ysis of Responses to	Neignbourn	ood Plan Qu	estionnaire 2	018						l				
· · · · · · · · · · · · · · · · · · ·	1. Which age	group do you b	elong to?											
	14-18	19-21	22-40	41-65	66-74	75+	n/a	Total						T
	1	1	5	53	35	23	1	119						1
	_	_					_							1
	2. Are you?	l .												+
	z. Ale you.												-	+-
	Male	Female	n/a	Total										+
	57	61	1	119							-			+-
	37	01	1	119							-			+-
	2													+
	3. Do you?	l												+
														₩
	Live in the	Work in the	Both	n/a										
	parish	parish			Total									╀
	109	2	5	3	119									1
]											
	4. How man	y children are th	ere in your hous	ehold under 14	rs old and		1							
	what are their a		-											
	0-12m	13-36m	3-4yrs	5-10yrs	11-13yrs	n/a	Total							
			,	,	,				wondering how many					1
									peole ticking 0-12					
									thinking no. of					
						04			-					
						91			children rather than					
									age; i.e. someone					
									who ticked 75+ also					
Number of children	14	2	3	14	5		38		ticked 0-12m!					
														1
	5. How do y	ou usually trave	l to your main pla	ace of work / stu	udy?									
	Work at home	Walk	Cycle	Car	Van	Train	Other	n/a	Total					
	15	3	2	44	7		9	40	119					
									one person ticked					
									twice					
	6. How far d	o vou travel to v	our main place o	of work / study?										1
				, , .			1							T
	Work / study		1				1							T
	at home	1-5 miles	6-15 miles	16-30 miles	Over 30 miles	n/a	Total							
	19	17	17	6	13	47	119	1						+
	13	1/	1/	J	13	4/	113							+
	7 How mar:	ears have you	ved in the Parish	.2	1		 							+
	7. HOW MANY	rears nave you i	veu III tile Parisr	II.	1						-			+
		2.5	6.40	44.30	24.20	24		Tata'	1					+-
	<2yrs	2-5yrs	6-10yrs	11-20yrs	21-30yrs	31+yrs	n/a	Total						₩
	7	6	9	19	18	59	1	119						4
	1		1		1		ļ							1
	8. What is yo	our housing ten	ıre?											1
					1			1	1					
	Owned	Shared	Private rented	Social rented	Rent free	n/a	Total			J		J	Į.	

No. What is your posteded		22			•				ı		1	1			ı	
A rural location / lifestyre Positive Positive Positive no megative Strongly Positive Positive no megative Strongly Positive Positive no megative Strongly Positive no megative no megative Strongly Positive no megative no megative no megative Strongly Positive no megative no megative no megative Strongly Positive no megative no megat		99	4	4	6	4	2	119								
A rural location / lifestyre Positive Positive Positive no megative Strongly Positive Positive no megative Strongly Positive Positive no megative Strongly Positive no megative no megative Strongly Positive no megative no megative no megative Strongly Positive no megative no megative no megative Strongly Positive no megative no megat		0 14/5-4 :											-			
A rural location / lifestyle 89 23 5 2 119		9. What is y	our postcoae?	I												
A rural location / lifestyle 89 23 5 2 119		10 Romamb	uina that Tiddin	atan Albumiana	Milton Commo	n ara villagas m	laasa stata wh	thay the feetur	roc holour		tive offect	00 1/01/2 01/2	acricance of	livina in th	n novich.	
A rural location / Hersyle		10. Kemembe	ring that Hoom	gton, Albury and	I William Commo	n are villages, pi	lease state will	ther the reatu	les below i	lave a positive of flega	live effect	on your exp	Jerience or	iiving in th	e parisii:	
A rural location / lifetyle			Positive	positive nor	Negative		n/a	Total								
Community spirit 69	A rural location / lifestyle	89	23				2	119								
Community spirit 69			39	7		1	2	119								
Village Istal and its social Formation Formating to personal transformation Formation			35	11			Δ	119								
Street lighting 12 28																
Recreation field / playground S1	leisure events	69														
Cricket Club Church / burial ground Allotments 18. 35. 26. 1 . 33. 119 more person ticked miles miles						7										
Cricket Club 63 26 24 4 3 3 119 twice	Recreation field / playground	51	39	24	3		2	119					ļ			
Allotreets 18 30 56 6 1 8 119	Cricket Club	63	26	24	4		3	119		·						
Proximity to leisure facilities 19	Church / burial ground	54	35	26	1		3	119								
Proximity to leisure / sporting 19	Allotments	18	30	56	6	1	8	119								
Hotel / hotel leisure facilities 19 50 35 11 11 4 119	Pubs	41	57	13	5		3	119								
Cher businesses within the parish parish parish parish parish parish proximity to pre-school and education provision Bus service 78 32 4 2 2 2 1 119		19	50	35	11		4	119								
Proximity to pre-shool and education provision 18	Hotel / hotel leisure facilities	5	33	56	16	1	8	119								
Proximity to pre-school and education provision 18 32 51 8 1 9 119		12	30	54	12	2	9	119								
Bus service 78 32 4 2 2 1 119	Proximity to pre-school and		32	51	8	1	9	119								
Proximity to health services 50 51 14 3 1 119			22	1	2	2	1	110								
Proximity to major transport routes 55 49 10 3 1 1 119																
Proximity to supermarkets	Proximity to major transport					1										
Proximity to other shopping facilities Proximity to facilities available in major towns eg tourism and entertainment Speed / reliability of internet Speed / reliability of internet Quality of mobile phone signal Road noise 19 11. Indicate how important these potential services would be within the Parish Very important Important Neutral Neutral Not that important Not at all importa	Proximity to supermarkets /	29	69	17	2		2	119								
Proximity to facilities available in major towns eg tourism and entertainment Speed / reliability of internet 28 39 18 20 13 3 119 one person ticked three times! Quality of mobile phone signal 15 25 11 19 13 36 119 No xon sheet Road noise 19 11 30 33 22 4 119 11. Indicate how important these potential services would be within the Parish Very important Neutral Not that important important important important important Not at all important important Not at all important N	Proximity to other shopping	21	60	28	6		4	119								
Speed / reliability of internet 28 39 18 20 13 3 119 three times!	Proximity to facilities available in major towns eg tourism and	21	55	31	10		4	119								
Road noise 19 11 30 33 22 4 119	Speed / reliability of internet	28	39	18	20	13	3	119								
Road noise 19 11 30 33 22 4 119	Quality of mobile phone signal	15	25	11	19	13	36	119		No x on sheet			İ			
Very important Neutral Not that important important n/a Total								119								
Very important Neutral Not that important important n/a Total																
important Neutral important important important important		11. Indicate	how important	these potential s	ervices would b	e within the Par	ish									
important Neutral important important important important																
		•	Important	Neutral			n/a	Total						_		
	Creche provision		33	59			3	119								

<u> </u>	ı		ı		ı	1			1	1	1	1	1	1	
Some retail provision / village	29	59	23	4	2	2	119								
shop / post office															
Safe cycle routes	33	50	22	6	2	6	119								
Additional allotments	8	15	59	18	11	8	119								
Additional sporting / exercise	10	34	55	10	5	5	119								
opportunities															
Additional street lighting	19	25	38	18	17	2	119								
	12. A number	er of heritage bu	ildings in the Pa	rish are protecte	d by Listed Build	ling status, but	there is no Co	nservation	Area. Which settings,	tructures o	r spaces, ir	your opin	ion, have k	ocal heritag	e value?
	13. What are	e acceptable use	s for land WITH	N the Parish Bui	It Environment?										
	Very	Acceptable	Neutral	Not acceptable	Strongly	n/a	Total								
	acceptable	Acceptable	Neutrai	Not acceptable	unacceptable	11/ a	iotai								
Retained countryside	92	20	3		1	3	119								
New housing development	1	40	24	26	25	3	119								
Community facilities	20	67	24	1	3	4	119								
Retail facilities	6	43	39	18	11	3	119		one person ticked						
Retail facilities	В	45	39	16	11	3	119		twice						
Commercial development		7	29	53	29	1	119								
									one person ticked						
									twice, one probably						
Light industrial development	1	10	25	45	37	2	119		meant for one below						
									(I'd guess strongly						
									unacceptable)						
Heavy industrial development			3	34	80	2	119								
Sport & leisure facilities	16	50	43	4	5	1	119								
	14. What are	suitable uses for	land OUTSIDE t	he Parish built e	nvironment?										
	Very				Strongly										
	acceptable	Acceptable	Neutral	Not acceptable	unacceptable	n/a	Total								
Retained countryside between															
Tiddington, Milton Common	80	24	2	7	2	4	119								
and adjoining villages			_		_										
Green gap along M40/A40															
corridor	61	31	13	6	3	5	119								
									two person ticked						
New housing in M40/A40	3	15	33	33	32	5	119		twice; one probably						
corridor	ŭ	23	55	55	02	J			meant for one above						
New housing anywhere		10	42	35	27	5	119								
Commercial development		6	30	42	34	7	119	-							
Retail development		15	33	37	28	6	119	-							\vdash
Light Industrial development		12	37	35	31	4	119	 							<u> </u>
Heavy Industrial development		1	4	44	66	4	119	<u> </u>							-
,		1						-	one person ticked						
Leisure caravan/camp sites	1	16	38	28	30	7	119		twice						ĺ
Traveller/gypsy site			9	16	90	4	119	-							
Agriculture	58	45	10	2	1	3	119	 							\vdash
Horticulture	52	51	13	2	1	1	119	 							$\vdash \vdash \vdash$
norticulture	32	31	13			1	113	1	l						

								1	1			
Rights of way / bridleways / footpaths	68	35	10	1	1	4	119					
Woodland and forestry	73	38	5	1		2	119					
Burial ground		41	32	7		3	119					
Wind turbines	3	19	31	24	40	2	119					
Fracking	1	6	18	19	72	3	119					
Mineral extraction	_	6	17	20	72	4	119					
Landfill		2	8	29	77	3	119					
Solar arrays	5	10	37	23	39	6	119	one person ticked				
								twice				
	15. There is a n	eed for new dw	ellings in the Da	rich								
	15. There is a f	iccu for new aw	chings in the r a	11311								
	Yes	No	Neutral	n/a	Total							
	48	36	26	9	119							
	40	30	20		113							
	16. If new dwe	llings were built	. which types we	uld be suitable))					<u> </u>		
	201 11 11 01 01 0	go ivere same	, , p									
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	n/a	Total					
Affordable housing for those with a local connection	/15	51	13	3	2	5	119					
Housing for rent	8	38	35	25	6	7	119					
Social housing	12	26	37	27	11	6	119					
Retirement or sheltered		20	37	21	11	0	119					
housing / care home	17	42	39	14	3	4	119					
Small houses / starter homes for purchase (!-2 bed)		58	19	7	5	4	119					
Family homes for purchase (3- 4 bed)	h	44	32	23	9	6	119	one person crossed twice, circling strongly disagree				
Larger homes for purchase	2	11	17	29	21	39	119	No x on sheet				
Flats for rent or purchase	3	25	35	28	20	9	119	one person crossed twice, circling strongly disagree				
Use of efficient energy & eco-								Strongly disagree				
friendly technology	30	50	24	5	3	7	119					
Have private or communal gardens	22	46	33	5	5	8	119					
Have off-street parking	45	48	13	4	2	7	119					
Be limited to 2 stories	56	40	14	2	2	5	119					
	272					107	1430					
	17. What type	of development	is appropriate t	o accommodate	new homes							
	Very	Acceptable	Neutral	Not acceptable	Strongly	n/a	Total					
	acceptable	Acceptable	iveutidi	ivot acceptable	unacceptable	11/ d	iuldi					
1-2 dwellings, filling gaps between housing in existing built areas	31	57	12	10	4	5	119					
A range of small-scale developments (4-9 units)	2	51	28	19	12	7	119					

								1	T	1		ı		
Medium scale developments	1	8	17	41	48	5	119							
10 – 50 units)	-	ŭ				J								
Larger development	1	3	7	22	82	4	119							
	18. Which of t	he following are	suitable location	ns for new home	s?									
	Very acceptable	Acceptable	Neutral	Not acceptable	Strongly unacceptable	n/a	Total							
Brownfield land	40	51	15	2	6	5	119							
Garden land		34	28	23	22	5	119							
	/													
Greenfield land		13	27	28	45	6	119							
Infill spaces within the village	10	60	25	13	6	5	119							
Vacant buildings	21	64	26	3		5	119							
Edge of village extensions		29	34	24	27	5	119							
	19. Please tell	us which of thes	e statements an	vla			1							
		-	of				-			-				
	yes	no	no of employees currently on site	n/a	Total									
I run my business from my home	11	21	3	87	119									
I rent business premises in the Parish	0	26		93	119									
I own business premises in the Parish	2	24		93	119									
I am the manager of a large business that includes a base in the Parish		26		93	119									
I am considering running my business in the Parish	0	26		93	119									
			3											
			_											
	20 Are there	ny harriers that	prevent your hi	usiness growing v	within the Darick	\								
	20. Ale there t		l	l	vicinii ciic i aiisi	I								
		m /-	Takal				 	-	-	1	 			
		n/a	Total				 	1		 	-		-	
Lack of suitable premises	1	118	119							1				
Lack of public transport services		119	119											
Inadequate Internet access	6	113	119				1							
Planning permission turned down		119	119											
Lack of suitable skills available in the area		119	119											
Lack of community enterprise and collaboration		119	119											
		415	410				1		-	1	 			
No plans for growth	4	115	119							ļ				
		1					1							
	21. If more but	siness premises	are needed in th	e Parish, how an	d where should	they be provid	led?							
		•				•	•							

	Yes	No	Neutral	n/a	Total					1		
Brownfield land		6	10	88	119							
Greenfield land		28	3	88	119							
Vacant buildings	18	4	10	87	119							
Agricultural conversions	12	15	5	87	119							
	0	23	8	88	119							
Domestic conversions	U	23	8	88	119							
	22 - Danis - Ho											
	22. During the	past 5 years nav	re you:									
		_										
	Increase	Decrease	No change	n/a	Total							
Noticed any change to traffic												
volumes on major roads			7	4	119							
through the parish e.g. A40,												
A418												
Noticed any change to traffic												
volumes on village roads			17	5	119							
through the parish e.g. Sandy				J								
Lane, Ickford Road												
	23. Please resp	ond to the follo	wing questions:									
	Definitely yes	Yes	Not sure	No	Definitely no	n/a	Total					
Are roads adequate for												
increased traffic volumes	,	12	20	45	38	2	119					
caused by new local		12	20	73	30	-	113					
developments?												
Are footpath networks												
adequate and well	4	32	33	40	8	2	119					
maintained?												
Can pedestrians move safely		27	18	64	9	2	119					
throughout the Parish?		27	10	<u> </u>	3		113					
Would a cycle network be	26	45	35	8	1	4	119					
helpful?		45	33		1		113					
Are public transport services												
adequate for future		62	21	13	3	3	119					
development?												
Would additional street												
lighting on main roads benefit	14	39	31	25	8	2	119					
the community?												
Would additional street												
lighting on village roads		39	27	21	14	2	119					
benefit the community?												
Would a controlled crossing on												
main roads benefit the	68	36	9	4		2	119					
community?										<u> </u>		<u> </u>
	24. How do you	u expect the siti	ng of a neighbou	ring 'New Town	' development to	o impact on ou	r Parish?					
				<u> </u>								
	Agree strongly	Agree	Neutral	Disagree	Disagree	n/a	Total					

									1			
The impact upon the Parish would be unsustainable		22	18	5	2	2	119					
The Parish would become a	67	23	17	10	1	1	119					
less attractive place to live												
The Parish would benefit from												
new local employment	5	26	39.5	30.5	14	4	119		one person seeemed			
opportunities									in between			
The Parish would suffer from		2.5	40				440					
construction phase		36	12	2		1	119					
environmental impact												\vdash
The Parish would benefit from additional local services												
(health, education, retail,	2	26	46	27	13	4	119					
leisure etc.)												
Milton Common's access to												\vdash
public transport would be		43	48	14	6	4	119					
improved	7	45	40	14	Ü	7	113					
Property values would be												
depressed	//	41	34	14		3	119					
The loss of open, agricultural												
countryside would be	74	24	13.5	5.5	1	1	119		one person seeemed			
detrimental						_			in between			
	25. Please indi	cate which of th	ese routes you v	vould favour?								
	Α	В	С	n/a	Total							
	7	25	33	55	119				ONE PERSON TICKED			
	,	25	33	33	119				TWICE			
	26. And which	sub-route?										
	S1	S2	S3	S4	n/a	Total						
	78	17	1	5	20	119			two people ticked			
									twice			
	27. How would	Lugu lika ta a	the Device decem	ihad in 20222								\vdash
	27. HOW WOULD	you like to see	ine Parish descr	ivea in 2033?								\vdash
					Disagras							\vdash
	Agree strongly	Agree	Neutral	Disagree	Disagree strongly	n/a	Total					
A dormitory settlement					strongly							\vdash
serving urban areas	8	25	23	23	23	17	119					1
A rural community where												\vdash
people both live and work		48	15	4	2	5	119					1
A tourist destination		9	27	36	30	17	119					
A much larger village with												
better services	3	9	18	40	33	16	119					
Little changed from 2017	35	46	23	5		10	119					
		. •										
								To Go				
								0				
			•	•		•			•			

Housing Needs Analysis

8.	What is your	housing ter	nure?				
	Owned	Shared ownershi p	Private rented	Social rented	Rent free	n/a	Total
	99	4	4	6	4	2	119

13.	What are ac	ceptable us	ses for land	WITHIN the	e Parish Bu	ilt Environm	nent?	
		Very acceptabl e	Acceptabl e	Neutral	Not acceptabl e	Strongly unaccepta ble	n/a	Total
	New housing development	1 1	40	24	26	25	3	119

14. What are suit	able uses fo	or land OUT	SIDE the Pa	arish built e	nvironment	t?	
	Very acceptabl e	Acceptabl e	Neutral	Not acceptabl e	Strongly unaccepta ble	n/a	Total
New housing in M40/A40 corridor	1 7	15	33	33	32	5	119
New housing anywhere		10	42	35	27	5	119

15. There	is a need fo	or new dwe	llings in the	Parish
Yes	No	Neutral	n/a	Total
48	36	26	9	119

	16. If new	dwellings	were built,	which type	s would be	suitable?	
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	n/a	Total
Affordable housing for those with a local connection	45	51	13	3	2	5	119
Housing for rent	8	38	35	25	6	7	119
Social housing	12	26	37	27	11	6	119
Retirement or sheltered housing / care home		42	39	14	3	4	119
Small houses / starter homes for purchase (!-2 bed)		58	19	7	5	4	119
Family homes for purchase (3-4 bed)		44	32	23	9	6	119
Larger homes for purchase	2	11	17	29	21	39	119
Flats for rent or purchase	3	25	35	28	20	9	119

Use of efficient energy & eco- friendly technology	30	50	24	5	3	7	119
Have private or communal gardens	22	46	33	5	5	8	119
Have off-street parking	45	48	13	4	2	7	119
Be limited to 2 stories	56	40	14	2	2	5	119
	17. What	type of dev	elopment i	s appropria	te to accon	nmodate ne	w home:
	Very acceptabl e	Acceptabl e	Neutral	Not acceptabl e	Strongly unaccepta ble	n/a	Total
1-2 dwellings, filling gaps between housing in existing built areas	31	57	12	10	4	5	119
A range of small- scale developments (4- 9 units)	2	51	28	19	12	7	119
Medium scale developments 10 – 50 units)	1	8	17	41	48	5	119
Larger development	-	3	7	22	82	4	119
	18. Which of the following are suitable locations for new homes?						
	Very acceptabl e	Acceptabl e	Neutral	Not acceptabl e	Strongly unaccepta ble	n/a	Total
Brownfield land	40	51	15	2	6	5	119
Garden land	7	34	28	23	22	5	119
Greenfield land		13	27	28	45	6	119
Infill spaces within the village	10	60	25	13	6	5	119
Vacant buildings		64	26	3		5	119
Edge of village		29	34	24	27	5	119

5a. Other

Retired.

Part time voluntary work.

Retired.

Retired.

Retired; use bus and car.

Drive to Park & Ride then walk to work.

Retired

Retired

Retired

Car or bus

Retired

Retired

Retired

Retired

_ ...

Retired

Retired Retired

......

Retired

10a. Other facilities that affect your life in the parish:

Positive: Good neighbours.

Village coffee mornings at Cricket Club.

Rural area at the moment.

Quiet

Some community get togethers

Friendly village

All in village social/community events

Negative: Lack of local shop.

Lack of a mini-shop.

State of main A418.

Speed of <u>very heavy</u> lorries vastly increased over last few years. Road surface in need of repair.

Road noise M40.

Lack of controlled crossing on main road.

Very poor mobile phone coverage.

Volume of traffic

Poorly run pub, no community spirit.

We hear the M40 traffic noise most of the time

Lorrys going to Wormingshall ...

Aircraft noise

High traffic on A40 when there is an accident or junction closure on M40

Noise from M40, traffic through village when major roads blocked

Poorly run local pub

Too much traffic on smaller roads - lorries parked in laybys

Volume of traffic on A418

Dog fouling / parking on footways

Sick of lorries going to Worminghall Park. They are damaging the road and bridges

Noise from A418 and unrepaired surface faults
The roads (A148 in particular) are very unsafe for cycling
Road maintenance

Lack of pellicant crossing for elderly and children; lack of cycle track Amount of traffic using A418 through the village

11a. Other potential services or facilities important to the local community

Zebra crossing outside pub Good pub where locals go Changes of agricutural buldings to domestic houses

We definitely need a crossing on the main road - it is <u>very</u> dangerous at the moment and will probably get worse with Thame development.

Some minimal street lighting for old people

Additional facilities for kids - cycle track round edge of rec? With bumps for interest?

A safe/suitable footpath and crossing given the main road

I assume the importance above is to me, not the community

Off road parking

Decent road surfaces - i.e. road upto church

Additional litter bins / more litter picking

Dedicated cycle track from Tiddington to link with the current track between Thame and North

12. A number of heritage buildings in the Parish are protected by Listed Building status, but there is no Conservation Area. Which settings, structures or spaces, in your opinion, have local heritage value?

Church and old vicarage. Church and churchyard.

Weston ...

Pub, cottages in Albury, Hill Cotage & Tiddington House if not already listed. The Fox and Goat, Albury Church Victorian houses, Albury View

Listing trees

The White House, The Forge, The Old School, The old Post Office, the Woods. Church

The dismantled railway line which was very important in its day and more use should be made of it today with information boards stating its history.

Fernhill woods

Church

The vicarage, Tiddington garage, Fox & Goat, Cholsey Cottage, Sandy Lane Farm, Manor Farmhouse Manor, pub, church & Albury House; various other buildings Thatched property in Albury View

None

Church, pub, thatched cottages, farm house, Tiddington House, old cottages, village hall, vicarage

Route of roman road, stie of 2 windmills, 1, Albury & 1 ... Fernmill Woods, Sandy Lane Farm, Fox & Goat

Fernhill Woods, difficult to comment without knowing which buildings are protected Albury Church

The forest that spans between the top of Albury View to Albury (church area)
Albury Church, old housing in Albury View, ground behind Albury View should be conserved - too much development
Village hall, pub and cricket club
Tiddington Cricket Club

Hill Cottage, Tudor Cottage, Tiddington House, the Chruch, Rectory and Fox & Goat

Fox & Goat, Rectory, Tiddington House, Tudor Cottage, Hill Cottage

Buildings in Albury and 2/3 in Albury View otherwise there are no other of any value except the pub The old railway bridges, St Helen's Church The church.

Those properties that are hertiage have been built around as ongoing ... to further development is required to balance old and new
Village Hall, Pub, Cricket Club, Playing Field
Ickford Bridges
Church & Old Vicarage
The pub - listed building

Albury, end of Albury View furthest from A418, cricket club & pitch Cricket field, upper Albury View, Albury
The land between the village and Albury Church
Play area, Fox & Goat, Ickford Bridge, Old Railway Bridge

The beautiful countryside around Sandy Lane Farm, Albury & Rycote Woods

Cricket ground, Queen Ane House, Albury View, Fox & Goat Inn, St. Helen's Church, Albury Rycote Chapel, Lake
Fox and Goat
Fox & Goat
The open fields surrounding the village
Albury Church

Ickford Road Bridge, public house Fox & Goat, Old Railway Line Garage St. Helen's Church, Albury Cricket club; village hall Village playing field

The Oxfordshire Way between Albury and Rycote Chapel is particularly specia; the oak by Albury and the bluebells in Fernhill Wood Albury as a settlement

None apart from Albury Church and 16th century Fox & Goat Public House None
The Fox & Goat; Ickford bridges

13a. Other acceptable uses for land WITHIN the Parish Built Environment?

Should continued to be used as farm land only.

It's a village, that's why people live here.

New housing is needed for low cost.

The questionaire should be to retain rural status (not authority to build) Village shop / PO

(New houses) Bungalows rather than houses as they have less impact regarding height; small horticultural site for fresh veg

This village has not had a shop or facilities for some years. In Ireland in villages most pubs it is possible to buy basic food stuffs

New housing should be integrated into villages not stand-alone dormitories

14a. What are suitable uses for land OUTSIDE the Parish built environment?

Again, a question of scale: I am very accepting of small solar arrays - or on south facing fencing of M40

Nature reserve open to the public

Retirement homes with either individual gardens or green acres to separate the houses

Water turbines on River weirs to make the most of natural resources when producing electricity to minimise carbon footprint

16a. Other types of new dwellings which should be built in the Parish

Pre-fabs for young couples.

Bungalows for purchase

Too many ... in this area runinig village life, we should stay small otherwise it is gone forever

None

None it's a village!!

It is so important that young people who want to live here, having grown up here, should be able to afford to do so.

Any dwellings should be built to a decent standard, with as minimal environmental impact as possible - as a perference

Prefer no building as it's a village. No need to build here (go to London, Birmingham or Manchester) Family homes with own drive and garage

2 story flats but must have extra parking or make maisonette, look like houses and blend in better. Not too many 4 bed homes.

Bungalows for old generation but not necessarily sheltered/care homes

Single storey dwellings to allow for downsizing and thus staying in the parish

Conversion of agricultural and industrial buildings no longer in use

20a. Other local business growth barriers

People who move here do not do it for work needs.

Not appropriate for village life

Bad mobile signal

"None"

"No"

21a. Suggested locations for additional business premises in and around the Parish

Thame or Oxford. Resite gypsy camp.

None as a village not a town.

What is not undersootd about a village vs town

None - it's a village not a town

23a. Other comments on traffic, transport, infrastructure and environmental concerns:

Footpath from Rycote Lane to Albury is overgrown along the side of Erahill Wood. Rycote Estate owners are anti-walkers.

The A418 is in dire need of resurfacing; last done 20 plus years ago.

An increase in large very heavy lorries very noticeable unfortunately. Not a lote of notice taken of 30 mph sign especially in early hours or late at night. We need a bypass!

Zebra crossng at pub; Ickford Road & Albury View needs street lighting.

The extra building going on everywhere is increasing traffic. It used to take 25 mins to go to Abingdon it now takes 45 mins.

Footpaths - well maintained, could be signposted or marked better

Large trucks going too fast through village, fully loaded width

Thrre is a lot of traffic on A418 & A329; it takes quite a while to cross over and enter road e.g. 3 pigeons to A329, also Sandy Lane to A418 $\,$

Gravel extraction

Issues with pot holes & narrow roads would not support extra traffice. Issues with speeding cars on the A418.

Crossing 418; crossing by the Fox & Goat for children and elderly

We need a safe method of crossing the A418 with young children

With increasing traffic on the A418, Tiddington urgently needs a crossing A safe crossing on the A418 urgently needed

Traffic lights / roundabout at Ickford Rd and main A418 road; Traffic calming (humps) along Ickford Rd as cars come from Ickford direction frequently speeding

Tiddington needs a controlled crossing at the main road near the bus stops

Poor road surfaces & pot holes - Ickford Road and road leading to St. Helen's Church

Public transport may be adequate now - but if future developments includes ... housing, may not be

Zebra or pelican crossing at Fox & Goat area across the A418

Maybe a zebra crossing on the A418 in the middle of the village

Roundabout or traffic lights @ Ickford Road-Main Road-Albury View; cycle route? How would it be built? No good on current pathways. Possible use of old rail track to cyclists who wish to travel from Thame directon to Wheatley.

More to be done to repare roads

Especially for prams, scooters and mobility vehicles, at the moment one takes ones life in ones hands!

More refure's at each end of village to slow traffic coming in and going out of village (also stop overtaking before leaving village)

The noise and light pollution has increased substantially - new development should minimise these

Adequate as present apart from lack of pedestrian crossing on A418

I do have concerns that should a pelican type crossing be installed near the pub that HGVs would be able to stop quick enough & therefore cause an accident Speed controls need improvement

24a. Other important issues

We already have a large poplation in Bicester and Didcot. The surrounding villages are being spoiled, how long to we have to go on like this? It is spoiling everything. It is not providing homes for <u>local</u> people it's all for commuters.

Such a large development would be a nightmare for schools, hospitals and doctors I am moving out.

Beside the M40 is an unsuitable building site - and the scale of proposed town is totally inappropriate for the area. Perhaps 20 or 30 houses would be good but thousands or hundreds of homes will create an urban development which would be totally devastating to this rural part of Oxfordshire.

Encourage developments away from the south-east, make better use of existing sites Local bus service for OAP

Moving 20,000+ people & 15,000+ cars would not benefit the parish

- How the development affects flood plains - How sustianable the development/housing is - Provision for green areas within the development

The concept is wrong (wrong location). Traffic will ruin area. Take it to existing town.

Traffic congestion or wweks
It depends if public transport will improve

With the development at Chagrove not proceeding it is likely that more focus will be given to the J7 option, this is of concern/worry.

Possible severe road congestion from additional traffic; noise pollution, dust pollution on windy days

A new town is preferable to additional small housing additions to a village which has already had lots of small development

More information regarding maps would have been helpful

26a. What are your reasons for this sub-route?

- S1: Our roads not big enough to take a bigger volume of heavy good traffic.
- S1: S1 is already dual carrigeway. S2 could adversely affet Shotover & Otmoor. Route via Thame has no existing roads anywhere near sufficient, thereford it will destroy much more countryside.
- S1: Avoids our village and Otmoor Reserve

Do not understand this quesiton.

- S1: A34 needs upgrading. Would link up the new rail network with minimal damage to Green Belt & conservation land & villages.
- S1: A34 needs upgrading and that route is least invasive & ...
- S1: Avoid Thame! Too much traffic.
- S1: The road is already existing and just needs upgrading, as the A34 needs to be. I think it's wrong to eat up the countryside for more roads and cause noise & pollution in the surrounding villages. Why expressway? Why not new roads?
- S1: It is the most obvious route.

n/a: Thame is too busy to interfer with.

n/a: It is totally inappropriate to build any new roads, if we must widen rodes in place, so be it. But, we should be travelling by rail, and the Oxford-Cambridge railway is being improved as we speak.

- S1: Avoid new roads on green land at all costs. New roads draw in yet more development.
- S1: Keep away from the village
- S1: This should be closer to the current road network so should be less disruptive
- S3: Least distruption of built up areas
- S1: Neither route runs through our parish or home
- S1: Upgrade the existing roads not building new ones and destroying countryside
- S1: Least disruption to Greenfield
- S1: Minimise disruption by using E-W rail corridor and building on A34 route
- S2: The main roads in Oxford need development anyway in terms of efficiency & capacity. This would give a boost in their priority and funding

- S1: Minimise disruption by using E-W rail corridor and building on A34 route
- SI: Kidlington route is already built up, less distruction
- S1: This area needs attention as traffic already a problem. Would not damage environment as much as virgin southern routes.

None at all

- S1: It must be easier to improve existing roads rather than build new
- S1: They are furthest from my house!
- S1: No impact on our village
- S1: Not near Tiddington
- S1: Less impact on the villages
- S1: Less impact on the parish
- S1: No impact on the village community
- S1: The further away the better
- S1/S2: Routes S3 & S4 are far too close to us
- S1: Furthest away from my property & development of A34 seems more sustainable and sensible
- S1: Uses existing corridor routes. Better links between road & rail
- S1: Better to upgrade existant roads A34, A43 linking to A19, brings Northampton and Milton Keynes in as well.
- S1: This would to make better use of already established roads with less impact on the surrounding environment
- S1: Route already exists but will eed improving. Parish would be 'trapped' by HS2 + express way if other routes particularly S2/S3 are chosen. Will bring little to the parish. S3/S4 would impact most.
- S1: Hopefully the route could connect up with the existing ring road on the eastern side of Oxford
- S1/S2: 'A' route crosses the water meadows near Thame. Here would the flood go?
- S1: A34 exists and joins the M40, there would be no disruption to the east of Oxford
- S4: Joins A34 & M40
- S1: Making use of existing road network which will reduce the impact on countryside and villages on the other routes
- S1: We already have noise/distruption from M40, especially when accidents happen and traffic directed along A418
- S1: Environment impact
- S1: Bypasses Oxford well away from the village; also has easy access to motorway
- S1: Stregthening already main route keeping road growth to existing arteries
- S1: Least impact to small villages
- S1: Because it would be away from our village!
- S1: Keep away from Tiddington
- S1: They use existing roads and would cause less disruption to people and the local environment
- S1: The existing A34 through to junction 9 of the M40 appears to have the least impact by a great margin

- S4: S4 would link Harwell A34 to M40 and Route (A) would provide infrastucture routes for towns in Oxfordshire and Buckinghamshire en route to Cambridge
- S4: Protection of residental areas, green belt and Otmoor National Wetland Reserve
- S1: Away from Tiddington

27a. Other future descriptions?

We do need a pedestrian crossing, on the 418. It is a very busy road, and cuts through the village. Just leave it alone.

I think that growth of settlements should be incremental, i.e. to grow at a pace that most inhabitants and incomers can accept/accommodate.

Gradual evolution is the only way to preserve the villages unique character Eco friednly, wild life rich, strong community For god sake isn't HS2 enough distruction for Bucks/Oxon?

Little changed! (n/b agree strongly on A rual community... but bracketed 'and work')

Cannot see where new builds will be sited; either it would be on flood plain or ... with no access

Other comments

10: Quality of mobile phone signal - "poor"
10 Internet / phone signal could be improved
Street lighting - strongly positive - "lack of is good"
Road noise "lack of" strongly positive
"Lack of road noise" strongly positive
"Definitely need mobile phone signal throughout village"

- 13: New housing development NEUTRAL "size dependant"; Retail facilities NEUTRAL "acceptable if village corner shop"
- 14. Wind turbines "i.e. noisy"

Depends on the scale of development: Small is good, large is not!!

- 15: It's a village "what don't you understand" about village
- 16: Linited to two stories AGREE "3 stories acceptable"
- 17: 1-2 dwellings, Acceptable "depends on size"

Depends on space. Bungalow sold on main road to have 2x 3 bed houses on. No space for garden. Not acceptable.

- 22: "I have only lived in the village for 18 months"
- 23. Pedestrians "main road can cause problems"
- 23. Pedestrians NOT SURE "fairly"
- 25: (ex. Comments re routes not shown)

"Definitley not A"

"Not indicated on map, but the ?? Route, following the A34."

"No label, but the northern route = A34"

"This one" (route past J9)

"North joining A40 proposed improvement"

"Not in favour of any"

c: "Assuming Abingdon-Beckley route"

"B or C not A"

"Not route A"

"Not A"

"Favour route from Didcot to Junct 9 M40"

"I prefer the one via Cumnor and Kidlington"

"Can only find A and do not agree with it"

"Not A"

Junction 9 circled