

We object to this Permission in Principle application, the latest in an estimated 28 applications and 14 appeals relating to the same site.

LOCATION

- The application fails to mention that the site lies in the heart of the Sibford Ferris, Sibford Gower and Burdrop Conservation Area. The local Conservation Area Appraisal lists the site as an undesignated heritage asset, and cites "Former Bishop Blaize, Public House " as a building showing typical vernacular construction of the period, along with Nicholas Corner. Both of these buildings are seen as "undesignated heritage assets which contribute significantly to the conservation area".
- The OCC Planning Archaeologist report, dated 22 October 2024, states that the site has been identified as being within an area of archaeological interest close to the historic core of the hamlet of Burdrop, and "...it is therefore possible that this development will encounter evidence of the early medieval development of the hamlet and could encounter further evidence of the post-medieval settlement".
- A statement by the Local Planning Authority, dated 8 December 2022, asserts that development in this location would "... close the feature gap between the public house and Barn Close disrupting views through to the surrounding valued countryside. The public benefits of this proposal do not outweigh this harm. The proposed development is therefore contrary to Policy ESD15 of the adopted Cherwell Local Plan 2011-2031 Part 1, saved policies C28, C30 and C33 of the Cherwell Local Plan 1996, and Government guidance contained within the National Planning Policy Framework."
- The same statement by the Local Planning Authority, dated 8 December 2022, comments: "The proposal to close the gap between the public house and the neighbouring property would result in a change in the appearance and character of this section of the Conservation Area. Views from the village green over the stone wall towards the valley would be lost as a feature within the Conservation Area to the detriment of the area".
- The proposed development is contrary to Section C33 of the Cherwell Local Plan, which states that: The Council will seek to retain any undeveloped gap of land which is important in preserving the character of a loose-knit settlement structure or in maintaining the proper setting for a listed building or in preserving a view or feature of recognised amenity or historic value. The site is directly adjacent, and in close proximity, to several Grade II listed buildings.
- The proposed development is contrary to Sections 9.76, 9.77 and 9.78 of the Cherwell Local Plan.

LAND USE & AMOUNT OF DEVELOPMENT

- The site remains a 'temporarily closed' public house (PH) with car parking. Several previous applications for change of use to a residential dwelling have been unsuccessful. The red line on the application denoting the development site boundaries includes the existing PH. As this building ("an undesignated heritage asset") remains classified as a PH, does the building form part of this latest proposal? Assuming not, this reduces further the available area for potential development.
- The application appears to indicate development on the site of the PH car park. It is unclear whether the recently granted application for single storey, 3 bedroom holiday cottage

accommodation to support the pub business (application number 24/00613/F) forms part of, or is in addition to, this PiP. This building and its required parking would significantly reduce the amount of land available for any additional development, and both applications eliminate parking for the PH.

- The site is located on a single track lane leading to the GP's surgery with limited on street parking for residents. It is unclear how development traffic could safely and reasonably access the proposed development site without significant disruption and/or road closures.
- The villages of Sibford Gower & Burdrop and Sibford Ferris are undergoing reclassification as Category B villages. Further development in these villages is unsustainable and inappropriate: the local bus service is not compatible with regular working hours, and all inhabitants must rely on the use of private vehicles to access essential services outside of the villages.