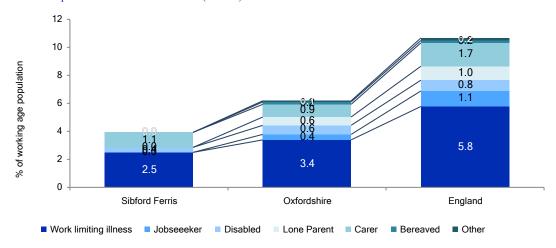


Figure: Breakdown of working age DWP benefit claimants by reason for claim Source: Department for Work and Pensions (Nov-16)







Vulnerable groups: Deprived neighbourhoods (1)

What information is shown here?

The information on this page looks at overall levels of deprivation across Sibford Ferris based on the Index of Multiple Deprivation (IMD) 2015. IMD 2015 is the most comprehensive measure of multiple deprivation available. The concept of multiple deprivation upon which the IMD 2015 is based is that separate types of deprivation exist, which are separately recognised and measurable. The IMD 2015 therefore consists of seven types, or domains, of deprivation, each of which contains a number of individual measures, or indicators.²

The information boxes on the right show the number of people in Sibford Ferris living in neighbourhoods ranked among the most deprived 20% of neighbourhoods in England on IMD 2015 and the seven IMD domains. The chart on the right shows the number of people living in neighbourhoods grouped according to level of deprivation. The charts on the following pages show the same information for each of the domains. All neighbourhoods in England are grouped into ten equal sized groups "deciles"; the 10% of neighbourhoods with the highest level of deprivation (as measured in the IMD) are grouped in decile 10, and so on with the 10% of neighbourhoods with the lowest levels of deprivation grouped in decile 1.

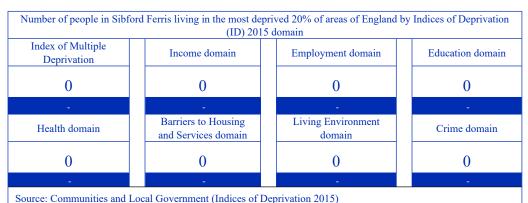
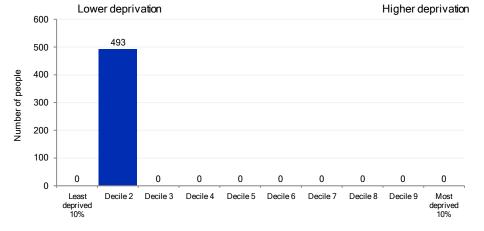


Figure: Number of people in each deprivation decile, Index of Multiple Deprivation 2015

Source: Communities and Local Government (Indices of Deprivation 2015)



² The seven domains of deprivation included are: Employment deprivation, Income deprivation, Health deprivation and disability, Education, skills and training deprivation, Crime, Living environment deprivation, Barriers to housing and services.





Vulnerable groups: Deprived neighbourhoods (2)

Figure: Number of people in each deprivation decile, ID 2015 Income domain Source: Communities and Local Government (Indices of Deprivation 2015)

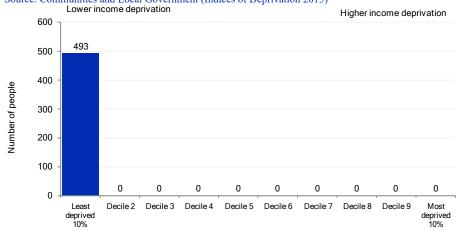


Figure: Number of people in each deprivation decile, ID 2015 Employment domain Source: Communities and Local Government (Indices of Deprivation 2015)

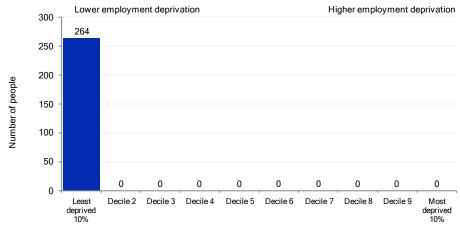


Figure: Number of people in each deprivation decile, ID 2015 Education domain Source: Communities and Local Government (Indices of Deprivation 2015)

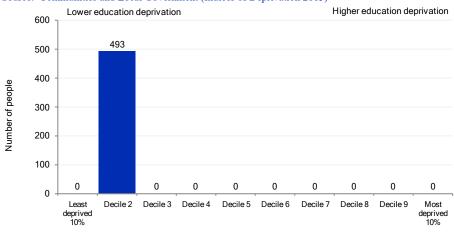
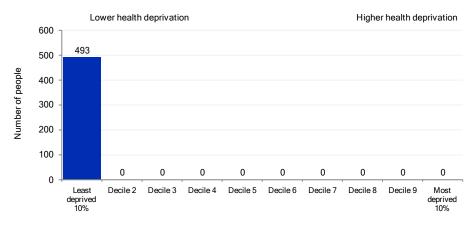


Figure: Number of people in each deprivation decile, ID 2015 Health domain Source: Communities and Local Government (Indices of Deprivation 2015)







Vulnerable groups: Deprived neighbourhoods (3)

Figure: Number of people in each deprivation decile, ID 2015 Barriers to Housing and Services domain Source: Communities and Local Government (Indices of Deprivation 2015)

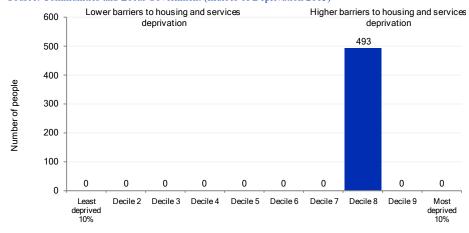


Figure: Number of people in each deprivation decile, ID 2015 Living Environment domain Source: Communities and Local Government (Indices of Deprivation 2015)

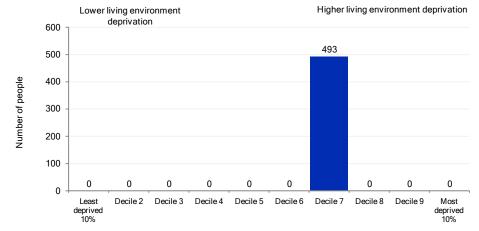
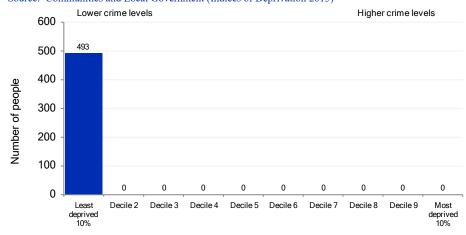


Figure: Number of people in each deprivation decile, ID 2015 Crime domain Source: Communities and Local Government (Indices of Deprivation 2015)





What information is shown here?

This page looks at children in out of work households, children in poverty and children in lone parent households. Children in 'out of work' households, are defined as dependent children living in families where all adults are in receipt of Income Support or income-based Jobseeker's Allowance (IS/JSA). The children in poverty measure shows the proportion of children (aged 0-15) in families in receipt of out of work benefits, or in receipt of tax credits where their reported income is less than 60% median income. Out of work means-tested benefits include: Income-Based Jobseekers Allowance, incapacity benefits and Income Support.

The information boxes on the right show the count of people in each of these three categories in Sibford Ferris. The bar chart shows the percentage of people in each of these categories across Sibford Ferris and comparator areas (as a percentage of all children receiving Child Benefit). The line chart shows the year on year change in the proportion of children in out of work households.

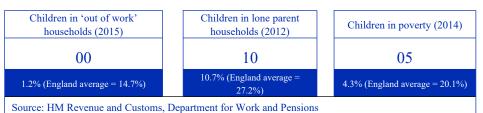


Figure: Children living in poverty, worklessness and lone parent households

2006

2007

Sibford Ferris

2008

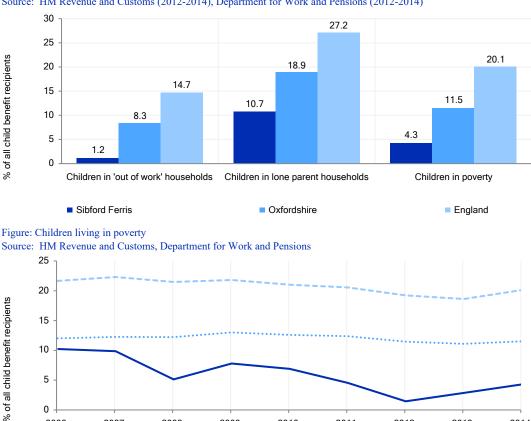
2009

2010

Oxfordshire

2011

Source: HM Revenue and Customs (2012-2014), Department for Work and Pensions (2012-2014)





2013

England

2014

2012



Vulnerable groups: Children (2) - Child Wellbeing Index

What information is shown here?

The information on this page shows levels of child wellbeing across Sibford Ferris as measured using the Child Wellbeing Index (CWI) from 2009.³ The CWI is a small area index measuring child wellbeing – how children are doing in a number of different aspects of their life. The index covers the major domains of a child's life that have an impact on child wellbeing and that are available for neighbourhoods in England. The CWI is made up of seven domains.⁴

The eight information boxes on the right show the number of people in Sibford Ferris living in areas ranked among the most deprived 20% of neighbourhoods in England on CWI and the seven domains. The chart on the right shows the number of people living in neighbourhoods grouped according to level of child wellbeing deprivation. All neighbourhoods in England are grouped into ten equal sized groups "deciles"; the 10% of neighbourhoods with the highest level of deprivation (lowest level of child wellbeing) are grouped in decile 10, and so on with the 10% of neighbourhoods with the lowest levels of deprivation grouped in decile 1.

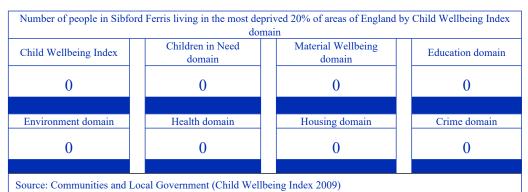
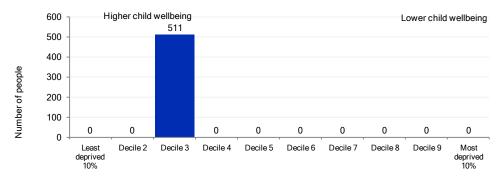


Figure: Number of people in each deprivation decile, Child Wellbeing Index 2009 Source: Communities and Local Government (Child Wellbeing Index 2009)





³ Please note that there are currently no planned updates for this dataset, however we still consider it to be relevant.

⁴ Material wellbeing - children experiencing income deprivation; Health and disability – children experiencing illness, accidents and disability; Education - education outcomes including attainment, school attendance and destinations at age 16; Crime - personal or material victimisation of children; Housing - access to housing and quality of housing for children; Environment - aspects of the environment that affect children's physical well-being; Children in need – vulnerable children receiving LA services.

What information is shown here?

The information on this page looks at pensioner groups that may face greater risks or who may have different types of need. There are three measures included: pensioners without access to transport, pensioner loneliness and pensioners in poverty.

Pensioners without access to transport are those with no access to a car or van. The dataset only includes pensioners living in private households.

There are two indicators of pensioner loneliness. The census provides a measure of the proportion of pensioners living alone (defined as households of one pensioner and no other household members). In addition, Age Concern have developed a Loneliness Index (which predicts the prevalence of loneliness amongst people aged 65+) based on census data. Areas with a value closer to 0 predict a greater prevalence of loneliness amongst those aged 65 and over and living in households compared to areas with a value further away from 0.

Pensioners in poverty are those in receipt of Pension Credit. Pension Credit provides financial help for people aged 60 or over whose income is below a certain level set by the law.

The information boxes present information on the counts of pensioner households or pensioners in each category. The chart on the top right shows the change in the proportion of people receiving Pension Credit across Sibford Ferris and comparator areas.

The chart on the bottom right compares Loneliness Index scores across Sibford Ferris and comparator areas - a value closer to 0 predicts a greater prevalence of loneliness amongst those aged 65.







Figure: Pension Credit claimants

Source: Department for Work and Pensions (May-17)

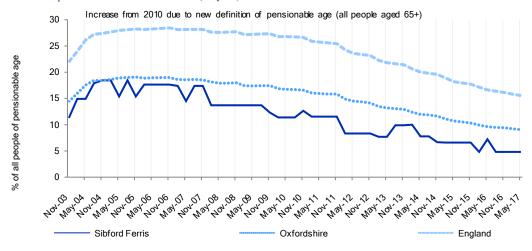
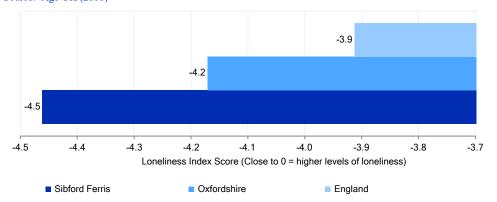


Figure: Loneliness index (probability of loneliness for those aged 65 and over Source: Age UK (2011)







Vulnerable groups: Other groups

What information is shown here?

The information on this page looks at the number and proportion of people in three groups with specific needs: mental health issues; households with multiple deprivation; people providing unpaid care.

The figures for people with mental health issues are based on Employment Support Allowance/Incapacity Benefit claimants who are claiming due to mental health related conditions. Incapacity Benefit is payable to persons unable to work due to illness or disability.

Households with multiple deprivation are households experiencing four key measures of deprivation:

- All adult household members have no qualifications
- At least one household member is out of work (due to unemployment or poor health)
- At least one household member has a limiting long-term illness
- The household is living in overcrowded conditions

Informal care figures show people who provide any unpaid care by the number of hours a week they provide that care. A person is a provider of unpaid care if they give any help or support to another person because of long-term physical or mental health or disability, or problems related to old age.

The line chart on the right shows the change in the number of people claiming Incapacity benefit for mental health reasons as a proportion of the working age population and the chart below it includes figures for children and all people providing unpaid care across Sibford Ferris.





People providing unpaid care (Census 2011) 48 10.3% (England average =

10.2%)



0.5%) Figure: Receiving Employment Support Allowance (ESA) and Incapacity Benefit (IB) due to mental health Source: Department for Work and Pensions

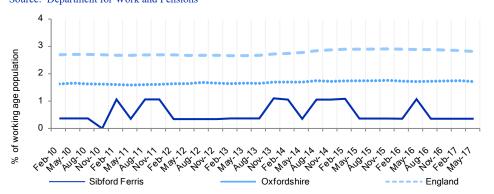
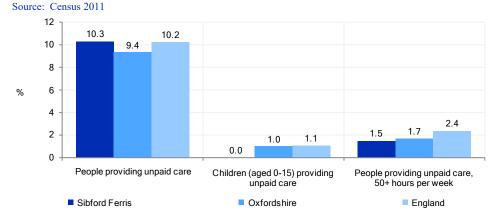


Figure: People providing unpaid care





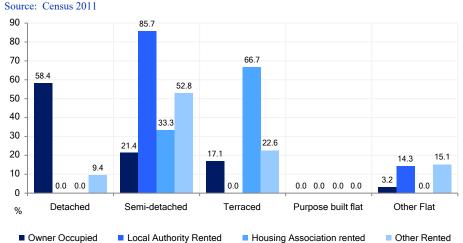


What information is shown here?

The information on this page looks at the type of dwelling space people live in. A dwelling space is the accommodation occupied by an individual household or, if unoccupied, available for an individual household, for example the whole of a terraced house, or a flat in a purpose-built block of flats.

The information boxes to the right show the number of people in Sibford Ferris living in each accommodation type. The chart on the right shows a breakdown of households by accommodation type across Sibford Ferris and comparator areas. The chart below shows a breakdown of households by accommodation type across Sibford Ferris and comparator areas and the chart on the right compares the accommodation types of owner occupied, Local Authority rented, Housing Association rented and private rented households across Sibford Ferris.

Figure: Dwellings type by tenure



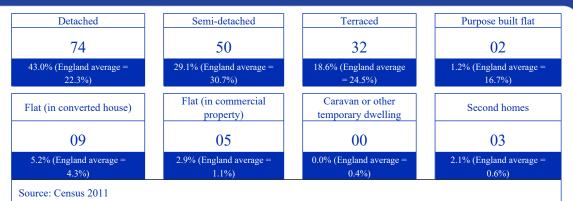
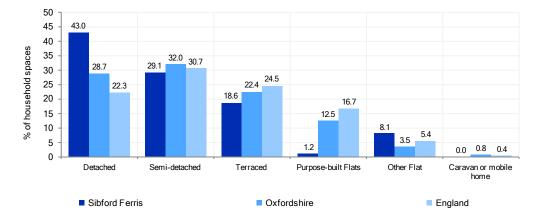


Figure: Dwellings type breakdown Source: Census 2011







Housing: Tenure

What information is shown here?

The information on this page looks at the tenure of housing in Sibford Ferris. The information boxes show the number of households broken down by tenure type and the chart shows the tenure breakdown across Sibford Ferris and comparator areas.

- 'Owner occupied' housing includes accommodation that is either owned outright, owned with a mortgage or loan, or shared ownership (paying part rent and part mortgage).
- 'Social rented' housing includes accommodation that is rented from a council (Local Authority) or a Housing Association, Housing Co-operative, Charitable Trust, Non-profit housing company or Registered Social Landlord.
- 'Rented from the Council includes accommodation rented from the Local Authority
- 'Housing Association or Social Landlord' includes rented from Registered Social Landlord, Housing Association, Housing Co-operative, Charitable Trust and non-profit housing Company.
- 'Private rented or letting agency' includes accommodation that is rented from a private landlord or letting agency.
- 'Other Rented' includes employer of a household member and relative or friend of a household member and living rent free.

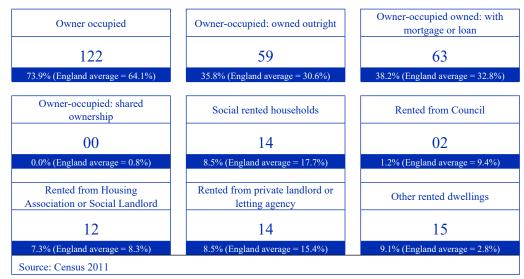
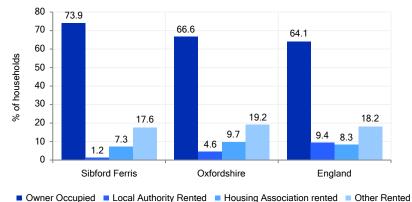


Figure: Housing tenure breakdowns

Source: Census 2011





Housing: How affordable is local housing? (1)

What information is shown here?

The information in this section shows measures of housing costs in Sibford Ferris. Data on house prices is from the Land Registry open data price-paid dataset (www.landregistry.gov.uk/market-trend-data/public-data/price-paid-data), which is updated monthly.

House prices by dwelling type

The information boxes on the right and the chart on the following page show the mean house prices by accommodation type across Sibford Ferris and comparator areas for four key dwelling types (detached houses, semi-detached houses, flats and terraced houses). The second bar chart on the following page shows the monthly change in the number of transactions and average price across Sibford Ferris.

Council tax bands

The data on Council Tax bands shows the number (and proportion) of houses in bands A, B or C (the lowest price bands) and F, G and H (the highest price bands) locally. These price bands are set nationally, so can be used to show how the cost of all local property (not just those properties that have recently been sold) compares with other areas; the chart on the right compares Sibford Ferris and comparator areas for these Council Tax bands.

Average house price (all types of housing) (Land registry Jul16-Jun17)

£449,000

England average = £289,332

Average house price (detached) (Land registry Jul16-Jun17)

£501,000

England average = £400,713

Average house price (flats) (Land registry Jul16-Jun17)

England average = £291,834

Average house price (semidetached) (Land registry Jul16-Jun17)

England average = £246,429

Households in Council Tax Band B (VOA 2017)

09

4.6% (England average = 22.5%)

Average house price (terraced) (Land registry Jul16-Jun17)

£345,000

England average = £236,901

Households in Council Tax Band C (VOA 2017)

28

14.2% (England average = 24.9%)

Households in Council Tax Band A (Valuation Office Agency (VOA) 2017)

06

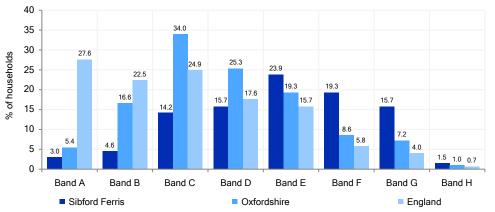
3.0% (England average = 27.6%)

Households in Council Tax Band F-H (VOA 2017)

72

36.5% (England average = 10.5%)

Figure: Dwelling stock by council tax band Source: Valuation Office Agency (2017)





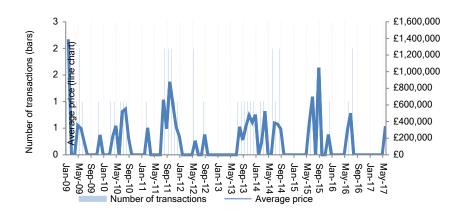


Housing: How affordable is local housing? (2)





Figure: Average house prices and number of transactions, by month Source: Land Registry







Housing: How affordable is local housing? (3)

What information is shown here?

The information in this section combines measures of local house prices and local earnings to provide a more balanced picture of housing affordability.

There are three indicators displayed here: **housing affordability gap**, **savings ratio** and **total affordability ratio**. Each of these indicators is given for two measures of house price: the average (mean) house price and the lower quartile house price. The lower quartile house price is set such that the cheapest 25% of houses fall within this price and is a measure of the cost of cheaper, more affordable housing in the area.

Housing affordability gap: An estimate of the gap between the cost of local houses and the amount residents can borrow. This is defined as the difference between the local house price (either average or lower quartile) and 4.5 times local annual earnings (mortgage lenders are typically willing to lend 4-5 times annual salaries). Higher figures represent more unaffordable houses.

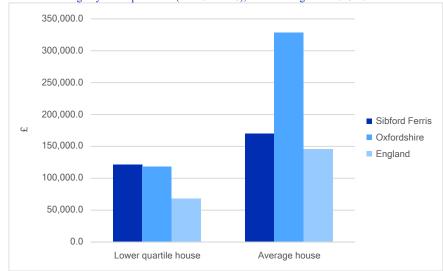
Savings ratio: The ratio between 15% of the house price (an estimate of the savings required for a deposit) and monthly earnings. It can be interpreted as the number of months' worth of earnings required for a deposit (not accounting for inflation or changes in earnings or house prices).

Total affordability ratio: This is the ratio between the total house price and annual earnings. It can be interpreted as the number of years' worth of earnings required for a deposit (not accounting for inflation or changes in earnings or house prices).

The data for these measures come from the Land Registry (house prices) and ONS (earnings data). Earnings data is published at MSOA level. Average house price data is published at postcode level whilst lower quartile house prices are published at MSOA level. Where necessary, we have modelled data to LSOA and OA geographies.



Figure: Housing affordability gap for lower quartile house prices and average house prices. Source: Land registry house price data (Dec15-Nov16): ONS earnings data 2013/2014





Housing: Central heating, household overcrowding and dwelling size

What information is shown here?

The information on this page details indicators of the built environment: overcrowded housing, vacant housing, population density, the size of housing units and the proportion of households lacking central heating.

A household's accommodation is described as 'without central heating' if it had no central heating in any of the rooms (whether used or not). The data also shows breakdowns by tenure. This enables users to compare differences in the proportion of households with inadequate heating supply in the owner occupied, social rented and private rented sectors.

Households are classified as overcrowded if there is at least one room fewer than needed for household requirements using standard definitions. The standard used to measure overcrowding is called the 'occupancy rating' which relates to the actual number of rooms in a dwelling in relation to the number of rooms required by the household, taking account of their ages and relationships. The room requirement states that every household needs a minimum of two common rooms, excluding bathrooms, with bedroom requirements that reflect the composition of the household. The occupancy rating of a dwelling is expressed as a positive or negative figure, reflecting the number of rooms in a dwelling that exceed the household's requirements, or by which the home falls short of its occupants' needs.

Vacant dwellings are households that do not have any usual residents. This includes households that may still be used by short-term residents, visitors who were present on census night, or a combination of short-term residents and visitors. It also includes vacant household spaces and household spaces that are used as second addresses.

Population density (persons / hectare) Houses lacking central heating Overcrowded Housing 1.1 07 03 England average = 4.14.2% (England average = 2.7%) 1.8% (England average = 8.7%) Dwellings with 2 rooms or fewer Vacant Dwellings Dwellings with 8 or more rooms 07 01 67 4.1% (England average = 4.3%) 0.6% (England average = 3.7%) 40.6% (England average = 12.7%) Average dwelling size (persons) 2.52 England average = 2.36 people) Source: Census 2011. Population density data - Office for National Statistics (ONS) 2013







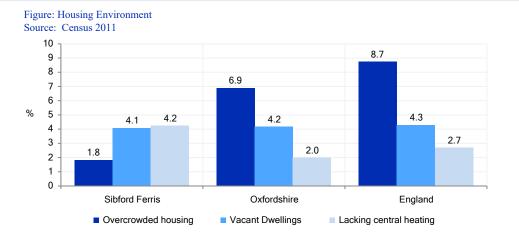
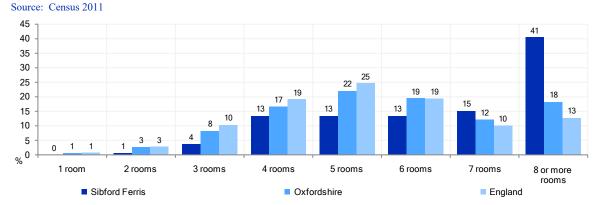


Figure: Dwelling size (number of rooms per household)







Housing: Energy efficiency of domestic buildings

What information is shown here?

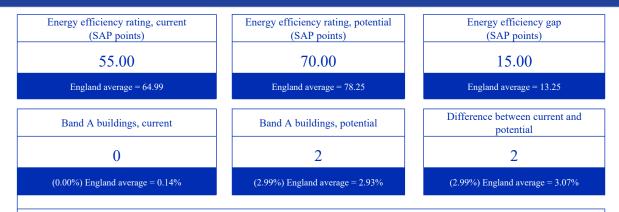
This page details the energy efficiency ratings of domestic buildings within Housing Neighbourhood.

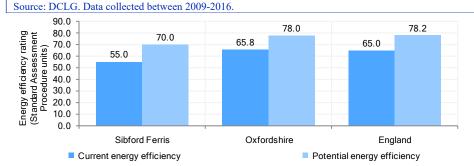
The data are taken from Energy Performance Certificates (EPC) for domestic buildings published by DCLG and have been aggregated to Output Areas by the Consumer Data Research Centre. The definitions of the measures on the right are given below.

The energy efficiency rating, expressed in Standard Assessment Procedure (SAP) points, is a score between 1-100 with 1 being poor energy efficiency and 100 being excellent energy efficiency. The current average rating of buildings is given alongside the potential rating (if improvements to the buildings were made) and the difference between the two - the 'energy efficiency gap'.

Buildings are awarded a band A EPC ratting if their energy efficiency rating is equal or above 92. The number and proportion of inspected band A buildings is given as well as the potential numbers. Again, the difference between current and potential is given. Please be aware that these figures do not account for all domestic buildings in an area.

Only homes that have been built, bought, sold or retrofitted since 2008 have an EPC, which represents about 50 to 60 per cent of homes within a local authority area. Additionally, data has not been published where the holder of the energy certificate has opted-out of disclosure, energy certificates are excluded on grounds of national security or energy certificates are marked as "cancelled" or "not for issue".











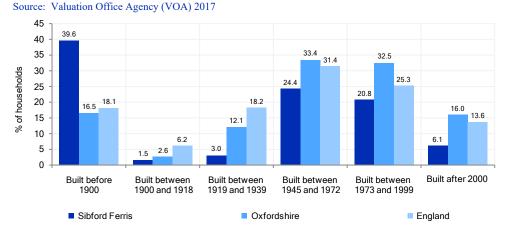
Housing: Dwellings by age of dwelling

What information is shown here?

The information on this page shows the number of domestic properties (the 'dwelling stock') broken down by age of property (when the property was constructed).



Figure: Dwellings by age of dwelling (year property was constructed)







Housing: Communal establishment residents

What information is shown here?

The information on this page shows the number of people living in communal establishments, with breakdowns by the main types.

A communal establishment is defined as an establishment providing managed (full-time or part-time supervised) residential accommodation.

The information boxes on the right show the number and proportion of people in communal establishments by main type of establishment. Medical and care establishments include psychiatric hospital / homes, other hospital homes children's homes, residential care homes, nursing homes managed by the NHS, Local Authority or private organisation; Educational establishments include primarily University halls of residence; Defence establishments include barracks, air bases and naval ships; Other establishments include prison service establishments, bail hostels, hotels, boarding houses or guest houses, hostels and civilian ships.

The chart on the top right provides the same information with associated comparator areas.

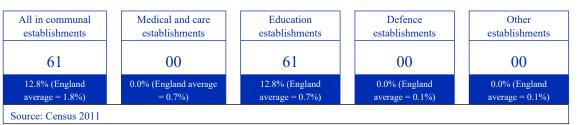
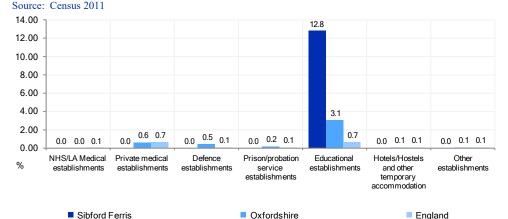


Figure: Communal establishments by type





What information is shown here?

The information on this page and the following shows the level of recorded crime in Sibford Ferris and comparator areas. This is based on data for individual crime incidents published via the www.police.uk open data portal, which has been linked by Community Insight to your selected neighbourhoods. Further information on how these crimes and incidents have been categorised, as well as which crimes and incidents have been mapped and why, is available at: www.police.uk/about-this-site/faqs/#why-are-some-crimes-not-displayed-on-the-map

The information boxes show counts and rates for the main crime types and anti-social behaviour incidents. The overall crime rate is presented for monthly, quarterly and annual snapshots, with the underlying crime types shown as annual totals.

The line charts to the right and on the following page track monthly change in recorded crime across five key offences (violent crime, anti-social behaviour, burglaries, criminal damage and vehicle crime) across Sibford Ferris and comparator areas for the last 12 months of data.

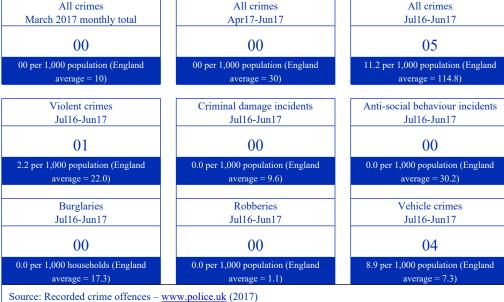
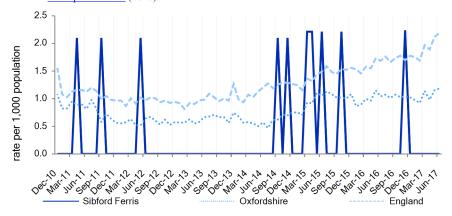


Figure: Violent crime offences Source: www.police.co.uk (2017)





Crime and safety: Recorded crime (2)



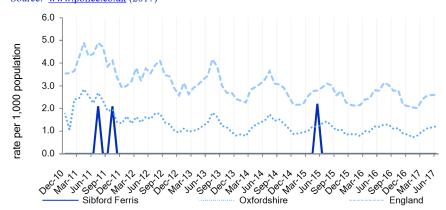


Figure: Criminal damage offences Source: www.police.co.uk (2017)

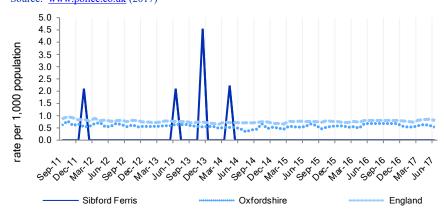


Figure: Burglary offences

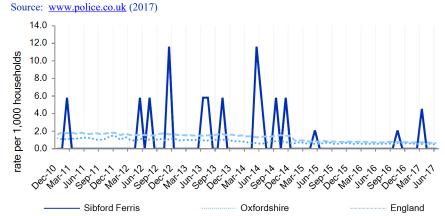
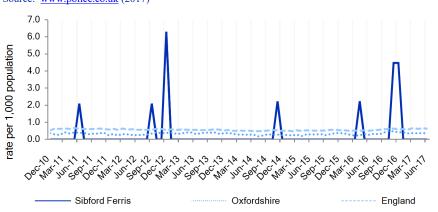


Figure: Vehicle crime offences Source: www.police.co.uk (2017)







Health and wellbeing: Life expectancy and mortality

What information is shown here?

The information in this section explores variations in life expectancy and premature mortality. Life expectancy is a measure of the age a person born today can expect to live until, if they experience current mortality rates throughout their life. The chart on the right shows life expectancy at birth for females and males in Sibford Ferris and comparator areas.

The first chart on the following page shows the standardised mortality ratio for all causes and all ages for Sibford Ferris. This indicator highlights the ratio of observed to expected deaths (given the age profile of the population). A mortality ratio of 100 indicates an area has a mortality rate consistent with the age profile of the area, less than 100 indicates that the mortality rate is lower than expected and higher than 100 indicates that the mortality rate is higher than expected.

The second chart on the following page show incidence of cancer (with breakdowns for the most common forms of cancer). The data is presented as an incidence ratio (ratio of observed incidence vs expected incidence given the age profile of the population).

Figure: Healthy Life Expectancy Source: Office for National Statistics (2009-2013)

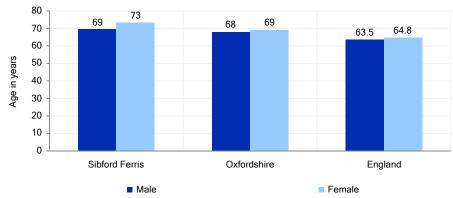


Figure: Life expectancy

Source: Office for National Statistics (2010//11-2013/14)

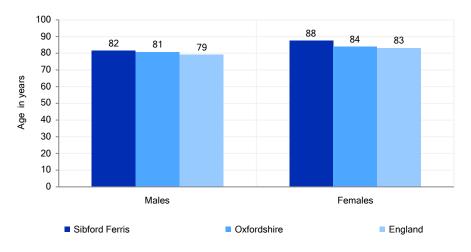
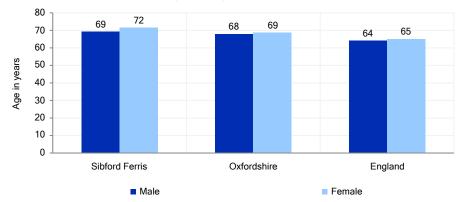


Figure: Disability-free Life Expectancy Source: Office for National Statistics (2009-2013)







Health and wellbeing: Life expectancy and mortality (2)

Figure: Incidence of cancer: Standardised incidence ratio (select causes) Source: Office for National Statistics (2011/12-2014/15)

If an area is above 100, there is a higher incidence of cancer than had been expected. If it is below 100, there is a lower incidence of cancer than expected.

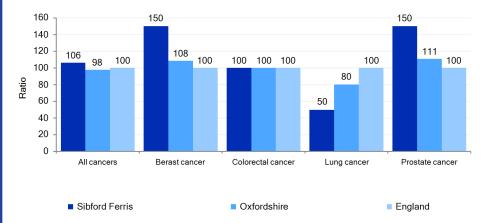
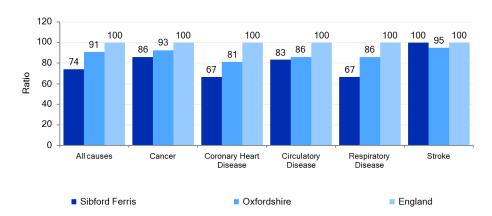


Figure: Standardised mortality ratio (select causes) Source: Office for National Statistics (2011/12-2014/15)

If an area is above 100, there is a higher proportion of deaths than had been expected. If it is below 100, there is a lower proportion of deaths than expected.



People aged 16-64 with a limiting

long-term illness (Census 2011)

20

7.0% (England= 12.7%)

People living in private rented

housing, with a limiting long-term

illness (Census 2011)

12

20.0% have a limiting longterm illness

(England average = 14.9%)



Health and wellbeing: General health and limiting long-term illness

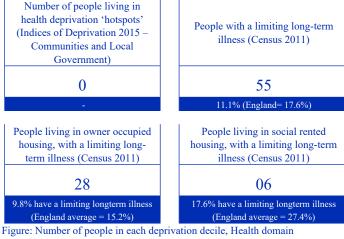
What information is shown here?

The information in this section looks at general levels of health, focusing on the number of people living in neighbourhoods with poor levels of overall health (health deprivation hotspots) and the number of people with a limiting long-term illness, with breakdowns by housing tenure. This enables users to compare the health levels of people who own their own homes, against those who rent privately or from the Local Authority, Housing Association or other social rented landlord.

Limiting long-term illness is defined as any long-term illness, health problem or disability which limits someone's daily activities or the work they can do. Health deprivation 'hotspots' are neighbourhoods ranked among the most deprived 20% of neighbourhoods in England on the Indices of Deprivation 2015 Health domain. The domain measures morbidity, disability and premature mortality. All neighbourhoods in England are grouped into ten equal sized groups "deciles"; the 10% of neighbourhoods with the highest level of health deprivation are grouped in decile 10, and so on with the 10% of neighbourhoods with the lowest levels of health deprivation grouped in decile 1.

The chart on the right shows the number of people in Sibford Ferris living in each health decile. The charts on the following page show the proportion of residents in Sibford Ferris with a limiting long-term illness, with breakdowns by age and housing tenure.

The third chart on the following page shows the proportion of babies born with a low birth weight in the local area and comparator areas. Low birth weight is defined as a birth weight of less than 2500 grams.



Source: Indices of Deprivation 2015

600

500

obed jo 300

Number 200

100

493

deprived

Lower health Higher health deprivation deprivation

deprived



Health and wellbeing: General health and limiting long-term illness (2)

Figure: People with a limiting long-term illness by age Source: Census 2011

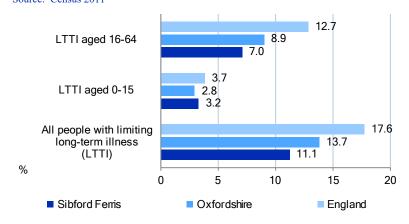


Figure: Babies born with a low birth weight

Source: Office for National Statistics (ONS) (2010/11-2013/14)

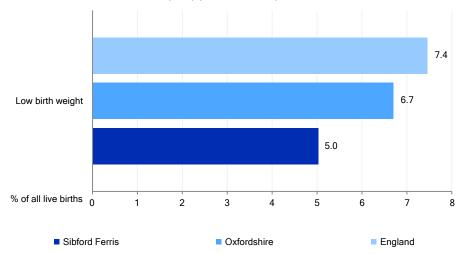
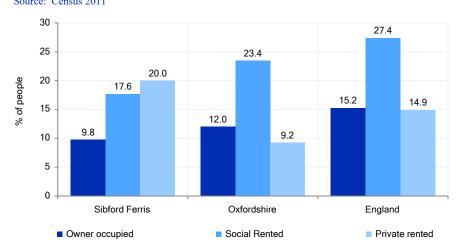


Figure: People with a limiting long-term illness by tenure Source: Census 2011







Health and wellbeing: Hospital admissions

What information is shown here?

The information in this section looks at admissions to hospital by main health condition. The chart on the top right shows emergency admissions to hospital across Sibford Ferris and comparators. The chart on the bottom right shows elective in-patient hospital admissions (admissions that have been arranged in advance).

The data are presented as standardised ratios; a ratio of 100 indicates an area has an admission rate consistent with the national average, less than 100 indicates that the admission rate is lower than expected and higher than 100 indicates that the admission rate is higher than expected.

Figure: Emergency hospital admissions: Standardised ratio (select causes)
Source: Hospital Episode Statistics, Information Centre for Health and Social Care, Office for National Statistics (2011/12-2014/15)

If an area is above 100, there is a higher proportion of admissions than had been expected. If it is below 100, there is a lower proportion of admissions than expected.

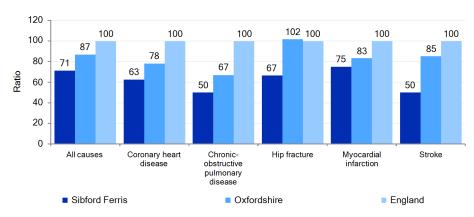
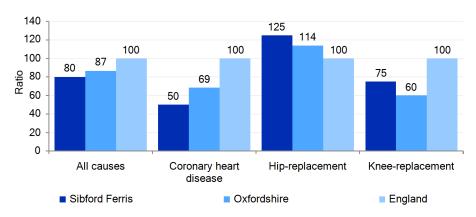


Figure: Elective hospital admissions: Standardised ratio (select causes)
Source: Hospital Episode Statistics, Information Centre for Health and Social Care, Office for National Statistics (2011/12-2014/15)

If an area is above 100, there is a higher proportion of admissions than had been expected. If it is below 100, there is a lower proportion of admissions than expected.







Health and wellbeing: Healthy lifestyles

What information is shown here?

The information on this page looks at lifestyle behaviours of people living in Sibford Ferris. Lifestyle behaviours are risk factors which play a major part in an individual's health outcomes and will have varying physical and psychological consequences.

The chart on the top right shows the healthy eating levels (consumption of five or more portions of fruit and vegetables a day among adults) in Sibford Ferris. It also shows smoking prevalence and levels of binge drinking in these areas. Binge drinking is defined as the consumption of at least twice the daily recommended amount of alcohol in a single drinking session (8 or more units for men and 6 or more units for women).

The chart on the bottom right shows the percentage of people children (in reception year and year 6) and adults classified as obese in Sibford Ferris. People are considered obese when their body mass index (BMI) a measurement obtained by dividing a person's weight by the square of the person's height, exceeds 30 kg/m2.

Data for adult health are modelled estimates created from Health Survey for England 2006-2008. This is due to a lack of alternative small-area data for these indicators.

Figure: "Healthy eating" (consumptions of 5+ fruit and veg a day), binge drinking and smoking Source: Health Survey for England 2006-2008

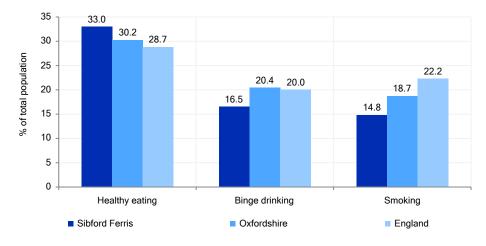
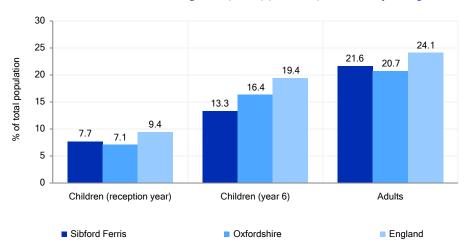


Figure: Children and adults classified as obese Source: National Child Measurement Programme (NCMP) (2013-2015), Health Survey for England 2006-2008





Education and skills: Qualifications

What information is shown here?

The information boxes and chart on the right show the education levels of residents in Sibford Ferris, showing the number and proportion of adults (aged 16+) by highest level of qualification.

Note, figures in the table and charts may not add up to 100% because they do not include figures for those for who with other qualifications or unknown qualifications.

People with no qualifications

55

13.9% of working age people (England= 22.5%)

People with highest qualification level 1

40

9.9% of working age people (England= 13.3%)

People with highest qualification level 2

55

14.7% of working age

people (England= 15.2%)

qualification level 3

40

9.9% of working age people (England= 12.4%)

People with highest

People with highest qualification level 4+ (degree)

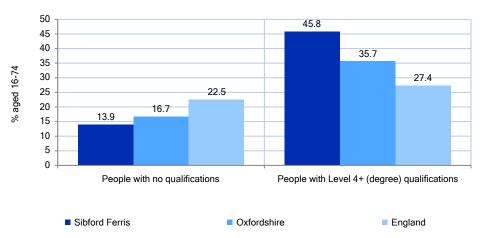
45.8% of working age people (England= 27.4%)

'Level 1' qualifications are equivalent to a single O-level, GCSE or NVQ. 'Level 2' qualifications are equivalent to five O-levels or GCSEs. 'Level 3' qualifications are equivalent to two A levels. 'Level 4' qualifications are equivalent to degree level or higher.

Source: Census 2011

Figure: People with no qualifications and degree level qualifications

Source: Census 2011





Education and skills: Early years progress

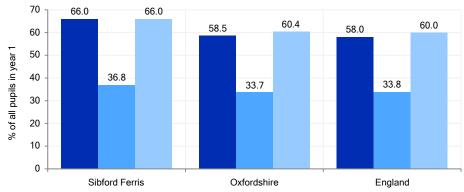
What information is shown here?

The information on this page shows the outcomes of children in the Early Years Foundation Stage (EYFS), a series of tests measuring children's progress in terms of Personal, Social and Emotional Development (PSED) and Communication, Language and Literacy (CLL). These are typically 5 year old pupils; however a minority of slightly older and younger pupils may have been assessed.

The new Early Years Foundation Stage Profile requires practitioners to make a best fit assessment of whether children are emerging, expected or exceeding against each of the new 17 Early Learning Goals (ELGs). Children have been deemed to have reached a Good Level of Development (GLD) in the new profile if they achieve at least the expected level in the ELGs in the prime areas of learning (personal, social and emotional development; physical development; and communication and language) and in the specific areas of mathematics and literacy. These are 12 of the 17 ELGs. The Department for Education has also introduced a supporting measure which measures the total number of points achieved across all 17 ELGs and reports the average of every child's total point score.

The chart on the right shows the percentage of pupils achieving 17 ELGs, the average point score at Early Years Foundation stage and the percentage of pupils achieving a good level of development.

Figure: Early years foundation stage profile Source: Department for Education (2013-2014)



- Pupils achieving at least the expected level in all 17 Early Learning Goals
- Pupils average point score
- Pupils achieving a good level of development





Education and skills: Pupil attainment

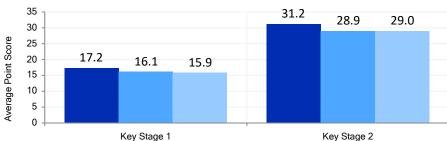
What information is shown here?

The chart on the top right show the education levels of pupils in Sibford Ferris, showing the examination results at Key Stage 1 (tests set at aged 7) Key Stage 2 (tests set at aged 11) and Key Stage 4 (GCSEs).

The figures show the Average Point Score of pupils from each of the Key Stage examinations. This adjusts for high achieving pupils as well as pupils achieving expected levels.

The chart on the top right shows Average Point Score (across all examinations) per pupil at Key Stage 1 and Key Stage 2. The chart on the bottom right compares the gap in Average Point Score at Key Stage 4 (GCSE) per pupil between Sibford Ferris and the national average over time. The gap is measured as the point difference against the England average. Areas with a score of greater than 1 are performing better than the national average, while areas with a score of less than 1 are performing below.

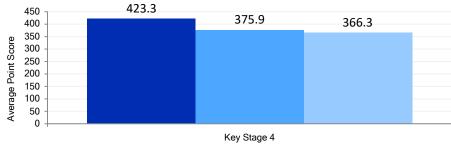
Figure: Pupil attainment at Key Stage 1 and Key Stage 2 Source: Department for Education (2013-2014)



KS1 Average Point Score per pupil is made up from the Reading, Writing, Mathematics and Science point scores where score of 27=level 4, 21=level 3, 15=level 2 (the expectedlevel), 9=level 1, 3=below level 1. KS2 Average Point Score per pupil is made up from the Reading, Writing, Mathematics and Science point scores where score of 33=level 5, 27=level 4 (the expected level), 21=level 3, 15=level 2.

■ Sibford Ferris ■ Oxfordshire ■ England

Figure: Pupil attainment at Key Stage 4 Source: Department for Education (2013-2014)



KS4Average Point Score is made up of all GCSE examinations sat, with a point score of 58=A*, 52=A, 46=B, 40=C, 34=D, 28=E. 22=F. 16=G.

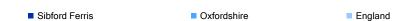
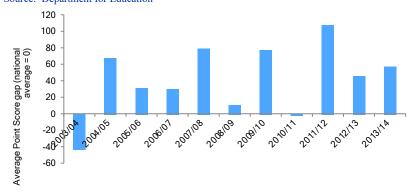


Figure: Gap in pupil attainment at Key Stage 4 (difference from the national average) Source: Department for Education



Scores above 0 show an improvement on the National average. Average Point Score is made up of all GCSE examinations sat, with a point score of 58=A*, 52=A, 46=B, 40=C, 34=D, 28=E, 22=F, 16=G.





Economy: Income and fuel poverty

What information is shown here?

The information on this page looks at three types of income category: average household income; average household income after housing costs; and households living in fuel poverty. Fuel poverty is said to occur when in order to heat its home to an adequate standard of warmth a household needs to spend more than 10% of its income on total fuel use.

The information boxes on the top right provide an estimate of the number of households in Sibford Ferris below the poverty line and an estimate for the number of households in fuel poverty.

The chart on the right shows the average weekly household income estimate (equivalised to take into account variations in household size) across Sibford Ferris and comparator areas (before and after housing costs).

Weekly household income
(Office for National
Statistics 2013/14)

England Average = £766

Weekly household income, after housing costs (Office for National Statistics 2013/14)

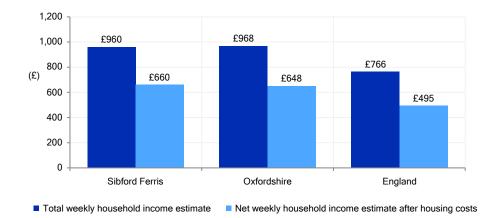
£660
England Average = £495

Households living in 'Fuel Poverty' Department for Energy and Climate Change (2015)

0

0.0% of households (England = 11.0%)

Figure: Weekly household earnings (£) Source: Office for National Statistics (2013-2014)



Economy: Economic activity

What information is shown here?

The information on this page shows economic activity breakdowns for adults aged 16-74 in Sibford Ferris.

The data in the information boxes shows the number and proportion of residents who are economically active, with breakdowns for those working part time, full time or are self-employed (note, these figures do not add up to all those economically active as it excludes those economically active who are unemployed or full-time students).

The charts on this page show economic activity rates with breakdowns by tenure.



Figure: Economic activity
Source: Census 2011

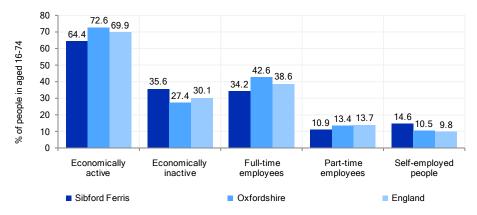
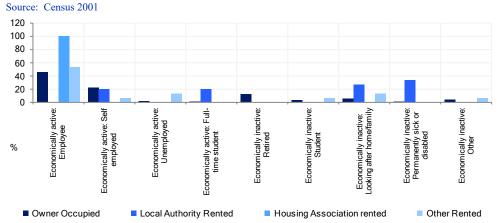


Figure: Economic activity by tenure





What information is shown here?

The information on this page shows breakdowns of the main industry sectors people in Sibford Ferris are working in, and their occupational status.

The data in the top information boxes shows the three largest employment sectors for residents in the local area, also the number and percentage of employed people working in each of these sectors. The lower information boxes and the chart on the right show the numbers of residents in Sibford Ferris by type of occupation (e.g., managers, professional, administrative). The chart on the following page compares the occupational status of owner occupiers, Local Authority renters, Housing Association renters and private renters across Sibford Ferris.

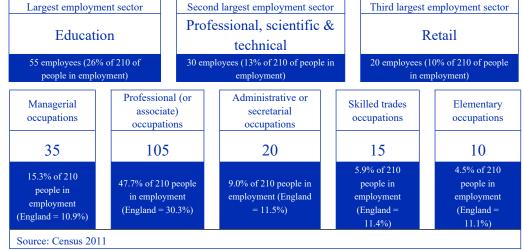


Figure: People in professional and elementary occupations Source: Census 2011

70 63.1 60 of people in employment 48.3 50 41.1 40 30 20 11.1 9.7 10 4.5 People working in elementary occupations People working in managerial, professional or associate professional occupations ■ Sibford Ferris Oxfordshire England

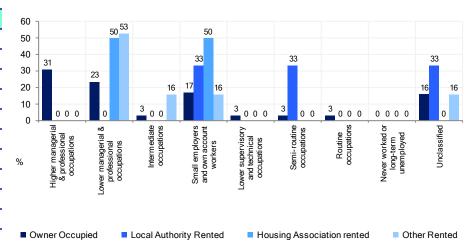


Economy: Job type (2)

The table below shows the number of Housing Association Residents by occupation group across Sibford Ferris and comparator areas.

People living in Housing Association properties	Sibford Ferris		Oxfordshire	England
	N	%	%	%
Higher managerial & professional occupations	0	0.0	3.2	2.8
Lower managerial & professional occupations	3	50.0	10.4	10.0
Intermediate occupations	0	0.0	5.9	6.3
Small employers and own account workers	3	50.0	5.8	4.9
Lower supervisory and technical occupations	0	0.0	9.1	7.4
Semi-routine occupations	0	0.0	14.6	14.4
Routine occupations	0	0.0	17.4	13.6
Never worked or long-term unemployed	0	0.0	4.2	9.0
Unclassified	0	0	30	32

Figure: Occupation by tenure Source: Census 2011





Economy: Job opportunities

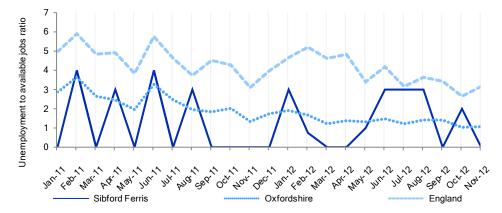
What information is shown here?

The information on this page shows the number of vacant jobs in Sibford Ferris compared against the overall unemployment levels in the area.

The 'Unemployment to 'Available Jobs' ratio, shown in the information box on the right and the line chart below is the total number of people claiming unemployment benefit (Jobseekers Allowance) divided by the total number of job vacancies notified to Jobcentre Plus expressed as a ratio.

The bar chart on the bottom right shows month-on-month changes in the number of job vacancies notified to Job Centre Plus, that are located in the area covering Sibford Ferris (based on postcode location of the job). Note this data was last updated by Jobcentre Plus for November 2012.

Figure: Ratio of unemployment (JSA claimants) to jobs (vacancies notified to Jobcentre Plus Source: Office for National Statistics/Job Centre Plus, Department for Work and Pensions



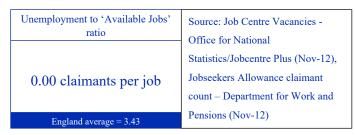
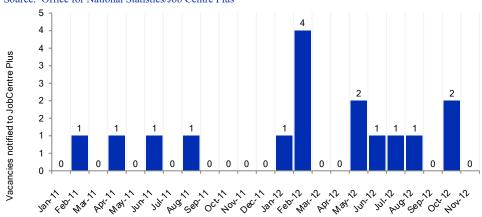


Figure: Total number of vacancies notified to Job Centre Source: Office for National Statistics/Job Centre Plus





What information is shown here?

The information in this section shows the concentration of workforce jobs in Sibford Ferris. Workforce jobs are taken from the Business Register and Employment Survey (BRES) which publishes employee and employment estimates based on a survey of approximately 80,000 businesses and weighted to represent all sectors of the UK economy.

The information boxes show the three largest industry groups for workforce jobs based in Sibford Ferris. The bar chart on the top right shows the 'Jobs Density' (the number of jobs as a % of working age population) across Sibford Ferris over time. The bar chart on the bottom right shows the share of jobs broken down by public and private sector.



Figure: Jobs Density (jobs as a % of working age population) Source: Business Register and Employment Survey (BRES)

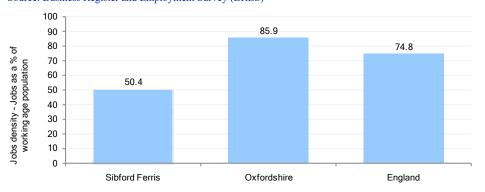
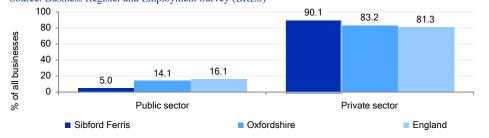


Figure: Jobs by public sector/private sector Source: Business Register and Employment Survey (BRES)





Economy: Local businesses

What information is shown here?

The information in this section shows the concentration of 'local business units' in Sibford Ferris. 'Local business units' are counts of businesses based on the location of an operational unit. Though larger businesses such as supermarket chains may have their head office in a large city, these figures measure all subsidiaries of that larger enterprise based on where subsidiaries are located. The figures cover all business eligible for VAT (1.7 million businesses in the UK are registered for VAT). These businesses are categorised into 16 broad industry groups derived from the Standard Industrial Classification (UKSIC (2003)).

The information boxes show the three largest industry groups for businesses based in Sibford Ferris. The line chart shows the change in the number of businesses per head of the population across Sibford Ferris over time. The bar chart shows the count of local business broken down by size of business. Businesses are broken down into four employment size bands based on the number of paid employees (0-4, 5-9, 10-19 and 20+ paid employees).

Figure: Businesses (VAT based local units) by employment size band Source: Office for National Statistics

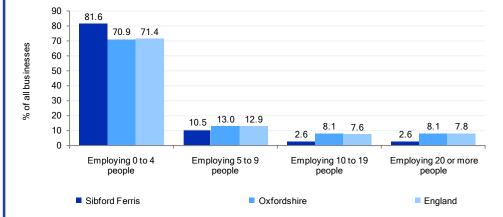
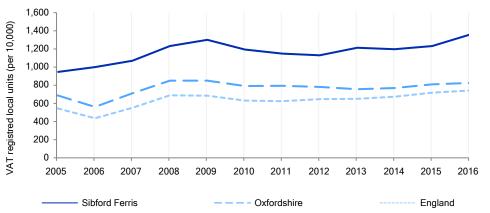




Figure: Percentage change in number of businesses (VAT based local units) per 10,000 working age population Source: Office for National Statistics







Access and transport: Car ownership

What information is shown here?

The information on the right shows details of the number of cars and vans in each household in Sibford Ferris with breakdowns also by tenure. This enables users to compare differences in car ownership across the owner occupied, social rented and private rented sectors. The count of cars or vans in an area is based on details for private households only. Cars or vans used by residents of communal establishments are not counted.

The information boxes show the number of households by number of cars owned across Sibford Ferris, while the charts show the same information (expressed as a percentage) against comparator areas.

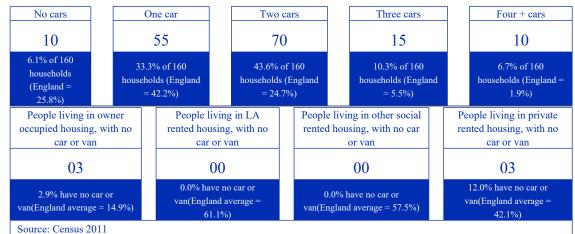
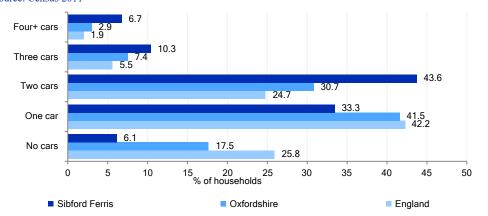


Figure: Car ownership Source: Census 2011







Access and transport: Distance and travel times to key services

What information is shown here?

The information on this page shows the accessibility of key services and amenities to people living in Sibford Ferris. Accessibility is measured both in terms of distance and travel times to key services.

The information boxes on the right show average distances (in kilometres) to five key services. The chart on the right shows average travel times in minutes to key services when walking or taking public transport.

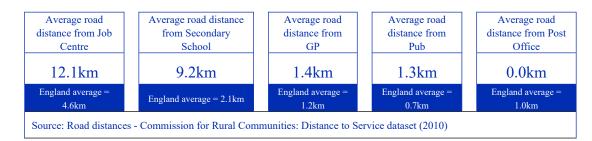
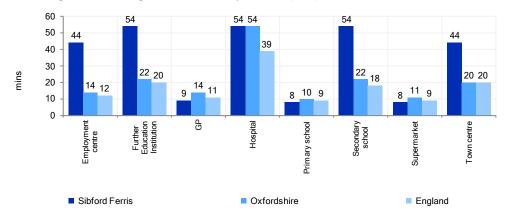


Figure: Average travel time (mins) by walking or public transport to the nearest key service Source: Department for Transport: Core Accessibility Indicators (2015)





Access and transport: Digital services

What information is shown here?

The information on this page shows two measures of access to the internet. The first measure shows information on broadband take-up, speeds and availability. It has been produced by Ofcom and contains data provided by communications providers. The data shows the average broadband line speed in Sibford Ferris and the proportion of postcodes in Sibford Ferris which contain homes with low broadband speeds (less than 2 Mbit/s).

The chart on the right shows the proportion of people who responded to the 2011 Census online, compared with the proportion that filled in the Census form on paper in Sibford Ferris. This is a proxy measure of digital engagement as areas with a high proportion of online Census responses are more likely to be digitally engaged than those in areas with low levels of online responses.

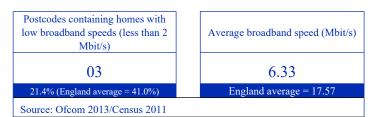
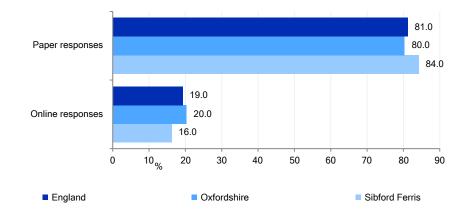


Figure: Census online and paper responses

Source: Census 2011







Communities and environment: Classification of neighbourhoods

What information is shown here?

The information on this page looks at the characteristics of neighbourhoods across Sibford Ferris as defined using the Output Area Classification (OAC). OAC classifies every area in the country based on a set of socio-demographic characteristics, to provide a profile of areas to identify similarities between neighbourhoods. The information boxes on the right show the number and proportion of neighbourhoods in Sibford Ferris that fall within the eight supergroup categories, detailed below. The chart on the right shows the proportion of areas falling within supergroup categories across Sibford Ferris and comparators.

Rural residents	Rural areas, sparsely populated, above average employment in agriculture, higher number owning
	multiple cars, an older married population, a high provision of unpaid care and an above average
	number of people living in communal establishments.
Cosmopolitans	Residing in densely populated urban areas, high ethnic integration, high numbers of single young
	adults without children including students, high public transport use, above average qualification
	levels
Ethnicity central	Concentrated in Inner London and other large cities, high ethnic diversity, high proportion of
	rented accommodation, high proportion of people living in flats, low car ownership.
Multicultural	Concentrated in larger urban conurbations in the transitional areas between urban centres and
metropolitans	suburbia, high proportion of BME groups, high proportion of families.
Urbanites	Predominantly in urban areas with high concentrations in southern England. More likely to live in
	either flats or terraces that are privately rented.
Suburbanites	Located on the outskirts, in areas with high owner occupation, high numbers of detached houses,
	low unemployment, high qualifications and high car ownership.
Constrained city	Higher proportion of older people, households are more likely to live in flats and to rent their
dwellers	accommodation, and there is a higher prevalence of overcrowding, higher proportion of people in
	poor health, lower qualification levels and high unemployment
Hard-pressed	Mostly on the fringe of the UK's urban areas, particularly in Wales and the North of England.
living	High levels of people in terraced accommodation, high unemployment, low ethnic diversity, high
	levels of people employed in manufacturing

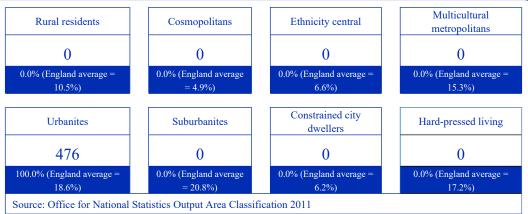
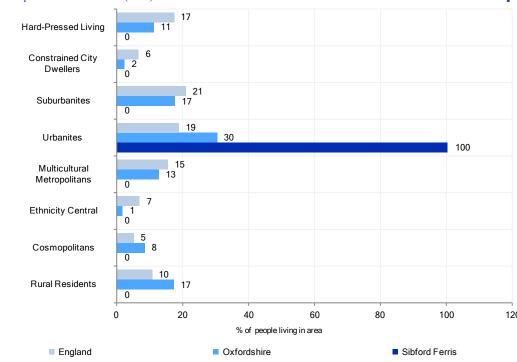


Figure: Area Classification 2011: Number of people living in different types of neighbourhood (by classification type) Source: Output Area Classification (2011)





Communities and environment: Neighbourhood satisfaction & local participation (1)

What information is shown here?

The information on this page shows different measures of people's satisfaction with their neighbourhood and their sense of community cohesion in the neighbourhood. It also shows different measures of people's participation in volunteering and political decision making in the local area. In addition the information box on the far bottom right shows the number of active charities per 1,000 population.

Figures are self-reported and taken from the Place Survey. The Place survey is collected at Local Authority level so does not include neighbourhood information, and ceased nationally in 2008 so is increasingly out of date.

Figure: Indicators of community strength Source: Place Survey (2008)

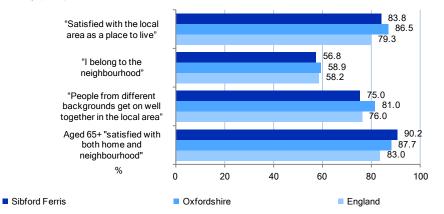
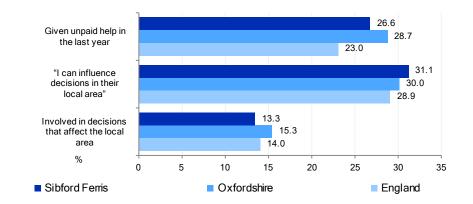




Figure: Indicators of civic engagement Source: Place Survey (2008)

information is collected at Local Authority level





Communities and environment: Neighbourhood satisfaction & local participation (2)

What information is shown here?

The page show the Community Dynamics indicators for Sibford Ferris. The Community Dynamics dataset (http://communitydynamics.social-life.co/index.html) has been developed by Social Life with the aim of quantifying how people feel about the area they live in.

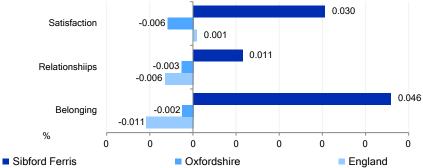
By modelling responses from the annual Community Life Survey and Understanding Society Survey to Output Areas, Social Life have created small area measures of: **strength of local social relationships**, **strength of belonging to a local area** and **satisfaction with a local area as a place to live**.

Positive values represent greater belonging/relationship strength/satisfaction than the national average. Negative figures represent less belonging/relationship strength/satisfaction than the national average.

Please note that these indicators have been created by combining the survey responses of samples of the population and modelling these to Output Areas by linking survey sample demographics to the demographics of Output Areas. As a result, many implicit assumptions are built into the data which will not hold for all areas.

The values presented here offer an indication of community belonging, strength and satisfaction rather than an absolute measure.



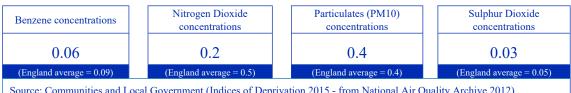




Communities and environment: Air pollution

What information is shown here?

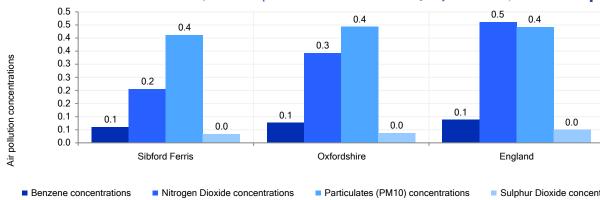
The information on this page shows background concentrations from four air pollutants: nitrogen dioxide, benzene, sulphur dioxide and particulates. The air quality data was collected for 2012 on a 1km grid and obtained from the UK National Air Quality Archive for use in the Indices of Deprivation 2015. A higher score indicates a higher concentration of the pollution with a score of greater than 1 indicating that the levels of pollution exceed national standards of clean air.



Source: Communities and Local Government (Indices of Deprivation 2015 - from National Air Quality Archive 2012)

Figure: Air pollution concentrations for four pollutants

Source: Communities and Local Government (Indices of Deprivation 2015 - from National Air Quality Archive 2012)







Communities and environment: Green space coverage

What information is shown here?

Ordnance Survey (OS) publish the locations and extent of green spaces that are likely to be accessible to the public. The data include the following types of green spaces: allotments or community growing spaces, bowling greens, cemeteries, religious grounds, golf courses, other sports facilities, play spaces, playing fields, public parks or gardens and tennis courts.

OCSI have intersected OS Open Greenspaces data with Output Area boundaries to produce data for the greenspace per standard geographical area (eg OA, LSOA, LA).

Two green space measures are shown here. The **total green space** (which includes all types of green space) and the **public parks and gardens green space** (only public parks and gardens).

Large rural areas such as National Parks are not included in the OS Greenspace dataset. Religious grounds are included where there is seen to be a significant amount (>500m2) of accessible greenspace. Sports stadiums and grounds which are primarily for spectating rather than participating in sports are not included. Playing fields should only be included in OS Greenspace dataset where they are used by the public at least some of the time. Playing fields such as school fields which are entirely enclosed and only for use of the school, would not be expected to be included.

Wooded areas that function as public parks (i.e. are freely accessible to the public in their entirety and are managed for recreation) should be included, however, the constraints of the capture method employed to create the data mean that in many cases these may not yet be included.

OS data © Crown copyright and database right 2017

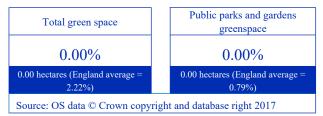
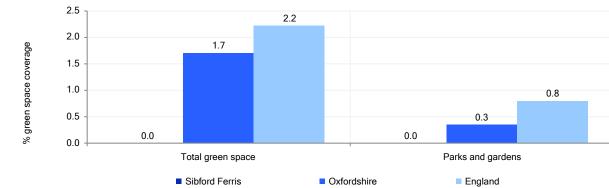


Figure: Percentage of green space coverage Source: OS data © Crown copyright and database right 2017





How we have identified the "Sibford Ferris" area

This report is based on the stock property location data (postcodes) loaded into Community Insight by Oxfordshire Parish Reports, and the definition of the "Sibford Ferris" area (you can view this area on the Community Insight tool, either in the drop-down menu at the top-left of the map-page, or on the "Stock group" page if you are logged-in as an administrator). We have aggregated data for all the neighbourhoods in "Sibford Ferris" that contain stock, to create the data used in this report.

Data in this report is based on regularly updated open data published by government sources

All the data in this report is based on open data published by more than 50 government agencies, collected and updated by OCSI on weekly basis. Data is updated on regular basis, with the reports and mapped data on the website reflecting the latest available data.

Details of the individual datasets are provided on the pages where the data is presented, with information on dates and sources presented alongside the charts and tables. On the website, information about each source is available on the popup "About the indicator" link at the top-right of the map.

Standard geographies used in this report

Super Output Areas (SOAs): SOAs are a statistical geography created for the purpose of presenting data such as the Census, Indices of Deprivation, and other neighbourhood statistics. There are two layers to the SOA geography: 'lower layer' (LSOA) and 'middle layer' (MSOA). SOAs are designed to produce areas of roughly equal population size - 1,500 people for LSOAs and 7,200 for MSOAs. The majority of data used in this report is based on LSOA boundaries; of which there are 32,844 in England (there were changes to around 4% of LSOA definitions in Census 2011).

Output Areas (OAs): OAs are a more detailed statistical geography than SOAs, with each covering around 300 people, or 120 households. There are 171,372 OAs in England (there were changes to around 5% of OA definitions in Census 2011).

Wards: A small number of datasets are published at ward level. These are on average four times larger than LSOAs. Data is less detailed than LSOA level datasets and wards vary greatly in size, from less than 200 residents (Isles of Scilly), to more than 36,000 residents (in Sheffield).





Community Insight gives you the data and analysis you need to ensure your services are underpinned by the best possible knowledge of local communities, levering the power of information right across your organisation, from high-level visualisations for Board level to detailed reports on local neighbourhoods. Saving you time and money, Community Insight gives you the most relevant and up-to-date data on the communities where you work, with no need to invest in specialist mapping and data staff, consultancy or software. See www.communityinsight.org for more information.

Community Insight is developed jointly by HACT and OCSI.



HACT helps housing providers build stronger neighbourhoods and resilient communities. We believe housing providers are the foundation for changing people's lives for the better. We seek to influence housing practice and policy to transform lives and strengthen the resilience of communities. See www.hact.org.uk for more information.



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LANDSCAPE ARCHITECTS

ANALYSIS ON THE SUBMITTED LANDSCAPE AND VISUAL APPRAISAL

FOR THE PROPOSED RESIDENTIAL DEVELOPMENT HOOK NORTON ROAD, SIBFORD FERRIS

PLANNING APPLICATION NUMBER: 18/01894/OUT

APPEAL REFERENCE NUMBER: (PINS) APP/C3105/W/19/3229631

ON BEHALF OF SIBFORD ACTION GROUP 27th AUGUST 2019

STATEMENT PREPARED BY:

QUARTET DESIGN
MINT STUDIO
THE OLD BARN
RICHMOND ROAD
TOWCESTER
NORTHAMPTONSHIRE
NN12 6EX



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3.0	ASSESSMENT ON ASPECTS LANDSCAPE AND VISUAL APPRAISAL	12
4.0	CONCLUSIONS	21

Figures which are included within the Landscape Supporting Information which is to be read in conjunction with this report;

1	Site Context and Location of Wider Viewpoints
2	Topography Plan within 3km
3	Site Context and Viewpoints
4	Photographic Viewpoints 1 and 2
5	Photographic Viewpoints 3 and 4
6	Photographic Viewpoints 5 and 6
7	Photographic Viewpoints 7 and 8
8	Photographic Viewpoints 9 and 10
9	Photographic Viewpoints 11 and 12
10	Photographic Viewpoints 13 and 14
11	Photographic Viewpoints 15 and 16
12	Photographic Viewpoints 17 and 18
13	Photographic Viewpoints 19 and 20
14	Photographic Viewpoint 21
15	Proposed Landscape Strategy Plan produced as part of the Planning Application by Aspect Landscape Planning



1.0

INTRODUCTION

- Quartet Design is a long established Landscape Architectural and Urban Design practice. We are a registered practice with the Landscape Institute. We have a track record over our 30 year history of providing excellent landscape consultancy to our wide portfolio of clients. We were appointed by Sibford Action Group to provide an overview and to give a general 'Critique' on the submitted Landscape and Visual Appraisal which supported an outline planning application and subsequent appeal for up to 25 new homes on a green field Site in Oxfordshire. This statement has been prepared by Sam Stoker, David Newman, Partners of Quartet Design and Mark Haynes CMLI in support of the council's second reason for the refusal of the planning permission which states; 'By virtue of its extension beyond the built limits of the village on a greenfield site and in an area of Grade 2 (very good) agricultural land and its visual impact on the rural character and appearance of the locality, the proposed development would cause unacceptable harm to the character and appearance of the area, open rural countryside and rural edge of village setting, failing to reinforce local distinctiveness. The proposal is therefore contrary to Policies ESD13, ESD15 and Villages 2 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework'
- 1.2 This Landscape Statement has been undertaken in accordance with the 3rd Edition of 'Guidelines for Landscape and Visual Impact Assessment (GLVIA 3) The assessment has been conducted by Sam Stoker Partner of Quartet Design, David Newman, Founding Partner of Quartet Design with over 45 years professional experience and Mark Haynes CMLI.
- 1.3 The field visit assessment was carried out during August 2019. This Landscape Statement report considers the potential landscape and visual effects of the proposed development on the Site and surrounding 3km radius study area and reflect the Landscape and Visual Appraisal in which Aspect Landscape Planning conducted on the Site in October 2018. This report aims to highlight the impact upon the landscape character the development will have which I believe the Aspect report fails to identify in the submitted Landscape and Visual Appraisal report.

SITE DESCRIPTION AND LOCATION

1.4 The 'Site' is located south of the village of Sibford Ferris, currently used as an open arable farmland field. The site is to the west of the Hook Norton Road which leads from the village of Sibford Ferris to the village of Hook Norton to the south. To the west of the 'Site' lies Woodway Road which is a single track lane which leads from the village into the River Stour Valley and to Temple Mill and Knights Cottage. The Cotswolds



AONB is located in close proximity of the 'Site' and is approximately 1.47km from the western boundary of the 'Site'. To the north of the Site and within the existing settlement of Sibford Ferris lies the Sibford Ferris conservation area which is approximately 68m from the north eastern boundary of the 'Site'. To the south of the 'Site' the land is predominantly farmland with distant views across eastern Oxfordshire. The 'Site' area which was submitted as part of the subsequently refused planning application is a rectangular size and splits the current arable field shape in to two.

- 1.5 The topography surrounding the 'Site' compromises of strongly undulating landforms of rounded hills and small valleys. The village of Sibford Ferris lies on the edge of a small hill on approximately between 165m Above Ordnance Datum (AOD) and 90m AOD and the existing village boundary follows the topography around the brow of the hill. The 'Site' sits on the north eastern boundary at approximately just above 180m AOD and falls to approximately 170m AOD to the western boundary. To the west of the 'Site' the topography falls into the River Stour Valley at approximately 140m AOD to a tributary of the River Stour. The south of the 'Site' levels fall to approximately 120m AOD into the River Stour Valley. The characteristics of the 'Site's' topography are typical of the surrounding landscape character and also of adjacent landscape character areas. The area is considered to be part of the setting of the Cotswolds AONB.
- 1.6 There are Public Rights of Way within the vicinity of the 'Site' with the termination/start of a public footpath located to the south western boundary (Footpath reference number: 347/2/10). This public footpath connects the village of Sibford Ferris with the wide network of Public Rights of Ways and to the Cotswolds AONB. There are also Public Right of Ways to the east of the 'Site' which runs through the adjacent Sibford School. To the north of the 'Site' there are also a number of Public Right of Ways which connect the cluster of villages with each other as well as the wider network. There are two long distance footpaths located within a close proximity of the Site. To the west there is the Macmillan Way which runs through the Cotswolds AONB and to the east there is the D'Arcy Dalton Way which runs through the village of Sibford Ferris and connects PROW's to the north and south of the village. There are no Public Rights of Way which run through the 'Site'.
- 1.7 The refused application comprises of 25 new dwellings located mainly on the eastern edge of the boundary of the 'Site'. The footprint of the proposals is larger than the existing urban boundary of the village of Sibford Ferris (to the north of the 'Site') and the proposal intrudes onto the existing arable farmland with open views across Oxfordshire and to the Cotswolds AONB to the west. The application also includes an area of open space to the west of the built form within the 'Site' boundary as well as a community orchard, LEAP Play Area, Attenuation Basins, Allotments and also structural planting to the eastern and southern boundaries.



- 1.8 The Site does not sit within any designated neighbourhood plan area and is not an allocated site in any development plan document.
- 1.9 This statement defines the existing landscape conditions, assesses the character and quality of the landscape and analyses the Landscape and Visual Appraisal which Aspect Landscape Planning undertook.
- 1.10 The baseline position against which this assessment has been undertaken is as per the current position on the ground.



2.0 LANDSCAPE CHARACTER ASSESSMENTS

Published Landscape Character Assessments

- 2.1 The relevant published landscape character data and related assessments include the following:
 - National Character Area Profile: Cotswolds NCA 107
 - Oxfordshire Wildlife and Landscape Study 2004

National Landscape Character Assessment

2.2 Cotswolds: NCA 107.

The key characteristics of the Cotswolds NCA 107 relevant to this assessment and of the 'Site' are displayed as:

- Defined by its underlying geology: a dramatic limestone scarp rising above adjacent lowlands with steep combes, and outliers illustrating the slow erosion of escarpments. The limestone geology has formed the scarp and dip slope of the landscape, which in turn has influenced drainage, soils, vegetation, land use and settlement.
- Open and expansive scarp and high wold dipping gently to the southeast, dissected by river valleys.
- Arable farming dominates the high wold and dip slope while permanent pasture prevails on the steep slopes of the scarp and river valleys with pockets of internationally important limestone grassland.
- Dry stone walls define the pattern of fields of the high wold and dip slope. On the deeper soils and river valleys, hedgerows form the main field boundaries.
- Ancient beech hangers line stretches of the upper slopes of the scarp, while oak/ash woodlands are characteristic of the river valleys. Regular blocks of coniferous and mixed plantations are scattered across the open high wold and dip slope.
- Large areas of common land, important for unimproved calcareous grassland, are characteristic of the scarp and high wold around the Stroud valleys and along the crest of the scarp to Cleeve Hill.
- The majority of the principal rivers flow south-eastwards forming the headwaters of the Thames with the exception of rivers in the west which flow into the River Avon and then the Severn Estuary.
- Rich history from Neolithic barrows, iron-age hill forts and Roman roads and villas to deserted medieval villages, grand country houses, cloth mills and Second World War airfields. The field patterns largely reflect both the medieval open field system, with fossilised areas of ridge and furrow, and later planned enclosures.
- Locally quarried limestone brings a harmony to the built environment of scattered villages and drystone walls, giving the area a strong sense of unity for which the Cotswolds are renowned. Bath stone is also



famous and has been used for building since Roman times, both locally in the principal buildings and streets of Bath and more widely, for example for Buckingham Palace in London. Parkland, gardens and historic designed landscapes are features particularly of the dip slope and broad lowland, such as Lawrence Johnston's garden at Hidcote, and Heather Muir's garden at Kiftsgate, parkland at Stanway, Chastleton and Blenheim Palace

- Prominent natural and built features in the landscape include the City of Bath WHS, Brailes Hill, Broadway Tower, Cleeve Hill, the Tyndale monument, Freezing Hill, Kelston Round Hill and Blenheim Palace WHS.
- 2.3 Character Area 107 The Cotswolds extends from Mells in Somerset to Brackley in Northamptonshire. It is a distinctive landscape of national significance; 65 per cent of the area is designated as an Area of Outstanding Natural Beauty (AONB). The Cotswolds are part of the oolitic limestone outcrop that stretches from Dorset to Lincolnshire. The steep western scarp is the edge of the harder, more resistant limestone lying on top of predominantly softer mudstones which form the landscape to the west of the rolling high wold and the long, descending eastern dip slope. All this creates a rich and diverse landscape, unified by the underlying geology. A visual harmony is derived from the scale and simplicity of the landform and from the widespread use of the distinctive oolitic limestone as a building material. The north-west-facing scarp slope is dissected by enclosed valleys and dominates the vales of Evesham, Gloucester and Berkeley. The crest of the scarp is punctuated by many notable features such as beech hangers and iron-age hill forts, and structures such as Broadway Tower and the Tyndale monument. Ancient woodlands are a key component of the landscape and often crown the upper slopes of the scarp and enclose the valley sides.
- 2.4 The beech woods of the scarp are of particular importance for their nature conservation interest. Cotswold Beechwoods Special Area of Conservation (SAC) has been designated for its botanical interest and at 585 ha forms the core of a much larger woodland area. Pasture occupies the lower slopes and valley floors, often divided by overgrown hedgerows and fingers of woodland. Commons, such as Cleeve and Selsley, are found along the middle section of the scarp between Winchcombe and Dursley. Rodborough Common is designated an SAC for its semi-natural dry grasslands. The unimproved grasslands contain nationally rare species, including pasqueflower and Cotswold pennycress, alongside typical calcicole species such as musk orchid, rock rose, bastard toadflax and thyme and associated butterflies such as the Duke of Burgundy butterfly and the chalkhill blue, Adonis blue, large blue and small blue butterflies.
- 2.5 The large-scale, open landscape of the high wold is characterised by expansive views and arable cultivation, intersected by limestone walls and hedgerows, particularly in the valleys and alongside quiet lanes. There are lush, narrow, sheltered valleys including dry valley systems which contrast with the wider high wold.
 Woodlands on the high wold are characteristically of small to moderate size and geometric, many comprising plantations, copses and shelterbelts. Only small hamlets and isolated farmsteads are found on this higher ground. The lowlands of the eastern side include rivers, such as the Windrush and Evenlode, flowing eastwards in broad shallow valleys. These rivers provide the headwater tributaries of the Thames, many



flowing through the Cotswold Water Park and contributing to its network of wetlands. Flood plain meadows, including remnant watermeadows, are found in this landscape. The rivers of the south and west of the area flow into the River Avon and then into the Severn Estuary. Humans have long influenced the landscape. Visible ancient examples include Neolithic chambered tombs, as at Belas Knap, stone circles such as the Rollright Stones, and hill forts such as Sodbury Camp. Former Roman roads, in particular the Fosse Way and Akeman Street, cross and run the length of the Cotswolds, and there are well-preserved Roman villa sites at North Leigh and Chedworth. Field patterns are influenced by the former medieval open field system overlain by subsequent piecemeal and planned enclosure which resulted in many of the drystone walls and hedgerows seen in the landscape today.

- 2.6 Evidence of industry can be seen in the former cloth mills along the Stroud valleys, the canals, principally the Kennet and Avon canal, and railways both disused and operational which bisect the area. In addition to those archaeological monuments surviving as earthworks or structures, there are also many thousands of buried archaeological sites reflecting the intensity of past human use of this landscape. A walk or ride through the arable landscape reveals the surprising richness of wildlife, particularly farmland birds such as skylark, yellowhammer and corn bunting, and arable plants including shepherd's needle. Many roadside verges are important for their grassland species including, in spring, white and cream of cow parsley, followed by the blue of meadow cranesbill, the purples of scabious and, around Bath, the rare Bath asparagus. The Bath and Bradford-on-Avon Bats SAC supports 15 per cent of the UK's greater horseshoe bat population along with Bechstein's bat and the lesser horseshoe bat. Woodchester Park is particularly notable for bats and historic designed landscape.
- 2.7 The local Cotswold stone is a unifying element of the landscape, used in buildings, drystone walls, cottages, grand houses and churches, all built in a locally distinctive style. The high quality of the domestic architecture is particularly notable, with steep roofs of graded limestone slates, parapeted gables with finials, stone mullions, rectangular dripstones and dormer windows, and four-centred arches over doorways. Refinement, simple elegance and quality pervade. The colour of the stone varies across the Cotswolds due to variation in the iron content, ranging from the brown ironstones of the north-east, through to the grey, almost white stone of Northleach and Painswick, to the honeycoloured stone found in and around Bath. The principal Cotswold towns and cities Stroud, Cirencester and Bath lie on the edge of the area. Bath is internationally known and designated as a WHS for its Roman and Georgian architecture.
- 2.8 The scarp and dip slope landscape around Bath is less pronounced, breaking up into a series of hills and valleys often referred to as combes. The smaller market towns and villages tend to lie in the valley bottoms, occasionally along the valley sides and at the scarp foot on springlines. Stow-on-the-Wold is an exception as a hill top town. Settlement patterns vary from compact to dispersed and ribbon forms, with some lying round a central green. Away from these sheltered town and villages, which are usually never far from water, the higher ground is often sparsely populated, with only a few hamlets and isolated farmsteads. On the open, high wold and dip slope the oldest and most recent roads sweep across the landscape in almost straight lines;



however, along the valleys the typical road is a winding lane linking villages. The combination of high-quality landscape, tranquillity and an excellent rights of way footpath network has made the Cotswolds a popular destination for quiet outdoor recreation.

Regional

3.4 The Oxfordshire Wildlife and Landscape Study is the current landscape character assessment for Oxfordshire. There are twenty four separate landscape types within Oxfordshire.

The proposed Site falls within the Character Area 13 – Rolling Village Pastures and its key characteristics are:

- Distinct landform of small rounded hills and narrow valleys
- Unspoilt ironstone villages with a strong vernacular character form part of the tranquil countryside
- A strongly undulating landform of small rounded hills and small valleys
- Small to medium-sized fields with mixed land uses, but predominantly pasture
- Densely scattered hedgerow trees
- Well-defined nucleated villages with little dispersal into the wider countryside.

Location and Introduction

This landscape type covers the rolling pastoral landscapes in the north of the county and around Swalcliffe, Hook Norton and South Newington.

Landform and Geology

The geology of this area is quite complex, giving rise to distinctive landform. The Middle Lias series, which consists of sands and clays is exposed in this part of the county. It is overlain by the Marlstone Rock Bed, which is an iron-bearing limestone. The outcrop of the Middle Lias is broken by fault lines. From Hook Norton, these run in an east-west direction through Wigginton, South Newington and the Barfords. Faulting has also uplifted an area of Northampton Sand and White Limestone, of the Inferior and the Great Oolite Groups respectively, around Tadmarton and the Sibfords.

As a result of the faults and the numerous small streams cutting through the landscape, the landform is shaped into steeply-sided, convoluted valleys with narrow valley bottoms surrounded by rolling, rounded hills. The steep slopes in the south form part of the Swere Valley. The underlying geology gives rise to clay soils with a high rion content and a characteristic reddish-brown colour. Sandy soils occur in the vicinity of Tadmarton, Wigginton and Sibford Heaths although there is very little acid grassland and heathland habitat still surviving.



Vegetation and Land Use

Land uses are generally linked to the pattern of the hills and valleys. The hill tops and gentler slopes are mainly in arable cultivation whereas semi-improved and rough grassland interspersed by scrubby vegeation and gorse dominate the steeper hillsides. Pony grazing is also evident throughout the area. A characteristic feature is the medieval ridge and furrow pattern on the slopes, which is often clearly visible from a distance. Small copses and mixed plantations of Oak, Ash, Larch and Scots Pine are characteristic features on the hilltops and slopes. Crack Willows, along linear stretches of secondary woodland and scrub, border the streams and valley bottoms. Wet pasture lies adjacent to some watercourses.

Cultural Pattern

The fields are generally medium-sized and regular in shape, but they are smaller and more irregular when associated with grazing land. Hedges are generally tall and dominated by hawthorn and blackthorn and occasionally Elm. Those surrounding arable land are more intensively maintained. Although there are no large woodlands, the dense mature hedgerow trees of Oak and Ash, particularly those bordering roads, create filtered views and give the impression of a well-wooded landscape.

The settlement pattern consists of small, well-defined nucleated villages with dispersed farmsteads. Hook Norton is the largest settlement. The vernacular character is strong in most villages, particularly in Epwell, Swalcliffe, Sibford Ferris and Sibford Gower. The distinctive ironstone, used as a building material, gives rise to the characteristic warm reddish-brown buildings with stone or slate roof tiles. Sunken lanes connect villages and are a characteristic feature of this landscape type.

Change within the Landscape Character Type

Within the landscape character type description there are a number of points which highlight the main forces for change these are listed below;

- On the steeper slopes, where there is less arable cultivation, there remains an intact pattern of
 dense, thick hedges particularly bordering roads. However, where there is more intensively
 managed arable land the hedges tend to be low and gappy and the hedgerow trees much sparser.
 To the north of the landscape type many hedges have been removed and replaced by fences
- Development in the villages is mostly small scale, usually in character and contained within the
 existing settlement pattern. Minor exceptions to this can be found on the edges of Hook Norton and
 around Milcombe.
- All the stone quarries in the area have been restored back to agriculture although some of the associated conifer screen planting can be visually intrusive

Landscape Strategy

The landscape Strategy which is stated in the landscape character type clearly states the following point;

Conserve the unspoilt character of the ironstone villages and surrounding countryside. Conserve and enhance the pattern of hedgerows, hedgerow trees and tree-lined watercourses.

This is followed by a number of guidelines which are listed below;



- Strengthen the field pattern by planting up existing gappy hedges and replacing fences using locally characteristic species such as Hawthorn and hedgerow trees such as Oak and Ash
- Promote environmentally-sensitive maintenance of hedgerows, including coppicing and layering when necessary, to maintain a height and width of appropriate to the landscape type
- Conserve the surviving areas of permanent pasture, particularly remnants of ridge and furrow pasture and promote arable reversion to grassland, particularly along the valley sides and bottoms.
- Contain the size of settlements and promote the use of building materials and scale of development and that are appropriate to this landscape type
- Promote small-scale planting of deciduous woodland blocks using locally characteristic species such as Oak, Ash and Field Maple
- Enhance and strengthen the character of tree-lined watercourses by planting Willows and Ash and where appropriate pollarding Willows.



3.0 ASSESSMENT ON ASPECTS LANDSCAPE AND VISUAL APPRAISAL

The Landscape and Visual Appraisal which was undertaken by Aspect Landscape Planning on the 'Site' gives an overall appraisal of the overlying landscape and visual impacts but as the report states surprisingly, it is not a full Landscape and Visual Impact Assessment. A Landscape and Visual Impact Assessment plays a vital part in the planning process, offering some of the evidence needed for decision makers to say yes or no to a proposal and and also identifies the effects of new proposed developments on views towards a site and the effect the development will have on the landscape. It is a useful tool to use to identify the significance of and the effects of change resulting from the development on both the landscape as an environmental resource in its own right but also on people's views and visual amenity.

The Appraisal which Aspect Landscape Planning has conducted on the site does not refer to the methodology in which the Appraisal use thus does not follow the current best practice professional guidelines: Landscape Institute and IEMA (2013) Guidelines for Landscape and Visual Impact Assessment - Third Edition (GLVIA3). The introduction to the report which was conducted by Aspect Landscape Planning states 'seeks to introduce the principle of development into the context of the existing landscape character, visual environment and landscape related policy to assess the ability of the site to integrate future development'.

National Landscape Character

The evaluation of the National Landscape Character the NCA107 in which Aspect have concluded is poor with their overall statement consisting of 'The Assessment provides a useful introduction to the landscape of the region but does not take on board the subtle changes in landscape and a site-specific context'.

As part of a Landscape and Visual Assessment the baseline studies provide the understanding of the landscape in the specific area which the development may affect. The elements within the National Character Area gives constituent elements to which gives the geographical context, extent, historical content and gives the way the landscape is experienced and gives a clear understanding of the value the landscape gives to the area. The National Landscape Character Area also informs certain characteristics in which the local landscape character area adopts.

There are specific items within the National Landscape Character Area NCA 107- The Cotswolds which are specific for the 'Site' as well as the local context of the 'Site'

- Defined by its underlying geology: a dramatic limestone scarp rising above adjacent lowlands with steep
 combes, and outliers illustrating the slow erosion of escarpments. The limestone geology has formed
 the scarp and dip slope of the landscape, which in turn has influenced drainage, soils, vegetation, land
 use and settlement
- Open and expansive scarp and high wold dipping gently to the southeast, dissected by river valleys
- Arable farming dominates the high wold and dip slope while permanent pasture prevails on the steep slopes of the scarp and river valleys with pockets of internationally important limestone grassland

These key characteristics of the National Landscape Character areas give an overview to the wider landscape context in which it is surprising that Aspect Landscape Planning have dismissed. It is also worth noting that it is also not following the current best practice professional guidelines: Landscape Institute (2013) Guidelines for Landscape and Visual Impact Assessment. The elements above help inform the baseline of the landscape and visual conditions which form the basis for the identification and description of the landscape and visual effects of the proposals as stated in GLVIA Summary of Advice on Good Practice Page 45-46.



Localised Landscape Character Assessment

The evaluation of the Local Landscape Character Assessment undertaken by Aspect Landscape Planning however is more thorough than the National Landscape Character. Aspect has understood that the 'Site' is located near to a number of Local Landscape Character Areas within the Oxfordshire Wildlife & Landscape Study. It is quite surprising of the conclusion in which Aspect have come to in regard to the local landscape character of the 'Site'. Aspect rightly state that the 'Site currently represents an undeveloped arable field'. The description of the existing site surroundings however we feel represents a false judgement. Aspect state that 'The immediate presence of the existing settlement edge to the north and north east, combined with Sibford School to the east and the road corridors to the east and west form detracting features within the site's immediate setting. The existing built presence within the setting of the application site detracts from the perceived remoteness and tranquillity, reinforcing a settlement edge character'.

The existing built form of the village has been built around the rising topography in which the village of Sibford Ferris lies. The location of the village means that the majority of the village is sheltered from prevailing south westerly winds. The built form is also built on a lower level compared to the brow of the hill in which is it built upon. The existing vegetation which surrounds is linked with the built form allows the existing village to be part of the landscape character of the area. (Please refer to Figure 2 – Topography Plan within the Supporting Information)

The WYG report of Category A Villages of March 2016 states the following about Sibford Ferris and describes the overall quality and character of the village.

'The village is focused around the crossroad junction of Bicester Road, Blackthorn Road, West End and Station Road; the junction of which is visually strengthened by the presence of the traditional stone and rendered buildings and thatched roof of The Bull Inn public house. There are numerous side roads leading off the four main roads which have developed over a significant duration resulting in progressive infill residential development; there are also many individual infill residential developments varying in size and style. The village is relatively busy with Bicester Road connecting directly with Bicester outer ring road (Charbridge Lane) and providing an access to the villages to the east beyond Launton. The field pattern around the village is very distinct comprising a series of rectilinear fields in a north west to south east orientation, divided by well established, mature, but partially broken hedgerows with numerous hedgerow trees; this is visually prominent when on the perimeter of the village; especially to the west. Passing through the village there are a number of focal buildings of varying ages and styles; each one being prominent in their own right. These include the church of Saint Mary, Launton School, The Bull Inn, Bethel Congregational Church, and a single residential infill development at the north end of Station Road. Views from the village to the north, south and west are effectively screened and/or filtered by mature vegetation located along the railway lines to the north and south and Charbridge Lane to the west'.

The WYG report also states a key view across the Site and the report reads as follows; 'Both villages sit atop hills just below the ridgeline on opposite sides of a steep valley. This provides views across the central valley that can visually link the villages together and also provides views down the valley to the west towards the distant hills of the Cotswolds AONB. At the very north western edge of Sibford Gower on a PROW skirting the village, there are medium distance views towards Gallows Hill and Sibford Heath. Long distance views west are again possible past Ryehill Farm towards the Cotswolds AONB. There are also views south of Sibford Ferris towards Nil Cottages and Lodge Farm across the valley floor. Views north and east from the villages are restricted by surrounding local landform and small pockets of woodland.'

The views from the wider landscape character allows for the village to form part of the tranquil countryside in which the village lies on. The adjacent school is built on the highest ground in the village however the density of the school buildings allow the school to feel connected with the existing village. There are a large number of mature trees which surround the school and therefore it screens the majority of the school and gives a much less visual impact upon the wider landscape character as well as not affecting on the setting of the Cotswolds AONB and also does not affect the setting to the AONB.

As represented within the supporting information provided as part of this Assessment, Aspect fail to mention the impact of the development from views from the south of the 'Site'. As shown in the supporting information there is clear views to the 'Site' from the south. The falling topography into the Valley of the River Stour as well



as the rising topography gives clear views to the 'Site'. The development would allow the new village boundary to intrude into the landscape thus affecting the overall landscape character. The clear views to the 'Site' are also made worse with the fact that the current boundary of the 'Site' does not have any existing vegetation to act as a buffer to the 'Site'.

The Aspect report acknowledges the impact the development will have to views from the west and the impact it would have on the setting of the AONB however it fails to expand upon the impact in which the development would have on the Cotswolds AONB. 'It is acknowledged that a degree of indivisibility does exist between the site and the wider AONB landscape setting to the west'. This statement fails to mention the effect which the development will have on the characteristics such as 'settlement pattern of intermittent nucleated hamlets, isolated farmsteads, and individual buildings' (Taken from the Cotswolds AONB Landscape Character Assessment). The development would be in conflict with the local landscape character. The appraisal also clearly states that the Site is not covered within the Cotswolds AONB's 'Valued Landscapes' designation however the development would affect the setting in which the valued landscape currently has.

The Aspect Landscape and Visual Appraisal conclude that 'It is considered that the site itself is of limited landscape value given its settlement edge nature. It is therefore considered that the site is of medium landscape value'. As stated within GLVIA 3 Box 5.1 on page 84 the table identifies eight criteria's relevant to the judgement about local value, and which form the basis for objective landscape assessment. As the methodology used within the Aspect's Landscape and Visual Appraisal are not clear and thus a full LVIA has not been provided it is assumed that the Appraisal is based on the current best practice guidance. However upon reviewing the 'Site', the local landscape character and also the report we would argue that the Site itself is of good landscape value and thus development would adversely affect the distinctive character or quality of the surrounding landscape and is therefore considered that the site is of high sensitivity landscape value.

Description of Proposals

Within the Landscape and Visual Appraisal in which Aspect Landscape Planning have produced they give an overall general description of the Site proposals. However there are a multiple points in which the Appraisal is lacking and misinformed. Point 3.1 states 'The layout has been carefully developed to complement the receiving landscape setting and seeks to provide a suitable development offsets and additional planting along the site boundaries to assist in the successful integration of the proposals into the receiving visual environment'.

The point fails to highlight that the southern boundary of the proposals has no existing vegetation, thus the development would not be integrated within the existing landscape setting and would adversely harm the visual impact on the village and upon the landscape character of the area. The additional planting to the boundaries is a positive impact and will benefit local biodiversity but this will take years to develop into a successful positive impact. Point 3.2 the appraisal states that 'The proposed layout has been carefully considered to enhance and respect the existing settlement edge, with the proposals not extending any further south or west than existing built form within the village'.

This statement is a contradiction to the existing settlement boundary and built urban form. The proposals extend further west than the adjacent property to the north of the 'Site' and compromises the existing field to the north which could be developed at a later date. The overall form of the village as described previously follows the topography of the hill in which the village is built on. The suggestion that the proposals do not extend further south than the existing village built form is also a false statement. The school which is built to the east of the 'Site' does not follow the built form of the village and is located some distance away from Hook Norton Road. The character and feel of the built form when travelling into the village north along Hook Norton Road starts at Margaret Fell House within the grounds of the school and the start of the village is felt as you reach Cotswold Close and the most northern dwelling to the north of the 'Site'.

Point 3.3 of the Appraisal states that 'The proposed layout seeks to retain and enhance existing boundary vegetation where appropriate, with only a short section of hedgerow on the eastern boundary being lost to facilitate vehicular access and associated visibility splays'

This statement is also a contradiction to a previous statement that the 'built form responds to the localised context and wider village setting'. Within the existing village the majority of the existing properties



have a short wall built in local stone or a clipped hedge. The retention of the existing hedgerow potentially would make the development feel as it is not part of the existing village style and layout. The submitted Landscape Strategy Plan Aspect Landscape Planning have produced it is hard to see the proposed retention or proposals to the dwellings which front onto Hook Norton Road and what the interface would be with the proposals and Hook Norton Road.

Point 3.8 within the Appraisal states that the 'development site has been informed by the landscape and visual assessment' however a full Landscape and Visual Impact Assessment has not been conducted and it is unclear if the conducted Appraisal conforms to the current best practice professional guidelines: Landscape Institute Guidelines for Landscape and Visual Impact Assessment – Third Edition (GLVIA3). The baseline for the Appraisal also does not establish a well enough range of methods which gives an understanding of the landscape in the area that may be affected which include its constituent elements, its character and the way this varies spatially, its geographical extent, its history and it is condition. For the visual baseline the area in which the appraisal uses is insufficient as there are much wider views to the development from the wider landscape. If GLVIA 3 guidelines were followed then this would highlight a much greater level of detail to assess the likely significant effects.

Effect upon Landscape Character

The statement within point 4.2 within the Landscape and Visual Appraisal gives a description of how the proposals will affect the landscape character. However the statement fails to describe how the proposals will affect the National Landscape Character Area – NCA 107- Cotswolds on a larger scale. The NCA 107 does however set the precedent for the local landscape character Area of Rolling Village Pastures – 13 but there is no description on how it affects the wider landscape as described in 2.2 of this assessment. The statement fails to state that the development will not follow the existing built form which is adjacent to the 'Site' and how the proposals will significantly affect the landscape character. The statement also fails to represent the open aspect of the southern boundary and topography of the Site which will significantly affect the landscape character.

The point made within 4.3 states that the proposed mitigation planting which is being proposed on the western boundary to 'mitigate' the development from the adjacent AONB and to integrate the proposals into the wider landscape is misleading. The main part of the development is located to the eastern part of the 'Site' which is approximately 10m higher in terms of levels compared with the western boundary. The proposed buffer would take 15 years to establish into a dense buffer typically dependent on species. The statement fails to highlight the difference in height with the proposed dwellings thus the height difference with the development will now approximately be 17.5m high based on a typical two story dwelling and the approximate difference level in height. This will take more time for the vegetation to mature to successfully mitigate the 'Site'.

The statement also suggests that 'the built form is already a feature' however the character of the built form within the village is integrated within the landscape character with the way the village has been built around the rising hill which Sibford Ferris is located on, meaning only a small number of houses are visible from the AONB, which typically follows the landscape character of the AONB 'settlement pattern of intermittent nucleated hamlets, isolated farmsteads and individual buildings.

Effect upon Visual Environment

In reviewing the locations of the viewpoints selected within the Landscape and Visual Appraisal which was produced by Aspect Landscape Planning there are a number of viewpoints in which I believe have been selected which do not represent specific views on the general visual amenity experienced by people and the locations in which these have been taken from. If a well established baseline study was undertaken this would have highlighted the visual impact upon the different groups of people as highlighted within chapters 5 and 6 of GLVIA 3.

A zone of theoretical visibility has not been undertaken as part of the Appraisal and this represents the approximate zone within which it may be possible to see any part of the site. Within the ZTV there may be a number of areas from which no views to the site or development will be possible as a result of intervening landform, vegetation or built form which may obscure the views towards the site. We have conducted a ZTV, included as Figure 2 of the landscape supporting information produced by Quartet Design. This starting point will



give the area of the potential visual effects which can be taken forward when selecting the appropriate viewpoints.

The Aspect Appraisal states 'the existing mature vegetation which defines the site boundaries affords a strong degree of visual and physical containment'. Once again the statement fails to identify the southern boundary having no existing vegetation. The statement within a local context is true, and the existing vegetation on the northern, western and eastern boundaries do act as a mature visual barrier but the wider views within the landscape character as well as the AONB the existing vegetation does not act as a sufficient containment neither screen to the 'Site' due to the topography within the 'Site' and the wider landscape.

The viewpoints selected are mainly of a high and moderate landscape visual receptors which consist of Public Rights of Way. These are considered to have a high sensitivity -Where the receptor would be stationary, moving slowly or steadily, would be likely to be exposed for consistent and prolonged periods and/or whose attention or interest is likely to include the landscape and views; typically residents at home, users of Public Rights of Way and country lanes, where awareness of changes to visual amenity is likely to be elevated.

The other locations in which the viewpoints are taken are from Public Highways which are considered to have a Moderate sensitivity - Where the receptor would be moving steadily or swiftly, would be likely to be exposed to the change for infrequent and short periods, and/or whose attention and interest may include the landscape or views but not primarily; typically travellers on roads, rail or other transport routes where awareness of change to visual amenity is likely to be limited.

The following commentary of viewpoints is based on Aspect's viewpoint location and it is followed by Quartet Design's professional assessment of the viewpoints which have been used by Aspect. The statement below the analysis (Written in italics) is taken from Appendix A. The statement below the analysis is Quartet Design's response and observations to the information provided by Aspect.

These viewpoints are to be read in conjunction with Appendix A –Landscape Supporting Information produced by Quartet Design.

Aspect Viewpoint 1 – (Represented by Quartet Design Viewpoint 17 – Figure 13)

The viewpoint is taken from the western boundary of the Site adjacent to the north western boundary. The viewpoint represents the open and wide views into the Cotswolds AONB and shows the typical view from the 'Site' to the south and the west. The view shows the characteristics of the Rolling Village Pastures landscape character and also the adjacent landscape character of Wooded Pasture Valleys and Slopes. The characteristics of both the landscape characters are seen within this view and the development would be in conflict with the key landscape characteristics of the landscape character areas. This is a key view into the Cotswolds AONB and the viewpoint shows the falling topography from the 'Site' towards the Cotswolds AONB.

(Taken from Figure 13 from the Landscape Supporting Information produced by Quartet Design)

The Aspect viewpoint fails to describe the 'Site' conditions in terms of the topography and the context in which the view has in the relation with landscape character.

Aspect Viewpoint 2 – (Represented by Quartet Design Viewpoint 15 – Figure 12)

Viewpoint taken from Woodway Road looking north towards the 'Site'. The viewpoint shows how the 'Site' is sat on higher topography and how the open aspect of the southern boundary does not mitigate the development in any way. The proposals would considerably change the characteristics of the existing view. The proposed planting to the southern boundary will take at least 15+ years to create any kind of mitigation towards the development and the proposals would 'stick out' and be uncharacteristic to the landscape character which is describes as 'Well-defined nucleated villages with little dispersal into the wider countryside'. The existing urban edge of the village is



well defined by the existing vegetation that surrounds it and it has been developed using the existing topography to benefit it. (Taken from Figure 12 from the Landscape Supporting Information produced by Quartet Design)

The Aspect viewpoint illustrates as well as the Quartet Design Viewpoint the southern boundary having no physical southern boundary. However this is viewpoint is described to have 'a strong degree of containment'. Due to the location of the viewpoint, this appears to be true for the western boundary due to the close proximity of the view. The existing vegetation on the eastern boundary does not look sufficient from the viewpoint due to the topography of the 'Site' in fact making the vegetation look a lot less significant. The description fails to mention the views of the impact from the wider landscape.

Aspect Viewpoint 3 – (Represented by Quartet Design Viewpoint 14 – Figure 11)

The viewpoint is taken looking towards the 'Site from the Public Footpath which is located to the south western boundary of the 'Site'. There are clear views to the 'Site' from this viewpoint due to the close proximity of the view. The existing vegetation which runs along Hook Norton Road is visible from the location as well as the dwellings which are located along the Road. The proposals would be visible from this viewpoint due to the topography of the 'Site' and it would take 15 years for any of the proposed vegetation to make any significant mitigation. There could also be issues with the removal of the existing vegetation along the western boundary to continue the proposed public footpath through the 'Site'. The landscape character of this viewpoint would significantly change to a dense urban form from a current character of 'well-defined uncleated villages with little dispersal into the wider countryside'. The development would impact on this key characteristic. (Quote taken from the OWLS Character Area 13 - Rolling Village Pastures)

(Taken from Figure 11 from the Landscape Supporting Information produced by Quartet Design)

The Aspect viewpoint is noticeably closer to the western boundary compared with the one represented by Quartet Design however the principles remain the same as well as the viewpoint sensitivity. The description of this view by Aspect is one which is similar to the previous viewpoint. The Quartet Design viewpoint gives a greater sense of the scene in which the view has upon the wider landscape character of the area and the description fails to mention the change in 'Site' conditions in terms of topography as well as the removal of existing vegetation to implement the public right of way extension which is being proposed as part of the development.

Aspect Viewpoint 4 – (Represented by Quartet Design Viewpoint 18 – Figure 13)

The viewpoint is taken from Public Bridleway looking south east towards the Site. The existing vegetation along Hook Norton Road is clearly visible and the falling topography from east to west on the 'Site' can clearly be seen. The proposals would be clearly visible from this viewpoint. The proposed buffer planting to the western boundary would take at least 15 years to give any screening of the development. The landscape character of this viewpoint would also be affected as the proposals would disperse into the wider countryside against the Rolling Village Pastures landscape character. The viewpoint is also on the boundary of the adjacent landscape character area of Wooded Pasture Valleys and Slopes and would also conflict with the Characteristic of the 'Small intact villages and hamlets'. Even though the Site is outside of the landscape character the view also gives this characteristic relevant to the adjacent landscape character area which the development would conflict with . (Taken from Figure 11 from the Landscape Supporting Information produced by Quartet Design)

The Aspect viewpoint is noticeably further west compared to Quartet Design's viewpoint and it is considered that the viewpoint is much less of a representational view from the public right of way due to the topography falling as



you travel further west along the public right of way as well as the annual growth of the existing vegetation during the summer months upon when we conducted the site assessment. The statement within the viewpoint 'the proposed development will be largely contained from this location, with heavily filtered views being barely perceptible' is slightly false as if you walk slightly east along the footpath closer to Woodway Road there are clear gaps within the existing vegetation with clear views towards the Site. The description fails to mention how the development will intrude into the countryside outside the existing village built form due to the open field to the north of the 'Site' which will adversely affect the landscape character from this viewpoint.

Aspect Viewpoint 5 – (Represented by Quartet Design Viewpoint 3 – Figure 6)

Viewpoint taken from Hook Norton Road at the south eastern boundary of the 'Site'. The existing gap in the vegetation is outside of the boundary. The gap shows the representative long distance views which the 'Site' gets and the views into the Cotswolds AONB and into Oxfordshire countryside. It is also likely to extend towards Warwickshire. The development would significantly change the existing view from the 'Site' and from Hook Norton Road. It is unclear what effect the development will have on the existing hedgerow along the Hook Norton Road. Also the 'Site' will split an existing field into two and currently there is no physical boundary between the two parcels of land. (Taken from Figure 6 from the Landscape Supporting Information produced by Quartet Design)

The Aspect viewpoint is represented by the same view as described in the above extract. The description fails to mention that the levels of the viewpoint give the existing vegetation more significance and the development would be clearly seen from this location. Views out towards the AONB from this location would be affected from significant gaps within the hedgerow and the overall corridor leading to the village will be significantly different.

Aspect Viewpoint 6 – (Represented by Quartet Design Viewpoint 4 – Figure 6)

The viewpoint is taken looking towards the south eastern boundary of the 'Site' along Hook Norton Road and represents the views from users of the Public Highway and also users of the Public Footpath. As the topography falls to the south of the Site the northern most boundary of the Site becomes less visible from this location due to the dense existing hedgerow. The view during the winter months however will be different when the hedgerow loses its leaves. The 'Site' will be visible from this location and rooftops within the 'Site' will be visible as there is no existing boundary to the south of the 'Site'. The proposed planting to this boundary will take at least 15 years before it becomes a significant buffer. The viewpoint in which Aspect have used within their Visual Assessment (Viewpoint 6) does not represent this view as the existing vegetation within the Sibford School southern boundary acts as a screen towards the Site. This location represents the view and the Landscape Assessment much better. (Taken from Figure 6 from the Landscape Supporting Information produced by Quartet Design)

The Aspect viewpoint is taken further along the public right of way where dense mature vegetation screens the adjacent school grounds. The viewpoint does not represent any view towards the site whereas the choice of viewpoint location from Quartet Design's appraisal gives the same viewpoint sensitivity on the same public right of way and gives a different perception and view towards the Site.

Aspect Viewpoint 7 - (Represented by Quartet Design Viewpoint 19 - Figure 14)

The viewpoint is taken from Colony Road looking south east towards the 'Site'. This relatively close distance viewpoint shows how the contours change on and surrounding the 'Site'. The proposals would clearly be seen from this viewpoint and the proposed landscape mitigation vegetation would take over 15 years to create any screening to the 'Site'. The viewpoint also represents the landscape character statement in which the urban form is 'well-defined



nucleated villages with little dispersal into the wider countryside'. The existing urban form feels integrated into the landscape character and the proposals would significantly stand out against the key characteristics of the landscape character. The viewpoint from this orientation in which Aspect have used (Viewpoint 7) does not represent the typical view of the western boundary and the viewpoint focuses more on the northern boundary which is screened by the existing urban edge.

(Taken from Figure 14 from the Landscape Supporting Information produced by Quartet Design)

The Aspect viewpoint is taken from higher ground a few metres away from this selected viewpoint. The viewpoint Quartet Design have chosen represents better the change in topography which surrounds the 'Site' and the view shows a different representation to the statement of 'The viewpoints illustrate the undulating topography which characterises the site's wider setting and the degree of containment that it affords to the site'. The viewpoint clearly shows the intrusion of the development within the adjacent countryside and will significantly affect the landscape character of the view/s. The description of the form of Sibford Ferris as previously described in this assessment and how it follows around the hill can clearly be seen from this viewpoint.

Aspect Viewpoint 8 – (Represented by Quartet Design Viewpoint 21 – Figure 15)

The viewpoint is taken from the Sibford Gower Endowed Primary School located to the north of the 'Site' and is located on North Street. Between the viewpoint and the 'Site' there is significant existing vegetation which acts as a good visual screen, as well as the existing vegetation within the village which allows for the village to feel part of the wider countryside. There would be views on the roof tops of the proposed development and the development will visually be an extension to the existing village built boundary and will eat into the countryside which would be in conflict with the local landscape character area.

(Taken from Figure 15 from the Landscape Supporting Information produced by Quartet Design)

The viewpoint as describes within Aspect's Landscape and Visual Appraisal is generally agreed as there is a significant amount of existing vegetation between the viewpoint and of the 'Site' and views would be limited towards the Site.

Aspect Viewpoint 9

The viewpoint shown from Aspect's location shows the site clearly intruding into the landscape and as Aspect have described the site 'the viewpoint illustrates the undulating nature of the site's wider setting, which allows for views towards the site from this location'. The statement does not recognise the visual impact in which the development would have on the wider landscape and the setting in which the viewpoint currently has. The topography in which the 'Site' has makes the western boundary vegetation greatly less significant due to the topography and infact the proposed buffer planting and what is represented on the submitted plans is not significant enough to screen the proposals. This would allow the development to encroach onto the wider countryside and visually change the landscape character.

Aspect Viewpoint 10 – (Represented by Quartet Design Viewpoint 6 – Figure 7)

The viewpoint is taken looking towards the 'Site from the long distance footpath D'Arcy Dalton Way. The existing vegetation to the southern boundary of the Sibford School acts as a very good visual barrier between the viewpoint and the 'Site', however slight glimpses of the 'Site' would be possible from this location. A winter time assessment of the Viewpoint will however determine the overall visual impact of the proposals will have on the Landscape



Character. This viewpoint is also represented within Aspect Landscape Planning's Visual Appraisal Viewpoint 10). The viewpoint gives a good representation of the topography towards the north west of the 'Site' (Taken from Figure 7 from the Landscape Supporting Information produced by Quartet Design)

The viewpoint is taken from the long distance footpath to the east of the Site and the intervening existing vegetation as well as the contours surrounding the 'site' as the Aspect description states it does screen the site relatively well, however roof tops could potentially be visible from the location and due to the lower level in which the viewpoint is taken it gives the advantage and representation that the Site is well screened. If the viewpoint was taken further south along the road as shown within Quartet Design's selected viewpoints then the Site is more visually seen compared to this viewpoint.

Aspect Viewpoint 11 – (Represented by Quartet Design Viewpoint 11 – Figure 10)

Viewpoint taken from the Public Footpath looking north east towards the 'Site'. The viewpoint is a representative view from the Cotswolds AONB which is located to the left of the Viewpoint above following the tree line. The eastern and southern boundaries of the 'Site' are very visible from this viewpoint due to the topography falling to the south of the 'Site'. There is limited existing vegetation which screens the 'Site' from the viewpoint due to the local. The whole 'Site' is also visible and the existing vegetation between the viewpoint and the 'Site' does not mitigate the 'Site' due to the rolling topography. The landscape character would be harmed by the proposals as it would harm some of the main characteristics which describe the landscape character.

(Taken from Figure 10 from the Landscape Supporting Information produced by Quartet Design)

The viewpoint as stated within Aspects Appraisal is good representations of the topography found in the surrounding landscape character of the 'Site'. The site would clearly be visible from this location but I feel that the description within Aspects report is a false representation that the development would 'be seen within the context of the existing settlement edge, which already forms a notable feature within the receiving visual environment'. I however disagree with this comment as I feel that the development due to the local topography surrounding the site will allow the site to encroach on the open countryside and affect the landscape character. The existing village is intertwined into the landscape with the extensive amount of existing vegetation which surrounds the village as well as the level in which the village has established around.

Aspect Viewpoint 12 – (Represented by Quartet Design Viewpoint 12 – Figure 10)

The viewpoint is taken looking towards the 'Site' from the Public Highway between Traitor's Ford Lane and Whichford which is the route of the Macmillan Way Long distance footpath within Warwickshire and also within the Cotswolds AONB and would be in conflict with the local landscape character. The 'Site' is clearly visible from this location due to the higher topography levels found at the 'Site' and the falling topography into the River Stour Valley and then the rising topography within the Cotswolds AONB. The proposals would be visible from this location due to there being no southern boundary to the 'Site' and also the existing vegetation between the viewpoint and the 'Site' not being a significant buffer due to the strong undulating landforms of rounded hills and small valleys'. The development would impact on the landscape character the viewpoint currently has. The proposals would look out of place from this viewpoint. This is because of the existing site levels and the way the topography works within the 'Site'. The proposals would also be in conflict with the local landscape character description as it will spoil the characteristic of 'distinctive landform of small rounded hills and narrow valleys'.

(Taken from Figure 10 from the Landscape Supporting Information produced by Quartet Design)



The viewpoints as stated within Aspects Appraisal are good representations of the topography found in the surrounding landscape character of the 'Site'. The site would clearly be visible from this location but I feel that the description within Aspects report is a false representation that the development would 'be seen within the context of the existing settlement edge, which already forms a notable feature within the receiving visual environment'. I however disagree with this comment as I feel that the development due to the local topography surrounding the site will allow the site to encroach on the open countryside and affect the landscape character. The existing village is intertwined into the landscape with the extensive amount of existing vegetation which surrounds the village as well as the level in which the village has established around.



4.0 CONCLUSIONS

Summary and Conclusions

The selected viewpoints in which Aspect Landscape Planning use do not include the relevant baseline information which informs them of the potential visual receptors and viewpoints which will inform the Landscape and Visual Appraisal or Assessment. The review and 'Site' assessment in which Quartet Design undertook and what is represented within the additional view points in which they found following the correct guidance which is given within GVLIA 3. The viewpoints in which Aspect Landscape Planning have used are lacking detail in certain aspects as highlighted in the report as well the baseline information does not give a broad enough baseline to conclude on the Landscape and Visual Impact in which the 'Site' will have.

We believe that the southern boundary of the 'Site' is overlooked and the significance of this boundary is not reflected within the viewpoint evaluations in which Aspect Landscape Planning has conducted. We also believe that the built form in which represents Sibford Ferris is not understood sufficiently and the reasoning to the form of the village in terms of the topography of the Site is not understood within the report. The positioning of the viewpoints that Aspect have selected also have been chosen has not been a true representative of the view from that position.

The final statement in which Aspect have said at the end of their summary within 4.14 states 'the proposals will not introduce new or alien features into the landscape setting'.

Following the assessment in which Quartet Design undertook I believe that this statement is false after looking at a much wider 'site' analysis compared with Aspect. The development would be significantly visible from the south and the west and would affect the landscape character of the area. The setting to the AONB would be affected from the development.

We believe that the Appraisal conducted by Aspect Landscape Planning needs to have conclusive methodology described in which the report has been based upon and also we believe that a full Landscape and Visual Impact Assessment should be conducted as part of the planning application which will highlight the impact.

Having conducted the visual impact appraisal it is considered that there would be significant visual impact on the wider scale landscape in respect of the short distance views and the long distance views and would contribute to the erosion of the existing landscape character quality as well as the broader countryside character which also is represented within the Cotswolds AONB.

The initial response for the council's reason for refusal 'visual impact on the rural character and appearance of the locality, the proposed development would cause unacceptable harm to the character and appearance of the area, open rural countryside and rural edge of village setting, failing to reinforce local distinctiveness'. In our professional judgement after our assessment of the 'Site' we strongly agree with the decision of the council in regards to the impact which the development would have on the Landscape and Visual Impact of the surrounding landscape.



Hook Norton Road, Sibford Ferris

Landscape Supporting Information

Issue 27.08.2019

Appendix A

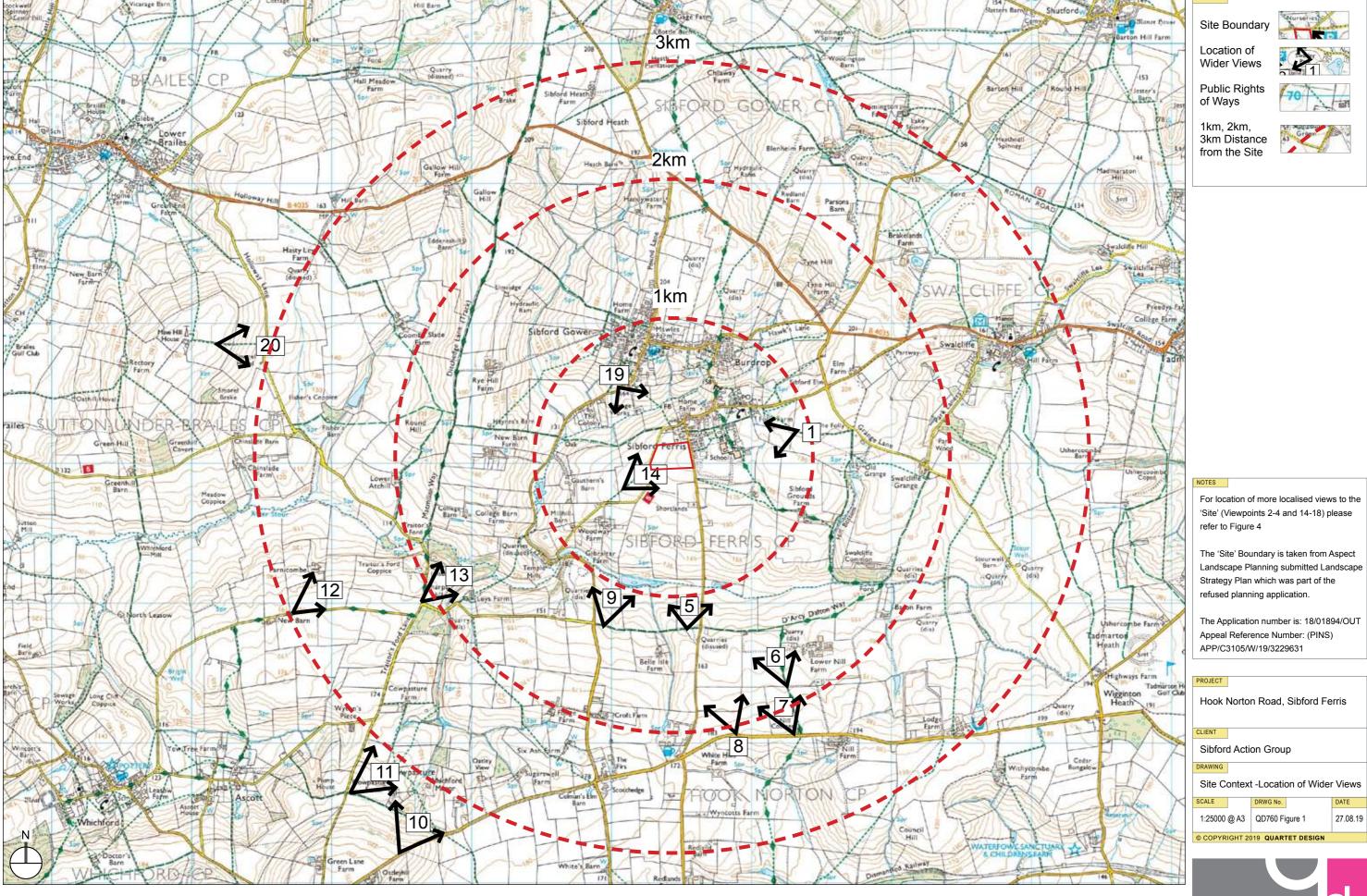
To be read in conjunction with the

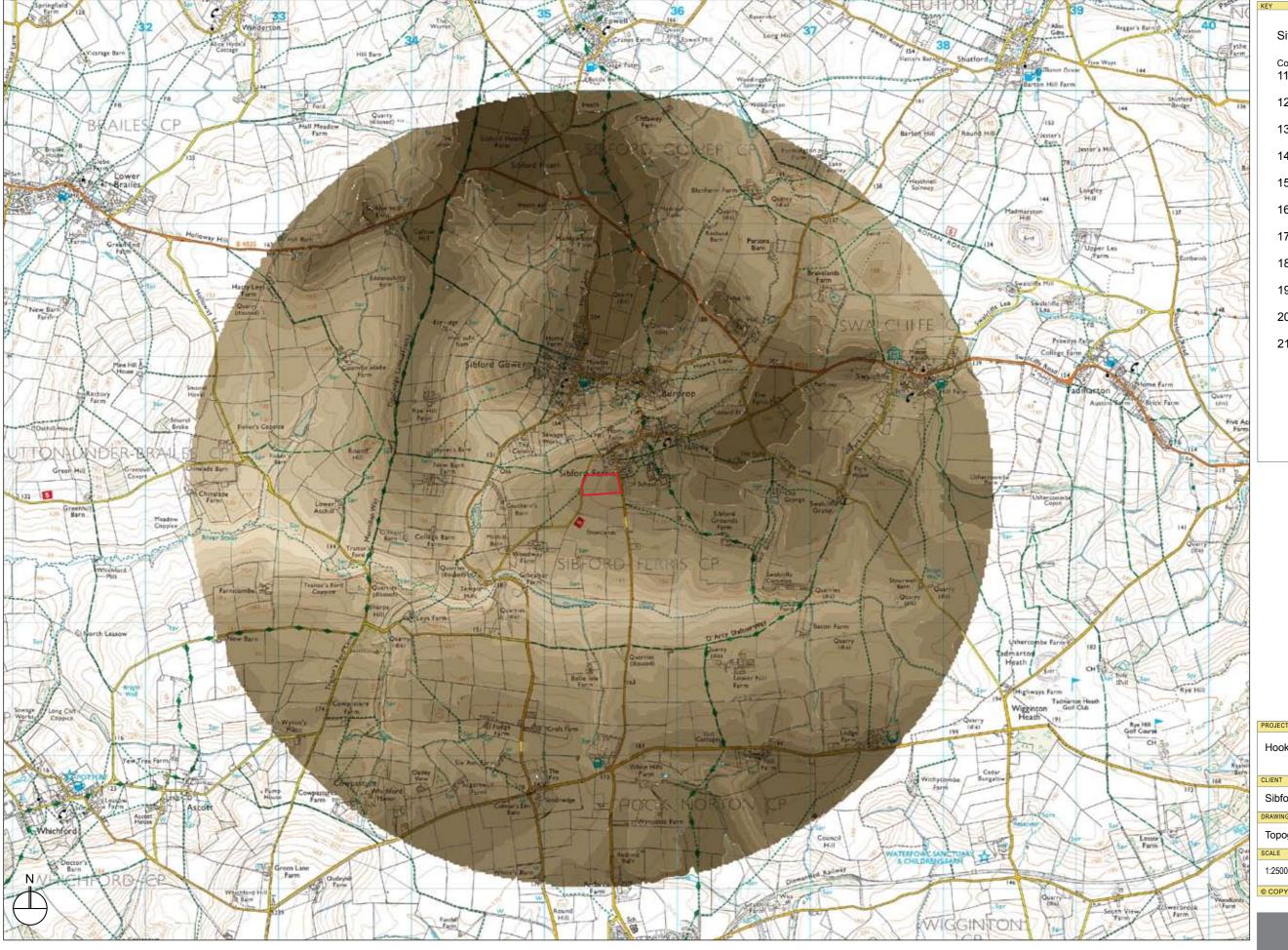
Landscape Statement

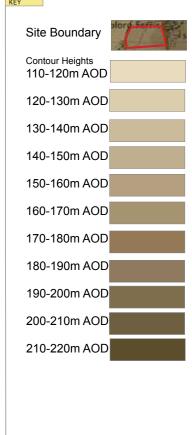
Job Reference Number: QD760

Appeal Reference Number: 18/01894/out

Appeal Reference Number: (PINS) APP/C3105/W/19/3229631







Hook Norton Road, Sibford Ferris

CLIENT
Sibford Action Group

DRAWING
Topography Plan within 3km of Site

SCALE
1:250000 @ A3 QD760 Figure 2

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Site Boundary



Extent of ZTV



Location of Reference Markers



Radius lines from the site centre in km



NOTES

Zone of Theoretical Visibility

The reference marker could possibly be seen from within the area shaded red. The reference marker is set at 7.5m above proposed ground level and represents the highest point of the proposed structures.

A ZTV map illustrates the potential (or theoretical) visibility of an object in the landscape. The phrase "potential visibility" is used to describe the result because the analysis does not take into account any landscape features such as trees, woodland or buildings, etc. The analysis is made on the basis of topography alone using O.S Terrain 5 data.

PROJECT

Hook Norton Road, Sibford Ferris

CLIENT

Sibford Action Group

DRAWIN

Zone of Theoretical Visibility (ZTV)

SCALE

DRWG No.

1:250000 @ A3 QD760 Figure 3

27.08.19





Site Boundary



Location of Viewpoints



Public Rights of Way



For location of more wider views to the 'Site' (Viewpoints 1, 5-13 and 19-20) and please refer to Figure 1

The 'Site' Boundary is taken from Aspect Landscape Planning submitted Landscape Strategy Plan which was part of the refused planning application.

The Application number is: 18/01894/OUT Appeal Reference Number: (PINS) APP/C3105/W/19/3229631

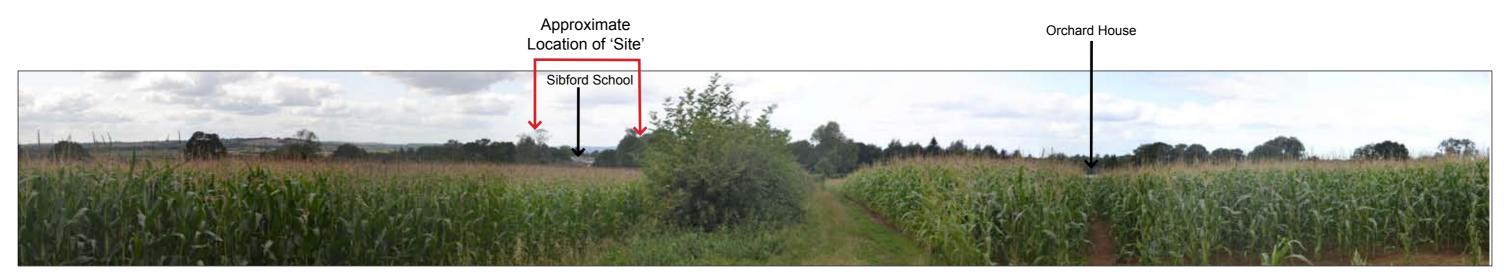
Hook Norton Road, Sibford Ferris

Sibford Action Group

Site Context and Viewpoints

SCALE	DRWG No.		DATE
NTS	QD760 Fi	gure 4	27.08.1





Viewpoint 1 - Viewpoint taken from the Public Right of Way reference number: 347/8/20 looking west towards the 'Site'.

Viewpoint Description - Viewpoint taken from the public footpath to the east of the village of Sibford Ferris. The view towards the 'Site' is restricted by the existing vegetation which is located on the grounds of the Sibford School. The buildings of the school are visible from the viewpoint with the 'Site' located behind the school site. There would be views of the proposed development consisting of rooftops. The existing vegetation acts as a good screen but the view may change during the winter months when the deciduous trees loose their leaves. The topography from this viewpoint is very deceiving as between the viewpoint and the 'Site' the levels are 'relatively' flat compared to the surrounding contours. The levels fall approximately 15m between the viewpoint to the western boundary of the 'Site'

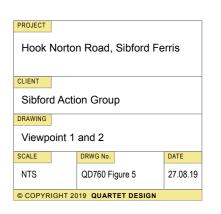
Distance to 'Site' - 760m



Viewpoint 2 - Viewpoint taken from Hook Norton Road looking south west towards the 'Site' adjacent to High Rock which is located to the east of the boundary of the 'Site'

Viewpoint Description - The viewpoint is taken from the north eastern most boundary of the Site and it is proposed that the first dwelling as part of the development is to be located adjacent to the entrance to High Rock with a further 11 units to be located along this road frontage. There would be a significantly different feel to the street scene within this view with the additional houses and will dramatically change the view. If the existing hedge which runs along Hook Norton Road is removed to facilitate the construction of the houses then the character of the view will change significantly. (It is currently unclear on the submitted plans the extent of the works to this hedgerow)

The Distance to 'Site' - 10m







Viewpoint 3 - Viewpoint taken from Hook Norton Road looking west towards and across the 'Site' at the wider scene of the Cotswolds AONB

Viewpoint Description - Viewpoint taken from Hook Norton Road at the south eastern boundary of the 'Site'. The existing gap in the vegetation is outside of the boundary. The gap shows the representative long distance views which the 'Site' gets and the views into the Cotswolds AONB and into Oxfordshire countryside. It is also likely to extend towards Warwickshire. The development would significantly change the existing view from the 'Site' and from Hook Norton Road. It is unclear what effect the development will have on the existing hedgerow along the Hook Norton Road. Also the 'Site' will split an existing field into two and currently there is no physical boundary between the two parcels of land.

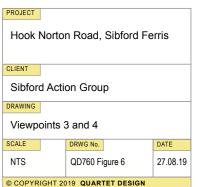
Distance to 'Site' - 10m



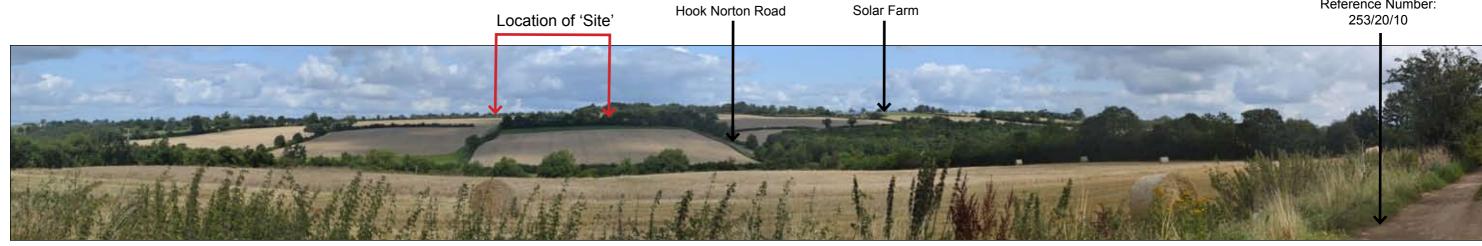
Viewpoint 4 - Viewpoint taken from the junction of Hook Norton Road and the Public Right of Way Reference Number: 347/6/10 looking north west towards the 'Site'

Viewpoint Description - The viewpoint is taken looking towards the south eastern boundary of the 'Site' along Hook Norton Road and represents the views from users of the Public Highway and also users of the Public Footpath. As the topography falls to the south of the Site the northern most boundary of the Site becomes less visible from this location due to the dense existing hedgerow. The view during the winter months however will be different when the hedgerow loses its leaves. The 'Site' will be visible from this location and rooftops within the 'Site' will be visible as there is no existing boundary to the south of the 'Site'. The proposed planting to this boundary will take at least 15 years before it becomes a significant buffer. The viewpoint in which Aspect have used within their Visual Assessment (Viewpoint 6) does not represent this view as the existing vegetation within the Sibford School southern boundary acts as a screen towards the Site. This location represents the view and the Landscape Assessment much better.

The Distance to 'Site' - 100m



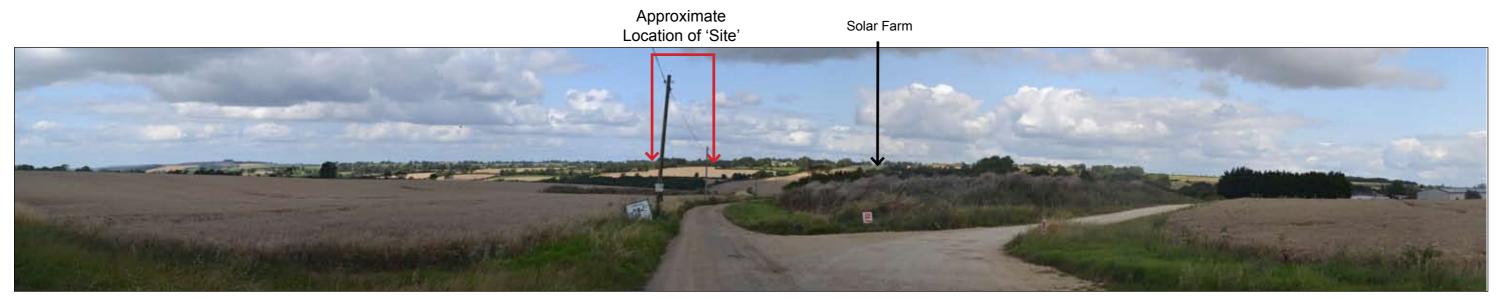




Viewpoint 5 - Viewpoint taken from the Public Right of Way Reference Number: 253/20/10 looking north towards the 'Site'

Viewpoint Description - Viewpoint taken from the Public Bridleway which is located to the south of the 'Site' and the viewpoint shows the varying topography and the way in which the 'Site' sits in relation to the wider landscape and also the adjacent village. The viewpoint clearly shows the extent of the 'Site' and the proposed dwellings will be visible from this location. The proposed buffer to the southern boundary will have no initial impact to the Site and the development will be a major change in the current view and it will affect the landscape character in which this view has of the area in which the 'Site' sits and its surroundings. The winter assessment of this viewpoint will be crucial as the majority of the vegetation between the viewpoint and the 'Site' is deciduous so the view would have a greater visual impact.

Distance to 'Site' - 1.2km



Viewpoint 6 - Viewpoint taken from the Public Right of Way Reference Number: 253/37/20 and the Long Distance Footpath D'arcy Dalton Way looking north west towards the 'Site'

Viewpoint Description - The viewpoint is taken looking towards the 'Site from the long distance footpath D'arcy Dalton Way. The existing vegetation to the southern boundary of the Sibford School acts as a very good visual barrier between the viewpoint and the 'Site', however slight glimpses of the 'Site' would be possible from this location. A winter time assessment of the Viewpoint will however determine the overall visual impact of the proposals will have on the Landscape Character. This viewpoint is also represented within Aspect Landscape Planning's Visual Appraisal Viewpoint 10). The viewpoint gives a good representation of the topography towards the north west of the 'Site'

The Distance to 'Site' - 1.7km



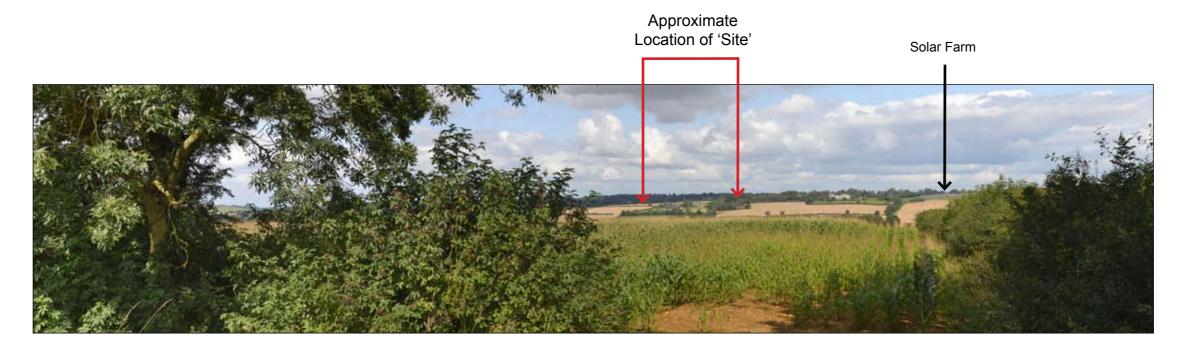




Viewpoint 7 - Viewpoint taken from the Public Highway looking north west towards the 'Site'

Viewpoint Description - Viewpoint taken from the Public Highway adjacent to Nill Farm Cottages looking north towards the 'Site'. The existing vegetation which surrounds the Sibford School is not as dominant within this viewpoint with the view being on higher topography and also with being located slightly west compared to viewpoint 6. The proposals would be visible from this viewpoint and the topography which is found to the west of the Site and the Cotswolds AONB can be seen to the west of the Viewpoint.

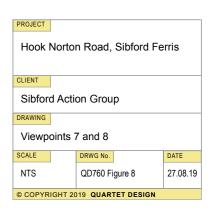
Distance to 'Site' - 2km



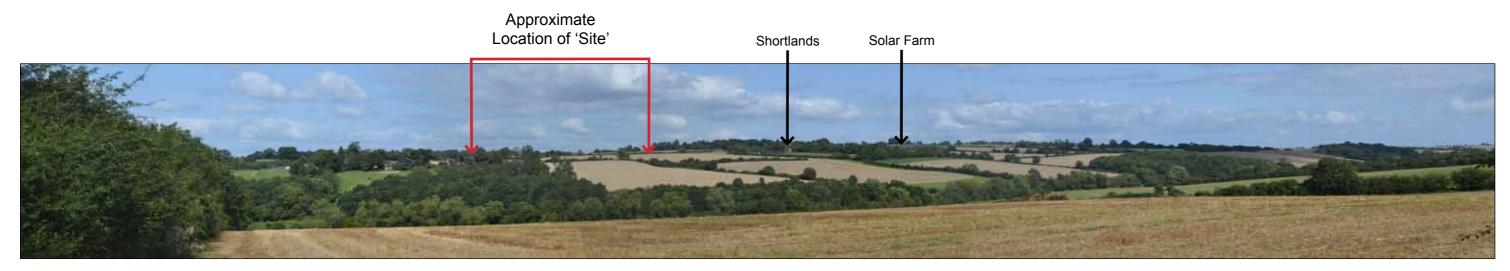
Viewpoint 8 - Viewpoint taken from the Public Highway looking north west towards the 'Site'

Viewpoint Description - The viewpoint is taken looking towards the 'Site' from the Public Highway between Wigginton Heath and Whichford. The 'Site' is visible from this location due to the higher topography levels found south of the 'Site'. The proposals would be visible from this location due to there being no southern boundary to the 'Site' but also the development would impact on the landscape character the viewpoint currently has. The proposals would look out of place from this viewpoint. This is because of the existing site levels and the way the topography works within the 'Site'.

The Distance to 'Site' - 1.9km







Viewpoint 9 - Viewpoint taken from the Public Right of Way Reference Number 253/20/10 looking north towards the 'Site'

Viewpoint Description - Viewpoint taken from the Public Bridleway looking north towards the 'Site'. The eastern and southern boundaries of the 'Site' are very visible from this viewpoint due to the topography falling to the south of the 'Site'. There is limited existing vegetation which screens the 'Site' from the viewpoint due to the local landscape character of small to medium sized fields with mixed land uses. The surrounding fields which surround the 'Site' are mainly arable.

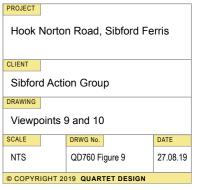
Distance to 'Site' - 1.2km



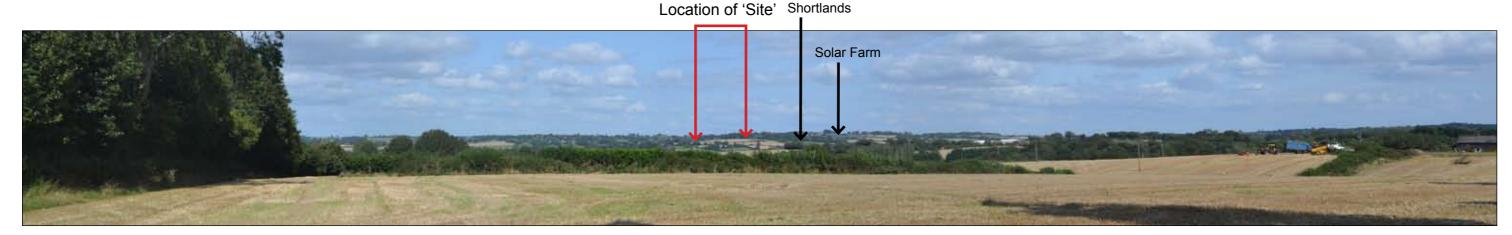
Viewpoint 10 - Viewpoint taken from the Public Highway looking north east towards the 'Site'

Viewpoint Description - The viewpoint is taken looking towards the 'Site' from the Public Highway between Wigginton Heath and Whichford. The 'Site' is clearly visible from this location due to the higher topography levels found south of the 'Site'. The proposals would be visible from this location due to there being no southern boundary to the 'Site' but also the development would impact on the landscape character the viewpoint currently has. The proposals would look out of place from this viewpoint. This is because of the existing site levels and the way the topography works within the 'Site'. The proposals would also be a contradiction to the local landscape character description as it will spoil the characteristic of 'distinctive landform of small rounded hills and narrow valleys'. The proposals will in conflict with the characteristic of 'well-defined nucleated villages with little dispersal into the wider countryside'.

The Distance to 'Site' - Approximately 3.4km







Viewpoint 11 - Viewpoint taken from the Public Right of Way Reference Number 253/11/10 looking north east towards the 'Site'

Viewpoint Description - Viewpoint taken from the Public Footpath looking north east towards the 'Site'. The viewpoint is a representative view from the Cotswolds AONB which is located to the left of the Viewpoint above following the tree line. The eastern and southern boundaries of the 'Site' are very visible from this viewpoint due to the topography falling to the south of the 'Site'. There is limited existing vegetation which screens the 'Site' from the viewpoint due to the local. The whole 'Site' is also visible and the existing vegetation between the viewpoint and the 'Site' does not mitigate the 'Site' due to the rolling topography. The landscape character would be harmed by the proposals as it would harm some of the main characteristics which describe the landscape character.

Distance to 'Site' - 3.1km



Viewpoint 12 - Viewpoint taken from the Public Highway looking north east towards the 'Site'

Viewpoint Description - The viewpoint is taken looking towards the 'Site' from the Public Highway between Traitor's Ford Lane and Whichford which is the route of the Macmillan Way Long distance footpath within Warwickshire and also within the Cotswolds AONB and would be in conflict with the local landscape character. The 'Site' is clearly visible from this location due to the higher topography levels found at the 'Site' and the falling topography into the River Stour Valley and then the rising topography within the Cotswolds AONB. The proposals would be visible from this location due to there being no southern boundary to the 'Site' and also the existing vegetation between the viewpoint and the 'Site' not being a significant buffer due to the strong undulating landforms of rounded hills and small valleys'. The development would impact on the landscape character the viewpoint currently has. The proposals would look out of place from this viewpoint. This is because of the existing site levels and the way the topography works within the 'Site'. The proposals would also be in conflict with the local landscape character description as it will spoil the characteristic of 'distinctive landform of small rounded hills and narrow valleys'. The Distance to 'Site' - Approximately 2.4km







Viewpoint 13 - Viewpoint taken from Traitor's Ford Lane and on the Macmillan Way Long distance footpath on the edge of the Cotswolds AONB looking north west towards the 'Site'

Viewpoint Description - Viewpoint taken from Traitor's Ford Lane looking north west towards the 'Site'. There are slight glimpses of the 'Site' from this viewpoint due to the viewpoint being approximately 130m AOD and the 'Site' being between approximately 180m AOD and 170m AOD. It is interesting that you can still see the 'Site' from a lower level from within the River Stour Valley as the existing vegetation within the valley acts as a better mitigation tool towards the 'Site' and because of the local topography. However rooftops of the proposals will be visible for the first 15 years of the development until the maturity of the proposed mitigation planting as shown on the proposals. There will be a visual impact on the view from the Cotswolds AONB towards the Site.

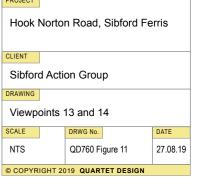
Distance to 'Site' - 2.0km



Viewpoint 14 - Viewpoint taken from the Public Right of Way Reference Number 347/2/10 looking north east towards the 'Site'

Viewpoint Description - The viewpoint is taken looking towards the 'Site from the Public Footpath which is located to the south western boundary of the 'Site'. There are clear views to the 'Site' from this viewpoint due to the close proximity of the view. The existing vegetation which runs along Hook Norton Road is visible from the location as well as the dwellings which are located along the Road. The proposals would be visible from this viewpoint due to the topography of the 'Site' and it would take 15 years for any of the proposed vegetation to make any significant mitigation. There could also be issues with the removal of the existing vegetation along the western boundary to continue the proposed public footpath through the 'Site'. The landscape character of this viewpoint would significantly change to a denser urban form from a current character of 'well-defined uncleated villages with little dispersal into the wider countryside'. The development would impact on this key characteristic. (Quote taken from the OWLS Character Area 13 - Rolling Village Pastures)

The Distance to 'Site' - Approximately 250m







Viewpoint 15 - Viewpoint taken from Woodway Road looking north towards the 'Site'

Viewpoint Description - Viewpoint taken from Woodway Road looking north towards the 'Site'. The viewpoint shows how the 'Site' is sat on higher topography and how the open aspect of the southern boundary does not mitigate the development in any way. The proposals would considerably change the characteristics of the existing view. The proposed planting to the southern boundary will take at least 15+ years to create any kind of mitigation towards the development and the proposals would 'stick out' and be uncharacteristic to the landscape character which is describes as 'Well-defined nucleated villages with little dispersal into the wider countryside'. The existing urban edge of the village is well defined by the existing vegetation that surrounds it and it has been developed using the existing topography to benefit it.

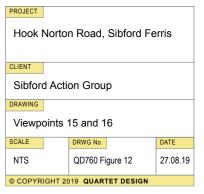
Distance to 'Site' - 100m



Viewpoint 16 - Viewpoint taken from Woodway Road and the south western boundary of the 'Site' looking down the western boundary.

Viewpoint Description - The viewpoint is taken from the south western boundary of the Site adjacent to the termination of the Public Footpath (Viewpoint 14). The viewpoint represents the open and wide views into the Cotswolds AONB and shows the typical view from the 'Site' to the west. The view shows the characteristics of the Rolling Village Pastures landscape character and also the adjacent landscape character of Wooded Pasture Valleys and Slopes. The characteristics of both the landscape characters are seen within this view and the development would conflict with the key landscape characteristics of the landscape character areas.

The Distance to 'Site' - Approximately 2m







Viewpoint 17 - Viewpoint taken from Woodway Road and the north western boundary of the 'Site' looking down the western boundary.

Viewpoint Description - The viewpoint is taken from the western boundary of the Site adjacent to the north western boundary. The viewpoint represents the open and wide views into the Cotswolds AONB and shows the typical view from the 'Site' to the south and the west. The view shows the characteristics of the Rolling Village Pastures landscape character and also the adjacent landscape character of Wooded Pasture Valleys and Slopes. The characteristics of both the landscape characters are seen within this view and the development would be in conflict with the key landscape characteristics of the landscape character areas. This is a key view into the Cotswolds AONB and the viewpoint shows the falling topography from the 'Site' towards the Cotswolds AONB.

The Distance to 'Site' - Approximately 2m



Viewpoint 18 - Viewpoint taken from the Public Right of Way Reference Number 347/1/10 looking south east towards the 'Site'

Viewpoint Description - The viewpoint is taken from Public Bridleway looking south east towards the Site. The existing vegetation along Hook Norton Road is clearly visible and the falling topography from east to west on the 'Site' can clearly be seen. The proposals would be clearly visible from this viewpoint. The proposed buffer planting to the western boundary would take at least 15 years to give any screening of the development. The landscape character of this viewpoint would also be affected as the proposals would disperse into the wider countryside against the Rolling Village Pastures landscape character. The viewpoint is also on the boundary of the adjacent landscape character area of Wooded Pasture Valleys and Slopes and would also conflict with the Characteristic of the 'Small intact villages and hamlets'. Even though the Site is outside of the landscape character the view also gives this characteristic relevant to the adjacent landscape character area which the development would conflict with.

Distance to 'Site' - Approximately 140m







Viewpoint 19 - Viewpoint taken from Colony Road looking south east towards the 'Site'

Viewpoint Description - The viewpoint is taken from Colony Road looking south east towards the 'Site'. This relatively close distance viewpoint shows how the contours change on and surrounding the 'Site'. The proposals would clearly be seen from this viewpoint and the proposed landscape mitigation vegetation would take over 15 years to create any screening to the 'Site'. The viewpoint also represents the landscape character statement in which the urban form is 'well-defined nucleated villages with little dispersal into the wider countryside'. The existing urban form feels integrated into the landscape character and the proposals would significantly stand out against the key characteristics of the landscape character. The viewpoint from this orientation in which Aspect have used (Viewpoint 7) does not represent the typical view of the western boundary and the viewpoint focuses more on the northern boundary which is screened by the existing urban edge.

The Distance to 'Site' - Approximately 513m

Approximate Location of 'Site'



Viewpoint 20 - Viewpoint taken from the Public Right of Way Reference Number 134/SS65a/1 looking east towards the 'Site'

Viewpoint Description - The long distance viewpoint is taken from the public footpath which runs to Mine Hill House and is looking east towards the 'Site'. The viewpoint shows the rolling topography within the Cotswolds AONB and is typical of the landscape character descriptions. The proposals would be visible from this location but due to the distance it would be difficult to see but would visually affect the overall landscape character of the area as the development would be in conflict with 'Well-uncleated villages with little dispersal into the wider countryside'. As well as the impact upon local landscape character due to the distance of the view this would impact upon regional landscape character such as 'The large-scale, open landscape of the high wold is characterised by expansive views and arable cultivation, intersected by limestone walls and hedgerows, particularly in the valleys and alongside quiet lanes. There are lush, narrow, sheltered valleys including dry valley systems which contrast with the wider high wold. Woodlands on the high wold are characteristically of small to moderate size and geometric, many comprising plantations, copses and shelterbelts. Only small hamlets and isolated farmsteads are found on this higher ground' Extract taken from NCA 107- The Cotswolds.

Distance to 'Site' - Approximately 3.2km





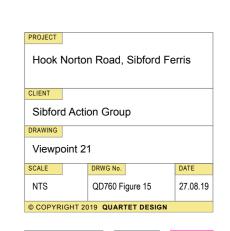
Approximate Location of 'Site'



Viewpoint 21 - Viewpoint taken from Main Street looking south towards the 'Site' cross Sibford Gower Endowed Primary School.

Viewpoint Description - The viewpoint is taken from the Sibford Gower Endowed Primary School located to the north of the 'Site' and is located on North Street. Between the viewpoint and the 'Site' there is significant existing vegetation which acts as a good visual screen, as well as the existing vegetation within the village which allows for the village to feel part of the wider countryside. There would be views on the roof tops of the proposed development and the development will visually be an extension to the existing village built boundary and will eat into the countryside which would be in conflict with the local landscape character area.

The Distance to 'Site' - Approximately 513m





NATIVE TREES & STRUCTURAL PLANTING - Tree planting in groups and random drifts to provide varied structural edge habitats and robust landscape buffers. The native tree and structural planting will be primarily located around the site boundaries to create green buffers, and also internally breaking up the various plots to link the overall green infrastructure and provide a green setting that assists to integrate the built form. Native tree species will include:

PUBLIC ORCHARD TREES - A mix of fruiting trees including.

apple, pear, plumb and quince will be planted at the heart of the

Horse Chestnut Aesculus hippocastanum Common Alder Alnus glutinosa Field Maple Acer campestre Hombeam Carpinus betulus Beech Fagus sylvatica Crab Apple Malus sylvestris Oriental Plane Platanus orientalis Wild Cherry Prunus avium Bird Cherry Prunus padus Wild Pear Pyrus communis English Oak Quercus robur White Willow Salix alba Goat Willow Salix caprea Rowan Sorbus aucuparia Comon Lime Tilia x europaea Small Leaved Lime Titia cordata

NATIVE HEDGEROWS - Planting using a mix of native hedgerow and shrub species to increase the diversity of hedgerows and provide foraging opportunities for local wildlife. Hedgerow flowering/fruiting species will include:

Dogwood Cornus sanguinea Hazel Corylus avellana Hawthorn Crataegus monogyna Blackthorn Prunus spinosa llex aquifolium Holly Wild Privet Ligustrum vulgare Dog Rose Rosa canina Guelder Rose Viburnum opulus

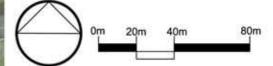
WILDFLOWER MEADOWS - Wildflower Meadow grass mix is sown within sections along the boundaries to provide further biodiveristy and ecological benefits. Recommend use of species rich meadow grassland such as Emorsgate EM3 'Special General Purpose Meadow Mixture'

WETLAND GRASSLAND & VEGETATION -

Appropriate wetland grassland and vegetation will be planted around the proposed attenuation areas to enhance the wildlife value. Recommended use of meadow grassland mix along pond edges such as Emorsgate EM8 'Meadow Mixture for Wetlands.

site within the Public Orchard and around the boundaries of the Malus domestica 'Cox's Orange Pippin' Apple Malus domestica 'Golden Delicious' Apple Malus domestica 'Braeburn' Apple Black Mulberry Morus nigra Pyrus communis 'Doyenné du Comice' Pyrus communis 'Conference' Plumb Prunus domestica 'Marjorie's Seedling' Cydonia oblonga 'Vranja' High Rock Margaret Fell House Hook Norton Road Sibford School Playing Fields

ning LM, West Court, Handwick Business Park, Noval Wey, Burebury CX16 ZAF



Key:

Application Site Boundary



Public Right of Way



Potential Pedestrian Links



Proposed Open Space



Proposed Native Tree / Structural Planting



Proposed Orchard



Proposed Allotments



Proposed Playspace (LAP)



Proposed Village Green



Proposed Attenuation Basin



Proposed Development

This plan is taken from the submitted documents produced by Aspect Landscape Planning in relation to the Planning Application reference number: 18/01894/out and is the most recent documentation as of the 27th August 2019 when this report was produced.

PROJECT

Hook Norton Road, Sibford Ferris

CLIENT

Sibford Action Group

DRAWING

Proposed Landscape Strategy Plan

SCALE	
NTS	

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Housing Land Supply in Oxfordshire:Written statement - HLWS924

WS Ministry of Housing, Communities and Local Government

Made on: 12 September 2018

Made by: Lord Bourne of Aberystwyth (Parliamentary Under Secretary of State for Housing, Communities and Local Government)

ords HLWS924

Housing Land Supply in Oxfordshire

My Rt. Hon Friend, the Secretary of State for Housing, Communities and Local Government (James Brokenshire) has today made the following Written Ministerial Statement.

In March this year the Government committed to the Oxfordshire Housing and Growth Deal, to support ambitious plans to deliver 100,000 homes by 2031. The Oxfordshire-wide Joint Statutory Spatial Plan to be adopted by 2021 will be supported by £215 million of funding to help deliver more affordable housing and infrastructure improvements to support sustainable development across the county.

Paragraph 217 of the National Planning Policy Framework sets out that the Government will explore potential planning freedoms and flexibilities, for example where this would facilitate an increase in the amount of housing that can be delivered. Such freedoms and flexibilities are to be considered by the Government on a case by case basis. In this instance the Government has worked closely with the authorities in Oxfordshire to agree planning freedoms and flexibilities that will support the ambitious plan-led approach through a Joint Spatial Strategy and the Housing Deal.

As part of the Housing Deal, Oxfordshire sought flexibility from the National Planning Policy Framework policy on maintaining a 5 year housing land supply. This policy supports the delivery of housing by ensuring sufficient land is coming forward to meet housing need. However, we recognise the ambitious plans in Oxford to deliver above their housing need in the long term. The Government wants to support this strategic approach to supporting housing delivery through joint working. We have therefore agreed to provide a short term flexibility which will support the delivery of the local plans for the area and ensure that the local authorities can focus their efforts on their Joint Spatial Strategy. The Government recognises that in the short term this will result in fewer permissions being granted under paragraph 11 of the National Planning Policy Framework but the Government believes that it is important to support these ambitious plans that will deliver more housing in the longer term.

Having considered the responses from a local consultation, which closed on the $12^{\,\mathrm{th}}$ July 2018, I am today implementing a temporary change to housing land supply policies as they apply in Oxfordshire.

For the purposes of decision-taking under paragraph 11(d), footnote 7 of the National Planning Policy Framework will apply where the authorities in Oxfordshire cannot demonstrate a three year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73). This policy flexibility does not apply to the Housing Delivery Test limb of footnote 7 of the National Planning Policy Framework nor plan making policy in paragraph 67. If a local authority intends to fix their land supply under paragraph 74 they will still be required to demonstrate a minimum of five year supply of deliverable housing sites, with the appropriate buffer.

This statement is a material consideration in planning decisions and applies to those local planning authorities in Oxfordshire with whom the Government has agreed the Oxfordshire Housing and Growth Deal, namely Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council. This statement applies from today and remains in effect until the adoption of the Joint Statutory Spatial Plan in each area, provided the timescales agreed in the Housing and Growth Deal are adhered to. I will monitor progress against these timescales and keep the planning flexibility set out in this statement under review.

This statement has also been made in the House of Commons: **HCWS955**



Cherwell District Council

TOWN AND COUNTRY PLANNING ACT 1990

APPEAL BY Gladman Developments Ltd

Land north of Merton Road, Ambrosden

LOCAL PLANNING AUTHORITY REF NO: 18/02056/OUT

PLANNING INSPECTORATE REF NO: APP/C3105/W/19/3228169

PROOF OF EVIDENCE
OF
ANDREW MURPHY BA (HONS) MSC MRTPI

July 2019

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APPENDICES

- 1. Illustrative 'Development Framework Plan'
- 2. Table of housing supply at the Category A villages at 31st March 2019
- 3. Table of housing supply at Ambrosden at 31st March 2019
- 4. Local Plan interactive policies map of Ambrosden
- 5. Plan of Ambrosden showing post-2011 development
- 6. Listing description, Grade II* listed Church of St Mary the Virgin
- 7. Photos of the church and its setting.
- 8. Figure 1 extract from the Appellant's "Archaeology & Built Heritage Assessment (October 2018)".
- 9. Extracts from Countryside Design Summary
- 10. Local records of Great Crested Newts (GCN)
- 11. Water body location plan appended to the Appellant's Ecological Assessment

1. INTRODUCTION

1.1 My name is Andrew Murphy. I hold a Masters Degree in City and Regional Planning from the University of Wales College of Cardiff. I am a Member of the Royal Town Planning Institute. I have been employed in town and country planning since 1993 and have held previous positions in the public sector. I am a Director in the practice of Stansgate Planning Consultants Ltd based in Stratford upon Avon, Warwickshire.

1.2 I am instructed by Cherwell District Council ("the Council") to give evidence to this inquiry in respect of an appeal by Gladman Developments Ltd ("the Appellant") under Section 78(1) of the Town and Country Planning Act 1990 against Cherwell District Council's refusal to grant planning permission for "Erection of up to 84 no. dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Merton Rd - All matters reserved except for means of access" at Land North of Merton Road, Ambrosden. The application was recommended for refusal by the Council's Officer and refused by Planning Committee on 20th February 2019. A copy of the illustrative 'Development Framework Plan' is at Appendix 1.

2. SITE AND SURROUNDINGS

2.1 A full description of the appeal site and its immediate surroundings is set out in the committee report and is expanded upon in the Statement of Common Ground.

3. PLANNING POLICY

- 3.1 Under section 38(6) of the Planning and Compulsory Purchase Act 2004, applications are to be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 3.2 The development plan comprises the adopted Cherwell Local Plan 2011-2031 Part 1 (CLPP1) and 'saved' policies within the Cherwell Local Plan 1996 (CLP 1996). Relevant policies mentioned in the Decision Notice are also listed in the Statement of Common Ground.
- 3.3 Full weight is given to the relevant policies in the <u>Cherwell Local Plan 2011-2031 Part</u>

 1, given the Plan is not time-expired and its policies conform with the NPPF (2019).

Merton Road, Ambrosden Proof of Evidence

3.4 Paragraph 4.1.3 of the Statement of Common Ground makes clear the Council's position, namely that the tilted balance of paragraph 11d of the NPPF is not applied. Common ground is reached on these matters:

- No contest that there is a five year housing land supply.
- Housing land supply is in excess of three years.
- The tilted balance of paragraph 11d of the NPPF is not reached through an absence of a five year supply of housing.
- 3.5 However, given that SOCG paragraph 4.1.3 is an "area where the parties disagree", this means the Appellant believes the tilted balance of paragraph 11d applies to decision-taking for this appeal.
- 3.6 Policy C28 (Layout, design and external appearance of new development) of the <u>Cherwell Local Plan 1996 Saved Policies (CLP 1996)</u> is mentioned in the second reason for refusal. Given the age of this policy, pre-dating the NPPF, moderate weight is given to this policy.

4. FIRST REASON FOR REFUSAL

Policy Background

Overall strategy

4.1 The strategy for the distribution of development is summarised by the following extracts from the Development Plan. Page 10 of the Cherwell Local Plan 2011-2031 Part 1 (CLP) states:

Vision, Strategy and Objectives

- **vi.** Underpinning the Local Plan is a vision and a spatial strategy for Cherwell District. Our spatial strategy for how we manage the growth of the District can be summarised as:
- Focusing the bulk of the proposed growth in and around Bicester and Banbury.
- Limiting growth in our rural areas and directing it towards larger and more sustainable villages.
- Aiming to strictly control development in open countryside.

4.2 "Policy BSC1: District Wide Housing Distribution" states:

"Cherwell District will deliver a wide choice of high quality homes by providing for 22,840 additional dwellings between 1 April 2011 and 31 March 2031."

- 4.3 The overall strategy directs most new development to the two towns of Bicester and Banbury. The appeal site lies in "Rest of District", where the total delivery during the plan period will be 5,392 homes. Of this total, 2350 homes will derive from "allocations", which comprise 1600 from Former RAF Upper Heyford (Policy Villages 5) and 750 from large sites at Category A villages (Policy Villages 2). The ratio between the urban areas of Bicester/Banbury and the rest of the district is 76%/24%.
- 4.4 Policy BSC1 and its supporting paragraphs explain the housing strategy in more detail. At paragraph B.96, the strategy includes:

"Providing a positive vision for the future of Cherwell: a strategic growth and investment approach to the towns; an enlarged settlement in the centre of the District, further development at the villages to sustain them."

- ".... concentrating development in sustainable rural locations to protect the intrinsic character and beauty of the countryside and to support thriving rural communities."
- 4.5 Chapter C.5 of the CLP deals with "our villages and rural areas". Paragraph C.248 reads:

To secure our vision this Local Plan has a strong urban focus which seeks to direct housing towards Bicester and Banbury. However, there is a need for some development within the rural areas to meet local and Cherwell wide needs. The overall level of housing growth for our villages and rural areas is set out in Policy BSC 1: District Wide Housing Distribution.

Policy Villages 1: Village Categorisation

4.6 This policy identifies the most sustainable villages (Category A) and their 'satellite' villages where minor development within built-up limits will, in principle, be supported

(typically a site of less than 10 dwellings). Policy Villages 1 groups villages into three separate categories (A, B and C), with Category A being the most sustainable settlements in the District's rural areas and having physical characteristics and services that enable them to accommodate limited housing growth. There is no policy target for the delivery of housing via Policy Villages 1.

4.7 Ambrosden is identified by the CLP as a Category A village. The appeal site comprises land outside and adjacent to a corner of the built-up limit of the village of Ambrosden. As the appeal proposal is also for over 10 dwellings, Policy Villages 1 does not apply. Instead, the key policy is "Policy Villages 2" of the CLP.

Policy Villages 2: Distributing Growth across the Rural Areas

4.8 Policy Villages 2 states:

A total of 750 homes will be delivered at Category A villages. This will be in addition to the rural allowance for small site 'windfalls' and planning permissions for 10 or more dwellings as at 31 March 2014.

4.9 For sake of clarity:

- 1. The "total of 750 homes" relates to houses on large sites which are both permitted and completed between 1st April 2014 to 31st March 2031, a period of 17 years. It is a component of the 2350 homes in the table at Policy BSC1. A house on such a site which was permitted before 1st April 2014 but completed afterwards is counted in the 1760.
- 2. The "rural allowance" is the same as "windfall allowance of 754 homes" mentioned in paragraph C.272 and relates to completions (regardless of the date of the planning permission) from 1st April 2014 to 31st March 2031, a period of 17 years. Each site is typically developed with fewer than 10 dwellings. This figure appears in the table in BSC1. The rural allowance is not limited to Category A villages.
- 3. The "planning permissions for 10 or more dwellings" corresponds with 888 dwellings in rural areas mentioned in the second table on page 249 and refers to planning permissions granted by 1 April 2014. The 888 is a component of 1760 in the table at BSC1. The figure of 888 dwellings is not limited to Category A villages.

Relevant appeal decisions

- 4.10 The impact on the spatial strategy from development at Category A villages has been explored in four appeal decisions determined after the adoption of the CLP.
 - Lince Lane, Kirtlington (27 August 2015 APP/C3105/W/14/3001612). CD
 6.03. This is a proposal for 95 houses. The appeal was considered at public inquiry and was dismissed. Paragraphs 9, 12 and 82 are particularly relevant.
 - 2. Northampton Road, Weston on the Green (8 February 2017 APP/C3105/W/16/3158925). CD 6.05. This is a proposal for 26 houses. The appeal was considered by written representations and was dismissed. Paragraphs 17 and 35 are particularly relevant.
 - Heatherstone Lodge, Finmere (17 May 2018 APP/C3105/W/17/3169168).
 CD 6.6.06. This is a proposal for 47 houses. The appeal was considered by written representations and was dismissed. Paragraphs 12 to 14 are particularly relevant.
 - Blackthorn Road, Launton (18 September 2018 APP/C3105/W/17/3188671).
 CD 6.07. This is a proposal for 72 houses. The appeal was considered by public inquiry and was allowed. Paragraphs 11 to 23 are particularly relevant.
- 4.11 I draw conclusions from those paragraphs after I have addressed housing supply in Cherwell and Ambrosden.
- 4.12 CD 6.17 involves an appeal at Land off Croft Road, Thorpe End, Cosby, Blaby, Leicestershire (APP/T2405/W/17/3168737). This was a proposal for up to 200 dwellings. The appeal was considered by public inquiry and was dismissed. Paragraphs 15 to 29 are particularly relevant to this appeal at Ambrosden. Whilst a direct comparison between the two schemes (at Cosby and Ambrosden) has limited value, being located in different planning authorities, the Cosby decision demonstrates a legitimate concern by Decision Makers that significantly exceeding a minimum housing requirement at a rural settlement may undermine the urban concentration strategy of a Development Plan.

Monitoring

4.13 Cherwell District Council Annual Monitoring Report 2018. CD 8.03

Paragraph C.271 of the CLP states: "The Housing Trajectory shows that the District already [as of 31/3/14] has a substantial housing supply from rural areas". More than five years has passed since the baseline date of 31/3/14. A database for measuring housing land supply in the district is the latest Cherwell DC Annual Monitoring Report (published December 2018). It identifies that at 31st March 2018:

- The District had a 5.0 years housing land supply for the period 2018-2023 and a 5.2 years housing land supply for the period 2019-2024 (commencing 1 April 2019).
- The total number of housing completions (net) between 2011 and 2018 is 5,966 dwellings.
- At 31st March 2018 there are extant planning permissions (not yet built) for a total of 7,973 dwellings. Thus, the total supply of housing is 13,939 dwellings (net).

4.14 Paragraph 5.80 of the AMR states:

During 2017/18 there were 65 dwellings completed at Category A villages that contribute to the Policy Villages 2 requirement of 750 dwellings. Since 1 April 2014 a total of 746 dwellings have been identified for meeting the Policy Villages 2 requirement of 750 dwellings. These are sites with either planning permission or a resolution to approve and identified developable sites. These are included in the Housing Delivery Monitor in Appendix 2. Between 1 April 2014 and 31 March 2018 there were a total of 168 net housing completions on the above sites. This equates to 22.4% of the total requirement of 750 dwellings. At 31 March 2018 there are 4 dwellings remaining from the Policy Villages 2 requirement.

4.15 Cherwell District Council Monitoring at 31st March 2019. CD 8.06

Ahead of publication of the Annual Monitoring Report (2019), expected in late 2019, the Council has published a table of residential completions and permissions for the district, with a baseline date of 31st March 2019 (CD 8.06). It shows:

- 7455 houses completed, of which 2765 are in the Rest of District.
- 6715 houses committed, of which 1129 are in the Rest of District.

- Total of 14,170 built or committed, of which 3894 are in the Rest of District (27%).
- 4.16 The Council has extrapolated housing provision at the Category A villages between 1st April 2014 and 31st March 2019, delivered via Policy Villages 2 (10 or more houses) (**Appendix 2**). Taking a cautious approach, the table discounts expired planning permissions and undetermined planning applications. Using paragraphs 14 and 17 of the Launton appeal as a guide, the following conclusions may be reached:
 - Using a baseline of 31st March 2019, a total of 750 houses from 18 large sites with post-April 2014 planning permissions meet the Policy Villages 2 (PV2) requirement (750 houses).
 - By 31st March 2019, there had been 271 completions from those sites.
 - The proposed development would provide a further 84 dwellings taking the total permitted to 834 (750 + 84). The 750 figure in the policy would be breached.
 - Since 31st March 2014, the delivery rate from PV2 sites has been 54 units per annum. If that rate continues, 750 homes will be delivered by 2028, three years before the end of the Plan period (2011-2031). Broadly the rate of delivery has been accelerating and this average figure takes account of the year 2014/2015 when only 2 houses were delivered.

Residential development at Ambrosden at 30th June 2019

- 4.17 A calculation of housing provision at Ambrosden is at **Appendix 3**. It shows:
 - 230 homes granted planning permission between 1st April 2011 and 30th June 2019.
 - Of those 230 houses, 172 were completed by 30th June 2019. That leaves a further 58 houses committed from sites with extant planning permission.
 - Of the 172 completed houses, 79 have been completed at two sites (Ambrosden Court and Church Leys Farm) granted planning permission after 31st March 2014 for 10 or more houses (ie pursuant to PV2).
 - Of the 58 committed houses, 50 derive from one site (Church Leys Farm) granted planning permission after 31st March 2014 for 10 or more houses (ie pursuant to PV2).
 - The remainder of completed and committed houses derive from the rural allowance (small site windfalls) and one site with planning permission for 10

or more dwellings granted just before 31 March 2014 (Springfield Farm – 89 completed houses).

4.18 With reference to Policy Villages 2, Ambrosden delivers 129 houses (79 completions + 50 committed) that contribute to the total requirement of 750 homes to be delivered at all Category A villages, deriving from sites for 10 or more dwellings granted planning permission after 31st March 2014.

Analysis

General points

- 4.19 The proposed development of up to 84 homes would prejudice the vision, strategy and objectives set out in the Development Plan, by:
 - Undermining efforts to focus growth (the "strong urban focus") at Bicester and Banbury. To put the urban focus into context, the Plan strategy requires that only about one quarter of houses will be delivered in the rural area ("rest of district"), of which a major portion is the proposed new settlement of 1600 homes at RAF Upper Heyford.
 - 2. Failing to limit growth in the rural areas.
 - 3. Failing to strictly control development in open countryside. One of the Core Planning Principles at CLP paragraph B.96 is to "protect the intrinsic character and beauty of the countryside".
 - 4. Leaving limited ability for Category A communities to respond to their housing need later in the Plan period.
 - 5. Over-concentrating housing in only one Category A village (Ambrosden)
 - Not meeting an identified local need.

Relationship with other appeal decisions

4.20 In appeal cases 1 (Kirtlington), 2 (Weston on the Green) and 3 (Finmere), Inspectors consistently agreed that overprovision of the PV2 allocation could prejudice the sustainable growth strategy set out in the Development Plan and leave limited ability to respond to later changes in housing need in individual settlements. Dismissing the appeal proposal is consistent with these earlier appeal decisions.

4.21 In appeal case 4 (Launton), in the context of "750 homes will be delivered to Category A villages", the Inspector focused on completions and found that the annual rate of completions would, if continued, not be sufficient to produce 750 houses over the Plan period (paragraph 17). He therefore concluded that to permit a site of 72 houses would not, at that time, breach either PV2 or the overall strategy (paragraph 19). He considered that the reasoning in the earlier decision letters no longer applied as July 2018 was not 'early in the plan period' (paragraph 18).

- 4.22 While it is obviously the case that 750 houses have not yet been built on PV2 sites (one would hardly expect this) the position has clearly moved on since the Launton decision. Concerns raised in the earlier decision letters are again applicable, the concern which influenced the Launton Inspector has been addressed and his reasoning does not dictate that this appeal must be allowed.
- 4.23 Paragraphs 17 and 20 of the Launton Decision Letter state:

"The latest AMR figures demonstrate that completions and planning permissions outstanding in the two principle towns of Bicester and Banbury amount to in the region of two thirds of housing delivery. The remaining one third being delivery in the rural areas, a substantial proportion of which is at a strategic allocation location.

In any event, there is evidence to demonstrate that housing delivery is strengthening. That it is focussing in the main towns of Bicester and Banbury and the strategic allocation and that the contribution from the more sustainable villages (category A villages) in the rural area to the overall delivery of housing is achieving the plans overall need in a manner consistent with the strategy"

4.24 On 31st March 2019 (CD 8.06) there were 14,170 built or committed homes, of which 10,276 were in Bicester and Banbury (72%) and 3894 in the Rest of District (27%). This demonstrates that the overall strategy of the Plan to deliver most housing to the urban area of Bicester/Banbury is currently succeeding (the Policy BSC.1 ratio is 76%/24%), as it was when the Launton appeal was determined. However, that will not necessarily be the case during the second half of the Plan period if significantly more housing is delivered to Category A settlements than is allocated by policies BSC.1 and PV2.

4.25 The Launton development (72 homes) would not have resulted in the total number of houses *permitted* under PV2 exceeding the 750 figure (see the Inspector's paragraph 14). The present proposal would take the total to 834 (750 + 84). The 750 figure in the policy would be exceeded and the excess is significant.

4.26 At the time of the appeal, Launton had not experienced any completed or and committed houses via PV2 and the Inspector had no need to consider the issue of over-concentration in one Category A village.

Higher rate of delivery and greater chance of more than 750 units being built by 2031

- 4.27 There have been two more years of monitoring since the Launton decision. The PV2 750 target spans 17 years, with a "start date" of 1st April 2014 and "end date" of 31st March 2031. Given the need to secure planning permission after 31st March 2014, a time lag in constructing houses on large sites at Category A villages for the first few years was likely, and occurred. The 103 completed houses referred to in the Launton decision letter comprise 2, 69 and 32 houses respectively each year up to March 2017. Now there is a robust picture of houses completed and committed in Category A villages, with 271 houses completed. The average annual rate of completions is now higher than 2017 and this gives confidence that 750 houses will be built by 2031. Indeed, at the present rate (54 dpa):
 - 750 homes at Category A villages via PV2 will be built by 2028, three years before the end of the Plan period (2011-2031).
 - By March 2031, 912 homes would be built, the 162 excess being a significant amount.
- 4.28 Moreover, the delivery rate is likely to increase again because:
 - There are a large number of committed homes (479), which are likely to be constructed within the next 5 years (by 2024).
 - 311 of the 479 committed houses are on sites where development has already commenced.
 - The 479 figure does not include two PV2 sites with a resolution to grant planning permission for 31 homes between them (note the Launton decision was based on an AMR figure of 664 houses that included resolutions to grant).

• More planning applications for housing under PV2 are likely to be submitted in the next 12 years. If the rate of housing delivery in Category A villages continues as expected, granting those future applications risks an imbalance in the distribution of housing to rural areas. Even so, in cases where there is strong local need and hitherto little recent housing, planning permission for more homes via PV2 may be forthcoming later in the Plan period.

Figure of 750 has strategic purpose

- 4.29 The Policy Villages 2 "total of 750 homes" is not an upper limit. However, the figure is embedded in the policy and it has an important strategic purpose (the "strong urban focus"), otherwise no figure would have been used in the Plan. Building significantly more than 750 houses on PV2 sites in the Plan period will weaken the strong urban focus of the Plan and conflict with policies BSC1 and Policy Villages 2.
- 4.30 Given only 271 homes have, by 31st March 2019, been completed (delivered) out of a total of 750, Policy Villages 2 is not *currently* in breach. Nor will this aspect of PV2 (the 750 total) be in breach if the appeal is allowed and 84 houses on the appeal site are immediately completed. However, immediate completion will not occur. If the appeal is allowed, 84 houses will be added to the 'pot' of committed sites. 479 houses are already in that pot. A total of 750 completed (271) and committed (479) houses co-incidentally exactly meets the Policy Villages 2 requirement from large sites (750 houses). An additional 84 homes significant exceeds 750.
- 4.31 Completion of the appeal proposal within the next five years, in combination with 479 other committed, deliverable houses, would result in the Policy Villages 2 total of 750 homes being completed (delivered) on the ground many years before 2031. There is no strategic need for the grant of planning permission for large sites at Category A villages at the present time. Furthermore, it is important to operate PV2 so as to achieve a wide spread between the PV2 villages (see below) and this will be difficult once all headroom has been exhausted.

Need to achieve balance between Category A villages

4.32 Policy Villages 2 supporting paragraph C.270 states:

"The Local Plan must set out an approach for identifying the development of new sites for housing across the rural areas to meet local needs in sustainable locations and to meet the strategic targets set in 'Policy BSC 1: District Wide Housing Distribution'."

- 4.33 There are 23 Category A villages. Some so far have delivered few or no houses (eg Deddington, Wroxton, Steeple Aston, Sibfords and Cropredy). In order to protect and support the district-wide housing strategy it is undesirable for the 750 homes total to be significantly exceeded. The opportunity for Category A villages to meet local housing needs will become more difficult if they are unable to do so via Policy Villages 2 during the second half of the Plan period. In other words, by giving due respect to the strategic importance and role of the 750 homes total, there is now little scope for other Category A settlements to meet their needs from 2019 to 2031, including affordable housing needs, without undermining the strong urban focus of the Development Plan.
- 4.34 Policy Village 2 is called "distributing growth across the Rural Areas". Supporting paragraph C.270 refers to developing sites <u>across</u> the rural areas to meet <u>local needs</u> in sustainable locations (my emphasis). The proposal will result in the overconcentration of housing in only one Category A village. The PV2 129 houses at Ambrosden (comprising 79 completions + 50 committed) already account for 17% of the 750; this is a high concentration. The appeal proposal will cause the proportion to rise to 28%. This over-concentration in just one village does not represent "distributing growth across the Rural Areas".

Meeting Local Needs

4.35 There is no demonstrated need for 84 more houses at Ambrosden to justify an overconcentration here. With reference to CLP paragraph B.96, there is no evidence that Ambrosden is declining nor that the proposed development is necessary to "sustain" Ambrosden or "support a thriving rural community".

Policy Villages 2: Site specific criteria

4.36 The final part of Policy Villages 2 introduces 11 criteria for considering sites at Category A villages. The appeal proposal performs poorly in respect of these criteria and, on balance, it represents unsustainable development.

"Whether the land has been previously developed land or is of lesser environmental value;

The appeal proposal fails. The land is not previously developed land nor of lesser environmental value.

Whether significant adverse impact on heritage and wildlife assets could be avoided; Fail. Refusal reasons 2 and 3.

Whether development would contribute in enhancing the built environment; Fail. Refusal reason 2.

Whether best and most versatile agricultural land could be avoided; The appeal proposal passes.

Whether significant adverse landscape impacts could be avoided; Fail. Refusal reason 2.

Whether satisfactory vehicular and pedestrian access/egress could be provided; Pass.

Whether the site is well located to services and facilities:

Fail. The SoCG agrees the site is "within walking distance of local facilities." However, the site is not well located to services and facilities. For example:

- The main transport axis through Ambrosden, the Ploughley Road, has a bus service to Bicester and Oxford. The walking distance from the centre of the appeal site to the bus route is in excess of 800 metres. A reasonable walking distance for day-to-day use is about 400 metres.
- Walking distances to many other services are also a minimum 800m (shop, post-office, day care nursery, primary school, village hall and part time GP surgery). These are not short walking distances.

Whether necessary infrastructure could be provided; Pass.

Whether land considered for allocation is deliverable now or whether there is a reasonable prospect that it could be developed within the plan period;

Pass.

Whether land the subject of an application for planning permission could be delivered within the next five years:

Pass.

Whether development would have an adverse impact on flood risk." Pass.

5. SECOND REASON FOR REFUSAL

5.1 This reason for refusal is in three parts.

Part 1: Landscape and visual impact

5.2 An assessment is addressed in a separate Proof of Evidence by Mr Tim Screen and relevant policies are summarised in Appendix A of his Proof. The proposal will conflict with Policy C28 of the Cherwell Local Plan 1996 and Policies ESD13, ESD15 and Policy Villages 2.

Part 2: Integration with existing built development

- 5.3 Pre-WW1, the Merton Road served as the main thoroughfare east-west through Ambrosden and the village had a linear settlement pattern. West of the railway line stood only a few buildings, including Ambrosden Court, cottages and barns.
- 5.4 Since WW1, Ambrosden has grown rapidly and today it has a nucleated settlement pattern. Most post-WW1 housing at Ambrosden has taken place on the east side of the railway line. This includes mid-20th century housing serving MoD workers, located to the north and east of the historic village centre.
- 5.5 Today, the west side of the railway line is relatively undeveloped compared with the rest of the village, and comprises a cluster of residential enclaves located either side of Merton Road, fed by Home Farm Close to the north of Merton Road and Marsh Road to the south. The railway line is an impermeable barrier, punctured only by Merton Road, and therefore severely limits options for connectivity between the greater part of Ambrosden and the small neighbourhoods west of the tracks.

5.6 The plan at **Appendix 4** is an extract from the Cherwell Local Plan 2011-2031 Part 1 interactive policies map. It does not define a settlement boundary to Ambrosden (or any other Category A village). A plan of post March 2011 development at Ambrosden is at **Appendix 5**.

- 5.7 Late 20th and early 21st century growth on the western side of the railway line did not significantly extend Ambrosden into open countryside.
- 5.8 The appeal site is located to the west of Ambrosden, within the open countryside and extends 200m beyond the built-up edge of the village. The proposed development juts out prominently into the open countryside, extending westwards much further than any other part of the village. It does not represent an organic "rounding-off" or infilling a broad gap on the edge of the village. It does not re-inforce or complement the nucleated settlement pattern of Ambrosden.
- 5.9 As existing, houses line both sides of Merton Road before ending abruptly at the western edge of the village. The transition from an urban to a rural environment is stark and part of local distinctiveness. The Development Framework Plan shows a deep setback of houses (by about 40m) from Merton Road, likely resulting from infrastructure constraints (eg drainage) and the Appellant's efforts to minimise impact on the setting of the listed church. However, the setback is uncharacteristic of village settlement pattern west of the railway line.
- Despite being a large scale development (84 houses), the Development Framework Plan has only two points of public access to the site, near to each other via Merton Road. One entry is vehicular and one pedestrian. The indicative site plan does <u>not</u> offer a broad network of vehicular, pedestrian and cycle routes, branching out in different directions, linking with the rest of the village, the wider countryside, offering movement choice, car-free routes and short-cuts for future residents and their visitors. The opportunities to do so do not exist.
- 5.11 The proposed development is located within walking distance of local facilities. However, the proposal funnels all car, pedestrian and cycle traffic onto Merton Road. As such, it has poor connectivity with the rest of Ambrosden, its residential neighbourhoods, services and facilities. It is physically and functionally largely detached from the village. Furthermore, it does not provide links to public footpaths in

the countryside around Ambrosden, thereby failing to provide opportunities for future residents to go for local walks.

5.12 In summary, its large scale and extensive projection west into open countryside is harmful to the nucleated settlement pattern of Ambrosden as a whole and the modest cluster of neighbourhoods on the west side of the village, west of the railway line. The proposal fails to reinforce local distinctiveness and is poorly integrated with the village. It would conflict with Policies ESD13, ESD15 and Villages 2 of the CLP 2015 and saved Policy C28 of the CLP 1996.

Part 3: Impact on the Historic Environment

Legal and Policy Context

- 5.13 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that the Local Planning Authority gives special regard to the desirability of preserving a listed building or its setting.
- 5.14 Conserving heritage assets is one of the Core Planning Principles at paragraph 96 of the CLP. Furthermore, Policy ESD15 of the CLP states that new development proposals should: "Conserve, sustain and enhance designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG."

Analysis

- 5.15 The appeal site is not located within or near to a Conservation Area. The nearest listed building is the Grade II listed Holly Tree Cottage, located 100 metres to the north-east. There will be no harm to the significance or setting of Holly Tree Cottage.
- 5.16 The Grade II* listed Church of St Mary the Virgin located about 300m to the north-east. Its listing description is at **Appendix 6**. The proposed development would affect views of the church across what is currently an open agricultural landscape. A key view is when approaching the village of Ambrosden along the Merton Road. This

view is shown at **Appendix 7**. Another view of the church spire is achieved from the public footpath located 500m west from the edge of the village.

- 5.17 Part of the built up area of Ambrosden is located between the appeal site and the church. This urban form will become denser with the committed development to the rear of Home Farm Close (ref 18/01755/F). Even so, views of the church tower are clearly visible when travelling in a north-easterly direction along Merton Road given the tall height of the tower and relatively rural and open landscape setting to the west of the church.
- 5.18 This undeveloped field contributes to the rural setting of the Grade II* listed Church of St Mary from the south west. The existing view of the church tower from Merton Road is seen in association with agricultural land in the foreground. Residential development on this open field would result in urbanisation of this view and a minor level of harm to the setting of the Grade II listed church (ie "less than substantial harm").
- 5.19 The planning application was accompanied by an "Archaeology & Built Heritage Assessment (October 2018)". Chapter 6 of that report addresses the heritage context of the church and Figure 1 is a map of the Designated Heritage Assets, copied at **Appendix 8** of this proof. The Council generally agrees with Appellant's heritage assessment, which concludes that there is harm to the setting of the Grade II listed church.
- 5.20 The Council disagrees with the Appellant's Heritage Assessment in two ways; the degree of harm to the heritage asset and the weighting of public benefits.

Degree of Harm

- 5.21 In the context of legislation, the NPPF and Policy ESD15 of the CLP, there are no identified degrees of harm within the bracket 'less than substantial harm' yet this categorisation embraces a wide range of different harms. Any harm to a heritage asset requires clear and convincing justification.
- 5.22 It is common ground with the Appellant that the proposed development causes harm to the significance of the Grade II* Listed Church of St Mary, and that the harm is "less than substantial". The Appellant's Heritage Assessment states:

"The land within the site is considered to make a very small contribution to the heritage significance of the church as part of its wider surrounds...... Overall, the proposed development within the site is considered to result in very minor harm to the significance of the Grade II* Listed Church of St Mary, which is clearly less than substantial."

"The proposed open space along the south-eastern site boundary and the residential development proposed as set back from the road will retain channelled views from Merton Road towards the church tower, although this view will be altered to comprise residential development in the foreground."

- 5.23 The Council regards the harm to be 'minor harm' (rather than the Appellant's 'very minor') to the significance of the Grade II* Listed Church of St Mary. This difference of opinion is because the Council regards it to be an important visible landmark within the rural landscape. This visibility reflects the social importance of religion in the Middle Ages and the manner in which local communities used a prominent church tower to mark their presence in the landscape.
- 5.24 The social and environmental importance of church towers in this local landscape is explained by the SPD Countryside Design Summary (June 1998). Relevant extracts are at **Appendix 9.** Ambrosden lies within the Clay Vale of Otmoor countryside character area, within which:
 - CHARACTER ANALYSIS. Those villages, which are raised above the floodplain level, become visually prominent, with the church tower providing a focal point.
 - IMPLICATIONS FOR NEW DEVELOPMENT. The views and setting of churches in this area are very important and must not be undermined or interrupted by new development.
- 5.25 The appeal site contributes to the rural setting of the church from the west. This setting contributes towards the significance of this church, especially as the view of the church from Merton Road is an important and historic public view of the church tower when seen in association with agricultural land in the foreground. There are few other places in the public domain where the church spire is so clearly visible in the open, rural landscape around Ambrosden. Setting the proposed houses back from Merton Road to create a "channelled view" will not hide the houses from public

view and the frontage will urbanised by vehicular access, children's pay equipment and other domestic paraphernalia. Indeed the Appellant acknowledges "this view [of the church tower] will be altered to comprise residential development in the foreground." Urbanisation of the landscape setting to the church will harm the significance of the heritage asset.

Balancing exercise

- 5.26 The proposal is contrary to Policy ESD15 of the CLP 2015, insofar as it fails to conserve, sustain and enhance a designated heritage asset. Full weight is given to this policy.
- 5.27 Paragraph 196 of the NPPF states that: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."
- 5.28 The Appellant's Heritage Assessment does not consider whether there are any public benefits of the proposal and nor does it carry out a balancing exercise, as required by NPPF paragraph 196. The Heritage Assessment does not identify any benefits to heritage assets resulting from the proposed development.
- 5.29 The Appellant's Planning Statement lists benefits of the proposal and acknowledges harm to the setting of the church. However, it too does not carry out an NPPF paragraph 196 balancing exercise.
- 5.30 The Council considered public benefits in the committee report. These are summarised as:
 - Market housing
 - Affordable housing
 - Construction jobs
 - Increased expenditure in local shops
 - New Homes Bonus
 - Possible biodiversity enhancement [albeit yet to be proven]

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5.31 Paragraph 193 of the NPPF states that: "When considering the impacts of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."

- 5.32 The church is a Grade II* listed building, which makes it one of the "assets of highest significance" set out in paragraph 194 of the NPPF. Therefore, greater weight should be given to the asset's conservation.
- 5.33 The benefits of the proposal listed above are commonplace and collectively do not attract great weight. The weight of public benefits is not sufficient to outweigh the great weight of conserving the setting of the church, to which the proposed development causes less than substantial harm.
- 5.34 Moreover, paragraph 194 of the NPPF goes on to state that: "Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification." The benefits do not constitute "clear and convincing justification" for the harm to the significance of the church.
- 5.35 Therefore the proposal is contrary to policy ESD15 of the CLP 2011-2031 and chapter 15 of the NPPF.

6. THIRD REASON FOR REFUSAL

6.1 This reason for refusal is in two parts.

Part 1: Biodiversity Impact Assessment

- 6.2 The planning application was refused due to the absence of a biodiversity impact assessment to demonstrate whether a net gain in biodiversity can be achieved on the appeal site.
- 6.3 The Appellant's Ecological Appraisal (EA) notes that the site has a low ecological value. The proposed development would result in the loss of semi-improved

grassland, the majority of which is species poor, and the loss of a section of the southern boundary hedgerow so as to allow site access. However, the EA fails to include a biodiversity impact assessment, using a metric to show that a net gain of biodiversity is achievable on site. The outline application is accompanied by an illustrative masterplan but this may change at Reserved Matters stage when other constraints are taken into account (eg urban design, utilities and infrastructure, landscape and visual impact, setting of the listed church, protected species).

In June 2019 the Council reconsidered this part of the third reason for refusal and determined that the matter can be satisfactorily addressed by a planning condition. This condition is included with the list of planning conditions submitted to the planning inspectorate. The necessity for this condition is justified by the legal and planning policy context set out above. Without it the Council would have maintained its refusal reason on this ground. This planning condition is supplemented by a draft condition requiring a Landscape and Ecological Management Plan (LEMP), in order to guarantee a net gain of biodiversity.

Part 2: Protected species

Legal and policy context

6.5 Paragraph 99 of Circular 06/2005: Biodiversity and Geological Conservation states that:

"It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.....

However, bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development. Where this is the case, the survey should be completed and any necessary measures to protect the species should be in place, through conditions and/or planning obligations, before the permission is granted......"

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6.6 Chapter 15 of the NPPF provides further context about the need to establish the presence of protected species, particularly paragraphs 170 and 175. The relevant parts of Policy ESD10 of the CLP 2015 are:

- Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance including habitats of species of principal importance for biodiversity will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity
- Development proposals will be expected to incorporate features to encourage biodiversity and retain and where possible enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity
- Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site, habitat or species of known or potential ecological value.

Analysis

- 6.7 Local records confirm that Great Crested Newts (GCN) are present in the local area (**Appendix 10**). There is a pond ('pond 1') located close (20m away) to the western boundary of the appeal site. There are 10 other ponds located within 500m of the site. These 11 ponds are shown on the "water body location plan" appended to the EA and copied at **Appendix 11** of this Proof.
- As set out in the Appellant's Ecological Appraisal (EA), pond 1 was tested by the Appellant for its suitability to support GCN. The EA notes that the pond provided average suitability to support GCN and that the habitats within the site were considered to be of poor suitability to support GCN. The EA recommends further surveys to determine the presence/likely absence of GCNs from the site. EA paragraph 4.8 states:

It is therefore recommended that all accessible ponds with suitable habitat connectivity within 500m of the site undergo aquatic presence / absence surveys during the appropriate survey season (March to early June) or are

subject to eDNA sampling to further assess the potential presence of this species within the site and to inform any precautionary works or specific mitigation/compensation required.

- 6.9 The date of the EA is October 2018, so the spring 2019 season has passed without a survey. There is no reason for this delay. The Council has considered whether a precommencement planning condition should require these extra GCN surveys and any necessary mitigation. However, paragraph 99 of Circular 06/2005 discourages this approach. Furthermore, GCN are known to be present in the local area.
- 6.10 In summary, in the context of Circular 06-2005, there is reasonable likelihood that a protected species (Great Crested Newts) is present in the locality and will be affected by the proposed development. The necessary GCN surveys have not yet been carried out and it is therefore unknown what mitigation or working methods are required in order to carry out the proposed development, impact on the requirement for 10% biodiversity enhancement and what will be the impact on the illustrative site layout. It has not been demonstrated that the development would safeguard protected species, in this case GCN.

7. FOURTH REASON FOR REFUSAL

- 7.1 It is expected a Section 106 agreement will be completed before the inquiry opens in order to deliver the necessary infrastructure required on and off site as a result of this development; namely:
 - safeguarding public infrastructure,
 - education,
 - community facilities and indoor and outdoor sports facilities,
 - mitigating highway safety,
 - encouraging sustainable modes of transportation,
 - delivering mixed and balanced communities by the provision of affordable housing and,
 - securing on site future maintenance arrangements.
 Justification for these planning obligations is set out in the committee report and CIL compliance statement.

8. OVERALL CONCLUSION

8.1 There are four reasons to object to the proposal:

Reason 1

- 8.2 The proposed development of up to 84 homes would prejudice the vision, strategy and objectives set out in the Development Plan, by:
 - 1. Undermining efforts to focus growth (the "strong urban focus") at Bicester and Banbury.
 - 2. Failing to limit growth in the rural areas.
 - 3. Failing to strictly control development in open countryside.
 - 4. Leaving limited ability for Category A communities to respond to their housing need later in the Plan period.
 - 5. Over-concentrating housing in only one Category A village (Ambrosden).
 - 6. Not meeting an identified local need.
- 8.3 The need to direct growth away from the rural areas has been supported by Inspectors. The basis of the Launton decision was not that the Inspector thought that unconstrained growth in the rural area was acceptable but that, on the evidence before him, too little growth in the rural areas had occurred to March 2017 and the rate of housing delivery was too low. This is now not the case.
- 8.4 The overall strategy of the Plan to deliver most housing to the urban area Banbury/Bicester is currently succeeding. However, that will not necessarily be the case during the second half of the Plan period if significantly more housing is delivered to Category A settlements than is allocated by BSC.1 and PV2.
- 8.5 The Policy Villages 2 "total of 750 homes" is embedded in the policy and it has an important strategic purpose (the "strong urban focus"), otherwise no figure would have been used in the Plan. By 31st March 2019 there were 271 completed houses and 479 deliverable houses at Category A villages (total 750). Building significantly more than 750 houses on PV2 sites in the Plan period will weaken the strong urban focus of the Plan and conflict with policies BSC1 and Policy Villages 2.
- 8.6 Given only 271 homes have, by 31st March 2019, been completed out of a total of 750, Policy Villages 2 is not *currently* in breach. Nor will this aspect of PV2 (the 750 total) be in breach if the appeal is allowed and 84 houses on the appeal site are

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immediately completed. However, immediately completing 84 houses will not occur. Instead, 84 houses will be added to the 'pot' of committed sites; 479 houses are already in that pot. The Ambrosdon proposal (84 homes) takes the PV2 total of completed and committed houses to 834 (750 + 84). The 750 figure in the policy would be exceeded and the excess is significant.

- 8.7 There are 23 Category A villages and some so far have delivered few or no houses. By giving due respect to the strategic importance and role of the 750 home target, there is now little scope for other Category A settlements to meet their needs from 2019 to 2031 by Policy Villages 2 without undermining the strong urban focus of the Development Plan. By significantly exceeding the figure of 750 homes, the appeal proposal will prejudice the ability of other Category A villages to meet their needs.
- 8.8 The PV2 129 houses at Ambrosden (comprising 79 completions + 50 committed) already account for 17% of the 750; this is a high concentration. The appeal proposal will cause the proportion to rise to 28%. This over-concentration in just one Category A village does not represent "distributing growth across the Rural Areas".
- 8.9 Since 2014 the delivery rate from PV2 sites has been 54 units per annum. If this rate continues the 750 total will be reached by year 2028 and, at the same rate, by March 2031 there will be 912 homes. Moreover, the delivery rate is likely to accelerate. There is now little doubt that the construction (or 'delivery') of 750 units will be achieved several years before March 2031. There is no strategic need for the grant of planning permission for large sites at Category A villages at the present time.
- 8.10 Furthermore, the appeal proposal performs poorly in respect of the Policy Villages 2 eleven criteria for identifying and considering sites for development at Category A villages.
- 8.11 With reference to paragraph 11c of the NPPF, this development will undermine the over-arching housing strategy and prejudice the delivery of a balanced distribution of rural housing, as set out in policies in the Cherwell Local Plan (2011-2031) Part 1, including Policy Villages 2.

Reason 2

8.12 This reason has three parts. Firstly, the proposal causes local landscape harm and harm to the character and appearance of the countryside.

Merton Road, Ambrosden Proof of Evidence

8.13 Secondly, its large scale and projection into open countryside is harmful to the nucleated settlement pattern of Ambrosden as a whole and the modest cluster of neighbourhoods on the west side of the village, west of the railway line. The proposal fails to reinforce local distinctiveness and is poorly integrated with the village.

- 8.14 Thirdly, the proposal causes minor harm which amounts to 'less than substantial harm', to the significance of a designated heritage asset, namely the setting of a Grade II* listed church. The church is an "asset of highest significance" and therefore greater weight should be given to its conservation. Furthermore, the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker to give special regard to the desirability of preserving the setting of the church.
- 8.15 The public benefits of the proposal are commonplace and collectively do not attract great weight. The weight of public benefits is not sufficient to outweigh the great weight of conserving the setting of the church. The benefits do not constitute "clear and convincing justification" for the harm to the significance of the church.

Reason 3

- 8.16 The planning application was refused due to the absence of a biodiversity impact assessment to demonstrate whether a net gain in biodiversity can be achieved on the appeal site. However, in June 2019 the Council reconsidered this part of the third reason for refusal and determined that the matter can be satisfactorily addressed by a planning condition.
- 8.17 There is a pond located close (20m away) to the western boundary of the appeal site and 10 other ponds located within 500m. The Appellant's Ecological Assessment correctly recommends further surveys to determine the presence or absence of Great Crested Newts.
- 8.18 The Council has considered whether a pre-commencement planning condition should require these extra GCN surveys and any necessary mitigation. However, paragraph 99 of Circular 06/2005 discourages this approach. Furthermore, GCN are known to be present in the local area. The necessary GCN surveys have not yet been carried out and it is therefore unknown what mitigation or working methods are required in order to carry out the proposed development, impact on the requirement

for 10% biodiversity enhancement and impact on the illustrative site layout. It has not been demonstrated that the development would safeguard protected species, in this case GCN.

Reason 4

8.19 It is expected a Section 106 agreement will be completed before the inquiry opens in order to deliver the necessary infrastructure required on and off site as a result of this development. Justification for these planning obligations is set out in the committee report and CIL compliance statement. If that is not achieved, the proposal is contrary to a raft of policies as set out in the committee report and CIL compliance statement.

Final comments

8.20 In its Statement of Case, the Appellant states:

"It will be demonstrated that the appeal proposals benefit from the presumption in favour of sustainable development as set out in paragraph 11 of the Framework and accord with the development plan. The Appellant will undertake a planning balance to demonstrate that the benefits outweigh any impacts."

8.21 However, paragraph 12 of the NPPF reminds decision makers:

"The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed."

8.22 In this case, the <u>Cherwell Local Plan 2011-2031 Part 1</u> is an up-to-date development plan and its relevant policies attract full weight. The proposal is in conflict with the relevant policies in the development plan, for the four reasons given above. Material considerations, including a balancing exercise of benefit verses harm, do not justify departure from the plan. The appeal should be dismissed.

9. DECLARATION

9.1 I am satisfied as to the accuracy and truth of the matters put forward in this proof. The proof includes all facts which I consider to be relevant to the opinions I express, and I have drawn attention to any matter which would affect the validity of those opinions.

Signed: A. D. Marphy

Date: 23 July 2019

APPENDICES

- 1. Illustrative 'Development Framework Plan'
- 2. Table of housing supply at the Category A villages at 31 March 2019
- 3. Table of housing supply at Ambrosden at 31 March 2019
- 4. Local Plan interactive policies map of Ambrosden
- 5. Plan of Ambrosden showing post-2011 development
- 6. Listing description, Grade II* listed Church of St Mary the Virgin
- 7. Photos of the church and its setting.
- 8. Figure 1 extract from the Appellant's "Archaeology & Built Heritage Assessment (October 2018)".
- 9. Extracts from Countryside Design Summary
- 10. Local records of Great Crested Newts (GCN)
- 11. Water body location plan appended to the Appellant's Ecological Assessment

Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford's Unmet Housing Need Inspector: Paul Griffiths BSc(Hons) BArch IHBC

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Post-Hearings Advice Note

Preamble

This Note sets out, in brief, the preliminary conclusions I have reached about the *Cherwell Local Plan 2011-2031 (Part 1) Partial Review — Oxford's Unmet Housing Need* (the Plan) as submitted, taking account of what I heard at the hearings in February 2019, and the various written submissions that have followed on from them. It deals with a series of points that have been made about the Plan and most importantly, at this stage of the process, sets out some changes that are required to make the plan sound. While I have briefly outlined my position on some key issues, my full reasoning will be provided in my final report.

The Quantification of Oxford's Unmet Housing Need (the figure of 4,400 that represents Cherwell's Apportionment)

This 4,400 figure, which provides the basis for the Plan, has drawn a lot of criticism both at the Hearings, and since. In particular, the Review of the Oxfordshire SHMA 2014 and Oxford City SHMA Update 2018 produced by ORS suggests that the base figure that leads to the identification of Oxford's total unmet need as 15,000 units, of which Cherwell's share is 4,400, is significantly inflated. I note that the Inspectors charged with examining the recently submitted Oxford Local Plan 2036 have raised some preliminary questions about Oxford's base figure of 1,356 dpa suggesting, amongst other things, that the issue could have a bearing on the level of unmet need which would have to be accommodated in neighbouring authorities, and could potentially affect the amount of land released from the Green Belt.

With that in mind, some participants have suggested that the Examination should be suspended until Oxford's housing needs, and following on from that, its unmet needs, are quantified through the examination of the Oxford Local Plan.

I appreciate, to some, that seems a reasonable position to take. Indeed, it might be said that some means of looking at the housing and other needs of Oxford, and the surrounding Boroughs, simultaneously, in a strategic way, would be a good idea. However, that is not the way in which the planning system is currently set up.

The Planning Inspectorate has a duty to appoint Inspectors to carry out an independent examination expeditiously on submission and is not involved in discussions between authorities about timetabling, or anything else, before Plans are submitted. I would also observe that the Council's adopted Local Plan includes an undertaking to conduct a partial review to address Oxford's unmet housing need within two years of adoption. That partial review is the subject of this examination.

In that context, there can be no reasonable justification for suspending the examination to allow the Oxford examination to be advanced to its final stages.

Turning to the 4,400 figure itself, it has been arrived at through what I regard as a robust process where Oxford, and (most of) the surrounding authorities, co-operated, through the Oxfordshire Growth Board (OGB) to identify Oxford's unmet need, and apportion it between them. In many ways, the OGB is a model of how the duty-to-co-operate should work.

The ORS Report criticises the basis for the 4,400 figure for Cherwell, but it offers no alternative. Likewise, it might well be argued that the figure is based on a SHMA that is of some vintage, but the Oxfordshire SHMA 2014 is the only basis for considering Oxford's needs in the context of the wider HMA before the examination and I consider the figure to be robust when considered against the (2012 version of) the Framework and the associated Guidance.

I accept that the Inspectors examining the Oxford Local Plan might have raised some preliminary questions about Oxford's housing needs, but they have yet to reach any conclusions on the matter and are likely to be some way off doing so.

All in all, like my colleagues who examined Local Plans in West Oxfordshire, and the Vale of White Horse, I find nothing problematic in the Plan's reliance on the figures produced and agreed through the OGB. I consider that the 4,400 figure provides a sound basis for the Plan.

The Strategy

Put simply, the approach taken is to locate the housing and infrastructure required as close as possible to Oxford, along the A44 and A4165 transport corridors. To my mind, while most of the allocations proposed are in the Oxford Green Belt, this is an appropriate strategy because it is that most likely to foster transport choices other than the private car and minimise travel distances, and least likely to interfere with the delivery of housing elsewhere in Cherwell.

Exceptional Circumstances

The Council has set out why it considers that the exceptional circumstances to justify the removal of land from the Oxford Green Belt are in place. I agree that the pressing need to provide homes, including affordable homes, to meet the needs of Oxford, that cannot be met within the boundaries of the city, in a way that minimises travel distances, and best provides transport choices other than the private car, provide the exceptional circumstances necessary to justify alterations to Green Belt boundaries.

The Various Allocations

With one exception, that I deal with below, I regard the various allocations, and the process by which they have been arrived at, as sound, in principle. There are, however, detailed points that I need to address at this stage.

First, and most fundamental, is the allocation proposed in Policy PR10 – Land South East of Woodstock. I do not believe that the impact on the setting, and thereby the significance, of the nearby Blenheim Palace World Heritage Site (WHS) would be unacceptable, considered in isolation. However, notwithstanding the potential for screen planting, it is my view that the development of

the site for housing would represent an incongruous extension into the countryside that would cause significant harm to the setting of Woodstock, and the character and appearance of the area. That, alongside the travel distance to Oxford (which is likely to tempt residents away from more sustainable travel choices like public transport or cycling notwithstanding the proximity of the site to a proposed Park & Ride facility), and the impact on the setting and significance of the WHS, lead me to the conclusion that the allocation is unsound. I make some suggestions as to how this might be dealt with under the heading 'Main Modifications' below.

Second, I have no doubt that the North Oxford Golf Club is a much-valued facility. However, the site it occupies is an excellent one for the sort of housing the Plan proposes, given its location so close to Oxford Parkway, with its Park & Ride, and its proximity to the centre of Oxford. In that light, I do not find the allocation proposed in Policy PR6b – Land West of Oxford Road unsound, in principle.

I raised a question at the hearings about the reference in the policy (under criterion 17) to the need for any application to be supported by enough information to demonstrate that the tests contained in paragraph 74 of the (2012) NPPF are met, so as to enable development of the golf course. Policy PR6c – Land at Frieze Farm allocates land for a replacement golf course and from what I saw of the existing golf course, it could, if necessary, provide equivalent or better provision in terms of quantity and quality, on a site very close to the existing facility.

On that basis, notwithstanding questions around whether the existing gold course is surplus to requirements, which are addressed under criterion 21 in any event, the tests in paragraph 74 have been met and criterion 17 can be deleted.

In terms of Policy PR9 – Land West of Yarnton, I have some sympathy with the points made in relation to the depth of development allowed for in the overall allocation. From what I saw of the site, there is scope for the developable area to extend westward and this might well provide the scope for a development more interesting in its design and layout. I return to this matter below.

Density

As submitted, the various allocation policies in the Plan each refer to an expectation that dwellings would be built to conform with an approximate average net density. The Council has proposed what I would regard as a Main Modification (MM) removing these references. To my mind, that is a reasonable course. Each of the allocation policies sets out the number of dwellings to be provided on each respective site, so the reference to density is superfluous.

There are other issues raised on the subject too. Most important is the suggestion that in anticipating relatively low-density developments, the land take from the Green Belt proposed by the Plan is greater than it might be. However, in allocations of the type proposed, land take is not the only consideration. Higher density developments, on smaller sites, on the edge of what in some cases are quite small-scale settlements, would appear out of place and have a markedly harmful impact on their surroundings.

Some additional capacity may be possible, a matter I discuss further below, but overall, the Council has struck a broadly sensible balance between the extent of the land proposed to be removed from the Green Belt, and the need to accommodate development that respects its context. I see nothing unsound in that approach.

Access/Highways

It is fair to note at the outset that building 4,400 homes to accommodate Oxford's unmet need anywhere in Cherwell is likely to have significant impacts in traffic terms. However, as I have alluded to above, the principle of siting the required allocations along an established transport corridor is a sound one. I accept that traffic along this transport corridor is already relatively heavy, but the route clearly offers the best opportunity to provide incoming residents with opportunities to travel by means other than the private car. Moreover, development along the corridor can reasonably be expected to contribute to transport improvements along it, including those that encourage means of access into Oxford by means other than the private car.

It was put to me that if the land covered by Policy PR6c – Land at Frieze Farm was allocated for housing, then a link road between the A44 and A34 could be provided that would alleviate congestion at the roundabouts to the south. That might assist but I do not consider the possibility sufficient reason to justify allocation of the site, or part of the site, for housing. That said, there may be other reasons why housing on the site might prove necessary (see below).

I recognise that the allocations, and other factors, will lead to changes to the highway network, like the closure to vehicular traffic of Sandy Lane. However, while such changes might be inconvenient, to some, the impact they would involve is not such that it renders the Council's approach unreasonable, or the Plan unsound.

Main Modifications

The Council has already proposed a series of changes to the Plan and consideration will need to be given as to whether these are in fact MMs. As a guide, I consider that anything that meaningfully changes an actual Policy, or in the case of supporting text, goes to the heart of the approach, will be a MM and will need to be consulted upon. Anything that falls short of a MM is a matter for the Council. I have covered the example of the deletion to references to approximate average net densities above and this provides a guide as to where the line should be drawn.

The major change required to the Plan to make it sound is the deletion of Policy PR10. This gives rise to a necessity to make provision for 410 dwellings, 50% of which are to be affordable housing, elsewhere. While I do not seek to rule out other approaches the Council might wish to take, there seems to me to be several ways in which this might be addressed:

- 1. There could be scope to divide the 410 dwellings around some of the other allocations, without having any undue impact on the character and appearance of the general area;
- 2. That could be combined with additional dwellings on the Policy PR9 allocation which could lead to a better-designed layout (see above); or
- 3. There may be the possibility that the Policy PR6c Land at Frieze Farm allocation could accommodate some housing (and possibly the link road) as well as any replacement golf course. However, this would necessitate further land-take from the Green Belt for which exceptional circumstances would need to be demonstrated. This might prove difficult to justify unless options 1 and 2 above and any other options outside the Green Belt were shown to be unsuitable.

The other major change I have set out is the deletion of criterion 17 in Policy PR6b – Land West of Oxford Road. On my analysis, that deletion would not necessitate any other change to the policy in general, or criterion 21 that deals with the provision of a replacement golf course in particular. However, that may be an aspect the Council would want to consider further.

On another issue, there are several references in the policies of the Plan to the (2012 version of the) NPPF. While the Plan is being examined under the auspices of that document, any planning applications that flow from the Plan will be considered against the February 2019 (or any subsequent) version. On that basis, while forms of words taken from it can be retained, specific references to the NPPF should be removed throughout the various policies.

Concluding Remarks

There are several matters here that will require careful consideration by the Council, and I am content for time to be allowed for that to take place (though I would appreciate an early indication of how long might be required). What the Council have already proposed, and what I cover here, may also require updates to the Sustainability Appraisal and other parts of the evidence base. The Council will need to consider such matters too.

Once all MMs, and any associated updates to the evidence base have been put together, I will want to consider them, and may have further comments having done so. After that, the MMs and associated updates will need to be consulted upon, of course, and it may be that another Hearing is required to discuss the results of that process. Alternatively, it may then be possible for me to proceed to my report. I will of course, keep this under review.

Paul Griffiths INSPECTOR

10 July 2019

Submission Cherwell Local Plan (January 2014) Proposed Modifications (October 2014)

Addendum to Topic Paper 2: Housing Village Categorisation Update 2014

Introduction

- 1. This addendum explains how in preparing Proposed Modifications to the Submission Local Plan updated information on village services and facilities, on population and on public transport services has been taken into account in reviewing village categorisation and Policy Villages 1. Further minor updates were made in October 2014 following representations received to the proposed modifications.
- 2. Topic Paper 2: *Housing* was prepared to assist the Examination of the Submission Local Plan (January 2014) and explained the process of preparing the Local Plan's policies for housing including those on village categorisation (Policy Villages 1) and on distributing housing growth across the rural areas (Policy Villages 2). A Technical Note on Village Categorisation and Village Clustering was included in the Topic Paper as Appendix 3. The Technical Note explains how Policy Villages 1 of the Submission Local Plan was prepared and how Cherwell's villages were categorised having regard to the following considerations:
 - Rural issues In Cherwell
 - Sustainability criteria including the provision of services and facilities, the
 distance to urban areas having regard to the availability of bus services,
 population size and the availability of potential sources of employment
 (established employment areas)
 - The weighting of different services and facilities as important amenities
 - Village clustering the relationship between larger, service centre villages and 'satellite' villages
 - The Cherwell Rural Areas Integrated Transport and Land Use Study (CRAITLUS) – which assessed the transport sustainability of villages
 - The final balancing of services and facility provision against transport considerations
- 3. Policy Villages 1 of the Submission Local Plan included a proposed categorisation of villages having regard to the above considerations. It also proposed that different levels or types of 'windfall', residential development be 'allowed' for the three categories of villages identified. The assessment was also used as the starting point for Policy Villages 2 Distributing Growth Across the Rural Areas before land availability considerations were taken into account.
- 4. The Category A villages in the Submission Local Plan (January 2014) are listed below in Table 1. In these villages, minor development, infilling and conversions were permitted within built-up limits.

Table 1 - A: Category A Villages in the Submission Local Plan, Jan 2014, Policy Villages 1

Adderbury	Ambrosden
Begbroke	Bloxham
Bodicote	Cropredy
Deddington	Fritwell
Hook Norton	Kidlington
Kirtlington	Launton
Steeple Aston	Sibford Ferris/Gower
Weston-on-the-Green (outside Green	Yarnton
Belt)	

5. The Category B villages in the Submission Local Plan (January 2014) are listed below in Table 2. In these villages, infilling and conversions were permitted within built-up limits. Satellite villages with a relationship with a larger service village were also included within category B:

Table 1 - B: Category B Villages in the Submission Local Plan, Jan 2014, Policy Villages 1

Arncott	Satellite Villages
Bletchingdon	Blackthorn
Chesterton	Claydon
Finmere	Clifton
Fringford	Great Bourton
Islip	Hempton
Middleton Stoney	Lower Heyford
Milcombe	Middle Aston
Wroxton	Milton
	Mollington
	South Newington
	Wardington

- 6. All other villages were considered to be category C villages in which only conversions were permitted within the built-up limits of villages.
- 7. The categorisation in Policy Villages 1 of the Submission Local Plan sought to ensure that unplanned, small-scale development within villages is directed towards those villages that are best able to accommodate limited growth. The Policy sought to ensure that unanticipated development within the built-up limits of a village would be of an appropriate scale for that village, would be supported by services and facilities and would not unnecessarily exacerbate travel patterns that are overly reliant on the private car and which incrementally have environmental consequences. Policy Villages 1 sought to manage small scale development proposals (typically but not exclusively for less than 10 dwellings) which come forward within the built-up limits of villages. It also informed Policy Villages 2.
- 8. The information presented in this addendum explains the reasons for the changes to village categorisation in the Proposed Modifications (August 2014) to the Submission Local Plan (January 2014). The revised categorisation has been used to inform the study area for the 2014 Update of the Strategic Housing Land Availability Assessment (SHLAA).

National Policy

9. The Local Plan is informed by the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). The paragraphs in the NPPF most pertinent to village policy are as follows:

'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.' (Paragraph 28)

'To promote a strong rural economy, local and neighbourhood plans should: promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.' (Paragraph 55)

10. The NPPG advises:

- It is important to recognise the particular issues facing rural areas in terms of housing supply and affordability, and the role of housing in supporting the broader sustainability of villages and smaller settlements.
- A thriving rural community in a living, working countryside depends, in part, on retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship. Rural housing is essential to ensure viable use of these local facilities.
- Assessing housing need and allocating sites should be considered at a strategic level and through the Local Plan and/or neighbourhood plan process. However, all settlements can play a role in delivering sustainable development in rural areas – and so blanket policies restricting housing development in some settlements and preventing other settlements from expanding should be avoided unless their use can be supported by robust evidence.

Housing Needs

11. The 2014 SHMA identifies a need for 1,140 homes per annum to be provided in Cherwell from 2011-2031. Housing is needed in rural areas to help meet local needs but also to make a sustainable contribution in meeting overall housing need. Village categorisation and village clustering helps ensure that development is located so that it will enhance or maintain the vitality of rural communities in accordance with the NPPF and NPPG.

Updated Surveys of Village Services and Facilities

12. To help update the categorisation, new village surveys of services and facilities were undertaken in June 2014. The same criteria were used as for the previous survey in 2007:

- children's nurseries;
- primary schools;
- retail/services/businesses
- retail outlets (food);
- · post offices;
- public houses;
- recreational facilities;
- community facilities;
- other services

13. Table 3 below provides the results of the new village surveys:

Table 3: Village Survey Results

Village Name	Nursery	Primary School	Retail Service (outlet)	Food Shop	Post Office	Public House	Recreational Facilities	Village/Community Hall	Other Services
Adderbury	√	V	\	√	V	V	√	V	Library
Alkerton	0	0	0	0	0	√	0	0	0
Ambrosden	V	V	√	V	V	V	V	V	Doctor's Surgery (not full time)
Ardley	0	0	0	0	0	√	\checkmark	√	0
Arncott	0	0	\checkmark	\checkmark	0	√	V	√	0
Balscote	0	0	0	0	0	√	0	0	0
Barford St John	0	0	0	0	0	0	0	0	0
Barford St Michael	0	0	0	√	V	√	0	$\sqrt{}$	0
Begbroke	V	0	V	\checkmark	0	√	V	√	0
Blackthorn	0	0	0	0	0	0	V	\checkmark	0
Bletchingdon	0	\checkmark	\checkmark	0	0	\checkmark	\checkmark	\checkmark	0
Bloxham	V	V	\	√	V	V	V	V	Dental Practice, Doctor's Surgery, Secondary School
Bodicote	√	V	V	V	√	√	√	√	0

Broughton	0	0	0	0	0	√	0	0	0
Bucknell	0	0	0	0	0	√	0	√	0
Caulcott	0	0	0	0	0	√	0	0	0
Caversfield	0	0	0	0	0	0	V	0	0
Charlton on Otmoor	V	V	0	0	V	V	V	V	0
Chesterton	√	√	0	0	0	V	V	√	0
Claydon	0	0	0	0	0	0	√	√	0
Clifton	0	0	0	0	0	√	√	0	0
Cottisford	0	0	0	0	0	0	√	0	0
Cropredy	V	√	V	V	V	V	V	V	GP Surgery
Deddington	V	V	V	V	٧	V	V	V	Health Centre, Dentist, Library,
Drayton	0	0	0	0	0	√	0	√	0
Duns Tew	0	0	0	0	0	\checkmark	\checkmark	\checkmark	0
Enslow	0	0	\checkmark	0	0	\checkmark	0	0	0
Epwell	0	0	0	0	0	\checkmark	\checkmark	\checkmark	0
Fencott	0	0	0	0	0	0	0	0	0
Fewcott	0	0	0	0	0	\checkmark	0	0	0
Finmere	0	\checkmark	\checkmark	0	0	\checkmark	\checkmark	\checkmark	0
Fringford	√	√	\checkmark	0	0	√	√	√	0
Fritwell	√	√	0	√	√	√	√	√	0
Godington	0	0	0	0	0	0	0	0	0
Great Bourton	0	0	0	0	0	√	√	V	0
Hampton Gay	0	0	0	0	0	0	0	0	0
Hampton Poyle	0	0	0	0	0	√	0	0	0
Hanwell	0	0	0	0	0	√	√	√	0
Hardwick	0	0	0	0	0	0	0	0	0
Heathfield	0	0	0	0	0	V	V	0	0
Hempton	0	0	0	0	0	0	√	√	0
Hethe	0	0	0	0	0	√	√	√	0
Hook Norton	V	V	V	V	V	V	V	V	GP Surgery, Library, Dentist
Horley	0	0	0	0	0	V	V	√	0
Hornton	V	√	0	0	0	V	V	V	0
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Horton-cum- Studley	0	0	0	0	0	V	V	√	0
Islip	V	V	V	V	0	V	V	V	Medical Practice
Juniper Hill	0	0	0	0	0	0	\checkmark	0	0
Kirtlington	V	√	0	√	√	√	√	√	0
Launton	\checkmark	√	\checkmark	\checkmark	√	√	\checkmark	√	Private GP
Little Bourton	0	0	0	0	0	V	√	0	0
Lower Heyford	0	0	V	0	0	V	\checkmark	0	0
Merton	0	0	0	0	0	0	√	√	0
Middle Aston	0	0	0	0	0	0	0	0	0
Middleton Stoney	0	0	0	0	0	V	V	√	0
Milcombe	0	0	0	\checkmark	0	√	√	√	0
Milton	0	0	0	0	0	√	0	0	0
Mixbury	V	0	$\sqrt{}$	0	0	0	0	0	0
Mollington	0	0	0	0	0	\checkmark	\checkmark	\checkmark	0
Murcott	0	0	0	0	0	\checkmark	\checkmark	\checkmark	0
Newton Purcell	0	0	0	0	0	√	0	0	0
Noke	0	0	0	0	0	0	√	0	0
North Aston	0	0	V	0	0	0	V	0	0
North Newington	0	V	0	0	0	V	V	√	0
Oddington	0	0	0	0	0	0	0	0	0
Piddington	0	0	0	0	0	0	\checkmark	V	0
Prescote	0	0	0	0	0	0	0	0	0
Shenington	V	V	0	0	0	V	0	V	GP Surgery
Shipton on Cherwell	0	0	0	0	0	0	0	√	0
Shutford	0	0	√	0	0	√	√	√	0
Sibford Ferris	0	0	0	V	V	0	V	0	0
Sibford Gower	√	V	0	0	0	V	V	√	GP Surgery in Burdrop
Somerton	0	0	0	0	0	0	0	√	0
Souldern	0	0	√	0	0	√	√	√	0

-			-	-	-	-	-	-	
South Newington	0	0	0	0	0	V	V	V	0
Steeple Aston	V	V	0	V	V	V	V	V	0
Stoke Lyne	0	0	0	0	0	\checkmark	\checkmark	0	0
Stratton Audley	0	0	0	0	0	V	V	0	0
Swalcliffe	0	0	0	0	0	√	0	√	0
Tadmarton	0	0	0	0	0	V	V	V	0
Thrupp	0	0	0	0	0	V	0	0	0
Upper Heyford	0	0	V	0	0	V	V	V	0
Wardington	0	0	V	0	0	V	V	√	0
Wendlebury	0	0	0	0	0	V	V	V	0
Weston on the Green	V	0	V	V	V	V	V	V	0
Wigginton	0	0	0	0	√	0	√	√	0
Williamscot	0	0	0	0	0	0	0	0	0
Wroxton	0	√	0	0	0	√	√	√	0
Yarnton	√	V	V	V	V	V	V	V	Medical Practice

- 14. There has been little change to the services and facilities in Cherwell since the last survey was undertaken. Nearly all category A villages still have a primary school and/or shop, which are considered to be particularly important in determining the level of sustainability. There have also been no new shops or new primary schools since 2007.
- 15. The villages identified as having the most services and facilities in the Submission Local Plan have generally retained these services and facilities. A re-examination of the capacity of village primary schools was also undertaken which showed that some schools remain near capacity in the rural areas. In general terms, the information collected for villages confirms the fact that the District has, in sustainability terms, a few large, well-served villages, some villages with some services and facilities and many less well-served, smaller villages. There are differences between villages, but with the exception of Kidlington, there are no small towns or large villages that are significantly more sustainable than other settlements.

Population

16. The village categorisation included in the Submission Local Plan has regard to parish population figures from the 2001 census. In reviewing Policy Villages 1,

consideration has been given to parish populations from the 2011 census as set out in Table 4 below:

Table 4: Parish Populations

Parish Populations Parish	Population
Adderbury	2819
Ambrosden	2248
Ardley with Fewcott	751
Arncott	1738
Barford St John and Barford St Michael	549
Begbroke	783
Blackthorn	317
Bletchingdon	910
Bloxham	3374
Bodicote	2126
Bourton	614
Broughton	286
Bucknell	260
Caversfield	1788
Charlton-on-Otmoor	449
Chesterton	850
Claydon with Clattercote	306
Cottisford	216
Cropredy	717
Deddington	2146
Drayton	242
Duns Tew	478
Epwell	285
Fencott and Murcott	285
Finmere	466
Fringford	602
Fritwell	736
Godington (included in Stratton Audley)	
Gosford and Water Eaton	1323
Hampton Gay and Poyle	141
Hanwell	263
Hardwick with Tusmore (included in Cottisford).	
Hethe	275
Hook Norton	2117
Horley	336
Hornton	328
Horton-cum-Studley	455
Islip	652
Kidlington	13723
Kirtlington	988
Launton	1204
Lower Heyford	492
Merton	424
Middle Aston (included in North Aston)	
Middleton Stoney	331
Milcombe	613
Milton	192
Mixbury	370

Parish	Population
Mollington	479
Newton Purcell with Shelswell Parish Meeting : included in	
Mixbury Parish Meeting figure.	
Noke	117
North Aston	316
North Newington	324
Oddington	129
Piddington	370
Prescote (included in Cropredy)	
Shenington with Alkerton	425
Shipton-on-Cherwell and Thrupp	493
Shutford	476
Sibford Ferris	476
Sibford Gower	508
Somerton	305
Souldern	370
South Newington	285
Steeple Aston	947
Stoke Lyne	218
Stratton Audley	434
Swalcliffe	254
Tadmarton	541
Upper Heyford	1295
Wardington	602
Wendlebury	421
Weston-on-the-Green	523
Wigginton	194
Wroxton	546
Yarnton	2545

17. The population of villages has changed slightly since 2001 but in most cases this is minimal. For example at Cropredy the population has only increased by 5 people. At Adderbury the population has increased by about 300 people since the 2001 census. There have been some larger increases, for example at Ambrosden the population has increased by about 500 people. Changes to population alone do not necessitate a change in village categorisation.

Village Bus Services and Distance to Urban Centre (2014)

18. The following table shows the updated information used for bus services in each village and for the distance of each village to an urban centre.

Table 5: Bus Services & Accessibility to an Urban Centre

Village Name	Distance to nearest urban centre	Bus services
Adderbury	5.3km (Banbury)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester
		2ThF 4Sa

Village Name	Distance to nearest urban centre	Bus services
		OCC Special Transport Services Banbury-Upper Heyford 2 Th Stagecoach S4 Banbury-Oxford 28 MTuWThF 25 Sa 8 Su
Alkerton	9.7km (Banbury)	None
Ambrosden	5.3km (Bicester)	Thames Travel 94 Bicester-Oxford 5 MTuWThF Stagecoach S5 Arncott-Oxford 25 MTuWThF 26 Sa 4Su Charlton Services 94 Bicester/Ambrosden-Oxford 8 MTuWThF 2 Sa
Ardley	15.4km (Bicester)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 4TThF 5Sa
Arncott	7.9km (Bicester)	Stagecoach S5 Arncott-Oxford 25 MTuWThF 26 Sa 4Su
Balscote	7.7km (Banbury)	Johnsons Coaches 270 Banbury- Stratford-upon-Avon 8 MTuWThF
Barford St John	9.3km (Banbury)	None
Barford St Michael	9.3km (Banbury)	OCC Special Transport Services Banbury-Upper Heyford 2 Th
Begbroke	5km (Kidlington)	goride K2 Kidlington circular 8 MTuWThFS goride K3 Kidlington circular 3 MTuWThF Stagecoach S3 Chipping Norton-Oxford 80 MTuWThF 66 Sa 44Su
Blackthorn	5.3km (Bicester)	Thames Travel 94 Bicester-Oxford 3 MTuWThF Charlton Services 94 Bicester/Ambrosden-Oxford 2 MTuWThF 2 Sa
Bletchingdon	8.8 (Kidlington)	Thames Travel 25/25A Bicester-Oxford 37 MTuWThF
Bloxham	5.6km (Banbury)	Stagecoach 488/489 Banbury-Chipping Norton 29 MTuWThF 26 Sa
Bodicote	2.9km (Banbury)	Stagecoach S5 Arncott-Oxford 25 MTuWThF 26 Sa 4Su Stagecoach B2 Banbury-Bodicote circular 24 MTuWThF 25 Sa 5 Su
Broughton	4.2km (Banbury)	Stagecoach 50A Stratford-upon-Avon-Oxford 14 MTuWThF
Bucknell	4.5km (Bicester)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 4Tu 4ThF 5Sa
Caulcott	9.2km (Bicester)	None
Caversfield	2.7km (Bicester)	Thames Travel 22 Bicester circular 14 MTuWThF Thames Travel 23 Bicester circular 10 MTuWThF
Charlton on Otmoor	9.7km (Kidlington)	Thames Travel 94 Bicester-Oxford 5 MTuWThF Charlton Services 94 Bicester/Ambrosden-Oxford 8 MTuWThF 2 Sa
Chesterton	4.2km (Bicester)	Thames Travel 25/25A Bicester-Oxford 12 MTuWThF
Claydon	10.8km (Banbury)	Stagecoach 277 Banbury-Lighthorne Heath 4 MTuWThF
Clifton	12.2km (Banbury)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 2ThF 4Sa
Cottisford	9.7km (Bicester)	Stagecoach 8 Northampton-Bicester 9 MTuWThFSa
Cropredy	7.2km (Banbury)	Stagecoach 277 Banbury-Lighthorne Heath 4 MTuWThF
Deddington	9.7km (Banbury)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 2ThF 4Sa OCC Special Transport Services Banbury-Upper Heyford 2 Th Stagecoach S4 Banbury-Oxford 28 MTuWThF 25 Sa 8 Su

Village Name	Distance to nearest urban centre	Bus services
Drayton	2.9km (Banbury)	Johnsons Coaches 270 Banbury- Stratford-upon-Avon 11 MTuWThF
Duns Tew	13.8km (Banbury)	OCC Special Transport Services Banbury-Upper Heyford 2 Th Stagecoach S4 Banbury-Oxford 9 MTuWThF 9 Sa
Enslow	3 km (Kidlington)	Thames Travel 25/25A Bicester-Oxford 6 MTuWThF
Epwell	11.6km (Banbury)	Stagecoach 50A Stratford-upon-Avon-Oxford 2 MTuWThF
Fencott	10.5 km (Kidlington)	None
Fewcott	(15.8km) (Bicester)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 4TThF 5Sa
Finmere	12.2km (Bicester)	Heyfordian Travel 37 Finmere-Bicester 4 Tu Redline 132/133 Brackley-Buckingham 6 MTWThF Redline 132/133 Brackley-Buckingham-Banbury 7 Sa
Fringford	7.1km (Bicester)	Stagecoach 8 Northampton-Bicester 9 M-S
Fritwell	10.6km (Bicester)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 4TThF 5Sa
Godington	9.7km	None
Crast	(Bicester)	Ctorroscoph 277 Dombumu Limbthours Llooth 4 NATUN/ThE
Great Bourton	5.5km (Banbury)	Stagecoach 277 Banbury-Lighthorne Heath 4 MTuWThF
Hampton Gay	3.5 km (Kidlington)	None
Hampton Poyle	3.7km (Kidlington)	Thames Travel 25/25A Bicester-Oxford 33 MTuWThF
Hanwell	4.8km (Banbury)	Catterrall's Coaches 503 Long Itchington-Banbury 2 Th
Hardwick	8km (Bicester)	Heyfordian Travel 37 Finmere-Bicester 4 Tu
Heathfield	4km (Kidlington)	None
Hempton	11.9km (Banbury)	OCC Special Transport Services Banbury-Upper Heyford 2 Th
Hethe	9.0km (Bicester)	Stagecoach 8 Northampton-Bicester 9 MTuWThFS
Hook Norton	15.1km (Banbury)	Stagecoach 488/489 Banbury-Chipping Norton 22 MTuWThF 23 Sa
Horley	6.4km (Banbury)	Heyfordian Travel 504 Banbury-Hornton 2 Th
Hornton	10.3km (Banbury)	Heyfordian Travel 504 Banbury-Hornton 2 Th
Horton-cum- Studley	17.9km (Kidlington)	Heyfordian Travel 118 Oxford-Brill 2 MTTh 6 WFSa
Islip	4.5km (Kidlington)	Thames Travel 94 Bicester-Oxford 5 MTuWThF Charlton Services 94 Bicester/Ambrosden-Oxford 8 MTuWThF 2 Sa
Juniper Hill	11.0km (Bicester)	None
Kirtlington	8.5km (Kidlington)	Thames Travel 25/25A Bicester-Oxford 33 MTuWThF
Launton	3.5km (Bicester)	Langston & Tasker 18 Bicester-Aylesbury 10 MTuWThF Stagecoach S5 Arncott-Oxford 24 MTuWThF 22 Sa
Little Bourton	3.9km (Banbury)	Stagecoach 66 Banbury-Leamington Spa 10 MTuWThF Stagecoach 277 Banbury-Lighthorne Heath 4 MTuWThF
Lower Heyford	11.1km (Bicester)	Thames Travel 25/25A Bicester-Oxford 29 MTuWThF OCC Special Transport Services Banbury-Upper Heyford 2 Th
Merton	7.7km (Bicester)	Thames Travel 94 Bicester-Oxford 5 MTuWThF Charlton Services 94 Bicester/Ambrosden-Oxford 8 MTuWThF

Village Name	Distance to nearest urban centre	Bus services
Middle Aston	14.5km	2 Sa None
Wildule Asion	(Bicester)	None
Middleton Stoney	5.6km (Bicester)	Thames Travel 25/25A Bicester-Oxford 29 MTuWThF
Milcombe	8.2km (Banbury)	Stagecoach 488/489 Banbury-Chipping Norton 28 MTuWThF 24 Sa
Milton	7.2km (Banbury)	OCC Special Transport Services Banbury-Upper Heyford 2 Th
Mixbury	16.1km (Bicester)	None
Mollington	7.7km (Banbury)	Stagecoach 66 Banbury-Leamington Spa 10 MTuWThF Stagecoach 277 Banbury-Lighthorne Heath 4 MTuWThF
Murcott	12.9km (Bicester)	None
Newton Purcell	9.5km (Bicester)	Heyfordian Travel 37 Finmere-Bicester 4 Tu
Noke	7.1km (Kidlington)	None
North Aston	13.7km (Banbury)	None
North Newington	4.2km (Banbury)	Johnsons Coaches 269 Banbury- Stratford-upon-Avon 2 MTuWThF
Oddington	7.9km (Kidlington)	Thames Travel 94 Bicester-Oxford 5 MTuWThF Charlton Services 94 Bicester/Ambrosden-Oxford 8 MTuWThF 2 Sa
Piddington	9.0km (Bicester)	Thames Travel 94 Bicester-Oxford 3 MTuWThF Charlton Services 94 Bicester/Ambrosden-Oxford 2 MTuWThF 2 Sa
Prescote	8km (Banbury)	None
Shenington	9.7km (Banbury)	Johnsons Coaches 269 Banbury- Stratford-upon-Avon 11 MTuWThF
Shipton on Cherwell	3.9km (Kidlington)	goride W10 Woodstock-Water Eaton Park and Ride 9 MTuWThFSa Stagecoach S4 Banbury-Oxford 26 MTuWThF 24 Sa 8 Su
Shutford	7.9km (Banbury)	Johnsons Coaches 269 Banbury- Stratford-upon-Avon 2 MTuWThF
Sibford Ferris	12.0km (Banbury)	Stagecoach 50A Stratford-upon-Avon-Oxford 14 MTuWThF
Sibford Gower	12.2km (Banbury)	Stagecoach 50A Stratford-upon-Avon-Oxford 14 MTuWThF
Somerton	15.3km (Banbury)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 4TThF 5Sa
Souldern	14.2km (Banbury)	Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 4TThF 5Sa
South Newington	9.2km (Banbury)	Stagecoach 488/489 Banbury-Chipping Norton 8 MTuWThF 4 Sa
Steeple Aston	13.2km (Bicester)	Stagecoach S4 Banbury-Oxford 28 MTuWThF 25 Sa 8 Su
Stoke Lyne	7.6km (Bicester)	Heyfordian Travel 37 Finmere-Bicester 4 Tu Heyfordian Travel 81/81A Banbury-Ardley-Souldern-Bicester 3ThFSa
Stratton Audley	5.6km (Bicester)	Stagecoach 8 Northampton-Bicester 9 MTuWThFSa
Swalcliffe	9.3km (Banbury)	Stagecoach 50A Stratford-upon-Avon-Oxford 14 MTuWThF

Village Name	Distance to nearest urban centre	Bus services
Tadmarton	7.9km (Banbury)	Stagecoach 50A Stratford-upon-Avon-Oxford 14 MTuWThF
radination	7.5km (Banbary)	Stagesdadii 30A Stratiora apoli 700ii Skiola 14 Wraw III
Thrupp	1.2km (Kidlington)	goride W10 Woodstock-Water Eaton Park and Ride 9 MTuWThFSa
Upper Heyford	9.2km (Bicester)	Thames Travel 25/25A Bicester-Oxford 29 MTuWThF OCC Special Transport Services Banbury-Upper Heyford 2 Th
Wardington	8.9km (Banbury)	Stagecoach 200 Daventry-Woodford Halse-Banbury 16 MTuWThF 14 Sa
Wendlebury	4.8km (Bicester)	Thames Travel 25 Bicester-Oxford 9 MTuWThF
Weston on the Green	8.4km (Bicester)	Thames Travel 25 Bicester-Oxford 9 MTuWThF
Wigginton	10.6km (Banbury)	Stagecoach 488/489 Banbury-Chipping Norton 4 MTuWThF 3 Sa
Williamscot	8 km (Banbury)	None
Wroxton	8.9km (Banbury)	Johnsons Coaches 270 Banbury- Stratford-upon-Avon 11 MTuWThF
Yarnton	6.0km (Bicester)	goride K2 Kidlington circular 8 MTuWThFSa goride K3 Kidlington circular 3 MTuWThF Stagecoach S3 Chipping Norton-Oxford 80 MTuWThF 66 Sa 44Su

19. There has been some significant reduction in bus services since the last review. For example at Shutford there were four services previously but now there is only one, and there is now no service at Barford St John. However, there remains a bus service at all the category A villages.

Updating Sustainability Conclusions

20. As explained in Appendix 3 of Topic Paper 2, a range of criteria was used to establish the level of 'sustainability' for villages in land use terms. The criteria needed to capture an understanding of access to services and facilities, the availability of employment opportunities, the village's population, and the village's location. Table 6 below explains why these criteria were considered relevant in determining the sustainability of a village (reproduced from Appendix 3 of Topic Paper 2).

Table 6: Village Categorisation - Sustainability Criteria

Criteria	Commentary		
Criteria	Commentary		
Children's Nursery	 It provides local education potentially accessible to the residents of a village or nearby village It provides a social focus for the community It can be multi-functional in terms of hosting other events such as fitness classes and meetings It may provide employment for local people 		
Primary School	 It provides local education potentially accessible to the residents of a village or nearby village It provides a social focus for the community It can be multi-functional in terms of hosting other events such 		

	as fitness classes and meetings It may provide employment for local people
Retail/services/businesses	It will provide a service It could provide employment for local people
Food Shops	It provides essential items (food and drink) for residents, in particular for those not able to travel longer distances It provides a social focus for the community Provides potential employment
Post Offices	 It provides a postal service particularly for older people who may require assistance and support with matters such as pension collections It provides a social focus for the community Provides potential employment
Pubs	It provides food and drink for local people and visitors
Recreation Areas	Recreation areas provide facilities for local people, particularly for young people to play and socialise
Community Halls	It provides a social focus for the community
Bus Services	A bus service means that people are provided with the opportunity to travel by means other than the private car to the urban centres and possibly elsewhere.
Distance to Urban Centres	If a village is close to a town this increases the opportunities for the use of public transport and walking and cycling to the town. It also means that car journeys made to the town will be shorter contributing to reducing carbon emissions.
Population	A village is more sustainable if it has a higher population as this population is more likely to provide custom, helping to maintain a service or facility.
Employment Areas	Could provide employment for local people

21. Having regard to the above criteria and the updated information on services, population and bus services, the conclusions of the village review were that there was little overall material change to the relative differences between villages despite there being some changes in service provision and population size. However, within those villages considered to be more sustainable, it was determined that the relative 'ranking' of Middleton Stoney needed to change having regard to less availability of sources of employment (only a single company) and food shops.

Policy Implications

- 22. The preparation of Proposed Modifications entailed a review of Policy Villages 1 in the context of national policy requirements and guidance, the updated review of villages and the need to meet objectively assessed housing needs as identified in the 2014 SHMA.
- 23. It was considered that in the interests of meeting housing needs positively and sustainably, there was justification to 'merge' the previously identified category B

villages with the previously identified Category A villages. This would provide more opportunities for 'minor development' within villages and would also inform the review of Policy Villages 2, i.e. the villages to which larger scale development outside existing built-up limits would be directed. In merging the category A and category B villages, it was considered that while the village of Islip would 'score' sufficiently highly to be included as a category A village, it could not be categorised as such due to it being completely within (i.e. 'washed-over' by) the Green Belt.

- 24. It was also considered, again in the interest of meeting higher levels of housing need, that the identified satellite villages, with their relationship with larger service villages, would be appropriate locations for minor development within built-up limits (in addition to infilling and conversions) but should remain in a second 'B' category. The satellite villages do not 'score' highly enough in their own right to be included as category A villages but are considered to be appropriate for minor development because of the benefits of access to a service centre within a village cluster. For example, Claydon, Great Bourton, Mollington and Wardington benefit from their relationship with Cropredy. As smaller settlements, they would not be suitable for larger scale development provided for by Policy Villages 2.
- 25. All other villages should be category C villages (including Middleton Stoney because of its lowered, relative sustainability 'score'), but again, in the interest of meeting higher levels of housing need, it was considered that the scope of residential development permitted within category C villages should be broadened beyond conversions (as in the Submission Local Plan) to including infilling.

Conclusion

- 26. In preparing Proposed Modifications to the Local Plan, to meet the objectively assessed housing needs identified in the 2014 SHMA, the relative sustainability of Cherwell's villages has been updated with new surveys of village services and facilities, current census information on population size and the availability of bus services. The relative sustainability of villages has not materially changed for the purpose of village categorisation other than in the case of Middleton Stoney. The reviewed categorisation informs Proposed Modifications to Policies Villages 1 and Villages 2, the latter providing for larger scale rural housing distribution (see Main Modifications 139 and 147).
- 27. In policy terms, having regard to the NPPF and NPPG and the higher level of housing need identified in the 2014 SHMA, it was concluded that the Proposed Modifications needed to provide a broader scope of opportunity for residential development within the built up limits of villages. It is therefore proposed that all villages should now be permitted to consider infilling development and conversions, and that a wider range of villages should be allowed to consider minor development. The policy approach is set out in the table below:

Category	Villages by Category	Type of Development
Α	Service Villages	Minor
		Development
	Adderbury, Ambrosden, Arncott, Begbroke, Bletchingdon	Infilling
	(*), Bloxham, Bodicote, Chesterton, Cropredy, Deddington,	Conversions
	Finmere, Fringford, Fritwell, Hook Norton, Kidlington,	
	Kirtlington, Launton, Milcombe, Sibford Ferris/Sibford	
	Gower, Steeple Aston, Weston -on -the-Green (*), Wroxton,	
	Yarnton	
В	Satellite Villages	Minor

	Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington.	Development Infilling Conversions
С	All other villages	Infilling
		Conversions



Figure 1 – Colony Road, Near Quakers Meeting House



Figure 2 – Colony Road, Wykham Arms



Figure 3 - Main Street, towards bus stop



Figure 4 - Hawks Lane Junction towards Sibford Stores



Figure 5 - Hawks Lane (Burdrop) en route to Primary School