



**BECKLEY AND STOWOOD
NEIGHBOURHOOD PLAN 2011-2035
SUBMISSION VERSION
DECEMBER 2022**



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Quotations from external documents are in italics in blue

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Beckley and Stowood Parish Council

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BECKLEY AND STOWOOD NEIGHBOURHOOD PLAN

1. INTRODUCTION – THE PARISH OF BECKLEY AND STOWOOD

Beckley and Stowood is a rural parish situated to the north east of Oxford, spreading from the outskirts of Oxford City at Barton into the countryside. The whole parish was in the Green Belt, but since the adoption of the SODC Local Plan 2035 (Local Plan) in December '20 the southernmost part of the parish at Lower and Wick Farms have been removed from the Green Belt to enable the strategic development site in the Local Plan, Land north of Bayswater Brook [LnBB] to go ahead. The very attractive main village is Beckley, the centre of which is a Conservation Area, with more recent surrounding areas of housing. Outside this there are a few farms, some houses and farm land with Wick Farm and Lower Farm nearer Oxford. Wick Farm has a mobile home park and old farm buildings, some housing and small businesses. Approximately 20% of the parishioners live at Wick Farm.

The Beckley and Stowood Neighbourhood Plan, led by the Steering Group, and backed by the Parish Council, started back in January 2016. The Parish Council wanted the people of Beckley and Stowood to have a say in all aspects of the future of the parish, but most importantly it wanted local people to decide how the parish would develop, rather than leaving this decision to South Oxfordshire District Council (SODC).

Beckley and Stowood's Neighbourhood Plan sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. The Plan is relatively simple compared with others for larger towns as it was all 'washed over' by [within] the Green Belt, so there is no development target for new homes. The SODC Local Plan 2035 has removed the area destined for strategic development - Land north of Bayswater Brook, from the Green Belt. This includes the southern part of the parish at Wick Farm and Lower Farm.

The Parish Council is committed to developing and strengthening the contacts and groups that have evolved as a result of the Neighbourhood Planning process. It believes that by working together to implement the Plan it will make Beckley and Stowood Parish an even better place to live, work and enjoy.

1.1. HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

The Neighbourhood Plan must meet the Basic Conditions –

The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. The basic conditions are:

a. having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the order (or neighbourhood plan).

d. the making of the order (or neighbourhood plan) contributes to the achievement of sustainable development

e. the making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area)

f. the making of the order (or neighbourhood plan) does not breach, and is otherwise compatible with, EU obligations.

g. prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or neighbourhood plan).

- This Plan when ‘made’ will run from 2011 until 2035 in line with the SODC Local Plan

1.2. WHAT IS NEIGHBOURHOOD PLANNING?

The official Government definition ¹ – Guidance Neighbourhood Planning - From: Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government - Published 6 March 2014, Last updated 25 September 2020

What is neighbourhood planning?

“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead. Neighbourhood planning provides a powerful set of tools for local people to plan for the types of development to meet their community’s needs and where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.”

What can communities use neighbourhood planning for?

Local communities can choose to:

set planning policies through a neighbourhood plan that forms part of the development plan used in determining planning applications.

grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.

Neighbourhood planning is not a legal requirement but a right which communities in England can choose to use. Communities may decide that they could achieve the outcomes they want to see through other planning routes, such as incorporating their proposals for the neighbourhood into the local plan, or through other planning mechanisms such as Local Development Orders and supplementary planning documents or through pre-application consultation on development proposals. Communities and local planning authorities should discuss the different choices communities have to achieving their ambitions for their neighbourhood.

What are the benefits to a community of developing a neighbourhood plan or Order?

Neighbourhood planning enables communities to play a much stronger role in shaping the areas in which they live and work and in supporting new development proposals. This is because unlike the parish, village or town plans that communities may have prepared, a neighbourhood plan forms part of the development plan and sits alongside the local plan prepared by the local planning authority. Decisions on planning applications will be made using both the local plan and the neighbourhood plan, and any other material considerations.

¹ <https://www.gov.uk/guidance/neighbourhood-planning--2#what-is-neighbourhood-planning>

Neighbourhood planning provides the opportunity for communities to set out a positive vision for how they want their community to develop over the next 10, 15, 20 years in ways that meet identified local need and make sense for local people. They can put in place planning policies that will help deliver that vision or grant planning permission for the development they want to see.

To help deliver their vision communities that take a proactive approach by drawing up a neighbourhood plan or Order and secure the consent of local people in a referendum, will benefit from 25% of the revenues from the Community Infrastructure Levy arising from the development that takes place in their area, where their authority collects contributions using this method.

Communities without a parish or town council can still benefit from this incentive. If there is no parish or town council the charging authority will retain the Levy receipts (where it is charged) but should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding. Charging authorities should set out clearly and transparently their approach to engaging with neighbourhoods using their regular communication tools e.g., website, newsletters, etc. The use of neighbourhood funds should therefore match priorities expressed by local communities, including priorities set out formally in neighbourhood plans.

Neighbourhood planning is part of a new approach to planning introduced by the Localism Act 2011. The new system is designed to be more collaborative and gives communities more powers to shape the future of the places where they live and work.

Neighbourhood Planning is the government's initiative of trying to empower local communities to help make and take forward planning proposals at a local level. The idea being that local people will drive, and then help to shape, how their local communities grow and develop over the next coming years.

Neighbourhood Plans can only be made by one of two groups, towns/parishes or neighbourhood fora. As our area has parishes, town and parishes will take the lead in pushing them forward.

Neighbourhood Development Plans set out a vision, aims, policies and proposals for the future development of a neighbourhood. If adopted, the Neighbourhood Plan will be part of the statutory development plan for the area in question.

The local authority and planning inspectors will have to take the plan into account when making planning decisions. This gives the plans more weight than some types of plan, such as parish plans or community plans.

It gives us the opportunity to influence the future of the place where we live or work.

How is development managed if we don't have a Neighbourhood Plan? Planning applications will be determined in accordance with the up to date 'development plan' for the area. Adopted Neighbourhood Plans will form part of the development plan for their area.

1.3. HOW THIS PLAN IS ORGANISED

This Neighbourhood Plan and two Appendix documents is supported by two Evidence Base documents which do not form part of the Plan and are not being submitted for examination.

Beckley and Stowood Neighbourhood Plan which contains the reason for developing the Plan, Consultations, the Vision and Policies.

The Evidence Bases – (supporting documents not being submitted for examination)

1. Sets out a brief description of the Parish today – the History, Environment, Geology and issues that have influenced the vision.
2. The Character and Heritage, Opportunities and Threats, Consultation and Community Engagement, Background to policies

Appendices A and B. There is a large amount of background information that has helped in producing the Plan. The Beckley and Stowood Neighbourhood Plan Appendices are available in two separate documents. A contains appendices 1-11 and B 12 – 24. This provides an overview of key parts of the Evidence Base, as well as explaining what options were considered for the future of Beckley and Stowood.

In addition, there are a number of separate reports –

- **A Consultation Statement/Report**
- **A Strategic Environmental Assessment Report**
- **A Basic Conditions Statement**

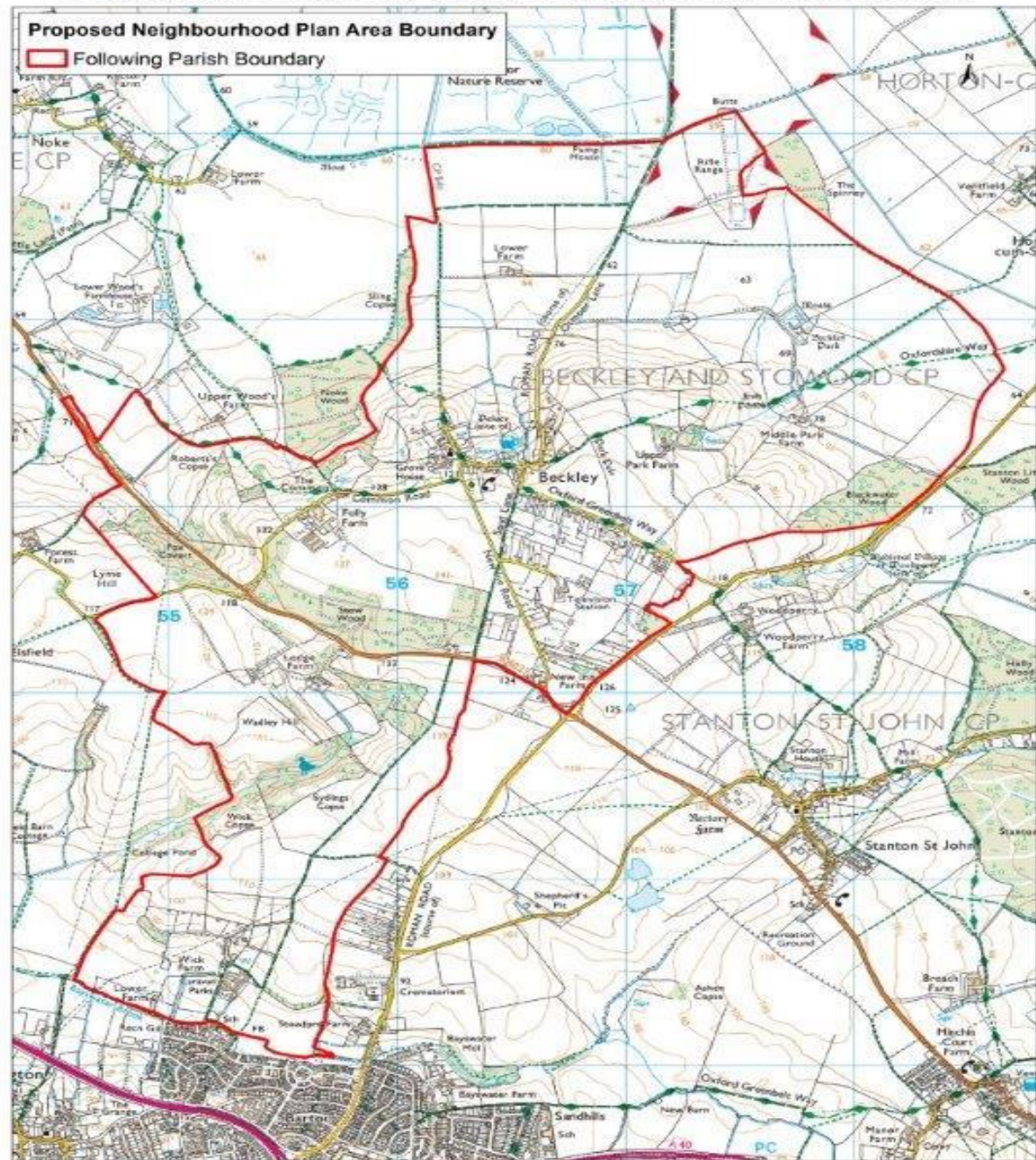
This Neighbourhood Development Plan (the Plan) is submitted by Beckley and Stowood Parish Council, which is a qualifying body as defined by the Localism Act 2011.

1.4. HISTORY OF THE BECKLEY AND STOWOOD NEIGHBOURHOOD PLAN

- January '16 – Inaugural meeting
- June '16 – Designation of Neighbourhood Plan Area – the whole parish
- February '18 – Parish Consultation
- September '18 – Consultancy Advice
- January '20 – Grant from Locality for Consultancy Advice
- February '20 – Consultancy Bluestone – development new & revised policies
- April '21 - SODC demands a Strategic Environmental Assessment (SEA)
- June '21 – Grant Application for SEA
- March '22 – Technical Support Granted for SEA from Locality
- March '22 – Working with new consultant on new SEA & revised policies
- June '22 – SEA Report Completed and sent to SODC
- July '22 – Neighbourhood Plan submitted to SODC
- July '22 – SODC advised a new Regulation 14 consultation would be required
- 1st Aug-14th Sept '22 – Second Regulation 14 Public Consultation of Plan and Sea
- December '22 – Neighbourhood Plan submitted to SODC for Independent Examination

2. BECKLEY AND STOWOOD PARISH

Beckley and Stowood Proposed Neighbourhood Plan Area



Map of Beckley and Stowood Neighbourhood Plan Area – The Whole Parish

2.1. ABOUT BECKLEY AND STOWOOD

The parish of Beckley and Stowood borders the Barton estate on the outskirts of Oxford in the south, where the Bayswater Brook forms the Parish boundary and formerly that of the Oxford Green Belt. To the north, the bridleway around Otmoor forms the parish boundary. To the west, the boundary follows a jagged course along field boundaries, incorporating the village of Beckley and Robert's copse to the north of B4027 and Wick and Sydlings copses to the south of that road. To the east, the parish boundary encompasses the MOD rifle range on Otmoor in the north, going around Beckley Park to the Horton Road at Blackwater Wood, then following this road one field in to the north west until it reaches Jubilee House, the guide building, where it then follows the Horton Road to its junction with B4027. It follows the B4027 for a short distance west and drops south following the line of the Roman Road across fields parallel with the Bayswater Road. It then goes behind the houses and crematorium along the Bayswater Road until it reaches the Bayswater Brook at Wick Farm.



Figure 2.1. BECKLEY HIGH STREET

The Neighbourhood Development Plan Designated Area comprises the historic villages of Beckley and Stowood (the latter has now disappeared) situated in a rural area of open farmland with copses of trees, predominantly oak. Beckley sits on an escarpment overlooking Otmoor and the RSPB Otmoor Wetland Reserve, while Stowood and the land toward the city slope gently down to the Bayswater Brook. This seemingly rural setting is very near Oxford - between two and half miles from the south to seven miles from the north of the parish. It is used by many both inside and outside the Neighbourhood Area for hiking, cycling, horse riding, bird-watching, and other outdoor pursuits. The elevated land tends to be arable and the low-lying land more suitable for summer grazing. The whole Parish of Beckley and Stowood, the designated Neighbourhood Plan Area, was in the Green Belt. However, the southernmost part of Wick and Lower Farms, abutting Barton, has now been removed from the Green Belt for the strategic development of Land north of Bayswater Brook [LnBB] in the SODC Local Plan. The oldest part of the village of Beckley is a Conservation Area.

Beckley and Stowood has approximately 250 dwellings and the 2011 census showed the total population of 606.

3. CONSULTATIONS AND COMMUNITY ENGAGEMENT

The Neighbourhood Plan has been developed with our local community to reflect their aspirations of how we want to see the parish of Beckley and Stowood develop. Here is a list of the consultations and dates. These are contained in a separate, detailed, Consultation Statement/Report.

| | | |
|--|--------------------|---------------|
| 1. Inaugural meeting | Meeting | January 2016 |
| 2. Initial Survey | Survey | June 2016 |
| 3. Criteria - development sites and design | Meeting | October 2016 |
| 4. Design criteria | Survey | November 2016 |
| 5. Local businesses and organisations | Survey | March 2017 |
| 6. Regulation 14 Consultation | Survey and meeting | December 2017 |
| 7. Cycleway Survey | Survey | March 2020 |
| 8. Second Regulation 14 and SEA survey | Survey | August 2022 |

3.1. INAUGURAL MEETING

At the very first meeting of Parishioners in January 2016 the issues identified that the Neighbourhood Plan should cover were -

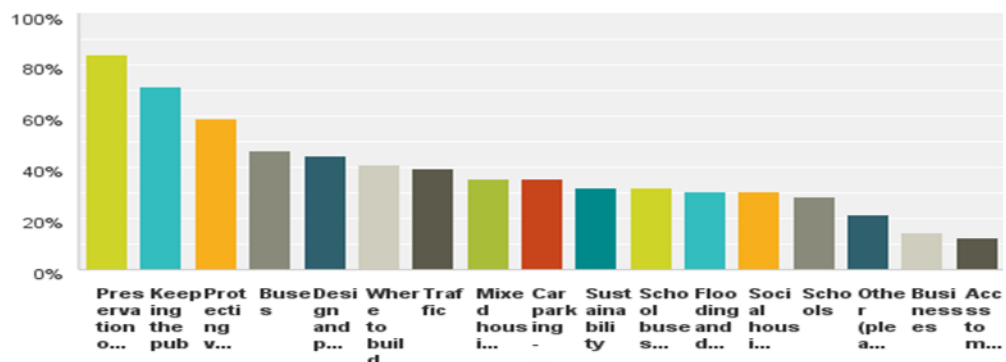
- ***Preservation of the Green Belt***
- ***Traffic***
- ***Buses***
- ***Schools***
- ***Where to build***
- ***Design***
- ***Flooding and drainage***
- ***Keeping the pub***
- ***Businesses***
- ***Sustainability***
- ***Social housing, affordable housing***
- ***Mixed housing - housing for those who wish to downsize and remain in the village***

3.2. VISION FOR BECKLEY AND STOWOOD – INITIAL SURVEY RESULTS

This initial survey of parishioners was carried out in June 2016. The issues identified in the inaugural meeting were ranked in order of importance in the initial Parish survey.

Q23 A number of issues have been identified to be included in the neighbourhood Plan. Please could you indicate the most important to you and add others not already included below.

Answered: 56 Skipped: 0



| Answer Choices | Responses |
|--|-----------|
| Preservation of the Green Belt | 83.93% 47 |
| Keeping the pub | 71.43% 40 |
| Protecting views from the village | 58.93% 33 |
| Buses | 46.43% 26 |
| Design and planning | 44.64% 25 |
| Where to build | 41.07% 23 |
| Traffic | 39.29% 22 |
| Mixed housing – (housing for those who wish to downsize and remain in the village) | 35.71% 20 |
| Car parking - school, RSPB | 35.71% 20 |
| Sustainability | 32.14% 18 |
| School buses and buses | 32.14% 18 |
| Flooding and drainage | 30.36% 17 |
| Social housing/ affordable housing | 30.36% 17 |
| Schools | 28.57% 16 |
| Other (please specify) | 21.43% 12 |
| Businesses | 14.29% 8 |
| Access to main gas | 12.50% 7 |
| Total Respondents: 56 | |

Aspirations for the Next 15 Years

43% of respondents would like to attract younger people to the Parish and as the age profile is older this would change the complexion. 30% would like more small houses with 21% wanting more bungalows and houses suitable for the elderly. 21% wanted more mixed housing while 27% thought it should remain as it is. Although aspirations are clearly mixed there is a clear wish to attract more young people, while providing more mixed housing, including smaller homes for older people.

Issues for the Neighbourhood Plan

A list of issues for the Neighbourhood Plan were identified in the initial public meeting and views were sought about this original list and the answers ranked.

The most important issue for the Neighbourhood Plan was preservation of the Green Belt [84%], since there had been a number of threats to build on Wick Farm and other fields south of the B4027. This was closely followed by keeping the pub [71%] and protecting the views from the village [59%].

Design and planning, where to build, mixed housing and social/affordable housing were also high in the ranking and are issues that the Neighbourhood Plan can address.

Buses, traffic etc. are issues that the Plan cannot address, but could try to help alleviate with design and site criteria.

A more detailed summary can be found in Evidence Base 2. Page 64. The full survey results can be found in Appendix 19.

3.3. SITE CRITERIA RESULTS

A meeting for the whole Parish was held on Monday 10th October 2016 at the Jubilee Hall. Approximately 40 parishioners attended a meeting to discuss this. The outcome was –

Local Development Site Criteria

- Infilling is acceptable – “Infill development is defined as the filling of a small gap in an otherwise continuous built-up frontage or on other sites within settlements where the site is closely surrounded by buildings. The scale of infill should be appropriate to its location.” (SODC Local Plan Policy H16: Backland and Infill Development and Redevelopment Point 2.) Views from public places both to and from the village should be protected. New development that does not detract from the view of the skyline would be preferred.
- Developments should provide adequate parking spaces to meet residents’ needs, to ensure that as far as possible parking on the road is unnecessary.
- A review of flood risk, including springs and water run-off is required for potential development sites.
- Gardens are a very important feature in Beckley and provision of a garden in proportion to the house size is an important criterion to the character of the village – *[Refer to Parish Character Assessments]*

- Generally, building with local materials including stone will be strongly preferred. Building materials of brick, rendered blockwork, timber or tile cladding and natural stone with roof covering of tiles or slate will be accepted. uPVC and other synthetic cladding materials will be discouraged
- Minimising paved and hard standing areas is strongly encouraged to minimise flooding and run off.
- Building of smaller houses is encouraged to help to ensure that local people have the opportunity of affordable housing or to downsize and stay in the village and maintain the vibrancy and vitality of the village

Further details are included in Evidence Base 2 4.2. page 64 Appendix 20. gives further details of the meeting outcome.

3.4. DESIGN CRITERIA RESULTS

Following the design and development site criteria voted upon at the meeting in October '16 the whole parish was consulted in a survey on the outcome of the meeting, in November '16. An on-line consultation was carried out and widely publicised.

Summary of Design Criteria Consultation Survey Results

83% of respondent agreed with the development and environment criteria. The individual responses can be found in the appendix. There were several comments about the desirability of parking on a house driveway, rather than congesting roads further.

The views that were felt particularly important were those to and from Beckley across Otmoor, from Woodperry Road to Brill, from Common Road across Otmoor from Stowood across to Didcot and the M40 Stokenchurch cutting. Views within Beckley village that are valued are all the roads in the Conservation Area – Church Street, High Street and Otmoor Lane.

92% of respondents wanted to preserve the grass verges as an important feature in the village. Parking around the school was mentioned as a problem.

Design attributes that people would like to encourage are stone or brick construction, pitched roofs, a garden with sufficient space around the house at each side, two-storey and traditional in nature, blending with surrounding houses.

Details can be found in Evidence Base 2 4.2. page 64 and full results in Appendix 21.

3.5. LOCAL BUSINESSES AND ORGANISATIONS

This consultation was carried out by on-line survey in March 2017 and publicised in the Beckley Newsletter.

The issues that concerned most were transport and commuting of staff and linked to that the availability of staff and affordable housing, presumably again for staff. There was a small

concern expressed for the availability of business premises, but commuting was the main concern.

3.6. FIRST REGULATION 14 CONSULTATION

The consultation was carried out between 1st December 2017 and 24th February 2018.

The responses were all analysed and considered, and remedial action taken where it was thought necessary. As there was considerable concern about some issues including the proposed settlement boundary from a number of respondents the Neighbourhood Plan Steering Committee decided to apply for a grant for consultancy support and advice to review the Plan and policies.

3.7. CYCLEWAY SURVEY

A survey was carried out of Beckley residents on the demand for a cycleway during March 2020. It was publicised in the Beckley and Stowood newsletter that is delivered to all households in the Parish and by e-mail to Beckley and Wick Farm/Barton residents. The detailed results can be found in Appendix 9.

3.8. REGULATION 14 AND SEA CONSULTATION

The consultation was carried out between 1st August and 14th September 2022.

Only 12 responses were received in total with an additional 2 with no comments on the Neighbourhood Plan. The consultation, responses and actions taken are covered in full in the separate Consultation Report.

A VISION FOR BECKLEY AND STOWOOD

4. VISION STATEMENT AND CORE OBJECTIVES

The Vision Statement and Core Objectives were developed with the local community at a series of community engagement events. They form the foundation of the Beckley and Stowood Neighbourhood Plan. The Parish has two main settlements, the village of Beckley positioned high on a limestone ridge overlooking Otmoor to the north and dropping down to the south to Wick Farm and Lower Farm near Oxford. Other houses and farms are interspersed with farmland, woods and the important Sydlings Copse and College Pond, a SSSI. The area has very important heritage to be preserved and was once part of a royal hunting forest stretching to Bernwood Forest and Shotover. The whole Parish was 'washed over' (within) the Green Belt, an important protection from the encroachment of Oxford, but since the adoption of the SODC Local Plan 2035 the southernmost part of the parish around Wick and Lower Farms has been removed from the Green Belt.

Our Parish is already an outstanding place to live.

Our vision –

The character of our parish should be conserved and even improved for the present and future generations of its inhabitants.

We will endeavour to accomplish this by means of the following positive actions by the community:

- Preserve, maintain, nurture and enhance our environmental assets and biodiversity, particularly ancient woodland, SSSIs and the important setting of the village and settlements in the surrounding countryside.
- Conserve and enhance our heritage and the rural character of the village and settlements
- Maintain the important views from Beckley village, Stowood and towards the Parish from Oxford, Otmoor, Brill and beyond and maintain our dark sky.
- Enable the sustainable modest growth of housing numbers within the village boundary while ensuring design is compatible and in keeping with surrounding houses.
- New developments should be built to the highest energy conservation standards and retrofitting of existing buildings is encouraged, working towards conserving energy being carbon neutral
- Encourage a mix of size of housing to enable residents to downsize and encourage young families
- Local residents are greatly concerned about the potential negative effects from the development at Wick Farm as part of the 'Land North of Bayswater Brook' strategic

development site in the SODC Local Plan. While nothing could mitigate the destruction of the Green Belt around Oxford and in this Parish, or the great threat to the very important SSSI sites at Sydlings Copse and College Pond, policies have been developed to try to protect, as far as possible to the environment and lives of residents at Wick Farm from the negative aspects this development.

CORE OBJECTIVES

Objective 1. Preservation of the Green Belt

The preservation of the Green Belt in our Parish is vital to maintaining the environment, biodiversity and the setting of the village and dwellings.

Objective 2. Conserving and Enhancing Our Heritage and Rural Character

It is important to conserve our heritage and the setting in which it is found, along with the countryside and fields that make up the Parish.

Objective 3. Maintaining Views and Dark Skies

The Parish is within the Oxford heights area and rises from Bayswater Brook in the south to 140 metre limestone ridge and Stowood and Beckley village. This gives rise to many extraordinary views and vistas for many miles in all directions, which, alongside the dark night skies, must be maintained.

Objective 4. Sustainable Growth and Compatible Design

Provide for sustainable levels of residential development within the Settlement Boundary and avoid houses *“that are out of character with the rest of the village”*.

Objective 5. Sustainable New Development

To achieve the highest standards of energy efficiency and carbon neutrality with new development wherever possible.

Objective 6. Encouraging Housing Mix

A housing mix is desirable to accommodate young families wishing to move into larger houses and older resident wishing to downsize.

Objective 7. Protecting the Environment and Residents from Negative Aspects of Development at Land North of Bayswater Brook

To develop policies to help to mitigate the harm arising from the strategic development proposed on land North of Bayswater Brook.

4.1. PRESERVATION OF THE GREEN BELT

This objective came top in both the inaugural meeting and subsequent initial consultation, with 84% support see section 3.2 Evidence Base 2. Page 64. The full survey results can be found in Appendix 19.

As discussed in Evidence Base 2 3.1.1. all five purposes of the Green Belt are important to preserve the Parish of Beckley and Stowood. As stated in the initial survey [3.1.]

“We do not want to become part of greater Oxford”.

4.2. CONSERVING AND ENHANCING OUR HERITAGE AND RURAL CHARACTER

Beckley and Stowood Parish enjoys a rich history with heritage from Roman Times, see Evidence Base 1 Section 2.3 History. The Parish has 45 listed buildings, two of which are of considerable historic importance and listed Grade I - the Church of the Assumption of the Blessed Virgin Mary and Beckley Park, see Evidence Base 2 - 2.11.3. It is important to conserve our heritage and the setting in which it is found, along with the countryside and fields that make up the Parish set out in character assessments of the four parts of the Parish – see Evidence Base 2 2.11.4-8 and Appendices 12-15. The recommendations from the Oxford Heights Landscape Assessment 2017 are summarised in Evidence Base 2 2.2.1. and can be found in Appendix 2.

4.3. MAINTAINING VIEWS AND DARK SKIES

The range of wonderful views and vistas afforded within and towards the Parish are described in Evidence Base 2 2.11.1. These must be maintained. There is also very little lighting in the Parish see Evidence Base 2 2.11.2. and a clear desire emerged from consultation exercise in October 2016 to prevent light pollution (see Evidence Base 2 4.3. and Appendix 21) and maintain dark skies in the Plan area.

4.4. SUSTAINABLE GROWTH AND COMPATIBLE DESIGN

As the Parish lies within the Oxford Green Belt (apart from the southern edge which has now been removed for the strategic development of Land north of Bayswater Brook) there is little opportunity for new development apart from infilling within the main ‘settlement’ or village boundary. As this has not been formalised it is subject to change at any time. This issue is to be addressed as it affects where there can be any new development see Evidence Base 2 3.1.3. Feedback from community consultations on design see Evidence Base 2 4.3., states that residents wished to avoid *“houses that were out of character with the rest of the village and houses that are overly large and modern.”* The Beckley Design Guide was developed through community consultation to promote compatible design in keeping with surrounding dwellings.

4.5. SUSTAINABLE NEW DEVELOPMENT

The Parish Council declared a climate emergency in June 2019, in response to local concern see Evidence Base 2 2.10. As part of this initiative residents wish to promote sustainable new

development to the highest standards of energy efficiency to become carbon neutral. This objective also extends to existing houses to encourage them to retrofit and introduce new energy generation such as solar panels and supporting sustainable transport such as cycleways.

4.6. ENCOURAGING HOUSING MIX

The community consultations showed that many residents have lived in the Parish for a long time – over 21 years. 30% would like more small houses with 21% wanting more bungalows and houses suitable for the elderly so they could downsize and remain in the community they have lived with for so long – see Evidence Base 2 4.1. and Appendix 19. With land values being so high many small bungalows are being demolished and replaced with considerably larger houses. A housing mix is desirable to accommodate young families wishing to move into larger houses and older resident wishing to downsize.

4.7. PROTECTING THE ENVIRONMENT AND RESIDENTS FROM NEGATIVE ASPECTS OF DEVELOPMENT AT LAND NORTH OF BAYSWATER BROOK

An overwhelming number (84%) of residents responding to the first survey put ‘Protecting the Green Belt’ as their first priority, with comments –

“We do not want to become part of greater Oxford”.

Residents and the Parish Council therefore have considerable concerns about the development of the strategic site ‘Land North of Bayswater Brook’, which was in the Green Belt. This site includes Wick Farm and Lower Farm, along with much agricultural land and Lower Elsfield in the adjoining Parish of Elsfield. Approximately 20% of Beckley and Stowood parishioners live at Wick Farm and Lower Farm, in the middle of this proposed development. All the local parishes and communities worked together during the SODC consultations and Examination in Public until the Local Plan was approved. They continue to do so during developer consultations, future planning applications and beyond. Please see Evidence Base 2 3.2.6.

The Strategic Environmental Assessment required by SODC has also identified a number of issues concerning the Land north of Bayswater Brook development, that are likely to have a negative impact, and which the Neighbourhood Plan seeks to improve -

Population and Human Health - *“The health of existing residents is likely to slightly worsen”*
Air & climatic factors – *“the new homes planned at Land North of Bayswater Brook, and the traffic and congestion they would bring, is likely to worsen air quality overall”* The report goes on to say- *“However overall air pollution and greenhouse gas emissions in the parish will increase as a result of new development” [Section 3.2]*
Biodiversity – *“Development at Land North of Bayswater Brook is likely to have significant negative impacts on hedges, Sydlings Copse etc.”* The report goes on to say – *“The condition*

of the SSSI unit in the parish is 'unfavourable recovering'".² It adds "Development at Land North of Bayswater Brook could negatively affect Sidling's Copse SSSI through increased recreational use and reduced air quality: many fens are susceptible to acid deposition, including from vehicle emissions"³ [Section 3.3.]

Landscape – *"The new development will change the southern part of the parish from farmer's fields to urban development, and it will be visible from much of the parish."* The report goes on to say *However development at Land North of Bayswater Brook will have a significant impact on the landscape at the southern end of the parish. That land is expected to change from open agricultural fields to an urban landscape, and at night the currently-dark area would be much more lit-up."* [Landscape page 25]

There are also serious concerns about transport infrastructure, as local roads, and the Northern Ring Road and Headington roundabout are at capacity at peak times. This leads to excessively long queues and journey times for local residents commuting into Oxford or using these roads. The additional traffic generated by the LnBB development needs to be alleviated adequately and is a requirement of the Local Plan. Improvements to transport infrastructure are required to ensure journey times are not made longer, but will be expensive. However, roads and transport infrastructure fall outside the Neighbourhood Plan and most of the roads likely to be affected are outside the parish, so this Plan is unable to address these significant concerns.

² <https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000378&SiteName=College%20Pond&countyCode=&responsiblePerson=>

³ 16 www.apis.ac.uk/acid-deposition-fen-marsh-and-swamp

5. NEIGHBOURHOOD DEVELOPMENT PLAN POLICIES

These policies have been developed in consultation with all the Parishioners of Beckley and Stowood. As Beckley is a small village completely ‘washed over’ [within] the Green Belt no specific development sites can be designated. However, some have been suggested.

The policy themes have deliberately been kept simple and few in number. They are –

1. Definition of the Village
2. Preservation of Our Environment and Biodiversity
3. Preservation of Our Heritage
4. Development Criteria
5. Beckley and Stowood Design Guide
6. Climate Change Policies and Community Aspirations
7. Protection of the Peaceful Environment
8. Redundant Farm Buildings
9. Actions for The Parish Council to Review
10. Mitigation Policies for The Strategic Development Site “Land North of Bayswater Brook “(LnBB)

5.1. DEFINITION OF THE VILLAGE – SETTLEMENT BOUNDARY

The NPPF states that the construction of new buildings is generally inappropriate in the Green Belt. Exceptions to this include “limited infilling **in villages**” (NPPF paragraph 149 e). NPPF paragraphs 78 and 79 cover rural housing.

The southernmost end of the parish, including Wick Farm and Lower Farm are within the strategic development site from the SODC Local Plan of Land north of Bayswater Brook and will be surrounded by the proposed new development. When the Local Plan was approved and adopted in December 2020 the land for all strategic development sites in the Green Belt were removed. Therefore, Wick Farm and Lower Farm could not be included in the policy on settlement boundaries.

South Oxfordshire District Council has not historically defined the edge or boundary of its smaller villages and officially SODC Planning Officers state that there is no ‘main settlement boundary’ for Beckley village. However, in practice they have opposed infill development or redevelopment outside the Conservation Area except for the rows of houses on the west side of Roman Road and the south side of Woodperry Road and their gardens. This approach has been broadly confirmed by the District Council in correspondence with the NP steering group dated 10th February 2017. See Appendix 17. In order to properly define the area within which development and redevelopment will be supported in principle, it is proposed to define a

settlement boundary for the purposes of Policy H8 Housing in smaller villages, Policy H16 Backland and Infill Development and Redevelopment and paragraph 149 of the NPPF - (e) limited infilling in villages. These policies show the importance of defining a 'village' and in determining the settlement boundary for Beckley. The relevant parts of the policies are copied below –

NPPF 149. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

*(e) limited infilling **in villages**;*

(g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or*
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.*

Policy H8: Housing in the Smaller Villages

1. The Council will support development within the Smaller Villages in accordance with Policy H16. Where a Parish Council wishes to prepare a Neighbourhood Development Plan and make housing allocations within it to support further growth, the Council will support this.

2. Those Neighbourhood Development Plans will need to demonstrate that the level of growth they are planning for is commensurate to the scale and character of their village, and this is expected to be around a 5% to 10% increase in dwellings above the number of dwellings in the village in the 2011 census (minus any completions since 1 April 2011).

3. Neighbourhood Development Plans allocating sites on greenfield sites in these locations should consider how development can meet the bespoke needs of their village, including housing mix, tenure and the amount of affordable housing

Infill Development [SODC Local Plan 2035]

Policy H16: Backland and Infill Development and Redevelopment

*1. Within Smaller Villages and Other Villages, **development should be limited to infill and the redevelopment of previously developed land or buildings.***

*2. Infill development is defined as the filling of a small gap **in an otherwise continuous built-up frontage** or on **other sites within settlements where the site is closely surrounded by buildings. The scale of infill should be appropriate to its location.***

3. Where a proposal encompasses residential development of land behind an existing frontage or placing of further dwelling/s behind existing dwelling/s within the existing site, the proposals should demonstrate that:

- i) the privacy of existing and future residents will be protected;*
- ii) means of access can be appropriately secured; and*
- iii) development would not extend the built limits of the settlement*

This policy also supports and conforms with the following SODC Local Plan policies - Redevelopment Policy EMP 10 - Development in Rural Areas and Policy CF1 Safeguarding

Community Facilities, CF2 Provision of Community Services and Facilities and rural transport, Policy ENV8: Conservation Areas.

Policy VB 1. is intended to distinguish between the built-up area of the main village and the wider surrounding areas in order to manage development proposals accordingly. In defining the boundary on the Policy Map, applicants and the local planning authority will have certainty when preparing and determining planning applications respectively. This approach is considered to be both consistent with the NPPF in dealing with villages and Green Belt villages in particular, as well as - Policy STRAT 6 The Green Belt, H8 Housing in smaller villages, Policy H16: Backland and Infill Development and Redevelopment Policy EMP 10 Development in Rural Areas and Policy CF1 Safeguarding Community Facilities, CF2 Provision of Community Services and Facilities and rural transport which seek to encourage sustainable forms of development in the rural areas.

The Neighbourhood Plan for Beckley and Stowood Parish defines the settlement to include most of the Conservation Area of Beckley village, excluding fields and paddocks, and an area to the south east of Beckley village Conservation Area bounded by Woodperry Road to the north and the rear of the gardens to the south. Please see the map below.

NB On the Policy Map Figure VB1 - Where the red outline of the Conservation Area and blue line of the Settlement Boundary are shown side by side, they are actually contiguous, following exactly the same line i.e., the Conservation Area boundary. Deviations from the Conservation Area boundary are discussed in detail below. Generally, gardens have been included in the settlement boundary unless they are extensive e.g., in areas of the Conservation Area 3 and 4.

Conservation Area

The excluded parts of the Conservation Area have not been included in order to protect the openness of the Green Belt and the important contribution which the open character of the village makes to this. It is considered that development outside the defined settlement boundary would be harmful to the Green Belt. SODC Planning Officers have advised excluding the fields in the Conservation Area behind the houses in the High Street, Church Street and Otmoor Lane. In addition, important views need protection from unwanted development in such sensitive viewing points. There is detailed information on important views in Evidence Base 2 2.11.1. They consist of –

1. To the north of the High Street around the site of Beckley Palace, shown encircled in the map below, the fields are used for grazing and the site of Beckley Palace is of archaeological interest. There are some of the most important views in the village across Otmoor. The views towards this area and the High Street from Otmoor Lane, Church Street, the houses on both these roads and further away from Otmoor are also very important and to be protected.

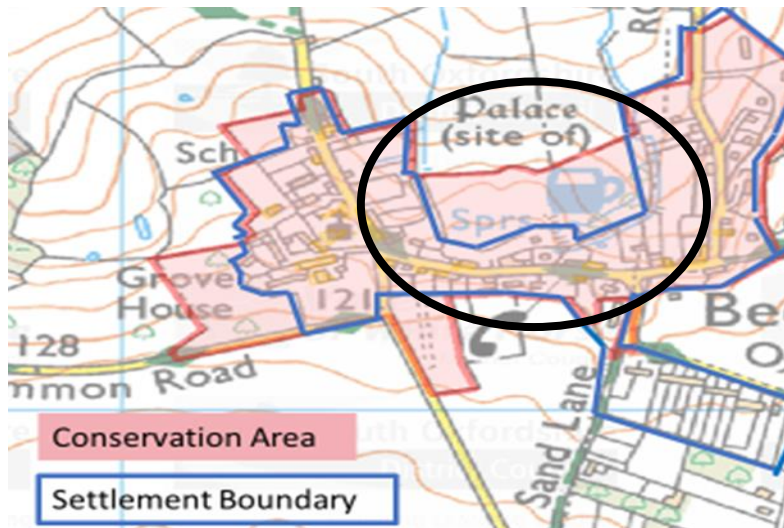


Figure 5.1.1. SETTLEMENT BOUNDARY – NORTH OF BECKLEY HIGH STREET



View 1. From the High Street Across Otmoor

2. To the north west at the end of Church Street the field that is now used as a playing field for the school, shown encircled in the map below is excluded to protect views across Otmoor and from development and retain the field for school use. It is not possible to take photographs from the field itself as it is used by the school, but this view is adjacent to it taken from the public footpath and the views are similar.

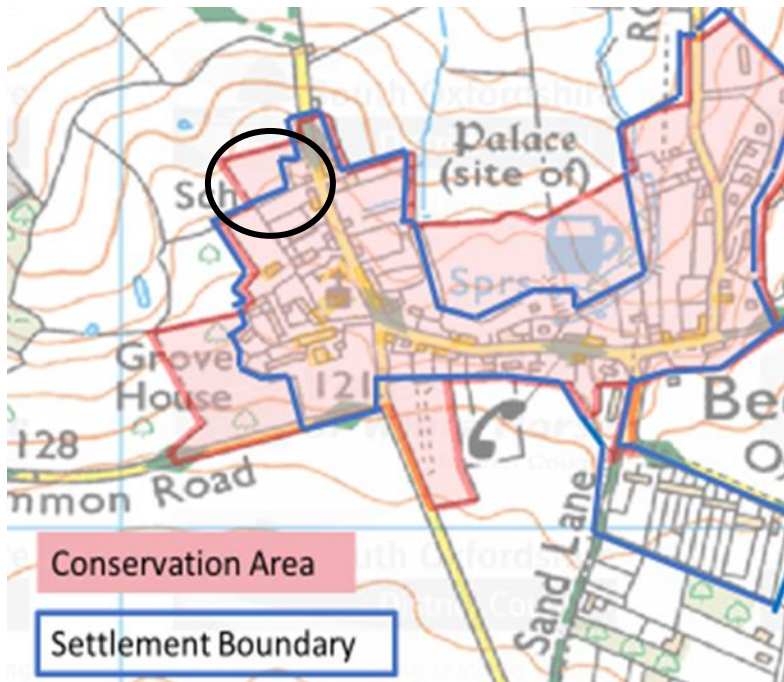


Figure 5.1.2. SETTLEMENT BOUNDARY – PLAYING FIELD NORTH OF CHURCH STREET



View 2. Across Otmoor from Church Street

3. To the west of Grove House to protect from development, shown encircled in the map below. This land is high on the limestone ridge and important to the openness of the Green Belt. Development of this land would be harmful to the Green Belt and the Conservation Area of the village and to setting of Grove House itself, a Grade II listed building.

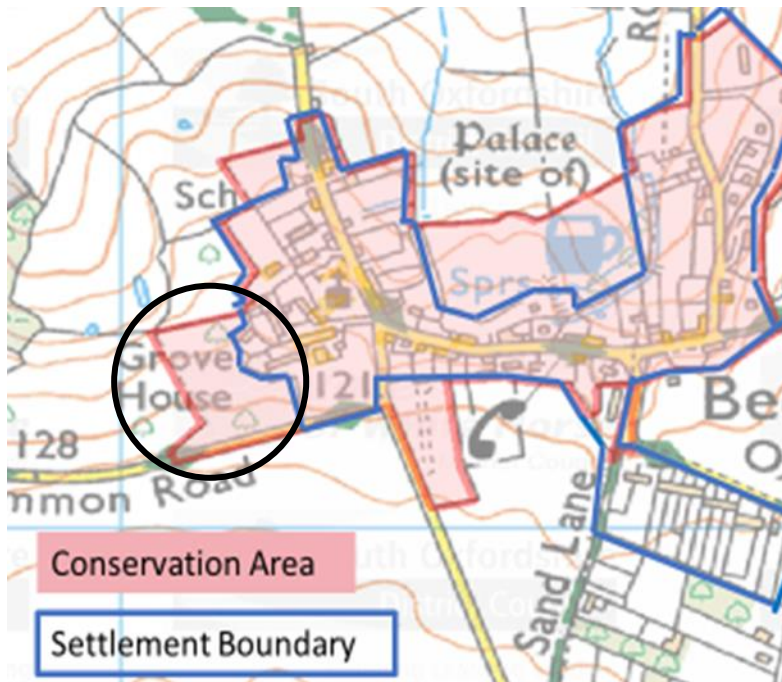


Figure 5.1.3. SETTLEMENT BOUNDARY – FIELDS AND GARDEN SURROUNDING GROVE HOUSE

4. To the south of Beckley High Street, a garden running along New Inn Road which juts out south to protect from development, shown encircled in the map below. This is an attractive woodland garden and its development would not only be harmful to the Green Belt, Conservation Area and other adjacent houses particularly on the south side of the High Street, but also to the local environment and biodiversity. The settlement boundary, apart from this area then follows the southern boundaries of gardens and Conservation Area.

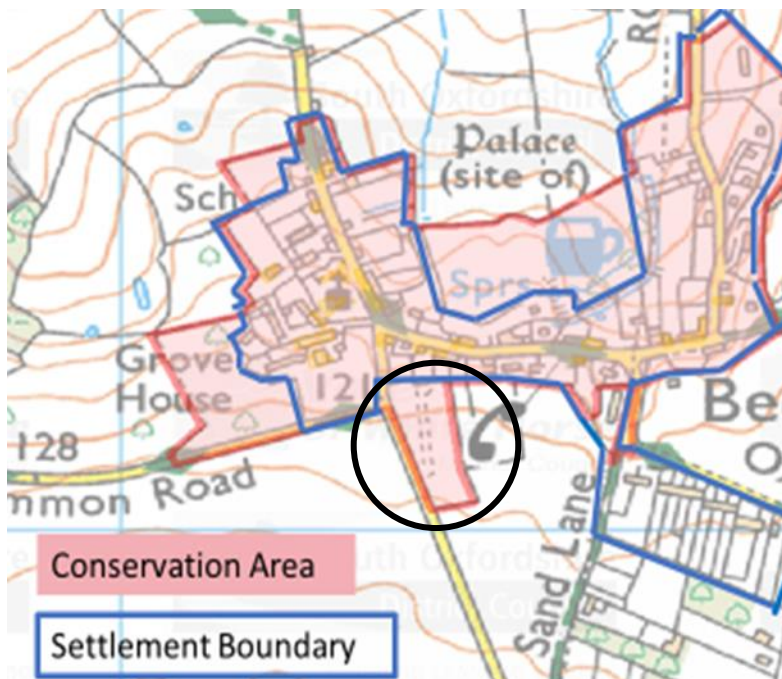


Figure 5.1.4. SETTLEMENT BOUNDARY – WOODED GARDEN RUNNING SOUTH ALONG NEW INN ROAD



Figure 5.1.5. SETTLEMENT BOUNDARY – AERIAL VIEW SHOWING GARDENS OF GRAVE HOUSE AND ANOTHER ALONG NEW INN ROAD

Woodperry Road Area

In addition to the Conservation Area the settlement boundary also includes an area to the south east of the Conservation Area bounded by a small section of Roman Road/Sand Path to the west and along the south side of Woodperry Road. This has a “continuous built-up frontage” [SODC Local Plan Policy H16] and includes the bungalows on Roman Way along the back-garden boundaries of the existing houses.

The south side of Woodperry Road is built up and continuous with the Conservation Area of Beckley, shown in the map below. There are no gaps. To the east in Woodperry Road the boundary continues along the back-garden boundaries and includes Bungalow Close. This is depicted on the Policies Map that accompanies this Plan which is shown below. This Woodperry Road area has been included as to the north it is bounded by the road and is an important landscape feature. It represents the edge of the limestone ridge with important views to the north, north east towards Brill and open countryside (See Evidence Base 2 2.11.1 and photographs copied below).



Figure 5.1.6. SETTLEMENT BOUNDARY – TO THE SOUTH OF WOODPERRY ROAD

To the south it is bounded by an old field boundary that forms the backs of the gardens of houses facing Woodperry Road. The width of the boundary is much shorter to the east of the track running south from Woodperry Road (part of Woodperry Road) i.e., there is an indent as shown on the map above. This is because the gardens are much shorter here and behind them is a field, shown below as an original field boundary. This is not included in the Settlement Boundary. See old Ordnance Survey map 1937 below with field boundaries –

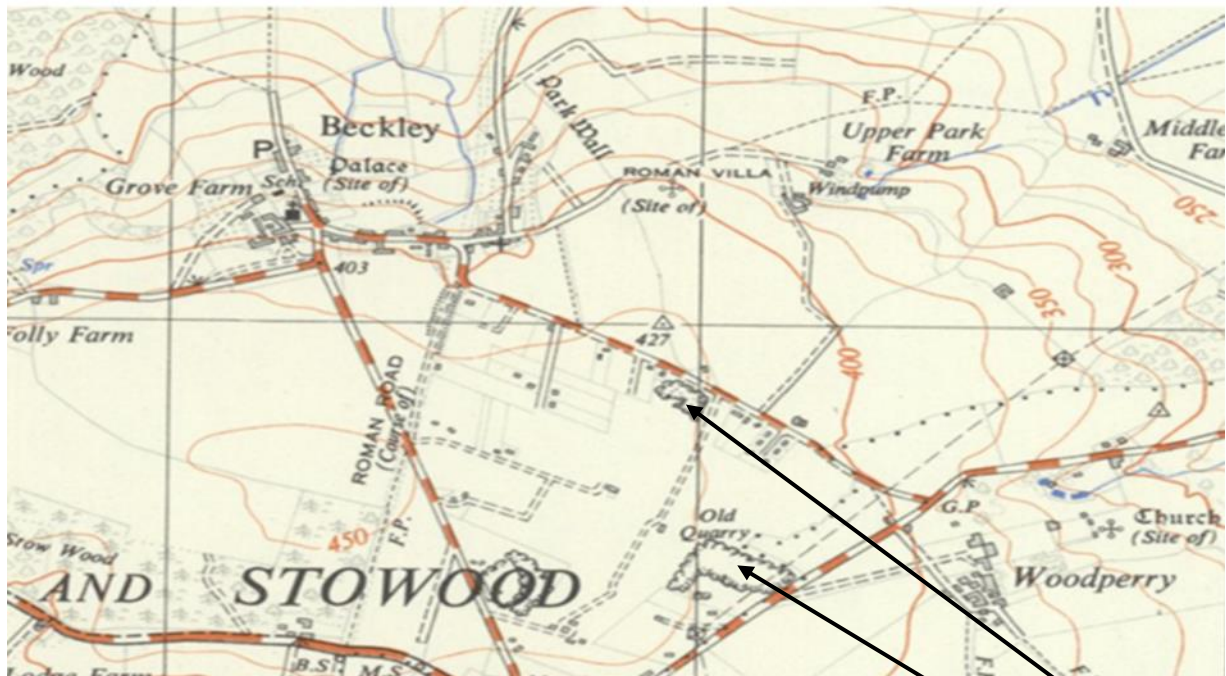


Figure 5.1.7 ORDNANCE SURVEY MAP 1937

Old Quarries

It is also the current view of SODC Planning Officers that this is within the settlement - *“We have held a longstanding view that Woodperry Road is within the settlement as it is connected to the main body of the village by a continuous built up frontage.”* See Appendix 17. Letter from SODC Planning Officer dated February 2017.

The north side of Woodperry Road is not included within the settlement Boundary. It does not form “a continuous built-up frontage” with the Conservation Area. There are gaps in the High Street with the village pond; Roman Way where there is only one house on the east side and significant gaps of fields between the few buildings on the north side of Woodperry Road. There are only three areas of building on the north side of the Woodperry Road – Sandy Acre, the village hall and a pair of semi-detached houses. All are interspersed and surrounded by Green Belt fields. The western end of Woodperry Road is elevated high above the Conservation Area of Beckley village and dominates Roman Way and the High Street in particular, and overlooks nearby properties.

There are very important views from Woodperry Road towards Brill and to Otmoor.



View 3. Across Otmoor from Woodperry Road



View 5. Misty View from Woodperry Road to Brill



Figure 5.1.8. SETTLEMENT BOUNDARY – SHOWING NO CONTINUOUS BUILT-UP FRONTAGE WITH CONSERVATION AREA FOR THE NORTH OF WOODPERRY ROAD

In the view of the Neighbourhood Plan Steering Group inclusion of any section of the north part of Woodperry Road would not be compliant with NPPF 144 on the Green Belt in that it should -

- *not have a greater impact on the openness of the Green Belt than the existing development; or*
- *not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.*

Further details including details of relevant planning appeals can be found in See Evidence Base 2 3.1.3.

The introduction of a settlement boundary does not in itself provide any greater likelihood of development occurring than might otherwise occur under policy H5. No allocation sites have been included in this Neighbourhood Plan.

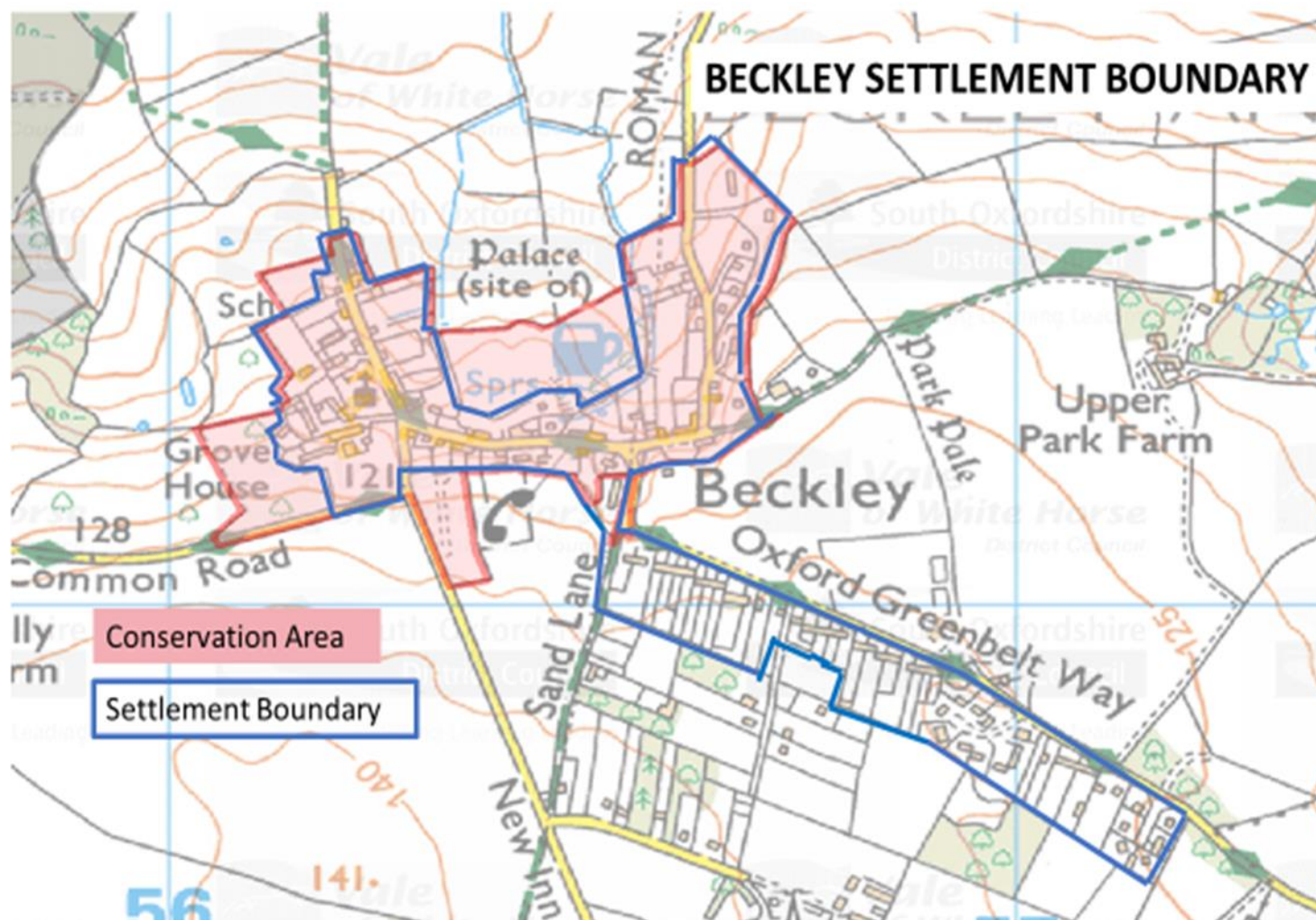
POLICY VB 1. SETTLEMENT BOUNDARY

The Neighbourhood Plan defines the settlement boundary as set out in Figure VB1. on the Policies Map.

The settlement boundary includes parts of the Conservation Area as well as and the area of land containing dwellings on the west side of Roman Road and the south side of Woodperry Road.

Proposals for limited infill development within the settlement boundary will be supported, provided they accord with the design and development management policies of the development plan and other policies of the Neighbourhood Plan.

Figure VB 1. - POLICY MAP – BECKLEY SETTLEMENT



Policy VB2 deals with situations where residential proposals affect areas outside the settlement boundary, but where Green Belt policy, the quality of the character and landscape and the location, sustainability and accessibility of those areas does not support such development other than in exceptional circumstances.

NPPF Policy 149 on the Green Belt is copied below -

149. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

(a) buildings for agriculture and forestry;

(b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

(c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

(d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

*(e) limited infilling **in villages**;*

(f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

(g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

not have a greater impact on the openness of the Green Belt than the existing development;
or

not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

As with the previous policy the southernmost area of the parish including Wick Farm and Lower Farm have been removed from the Green Belt when the SODC Local Plan was adopted and are therefore not included in policy VB2.

Evidence in the character assessments at Appendices 12 and 13 and in Evidence Base 2- 2.11 and section 6 of this Plan provide detail on the character of the individual areas of the Parish.

Further evidence is provided in Evidence Base 2- 2.11.6. Housing Density in Beckley Village which describes the density of the areas of built development which lie outside the settlement boundary. Here further residential development would be unlikely to be supported because of the impact on the Green Belt, the prevailing character of the areas, the landscape quality, location, sustainability and accessibility of the areas. Housing density in areas that are to be outside the settlement boundary – New Inn Road and Horton Road for example are considerably less dense than those within the main settlement boundary. In these areas the housing density is 3.58 and 1.43 dwelling/hectare respectively compared with 7.07 as an average for the whole of the settlement boundary area ranging from 8.05 to 4.70 dwelling/hectare. However, Wick Farm which has a mobile home park and offers probably the only affordable housing in the Parish has a higher dwelling density of 26.21, higher than

housing density in the SODC Core Strategy of 25. Please see Table 2.11.10 copied below, which shows housing densities in a number of roads for comparison. Further information and analysis can be found in Evidence Base B 2.11.10. The Core Strategy has been replaced by the SODC Local Plan 2035, the new Policy STRAT5: Residential Densities, while stating 25 dph is insufficient does not give a minimum density for rural villages such as Beckley, with little public transport and poor access to nearby towns. 45 dph is a target for developments with good public transport and easy access to towns. Please see Evidence Base 2 - 2.11.10. Housing Density in Beckley Village for an analysis and more information.

POLICY VB 2. RESIDENTIAL DEVELOPMENT OUTSIDE THE SETTLEMENT BOUNDARY

Outside the settlement boundary depicted on the Policies Map VB1 proposals for residential development will only be supported if they are for one of the exceptions outlined in the NPPF - national Green Belt policy or 'very special circumstances' exist. As the NPPF 149 (shown above) states the construction of new buildings as inappropriate in the Green Belt, with the list of exceptions shown above.

Development proposals outside the settlement boundary which meet one of the Green Belt exceptions should be designed to ensure that they are in keeping with the prevailing character of the area in terms of their impact on built form, density and landscape quality, and that the location, sustainability and accessibility of the site is acceptable having regard to the principles of sustainable development.

The southernmost area of the parish including Wick Farm and Lower Farm have been removed from the Green Belt with the adoption of the SODC Local Plan as they are within the strategic development site of Land north of Bayswater Brook and are therefore not included in this policy.

| BECKLEY VILLAGE HOUSING DENSITY - Table 2.11.10 | | | | | |
|--|-------------------------|-----------------|--------------|---------------------------|------------------------|
| | | | | | |
| | Number of houses | Hectares | Acres | Houses per Hectare | Houses per Acre |
| Village Centre | | | | | |
| Church Street | 24 | 3.61 | 9.45 | 6.65 | 2.54 |
| High Street | 33 | 3.91 | 9.66 | 8.44 | 3.42 |
| Otmoor Lane | 22 | 4.68 | 11.56 | 4.70 | 1.90 |
| Woodperry Road | 59 | 7.33 | 18.11 | 8.05 | 3.26 |
| Total | 138 | 19.53 | 48.78 | 7.07 | 2.83 |
| | | | | | |
| New Inn Road | 12 | 3.35 | 8.29 | 3.58 | 1.45 |
| Horton Road | 10 | 7.01 | 17.32 | 1.43 | 0.58 |
| Common Road | 7 | 0.52 | 1.28 | 13.46 | 5.47 |
| Wick Farm | 65 | 2.48 | 6.13 | 26.21 | 10.60 |
| Lower Farm | 5 | 0.3 | 0.74 | 16.67 | 6.76 |

5.2. PRESERVATION OF OUR ENVIRONMENT AND BIODIVERSITY

The importance of the area for achieving nature conservation priorities is reflected in the identification of a number of Biodiversity Priority Habitats / BAP (Biodiversity Action Plan) sites and two Conservation Target Areas (CTAs) within the plan area— see three maps depicting these Figures 2.9.1-3 below. There is also considerably more evidence on the Environment and Biodiversity in Evidence Base 2 - 2.9.

This policy conforms with national policies in the NPPF - Conserving and enhancing the natural environment - Paragraphs 174. 175, Habitats and biodiversity - 179-182, NPPG - Paragraph: 006 Reference ID: 32-006-20191101 and local policies in the SODC Local Plan - Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species, Policy ENV3: Biodiversity.

Beckley and Stowood lies in an area of high biodiversity importance in the County. Most of the Parish was once covered by ancient forest used for hunting and it stretched across the Parish and included Bernwood Forest, Stowood, Blackwater Wood and Shotover. Both Sydlings Copse and College Pond SSSI and Otmoor SSIs lie within the Parish, there are also numerous priority habitats including ancient woodland. Sydlings Copse is not only an Ancient Woodland and BBOWT reserve, but is also designated as Sydlings Copse & College Pond Site of Special Scientific Interest (SSSI) for its nationally important nature conservation interest. Similarly, Otmoor is not only an important RSPB reserve but parts of the site are also nationally designated as a SSSI.

The Parish also includes several Local Wildlife Sites (LWS) within its boundary, i.e., Beckley Pasture LWS, Constable's Piece LWS, Upper Park Farm LWS, Cookes Copse LWS, and adjacent to the Parish boundary, Noke Wood & Sling Copse LWS and Otmoor LWS.

The parish has considerable biodiversity. Thames Valley Environmental Records Centre has produced a very detailed report on Beckley and Stowood Parish and this can be found in Appendix 10. It shows detailed lists of protected and notable species found in the parish. These include –

- Amphibians – great crested and other newts, toads and frogs
- Over 100 species of birds
- Nearly 100 species of "higher flowering plants"
- 14 invertebrates – see, ants, sawflies and wasps
- 27 beetles
- Over 60 species of butterflies and moths and many other invertebrates
- 6 species of bats
- Mammals including hedgehogs, polecats, otters and badgers
- Water voles, brown hares, lizard, slow-worm and grass snake

A very comprehensive report on the ecology of Otmoor was prepared by Beckley residents for submission to Highways England on the Oxford Cambridge Expressway (Appendix 11.)

In addition, the Strategic Environmental Assessment states –

“Otmoor is an RSPB reserve. It is a large bowl-shaped area of land on the floodplain of the River Ray. The area of special scientific interest represents the core of what was, until recent times, an extensive area of wetland which was flooded in winter and was traditionally managed as rough grazing marsh. Much of the land outside the core area has been drained and converted to arable or improved pasture. The site contains a wide range of habitats with many species of nationally uncommon plants and animals. Otmoor was once renowned as an outstanding site for over-wintering wildfowl and waders, and is still of high regional value for birds with over sixty breeding species recorded in recent years. The condition of the SSSI units in the parish is ‘unfavourable recovering’ and ‘favourable’⁴.

The other very important and fragile SSSI in the parish is Sydlings Copse and College Pond partly owned and wholly managed by BBOWT. This site is situated near the strategic development site of Land north of Bayswater Brook.

Reports were prepared for the SODC Local Plan on this SSSI – by AECOM and Prof David Rogers. These are both discussed fully in the evidence for mitigation policies for the SSSI Evidence Base 2 – 5.4 and Appendices 23 and 24.

The Strategic Environmental Assessment also includes (3.3 Biodiversity, flora, fauna) an assessment of this SSSI -

*“Sidling’s Copse (also spelled Sydling’s Copse) consists of a mosaic of several habitats including calcareous fen, carr, broadleaved woodland scrub, reedbed, open water and acid and limestone grassland, lying in close proximity in and around a steeply sloping valley. It hosts over 400 plants including several uncommon species. Twenty-eight species of butterfly, 149 species of moth and several uncommon molluscs have been reported. The site has a long history of recording and was well known to early Oxford naturalists such as Gerard, Cole, Ashmole and Druce. **The condition of the SSSI unit in the parish is ‘unfavourable recovering’.**”⁵*

And goes on to say - *Biodiversity is plummeting nationally and internationally as a result of land take, habitat fragmentation, climate change, poor habitat management and other trends. The condition of the two SSSIs in the parish is broadly good. Woodland in the parish may be negatively affected by poor management. Development at Land North of Bayswater Brook could negatively affect Sidling’s Copse SSSI through increased recreational use and reduced air quality: many fens are susceptible to acid deposition, including from vehicle emissions* “⁶

In Appendix 1 - South Oxfordshire Landscape Assessment – Oxford Heights discusses Landscape and Development issues (page 20) and Figure 8.2 shows a strategy where most of the parish should be repaired.

⁴ <https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1002962&SiteName=Otmoor&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=>

⁵ [https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000378&SiteName=College %20Pond&countyCode=&responsiblePerson=](https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000378&SiteName=College%20Pond&countyCode=&responsiblePerson=)

⁶ www.apis.ac.uk/acid-deposition-fen-marsh-and-swamp

In Appendix 2. Updated Management Plan South Oxfordshire Landscape Assessment 2017 Lepus Report there are a number of recommendations to protect hedgerows, plant trees and protect the landscape.

Figure 2.9.1.

**Beckley and Stowod Parish
Designated Wildlife Sites Map**

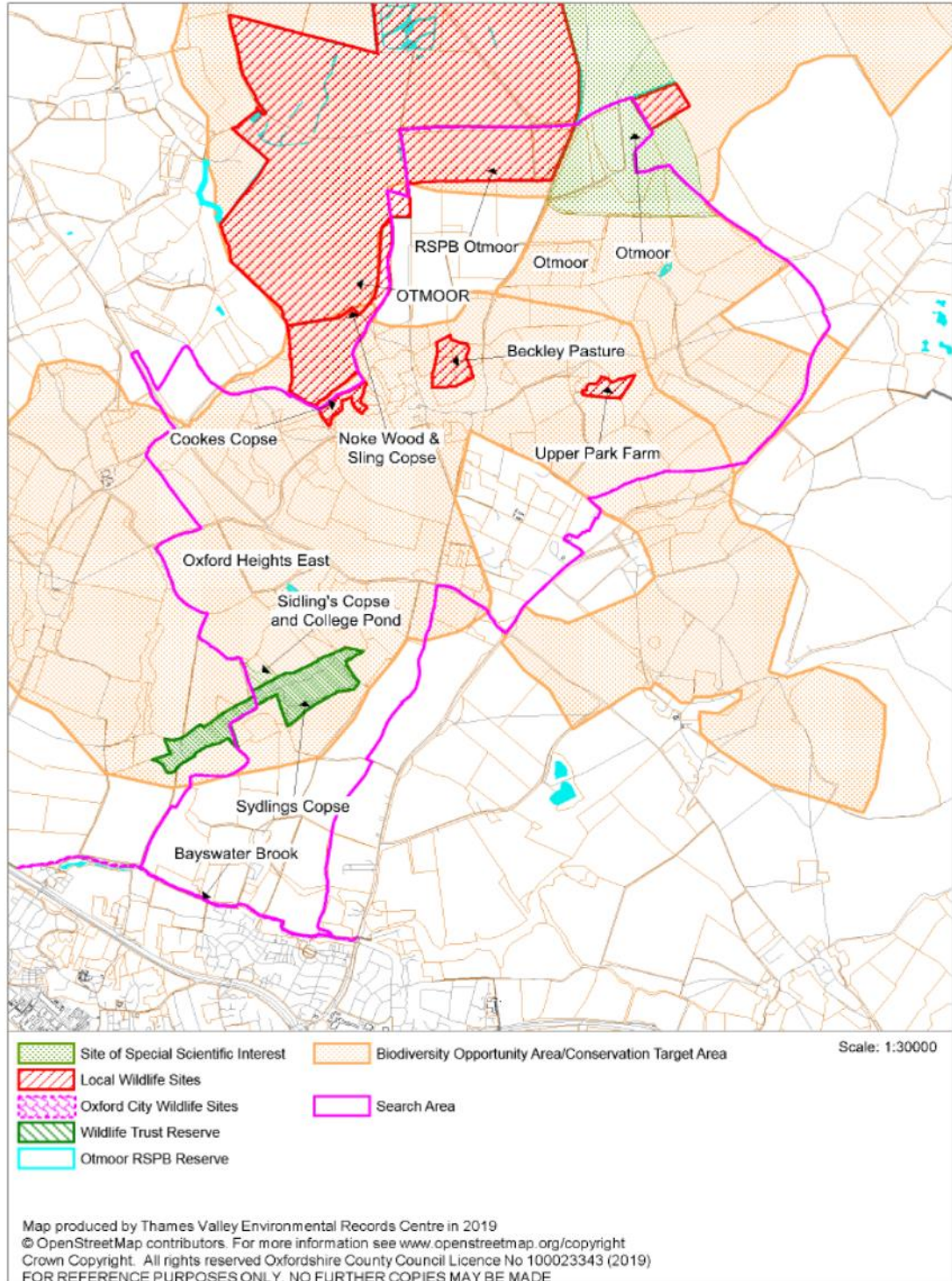


Figure 2.9.2. BIODIVERSITY ACTION PLAN SITES IN OXFORDSHIRE

MAGiC

BAP Habitats

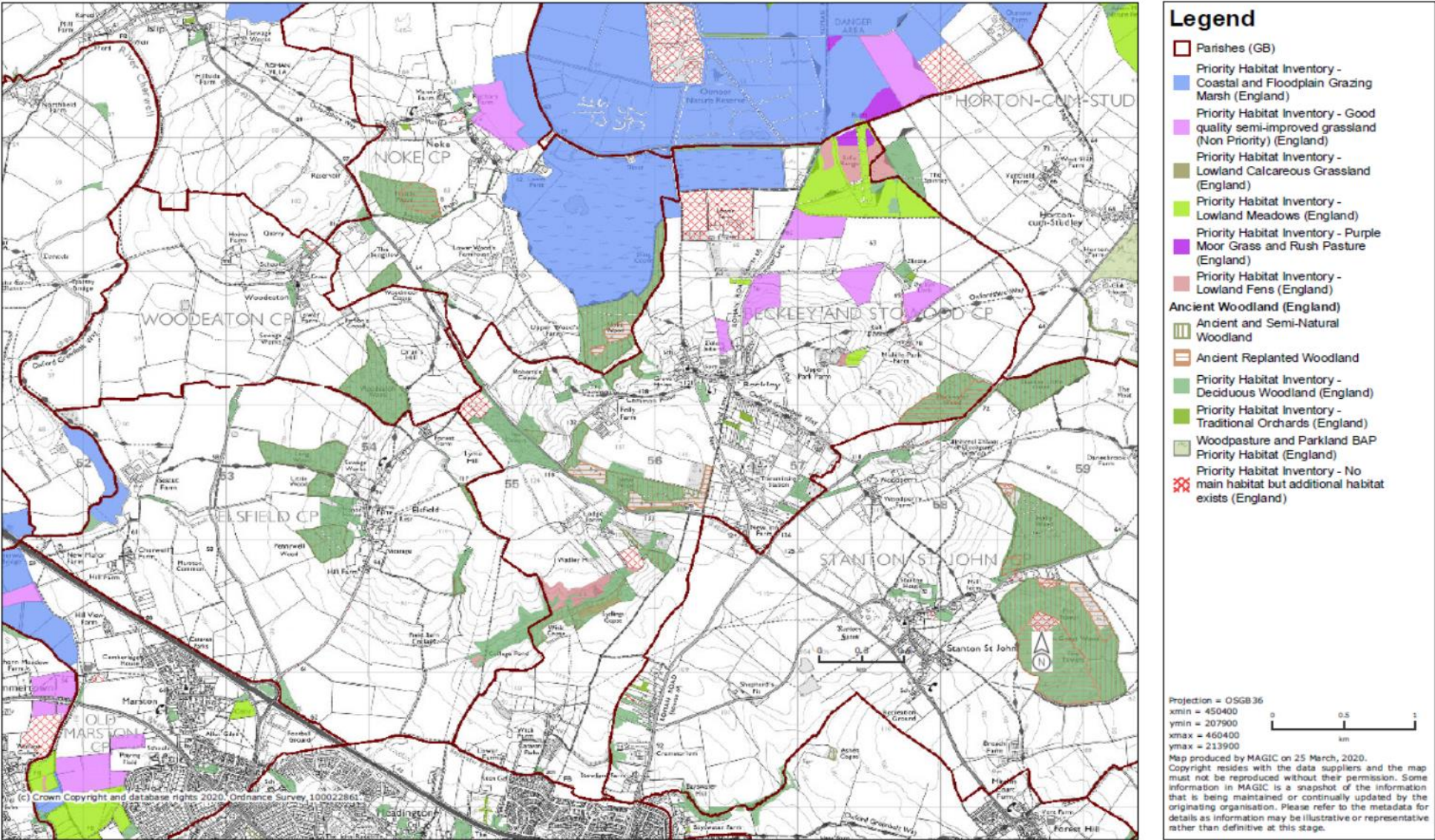
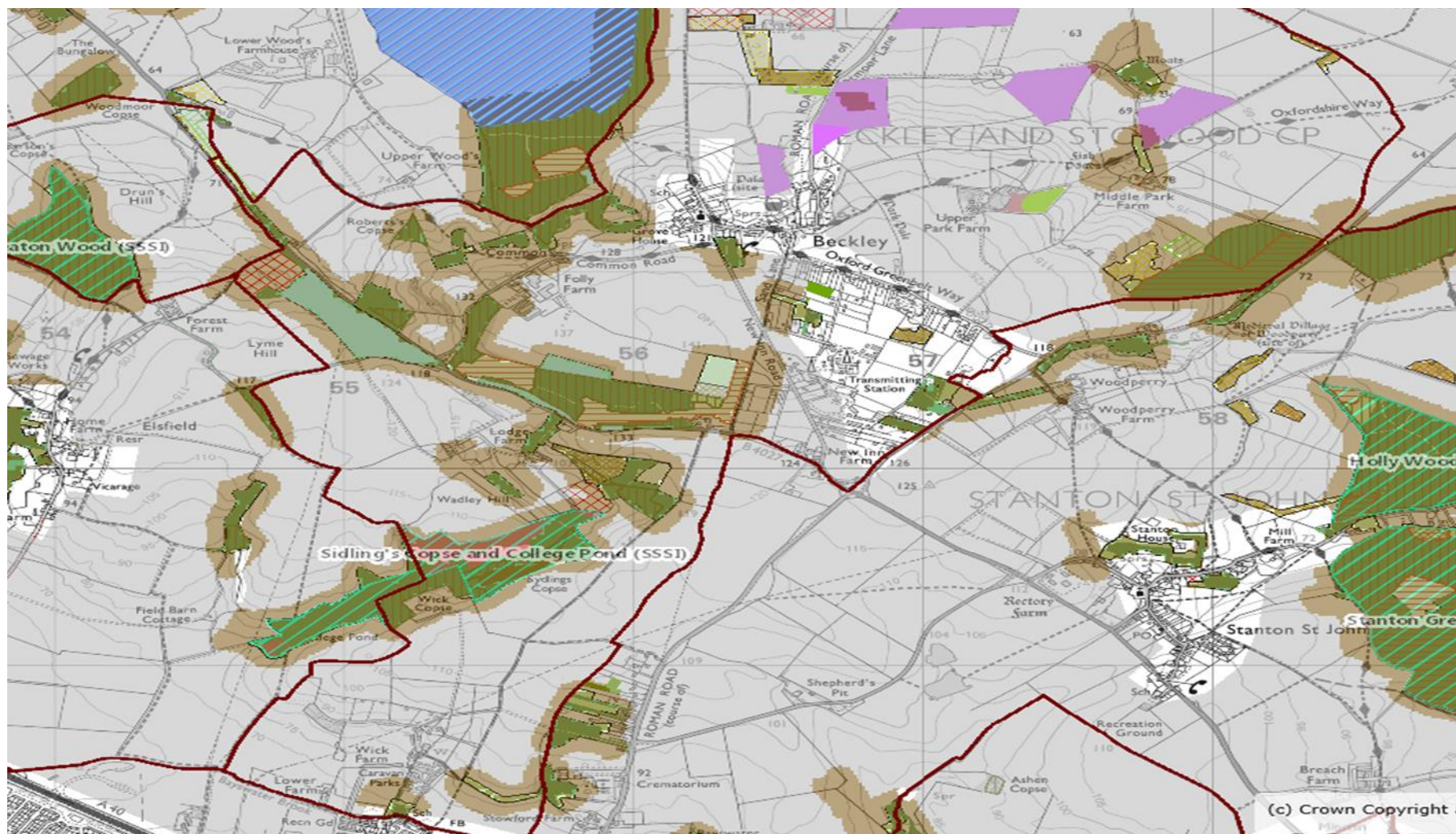


Figure 2.9.3. MAGIC MAP FOR BECKLEY AND STOWOOD PARISH SHOWING BIODIVERSITY ACTION PLAN AREAS IN BROWN



In April '22 The Neighbourhood Planning team requested a report on the parish from the Oxfordshire Treescap Project.⁷ Appendix 24.

“This report is intended to give a broad indication of the natural capital benefits that treescapes can bring to Beckley and Stowood parish and of the opportunities to increase them. The report can be used as the basis for creating a land or neighbourhood management plan that can help you develop policy and access funding opportunities. CAG [Community Action Groups] Oxfordshire can support you in creating that plan and applying for funding.”

This report gave valuable information on the opportunities for the parish. The recommendations –

“We recommend working with CAG Oxfordshire to create a long-term land management plan for your parish identifying the interventions that are easiest to deliver, that bring the greatest benefits and that are in line with your preferred long-term use for the land. Our maps can be used as a basis for that plan.

As part of that plan, it may prove valuable to set targets for establishing treescapes between now and 2050. This table summarises the elements that would need to be added to the site to reach the targets outlined in our Scenarios Report. We have set separate targets for woodland and grassland but you may want to consider one single target for these as a whole.

Scenario 1 is drawn from the targets that the Climate Change Committee says we must reach by 2050. Scenario 2 sets a more ambitious target in which Oxfordshire sets a standard for other counties to follow.”

| Treescape | Scenario 1 target | Scenario 2 target |
|-----------------------------|-----------------------------|-----------------------------|
| Woodland | 14% of site area | 17% of site area |
| Species-rich grassland | 0% of site area | 9% of site area |
| Total woodland or grassland | 14% of site area | 26% of site area |
| Hedgerows | 66% of all field boundaries | 80% of all field boundaries |
| Agroforestry | 10% of site area | 20% of site area |
| Community Orchards | 1 in the Parish | 2 in the Parish |

There would also be value in increasing the number of trees in parks, streets and other open spaces in your parish.

“Achieving the recommendations set out in the previous slide would require establishing the following treescapes between now and 2050:

⁷

<https://www.dropbox.com/s/zhwchp9ouvoee15/ID89%20Beckley%20and%20Stowood%20Parish%20Treescap%20Report%20%28003%29.pdf?dl=0>

| Treescape Targets | Current (ha/km) | Scenario 1 (ha/km) | Increase 1 (ha/km) | Scenario 2 (ha/km) | Increase 2 (ha/km) |
|-----------------------------|-----------------|--------------------|--------------------|--------------------|--------------------|
| Woodland | 117.1 | 128.4 | 11.4 | 156.0 | 38.9 |
| Species-rich grassland | 91.1 | 0.0 | 0.0 | 82.6 | 0.0 |
| Total Woodland or Grassland | 208.2 | 128.4 | 0.0 | 238.5 | 30.3 |
| Hedgerows | 39.5 | 64.1 | 24.6 | 77.7 | 38.1 |
| Agroforestry | 0.0 | 91.7 | 91.7 | 183.5 | 183.5 |

The precise natural capital benefits that establishing these treescapes will deliver depends on where they are sited. This can be determined in your land use management or neighbourhood plan, which CAG Oxfordshire can help you devise.

The following tables in this report are designed to give you an overall sense of the degree of benefit each treescape opportunity can bring, and what to consider when creating your land use plan.

It is important that any development within the Parish not only protects biodiversity, but also seeks the protection of existing habitats, species and features of nature conservation interests and also to require development to deliver a net gain in biodiversity as required by national policy and the SODC planning policy.

There is a large network of footpaths and bridleways through the Parish, connecting it to Oxford, Otmoor, the countryside and other villages. They are enjoyed by many walkers and wildlife enthusiasts locally and from far afield – see Evidence Base 2- 2.7 for a map.

There has been a recent call for a cycleway from Beckley and the neighbouring village of Stanton St John to access Oxford, Headington, the hospitals and other areas of Oxford such as Cowley. A new Greenways project similar to the one in Cambridge has just been set up to develop the infrastructure of cycleways and lobbying for one for Beckley is being undertaken. An initial residents survey on the demand for a cycleway has been undertaken and the results are shown in Evidence Base 2- 2.8.8. and details of the survey in Appendix 9.

The Strategic Environmental Assessment Report states –

“There are few existing environmental problems in the parish. The main ones are: high housing prices and low housing affordability; poor public transport, leading to heavy use of private vehicles; high water stress; and the need for good agricultural management to protect water quality.”

In the section on Landscape (page 24) it goes on to say – *“Likely future without the plan: Most of the parish landscape is unlikely to be significantly affected in the absence of the neighbourhood plan. However, development at Land North of Bayswater Brook will have a significant impact on the landscape at the southern end of the parish. That land is expected to change from open agricultural fields to an urban landscape, and at night the currently-dark area would be much more lit-up.”*

POLICY E 1. BIODIVERSITY

Development proposals which show a biodiversity net gain and conserve and enhance the environmental and landscape assets in the Plan area, including areas of designated Ancient Woodland, Sites of Special Scientific Interest, RSPB reserves, Conservation Target Areas, Biodiversity Action Plan Priority Habitats and Local Wildlife Sites (including BBOWT reserves) will be strongly supported.

Development proposals should demonstrate, through their plans and supporting technical information, how they will deliver a biodiversity net gain and conserve local assets such as mature trees, hedgerows, grass verges along the roads and woodland edges, and where possible secure the provision of additional habitat areas for wildlife and green spaces.

In addition, development within the areas of the NRN [Nature Recovery Network] Regeneration Zone, and shown in Oxfordshire Treescape Project Maps shown in Appendix 24. will be supported if they show that they support the aspirations for future additions to wildlife corridors and air quality improvements.

“In particular, in land given the designation NRN [Nature Recovery Network] Recovery Zone, there is a need to complete links in wildlife corridors to enhance the role of Sydlings Copse by maximising its links to newly created biodiverse areas close to the City boundary, and to create new and stronger links with woodland/substantial hedge within developed and undeveloped parts of this parish and towards adjoining parishes, thus linking Sydlings Copse, Stow Wood, Noke Wood, Otmoor NRN Core Zone and The Spinney, Blackwater Wood, and onwards towards Stanton Little Wood and the Bernwood NRN Core Zone. Similarly, every opportunity to form new links between pastureland, especially that which is recommended to be enhanced to Species Rich Grassland in and around Beckley must be promoted and supported. See maps 30, 31, 32.

Therefore, it makes good sense to apply the strictest possible planning controls in areas marked for Biodiversity potential and especially in parts of the parish shown as Multiple Benefit Areas (Maps 47, 48, 49) in order to realise the goals, set for this Parish. Given the clear need for measures to improve Air Quality in the south east part of Beckley Parish that reaches towards Oxford, and the ability of this land to provide such necessary health benefits for existing homes in Oxford City, it is vital that any new development should not increase air pollution, and that any development will not trap polluted air due to the height of buildings, or funnelling, but will instead provide the quantity and positioning of woodland, hedge and trees within the area shown on Map 42 to reduce Air Pollution.” Link to Appendix 24 - <https://www.dropbox.com/s/zhwchp9ouvoee15/ID89%20Beckley%20and%20Stowood%20Parish%20Treescape%20Report%20%28003%29.pdf?dl=0>

COMMUNITY ASPIRATION - BIODIVERSITY

Existing areas of hedgerow, woodland and meadow corridors will be identified, protected and enhanced. The Parish Council will work with landowners to take action to increase areas within the Parish which would be favourable as a habitat and /or wildlife corridor, as required of us as a Parish with key wildlife corridors and largely identified as a Nature Recovery Network [NRN] Recovery Zone, with areas of Oxfordshire NRN Core Zones. In line with that, a long-term land management plan for Beckley Parish will be prepared, as advised by Oxfordshire Treescape Project.

5.3. PRESERVATION OF OUR HERITAGE

This policy conforms with the following national planning policies - NPPF - Conserving and enhancing the historic environment - 189 to 208, NPPG- Paragraph: 002 Reference ID: 18a-002-20190723, Paragraph: 003 Reference ID: 18a-003-20190723, Paragraph: 005 Reference ID: 18a-005-20190723 and policies in the SODC Local Plan - "Policy ENV6: Historic Environment, Policy ENV7: Listed Buildings, Policy ENV8: Conservation Areas, Policy ENV9: Archaeology and Scheduled Monuments, Policy ENV10: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes"

Beckley has developed for over 3,500 years with first settlements being noted in the Bronze Age. Please see Appendix 1 - South Oxfordshire Landscape Assessment – Oxford Heights. There is a considerable amount of important heritage including 45 listed buildings in the Parish and the older part of the village of Beckley is a Conservation Area. Among the listed buildings are Grade I listed buildings of Church of the Assumption of the Blessed Virgin Mary and Beckley Park. There is also one scheduled monument and one Grade II* Registered Historic Park and Garden. These are discussed in more details in the Evidence Base 1 -History 2.3 and Character and Heritage Evidence Base 2 - 2.11.3. Detailed assessments of the Conservation Area and the three other areas of the parish are to be found in the Character Assessments for each area in Appendices 11-15. It is important that we preserve our heritage.

The majority of the listed buildings are within the Conservation Area of Beckley village. There are additional listed buildings at Wick Farm, which was an important farm near Headington. The most important buildings, listed Grade I are the church of the Assumption of the Blessed Virgin Mary, which has Norman origins and Beckley Park a triple moated brick built Medieval Hunting Lodge. The oldest houses both in the Conservation Area and scattered around the Parish were built of local materials – mainly limestone rubble with originally mainly thatched roofs and wooden lintels. There is a list of the listed buildings in Appendix 4.

The older houses in the Conservation Area, are mainly stone, while more recent ones are mainly of brick. The Woodperry Road area was built starting in 1930s along what was a track to Woodperry House. They started mainly as bungalows, but many have been replaced by an eclectic mix of larger houses. New Inn Road has many bungalows and has a lower housing density than the Conservation Area and Woodperry Road. The houses on the Horton Road

have very large gardens. The B4027 was an important coaching road to Worcester and has a number of houses which served both as farmhouses and inns. Wick Farm (the farmhouse, barn and gate posts are listed Grade II and the Well House Grade II*) is in the south of the Parish nearer Oxford has a mobile home site and provides the only affordable housing in the Parish. See Evidence Base 2- 2.11.4 and Appendix 14.

Appendix 3 South Oxfordshire District Council - Landscape Assessment Update 2018 – Extract Covering Beckley and Stowood Parish a map showing Historic Landscape Characterisation for the whole parish and the strategic development site of Land north of Bayswater Brook and assesses the impact on the historic and landscape character.

The Strategic Environmental Assessment – Heritage (page 22) states – *“Likely future without the plan: Given the current planning regime, and the limited amount of development likely to take place in most of the parish, most of these heritage assets are likely to remain in their current state. **The key exception is Wick Farm in the south of the parish, where the Wick Farm Wellhouse is on the Heritage at Risk register. South Oxfordshire Local Plan’s Policy STRAT13 states that, as part of the Bayswater development, a schedule of works must be agreed with the council for the repair of Wick Farm Wellhouse; a landscape buffer must be put in place between the development and Wick Farm; and high quality design must be incorporated to preserve or enhance the listed buildings and their settings.**”*

POLICY H 1. PRESERVATION OF HERITAGE

The parish’s designated historic heritage assets and their settings, both above and below ground including listed buildings, scheduled monuments and conservation areas will be conserved and enhanced for their historic significance and their important contribution to local distinctiveness, character and sense of place.

Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the National Planning Policy Framework (NPPF 2021).

There is currently no list of non-designated assets for the parish such as the old telephone box in Beckley High Street.

COMMUNITY ASPIRATION – DEVELOPMENT OF A LIST OF NON-DESIGNATED ASSETS

The community will develop a list of non-designated assets for the parish to be preserved e.g., the old telephone box in Beckley High Street.

5.4. DEVELOPMENT CRITERIA

In addition to National Planning Policy Framework, The South Oxfordshire District Local Plan 2035, future development sites within the Neighbourhood Plan Area of Beckley and Stowood Parish should have regard to the following suite of policies which have been designed to manage the way in which development comes forward.

The approach to development within and outside the settlement boundary is dealt with under policies VB1 and VB2 above.

5.4.1. Protecting Important Views

The Parish has an important number of views and vistas that need to be maintained and enhanced against future development especially from the top of the hill where Beckley and Stowood village is built, but also not forgetting the views of the countryside from within Oxford city. There are spectacular views from Beckley ridge north towards Otmoor from the Conservation Area and to Brill and towards Aylesbury from Woodperry Road and from Stowood to Didcot and the Stokenchurch cutting. These views are important and are shown within the Parish in Figure 2.11.1.2 and must be preserved at all costs.

The importance of views and vistas is discussed in more detail in Evidence Base 2 - 2.11.1 Views and Vistas. Please also see Appendices 1,2,3,12, 13,14 and 15 and the detailed character assessments for each of the four areas of the parish – Evidence Base 2 -2.11.4.

This policy conforms to national policies - NPPF - Conserving and enhancing the natural environment - 174, Achieving well-designed places – 130 and SODC Local Plan policies - Policy ENV1: Landscape and Countryside 2. viii) important views and visually sensitive skylines.

POLICY DS 1. IMPORTANT VIEWS

The Neighbourhood Plan identifies the following Important Views on the Map see Figure 2.11.1.2. and photographs in Evidence Base 2 -2.11

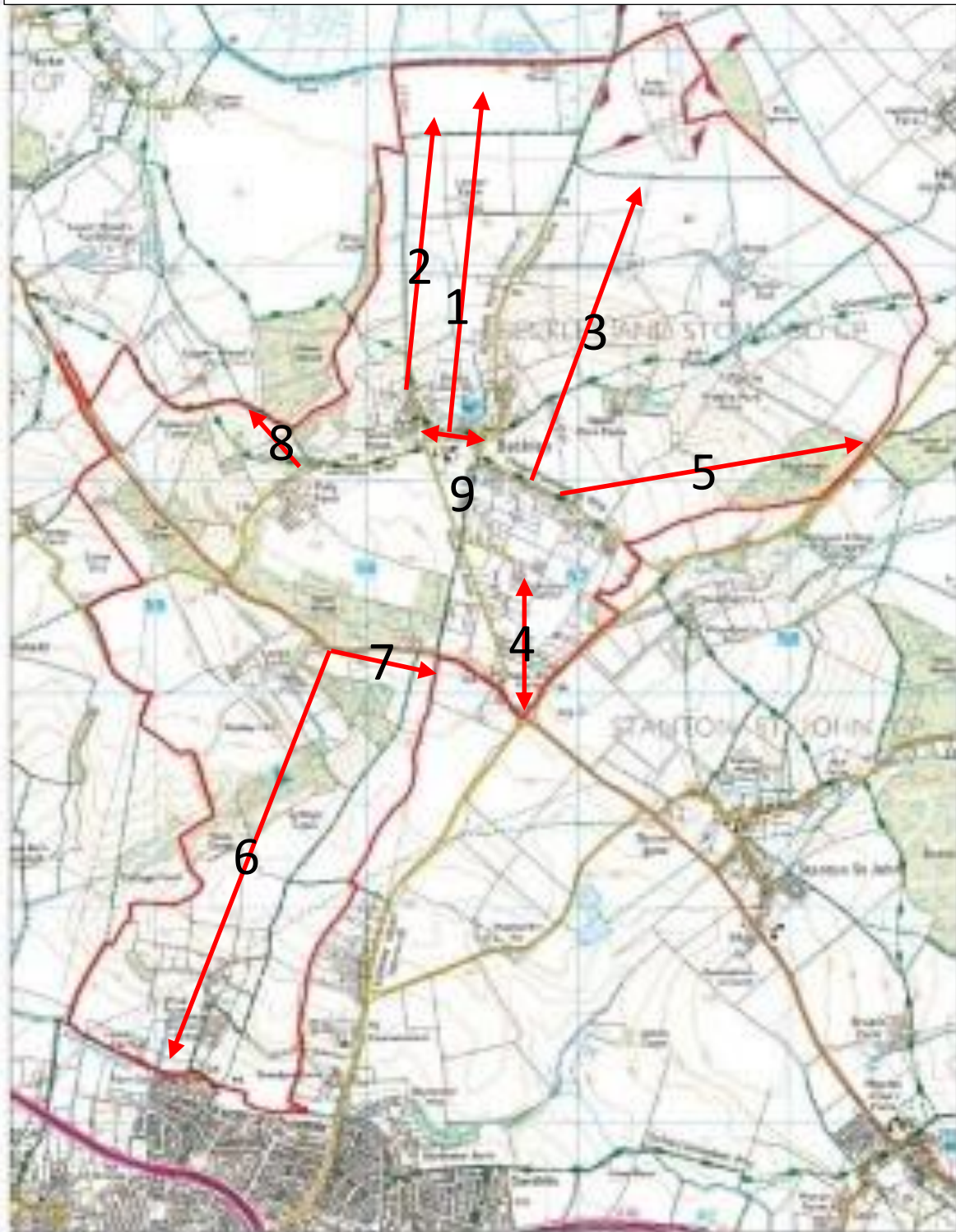
- Views from the top of the hill at Beckley village looking north, north east and north west towards Otmoor
- Views of the countryside from within Oxford city, notably the green fields around Wick Farm
- Views from the approach roads towards the village northwards over Otmoor and adjacent farmland
- Views from the village towards Shotover
- Views towards Brill and towards Aylesbury from Woodperry Road
- Views from the north towards the church and Conservation Area
- Views from Stowood to Didcot and the Stokenchurch cutting

Development proposals should preserve or enhance the local character of the landscape and through their design, height and massing should recognise and respond positively to the various Important Views. Development proposals which would have a significant adverse impact on an identified Important View will not be supported.

Views – see map Figure 2.11.1.2. below -

- View 1. From the High Street Across Otmoor
- View 2. Across Otmoor from Church Street
- View 3. Across Otmoor from Woodperry Road
- View 4. Beckley from Shotover showing Beckley Transmitter
- View 5. From Woodperry Road to Brill
- View 6. From Stowood to Didcot
- View 7. From Stowood to Stokenchurch Cutting
- View 8. Across Otmoor from Common Road
- View 9. High Street Beckley

FIG 2.11.1.2. BECKLEY AND STOWOOD VIEWS MAP CONFINED TO THE PARISH BOUNDARIES



5.4.2. Parking

NPPF 107 states - *107. If setting local parking standards for residential and non-residential development, policies should take into account:*

- (a) the accessibility of the development;*
- (b) the type, mix and use of development;*
- (c) the availability of and opportunities for public transport;*
- (d) local car ownership levels; and*
- (e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

The NPPF 108. States - *Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

Parking standards from the Oxfordshire County Council were being reviewed in September and October '22 and were decided at the November cabinet meeting ⁸ . These contain maximum numbers of parking spaces per bedroom and particular policies for 'edge of Oxford developments. These policies aim to restrict parking spaces and therefore car ownership and usage. This policy is very suitable for new large developments such as Land north of Bayswater Brook and is copied below -

Table 3: Edge of Oxford City Sites Car Parking Standards

| Development Type | Parking Provision |
|--|---|
| 1-2 bedroom dwellings | Up to 1 space per dwelling to be provided within the development site. |
| 3-bedroom dwelling | Up to 2 spaces per dwelling to be provided within the development site |
| 4+ bedroom dwelling | Up to 2 spaces per dwelling to be provided within the development site. |
| Wheelchair accessible or adaptable houses and flats. | 1 space per dwelling to be provided within the curtilage of the dwelling (must be designed in accordance with Part M of Building Regulations) |
| Student accommodation | 0 spaces per resident room. Operational parking and disabled parking to be considered on a case-by-case. |
| Motorcycle and powered two-wheeler parking | 1 space per five dwellings. |

⁸ <https://mycouncil.oxfordshire.gov.uk/documents/b21161/Addenda%20Tuesday%2018-Oct-2022%2014.00%20Cabinet.pdf?T=9> page 27

The report to the cabinet in September '22 states – “*2.3. The NPPF also describes the plan-making system which includes local and neighbourhood plans that guide local communities to develop and shape their own surroundings. These plans often contain policies on car and cycle parking.*”⁹

The County Council Standards on Parking have not been through examination.

The draft standards do concede that some villages have little or no public transport and therefore limited opportunity to reduce car usage. Such is the case of Beckley village. The parking standards for villages such as Beckley are copied below -

7.0. Residential Car Parking Standards for all areas of Oxfordshire (other than Oxford City and Edge of City sites)

7.3. It is recognised that for development proposals that are located in rural areas of Oxfordshire, such as villages and hamlets, access to frequent public transport services and high standards of direct pedestrian and cycle connections is not always available (unless it is provided by a new development). This tends to mean that the range of facilities and services expected to accommodate a reduced level of car parking provision is not always possible without causing indiscriminate carriageway parking and highway safety issues. On this basis, the parking standards in Table 4(b) are appropriate to use. When such standards are used a justification will be required within a transport submission.



Table 4(b): Car Parking Standards for the rest of Oxfordshire (Villages & Hamlets)

| Rural Oxfordshire | Parking Provision |
|-------------------------|---|
| 1-bedroom dwelling | Up to 1 space per dwelling to be provided within the development site. |
| 2-bedroom dwelling | Up to 2 spaces per dwelling to be provided within the development site |
| 3 – 4-bedroom dwellings | Up to 2 spaces per dwelling to be provided within the development site |
| 5+ bedroom dwelling | Up to 3 spaces per dwelling to be provided within the development site. |

⁹ WORKING THIRD DRAFT (August 2022): Parking Standards for New Developments Service Improvement Programme

https://mycouncil.oxfordshire.gov.uk/documents/s62138/CA_SEP2022R11%20Annexe%201%20-%20Vehicular%20and%20Cycle%20Parking%20Standards.pdf

The aim of the parking policy for Beckley and Stowood Parish outside the strategic development site of Land north of Bayswater Brook is to reduce congestion on village roads by encouraging off road parking within the curtilage of the new house. This policy arose from the very first community meeting for the Neighbourhood Plan and has persisted throughout the consultations as being very important.

There is no regular public transport or cycleway in the parish, so travel by car is the only option for most households and most households need one car per adult householder.

Evidence Base 1 - 2.8. Getting Around – Transport discusses the provision of public transport and all modes of transport. The north of the parish Beckley village and the countryside has access to very little public transport. The H5 bus from Bicester to the John Radcliffe hospital stops on the B4027 every hour. However, the bus stop is 30-45 minutes' walk from Beckley village and there is nowhere to leave a cycle. The Parish Council funds another bus, the Otmoor Flyer 2 days per week, which leaves Beckley at around 10.30 a.m. to central Oxford, returning at lunch time. There are no cycleways. Some drive to Barton to catch a bus and leave their cars parked in the roads there, but there are plans to make Barton a controlled parking zone, so this may not be possible in future.

Evidence Base 1 - 2.8.5. Traffic In Beckley Village and Wick Farm describes the severe traffic congestion in Beckley village, especially at the beginning and end of the school day, when the bus and parents mix with cars parked in the High Street and Church Street sometimes leading to gridlock. Further evidence is shown in Evidence Base 1 -2.8.6. – Parking, on the need to reduce parking on the village roads to reduce congestion.

In addition, car ownership in the parish has been analysed from 2011 census data and is shown in Evidence Base 2 -5.3.4. with a table showing average car /van ownership in Beckley is 1.77 per household.

Implementing the new car parking standards (4b) for Beckley is very unlikely to reduce car ownership or the number of cars, but will just encourage more to park in the narrow village roads causing greater congestion. This has been reported to have happened at the new development at Barton Park where parking is restricted with notices for people to park elsewhere i.e., in surrounding roads on the Barton estate rather than locally.

The Royal Horticultural Society provides advice on designing front gardens with cars,¹⁰ planting front gardens¹¹, and porous driveways to diminish water runoff.¹² These guides are helpful in showing how driveways and front gardens can be designed to allow for the parking of cars 'in-plot' whilst allowing front gardens to continue to perform a valuable role in supporting local biodiversity.

¹⁰ <https://www.rhs.org.uk/advice/profile?PID=879>

¹¹ <https://www.rhs.org.uk/advice/profile?PID=877>

¹² <https://www.rhs.org.uk/advice/profile?PID=878>

POLICY DS 2. PARKING

This policy is confined to the parts of Beckley and Stowood parish outside the strategic development site of Land north Bayswater Brook. The Land north of Bayswater Brook site should be subject to Oxfordshire County Council's Parking Standards current at the time.

New development and extensions/changes to existing development (e.g., change to House in Multiple Occupation) should make adequate provision for parking within the overall site, to avoid parking on the narrow village roads, in accordance with the provisions of the Development Plan.

Parking provision should:

- Wherever practicable be provided off-road.
- Be sufficient for the full life of the development and should avoid the increase in on street parking or use of existing car parks in the future.
- Minimise the impact of the private car on the street scene and reflect the character and appearance of the immediate locality as set out in the Character Assessments at Appendices 12 and 13.

5.4.3. Flood Risk

This policy is in conformity with national policies - NPPF - 11, 152, NPPG - Paragraph: 019 Reference ID: 34-019-20140306 and SODC Local Plan policies - Policy ENV4: Watercourses, Policy EP4: Flood Risk, DES 1, (particularly 1 vi) and EP4.

As described in Evidence Base 2 - 2.2.2. Water Courses and Flooding, regular flooding occurs in both the north of the parish near Otmoor and in the south at the Bayswater Brook. There are a series of springs from the middle of Beckley village down Church Street, High Street and Otmoor Lane onto Otmoor. Springs at Upper Park Farm flow down the hill to Middle Park Farm and near Beckley Park. Flash flooding also occurs from the top of the limestone ridge down Otmoor Lane and in gardens nearby.

In addition, there is usually a stream down Otmoor Lane from the village pond, even in summer, from springs near and above the pond.

The map on the next page shows some of the springs and the flood risk.

The Bayswater Brook near Wick Farm and Lower Farm floods regularly, mainly from water run-off. This is a danger that this could be greatly exacerbated by the development at the development of Land north of Bayswater Brook.

POLICY DS 3. FLOOD RISK AND DEVELOPMENT

1. Development proposals should demonstrate, through the provision of flood risk assessments, where required, how the risk of flooding, including flash flooding, resulting from the prospective development will be managed, so that the risk of flooding within the Neighbourhood Plan Area for Beckley and Stowood will not be increased, and that opportunities to reduce flood risk, for example, through the use of sustainable drainage systems, are exploited, where possible.
2. Where new development will result in the generation of additional foul sewerage, developers should ensure that they demonstrate how an appropriate foul drainage strategy can be delivered, and then ensure that it is delivered, given that some of the parish is not on mains drainage.
3. Proposals which minimise the use of paved and hard standing areas and utilise porous driveways and planting instead to reduce the risk of flooding and run off will be supported.

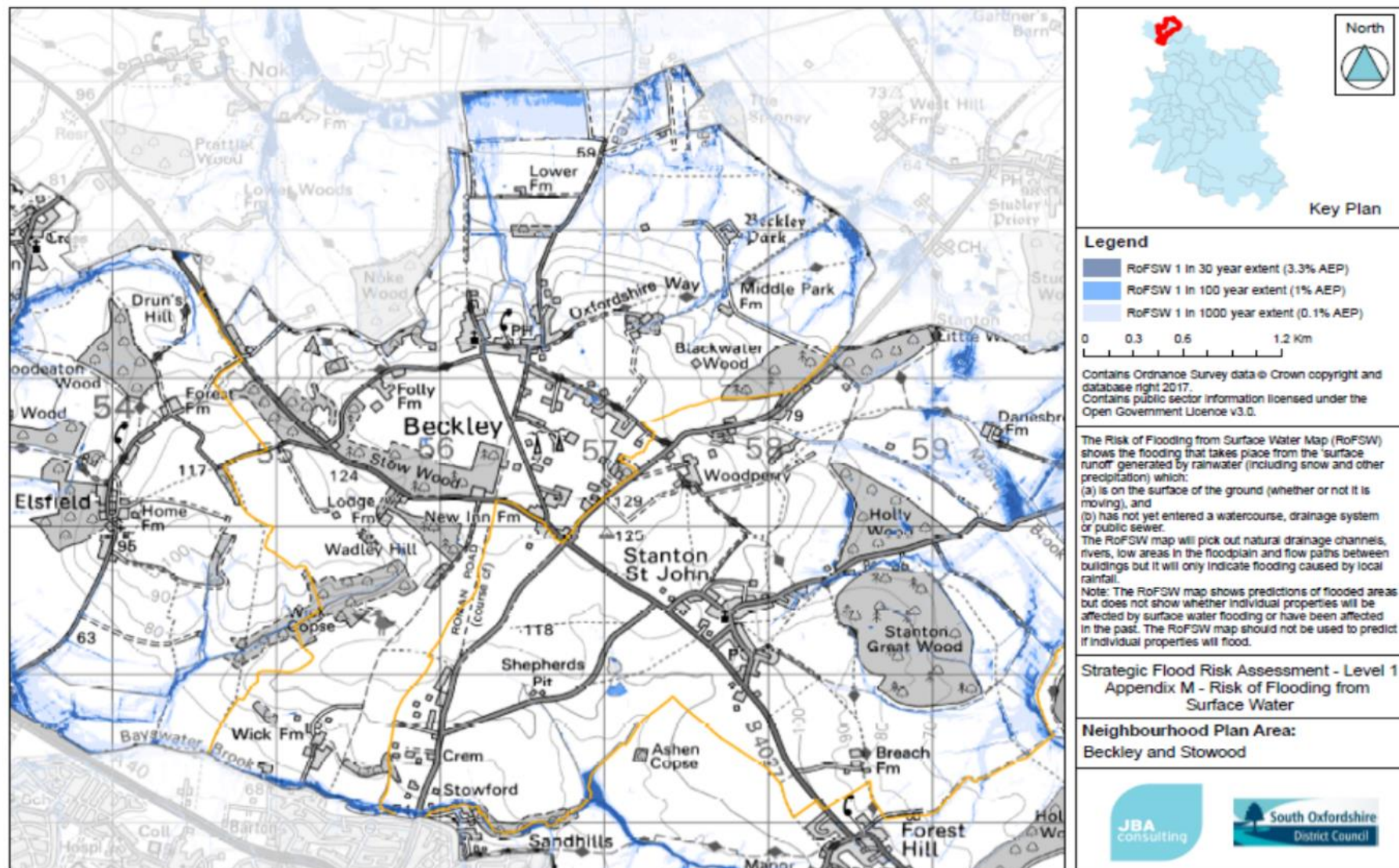


Figure 2.2.2.2 STRATEGIC FLOOD RISK ASSESSMENT – BECKLEY AND STOWOOD

5.4.4. Dwelling Size

This policy is in conformity with national policies - NPPF - 62, 70, 149 and SODC Local Plan policies Hii, H20, DS2.

ONS Census data [2011] for the Parish of Beckley and Stowood shows that the average household size is 2.6 people, average number of rooms per household is 6.9 and bedrooms 3.3 see Evidence Base 2- 2.5. However, in the initial residents' survey (Evidence Base 2-2.5.2) 66% of respondents had 4 bedrooms or more. 20% of those who expressed a wish to move said their house was too large. This reflects the fact that many residents have lived in the Parish for a long time and wish to continue to do so, but in a smaller house with a smaller garden, as they get older.

Green Belt policy (NPPF paragraph 149 (c and d)) restricts replacement buildings so that they are not materially larger than the one they replace. The 40% rule of thumb, Policy H20 Extensions to Dwelling in the Local Plan 2035 on a maximum volume that can be added [see Evidence Base 2- 3.1.1.] is important in ensuring that replacement buildings do not become overly large and dominate the landscape and surrounding dwelling. However, permitted development rights have successfully been used to increase the volume of a replacement building over the existing in the Green Belt.

The responses to the initial residents' survey see 3.2._noted, under the heading Aspirations for the Next 15 Years that:

30% would like more small houses with 21% wanting more bungalows and houses suitable for the elderly. 21% wanted more mixed housing while 27% thought it should remain as it is.

In the details of responses Appendix 19 - The 10% who said they might move of these 20% said their house was too large. 7% too small, 13% wanted to live independently 7% wanted to live closer to relatives. Most were trying to downsize either house or garden, which reflects the ages of the respondents. 7% felt their house too small. If moving the ideal sized house for 35% of those who responded was 2 bedrooms, 29% 3 bedrooms and the same percentage with 4 bedrooms.

Asked about the provision of affordable housing 96% did not want it and only 2 respondents [3.6%] wanted affordable housing and only 1 person wanted housing with support services provided.

POLICY DS 4. DWELLING SIZE

Extensions to dwellings or the erection and extension of ancillary buildings within the curtilage of a dwelling, will be permitted provided that:

- i) within the Green Belt the extension or the alteration of a building does not result in disproportionate additions over and above the size of the original* building;
- ii) adequate and satisfactory parking is provided. Development should have regard to the Beckley and Stowood Neighbourhood Plan Policy DS2. Parking; and
- iii) sufficient amenity areas are provided for the extended dwelling. Development should have regard to the advice within the South Oxfordshire Design Guide and the Beckley and Stowood Neighbourhood Plan Design Guide DG 1.
- iv) Given the need identified in the community consultations for smaller houses, planning applications for smaller houses will be supported.

*'Original' means the volume as existing on July 1st 1948, or if constructed after that date, as originally built. Garages and outbuildings will not be included in this calculation.

5.5. BECKLEY AND STOWOOD DESIGN GUIDE

A consultation was carried out with local residents on 'Design Criteria' in December 2017 first by public meeting and then by survey publicised in the Beckley and Stowood Newsletter delivered to all houses in the Parish. The results can be found in the Consultation Report Sections 3 and 4 and Appendices 20 and 21 and Evidence Base 2 - sections 3.3. and 3.4 and details in the Appendices 19- 21. This has come to be known as the Beckley Design Guide and was originally based on the SODC Design Guide.

In section Evidence Base 2 -3.1.2. Sympathetic Design in Keeping with Surroundings the NPPFs on design are discussed particularly NPPF (National Planning Policy Framework) in its section 12. Achieving Well-Designed Places contains a number of policies 126 - 136 seeking to enhance design and remain in keeping with the surroundings. A number of planning applications are cited where it appeared that greater weight was given to 'Innovative design' – former NPPF 133 and current NPPF 134 b than to being in keeping with surroundings NPPF 127, to 130 b-d, particularly 130. Examples of a number of designs that were felt inappropriate and not in keeping were cited as being undesirable.

In Evidence Base 1 Sections 2.1 and 2.2 and Appendices 1, 2 and 3 the landscape features are discussed in detail and the design guide draws some of the policies from these.

In Appendix 2. Updated Management Plan South Oxfordshire Landscape Assessment 2017 Lepus Report recommendations include supporting – minimising the impact of tall buildings and burying underground cables, which supports the Beckley Design Guide.

In Evidence Base 2 Section 2.11, especially the character assessments for each of the four parish areas 2.114-8 and their respective appendices 12-15 give detail of how the buildings look and informs what should be preserved and enhanced.

There could be a potential conflict between policies to reduce carbon dioxide emissions which support climate change policies and conservation policies. Recent developments in technology have improved the appearance of double-glazing units, so it is now difficult to tell if a window is single or double glazed and also improved the visual aspects of solar panels, by either mimicking roofing tiles or considerably reducing their visibility. Conservation Officers, while protecting heritage should be more flexible in allowing listed buildings to employ these new technologies to reduce energy consumption.

These policies are in conformity with national policies - NPPF - Achieving well-designed places - 126-136, NPPG - Paragraph: 005 Reference ID: 26-005-20191001, Paragraph: 008 Reference ID: 26-008-20191001 and SODC Design Guide and SODC Local Plan policies, DES 1 (particularly 1 vii), 1 xiii), 1 xv), DES 2.

POLICY DG 1. BECKLEY DESIGN GUIDE

Applications for development should have regard to the guidance contained in the Beckley and Stowood Design Guide.

In addition, all proposed development should have regard to and where appropriate incorporate design elements which are technologically innovative and of a high quality, and which are reflective of the local character and vernacular as described in the character assessments at Appendices 12-15 and the Conservation Area appraisal for Beckley, including:

For the Conservation Area -

- In the Conservation Area materials such as limestone rubble with quoins, in other areas of the parish also brick, rendered blockwork or timber cladding, wooden lintels and either wooden window casements or high-quality double-glazed units.
- Roofs should be pitched and generally of tile, slate or thatch.
- Solar panels which mimic roof tiles or have minimal visual impact

Within the whole parish new development should respect the character and qualities of the village, in particular focussing on the following:

- Buildings should be compatible with the size and character of their neighbours and in the Conservation Area they should generally be built of natural stone.
- Power cables shall wherever possible be located underground in order to minimise the visual impacts associated with new development.
- Building heights should be in keeping with that of the surrounding buildings and should not rise beyond three storeys, to protect the character and privacy of other residents.
- The design of new buildings should avoid appearing over-bearing by comparison with the neighbouring buildings, having regard to their height, massing and general scale.
- Extensions to buildings should be subservient to the original building and should appear a natural evolution of development which is sympathetic to the existing building.
- Porches and canopies should be in keeping with the general appearance and architecture of the dwelling.
- External landscaping proposals should respect the character of the village and the landscape of the immediate surroundings.
- Open fencing, railings and hedging that allows the enjoyment of public views towards the open countryside will be encouraged.
- Traditional pitched roofs are more representative of the local vernacular and will be encouraged whereas flat roofs are not in keeping with other houses in the Parish and will be discouraged.

- Dishes and aerials should generally be kept away from the principal elevations and not visible on any silhouette elevations.
- Large box-type dormer windows will generally be discouraged.
- Where possible, solar panels should face the rear of the property, located in hidden valleys and away from principal elevations. Consideration should be given to the use of more aesthetically pleasing designs such as panels without frames, and ones that blend into the roofing colour and design where appropriate.

Development proposals shall also demonstrate how they will maintain the nucleated pattern of settlements, and promote the use of building materials to maintain vernacular style and a scale of development which is in keeping with and appropriate to the Oxford Heights landscape character area.

The following design policies apply outside the strategic site Land North of Boundary Brook

—

- Gardens are a very important feature in Beckley and provision of a garden in proportion to the house size is an important criterion to the character of the village.
- Grass verges on the road frontage of dwellings are an important feature of the village and should be protected, because they contribute positively to the character of the village.
- The separation between dwellings should be maintained as it is an important characteristic of the village. New buildings should avoid significantly impairing important gaps between existing buildings where they provide glimpsed views towards the open countryside.

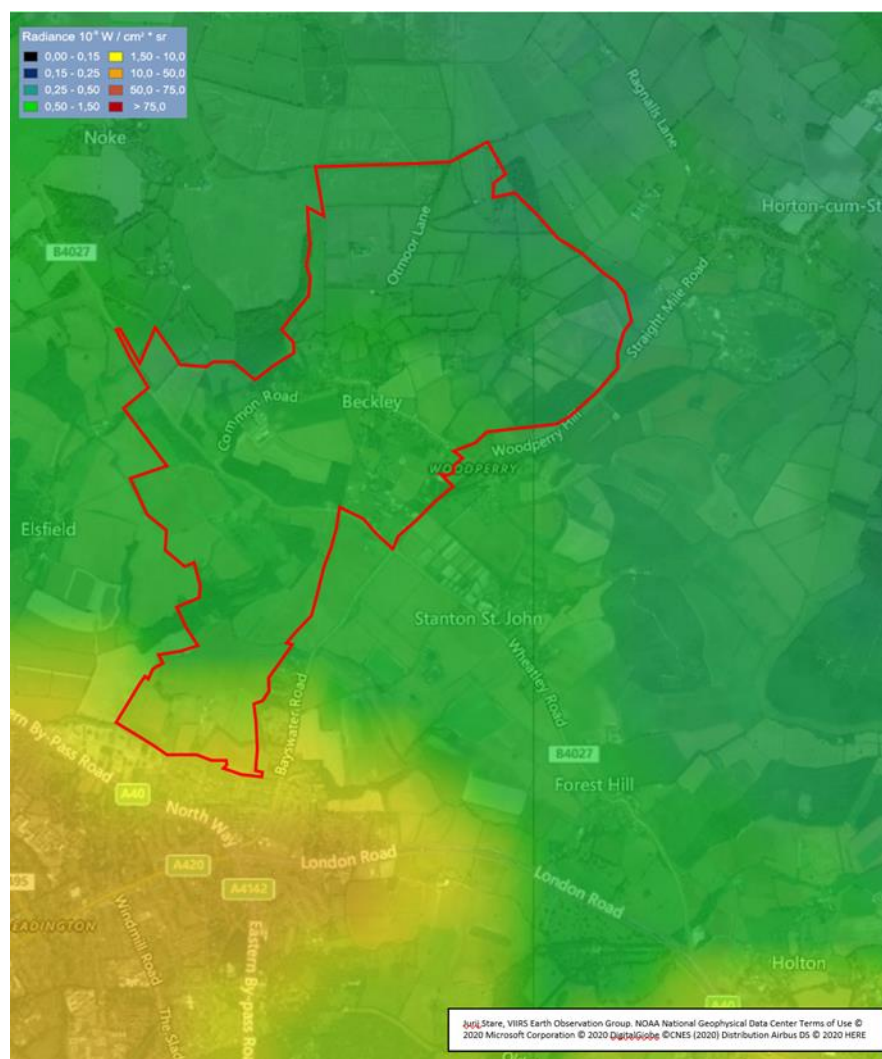
5.5.1. Night Sky/Lighting

The Neighbourhood Plan area is characterised by a lack of street lighting and the darker areas of night sky are noticeably more obvious towards the north of the Parish, north of the limestone ridge and adjacent to Otmoor, which has virtually no illumination at night. The atmosphere and character are very tranquil and leads to a strong feeling of remoteness during the evenings. See Evidence Base 2- 2.11.2. There is very little street lighting in Beckley village and none outside the village centre.

Dark night skies are highly beneficial to professional and casual astronomers as well as stargazers. Dark skies also contribute to the character of the Parish at night and to the welfare of wildlife, where their circadian rhythms can be disturbed by lighting at night. Those who live in a 'dark environment' often notice the cycles of the Moon and the influence this has on the ability to navigate footpaths and pavements etc. at night more keenly.

In the community consultation on the Beckley design guide 77% of respondents agreed that “Outside lighting on buildings should be fully shielded to direct light downwards to prevent light pollution” (question 12.) see 3.3. and 3.4. and Appendix 21.

Evidence from the www.lightpollutionmap.info website shows a relatively good level of visibility at night time with radiance levels typically between 0.25 and 1.5 10^{-9} W / Cm² sr, in the northern part of the Parish and in the region of 10 10^{-9} W / Cm² sr in the far south on the edge of Oxford. The photograph below demonstrates the general levels of light pollution to the rural north east of Oxford:



Light Pollutions Levels for Beckley and Stowood Parish¹³

Reducing light pollution particularly from Oxford will also contribute to saving energy and climate change targets. It is noted that Oxfordshire County Council recently tried to develop a policy on this.

The SEA report states *“A very positive policy which helps to protect views of the night sky, people’s ability to sleep well, and biodiversity”* (page 48).

¹³ source: www.lightpollutionmap.info)

The policy is in conformity with the following national policies NPPG - Light pollution - Paragraph: 001 Reference ID: 31-001-20191101, Paragraph: 002 Reference ID: 31-002-20191101, Paragraph: 003 Reference ID: 31-003-20191101, Paragraph: 004 Reference ID: 31-004-20191101, Paragraph: 005 Reference ID: 31-005-20191101, Paragraph: 006 Reference ID: 31-006-20191101 and SODC Local Plan policies - DES1, DES2, DES6.

POLICY DG 2. NIGHT SKY/LIGHTING

Where external lighting is necessary development proposals must incorporate design features and mitigating measures that avoid excessive lighting in order to limit the adverse impact of lighting on neighbouring residents, the rural character of the countryside and biodiversity.

5.6. CLIMATE CHANGE POLICIES AND COMMUNITY ASPIRATIONS

Please see Evidence Base 1 - 2.10 Climate Change where this policy background is covered in much greater detail.

In the words of the United Nations, *'Climate Change is the defining issue of our time and we are at a defining moment'*. Listing risks to food production, rising sea levels, and catastrophic flooding as examples, the UN continues *'Without Drastic Action today, adapting to these impacts in the future will be more difficult and costly.'*

- In May 2019 the UK parliament declared a Climate Change Emergency. They have committed to a reduction in Greenhouse gas emissions by 50% on 1990 levels by 2025, and by 80% by 2050.
- Both Oxfordshire County Council and South Oxfordshire have declared a Climate Change Emergency.
- In October 2019 SODC agreed to become carbon neutral in the operations by 2025, and to be a carbon neutral district by 2030.

In October 2019 the Ministry of Housing started a consultation on 'Future Homes Standards' which closed in February 2020. Approved Document L - Conservation of fuel and power was published and circulated on October 2019 as part of the consultation¹⁴ Published at the same as part of this revision was – "Ventilation and indoor air quality in new homes"¹⁵ and

¹⁴

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835547/ADL_vol_1.pdf

¹⁵

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835208/Research_-_ventilation_and_indoor_air_quality.pdf

“Research into overheating in new homes” – parts 1¹⁶ and 2¹⁷ At the same time a new National Design Guide¹⁸ was published which advocates reduction in energy consumption -

House building of itself creates greenhouse gases, so this impact should be taken into account when a planning application is considered. In his Spring Statement in 2019 the Chancellor declared that the new Future Homes Standard aims to make all new build homes ‘more energy efficient and to future proof them in readiness for low carbon heating systems’ by 2025.

In June 2019 Beckley Parish Council also recognised the Climate Change Emergency –

"Beckley declares an environment and climate emergency, to recognise the current environmental and climate crisis in decisions made locally and to see what we can do about it as a community"

In Beckley, the main production of carbon is by transport (particularly car use) and household heating. House building also creates carbon, as does major changes in use of land.

The SEA report comments on this policy are – *“A very positive policy in terms of climate change and the climate emergency; also indirectly for human health (reduced energy cost, reduced fuel poverty) and biodiversity (impacts of climate change). The additional costs of sustainable construction will slightly increase the cost of housing during construction, but will reduce operational costs. Some of the energy efficiency measures – solar panels, heat pumps etc. – are likely to have a negative impact on the landscape. This should ideally also apply to retrofits Retrofits included as a community aspiration.”*

This policy is in conformity to national policies - NPPG - Climate Change - Paragraph: 001 Reference ID: 6-001-9-20140306, and SODC Local Plan policies - Policy DES8: Promoting Sustainable Design, Policy DES9: Renewable and Low Carbon Energy, Policy DES10: Carbon Reduction.

¹⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835240/Research_into_overheating_in_new_homes_-_phase_1.pdf

¹⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/845483/Research_into_overheating_in_new_homes_-_phase_2.pdf

¹⁸

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843468/National_Design_Guide.pdf

POLICY CC 1. NEW CONSTRUCTION AND ENERGY EFFICIENCY

New dwellings should be built to the highest standards in terms of energy and materials efficiency to meet the standards in policy DES10, or subsequent standards as they emerge in Local or National Policy. The provision of the following sustainability features, where appropriate, will be supported:

- Alignment of dwellings - south facing where possible to give passive solar heating and to maximise solar roof panels.
- Maintenance - ensure minimum maintenance in all design features.
- High level of energy generation on site utilising solar panels, ground source and air source heat pumps as appropriate.
- High level of insulation.
- Sustainable water systems including drainage (driveways) and storage.
- Developers shall be encouraged to provide electric vehicle charging points for all new dwellings.

The Government has concluded a national consultation on 'Future Homes Standards' and at the same time published a new National Design Guide which advocates reduction in energy consumption. The Energy Saving Trust advocated by SODC recommends a number of renewal energy projects and generating electricity at home from solar power, and the use of ground and air source heat pumps [Evidence Base 2- 2.10]

A European Strategy for low-emission mobility includes "Moving towards zero-emission vehicles" and The Energy Saving Trust recommends the use of greener vehicles [Evidence Base 2- 2.10].

There are a number of Government initiatives being implemented locally to promote more walking and cycling. There is involvement in the Greenways project to provide a cycling infrastructure with local lobbying to have this extended to Beckley and Stanton St John. A local survey of the demand has been carried out [see Evidence Base 2- 3.5. and Appendix 9.] There was no regular public transport serving Beckley village, but action by a local resident has ensured that the H5 bus from Bicester to the John Radcliffe Hospital makes one stop on B4027 every hour between approximately 7 a.m. to 8 p.m. Residents of Wick Farm can use a regular bus service to and from Barton [see [Evidence Base 2- 2.8]

The SEA report comments were – *"This policy would have very positive impacts for air quality and climatic factors, and for people's health. The main development to which this is likely to apply is Land North of Bayswater Brook."*

This policy is in conformity with national policy - NPPF 112 and SODC Local Plan policies - "Policy DES8: Promoting Sustainable Design, Policy DES9: Renewable and Low Carbon Energy, Policy DES10: Carbon Reduction, Policy TRANS2: Promoting Sustainable Transport and Accessibility".

POLICY CC 2. LOW CARBON TRANSPORT SOLUTIONS

Development proposals which deliver low carbon transport solutions, including new cycle ways, safer walking, and increased use of buses where possible will be strongly supported.

COMMUNITY ASPIRATION - RETROFITTING EXISTING HOUSES

Existing housing stock owners should be encouraged to retro fit more sustainable heating systems such as air pumps and solar panels, as well as being encouraged to participate in schemes offering insulation etc. Fitting of Electric vehicle charging points is also encouraged

5.7. COMMUNITY ASPIRATION - COMPLIANCE WITH BECKLEY AND STOWOOD NEIGHBOURHOOD PLAN POLICIES

Monitoring by the Oxfordshire Neighbourhood Plan Alliance has shown that the policies of made Neighbourhood Plans in SODC, which have legal weight, have not always been fully taken into account when planning decisions have been made. This has resulted in planning permission being granted which is not in compliance with local made Neighbourhood Plans. If no members of the Neighbourhood Planning Steering Group remain on the Parish Council there is a danger that there may not be sufficient detailed knowledge on the Parish Council to ensure compliance with the Neighbourhood Plan policies. To safeguard against this, it is proposed that the Neighbourhood Plan Steering Group should become consultees on planning applications to ensure compliance with made Neighbourhood Plan policies, as required by law.

COMMUNITY ASPIRATION - MONITORING COMPLIANCE OF THE NEIGHBOURHOOD PLAN

The Beckley and Stowood Neighbourhood Plan steering group wish to be consultees on all planning applications within the parish, along with the Parish Council, to monitor adherence and compliance to the Neighbourhood Plan.

5.8. PROTECTION OF THE PEACEFUL ENVIRONMENT

While sport in the Green Belt and in the Parish is encouraged, residents feel that the quiet and peaceful enjoyment of their homes is a value to be preserved. There is already an MOD rifle range at the end of Otmoor Lane and the noise from it can be heard not only across the Parish, but also in adjoining ones, depending on the wind direction. There is also a shooting range in New Inn Road, which although much less noisy than the MOD rifle range can be heard nearby.

5.9. REDUNDANT FARM BUILDINGS

Two sites have been identified for future development and while inclusion in this Plan does not ensure their future development, as this decision must be made by the land owner, it may facilitate it. The two brown field sites are –

- Wick Farm listed barn which is very dilapidated and neglected
- Royal Oak Farmyard

Wick Farm Barn

There is development potential to convert and renovate the large barn at Wick Farm and some of the old farm buildings. There was a planning application in 2012 to convert the large barn behind Wick Farm House into a house.¹⁹

The application was withdrawn and it is believed that this may have been due to the fact that it was likely to be refused.

Conversion of this large barn and other barns would save the buildings and make useful housing, a medical centre or commercial premises. It is the responsibility of owners of listed buildings to keep them in good repair or the local authority can step in with a repair order or intervene to protect buildings. The owners of Wick Farm are encouraged to redevelop the listed barn to preserve it.

Royal Oak Farmyard

Royal Oak Farm no longer runs as a farm, as the land has been sold, but the former farmyard is currently used for a number of small businesses. There was a successful farm shop, but traffic flow at weekends and the evenings on B4027 has diminished making it less attractive for businesses needing passing custom. The area is approaching an acre and there is an existing building, which could be converted into a house and sufficient land for several new houses.

¹⁹

<http://www.southoxon.gov.uk/ccm/support/Main.jsp?MODULE=ApplicationDetails&REF=P11/W2263/LB#exactline>

5.10. ACTIONS FOR THE PARISH COUNCIL TO REVIEW

Areas for Improvement as recommended by the Conservation Area Assessment and elsewhere –

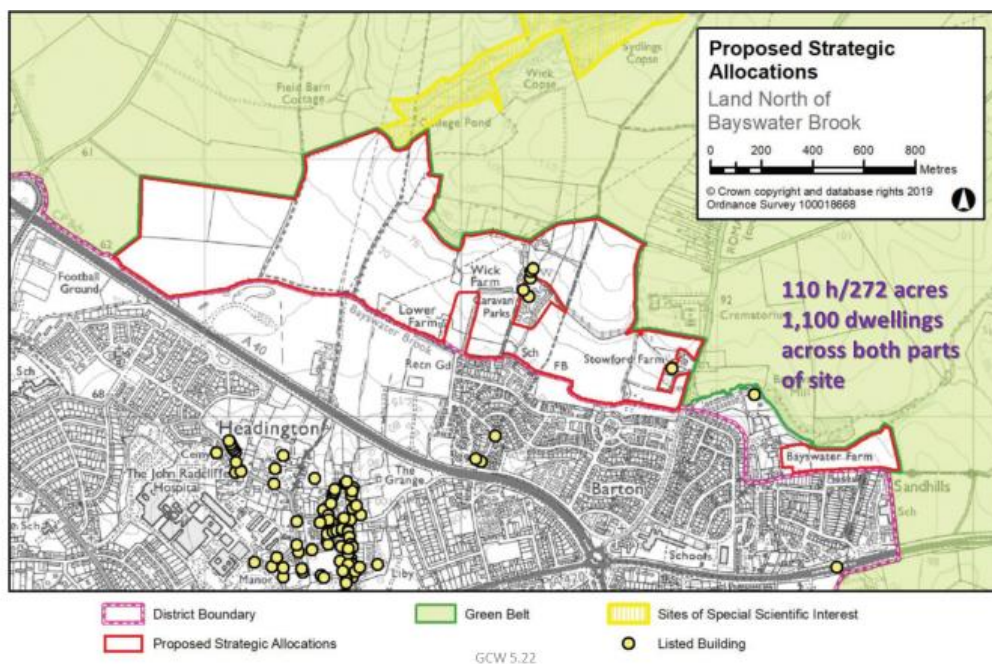
COMMUNITY ASPIRATIONS – OTHER PARISH ACTIONS

1. To lay underground cable instead of overhead wiring. The neighbouring village of Stanton St John did this and it improved the appearance of the village considerably.
2. A coordinated scheme for the design, painting, fixing and siting of street furniture should also be considered.
3. A tree management scheme needs to be discussed with landowners in order to restore this important part of the character of the village.
4. Regular maintenance of the village pond to cut back overgrown trees and remove weeds. Possibly considering placing a seat nearby.
5. The use of traditional materials and detailing can have considerable effect in enhancing an area's character. With Planning and Conservation Officers encouraging owners of historic or important houses to remove unsympathetic modern materials such as concrete tiles, u.P.V.C. windows and plastic rainwater goods, and reinstating traditional materials such as clay tiles, softwood windows and cast-iron guttering.
6. Lobbying and involvement in the Greenways Project to build a cycleway to Beckley and Stanton St John.

6. MITIGATION POLICIES FOR THE STRATEGIC DEVELOPMENT SITE “LAND NORTH OF BAYSWATER BROOK “

The ‘Land North of Bayswater Brook’(LnBB) is one of the newer strategic development sites in the Green Belt around Oxford. Six of the seven strategic sites in the SODC Local Plan 2035 were within the Oxford Green Belt, three of which are around Oxford. Their inclusion is not in compliance with the strengthening of Government regulations for protecting the Green Belt and in the planning white paper (August ’20) that Green Belt is ‘protected land’. More recently in response to HCLG Select Committee’s June 2021 report ‘The future of the planning system’, the Housing Minister in June 2021 said:

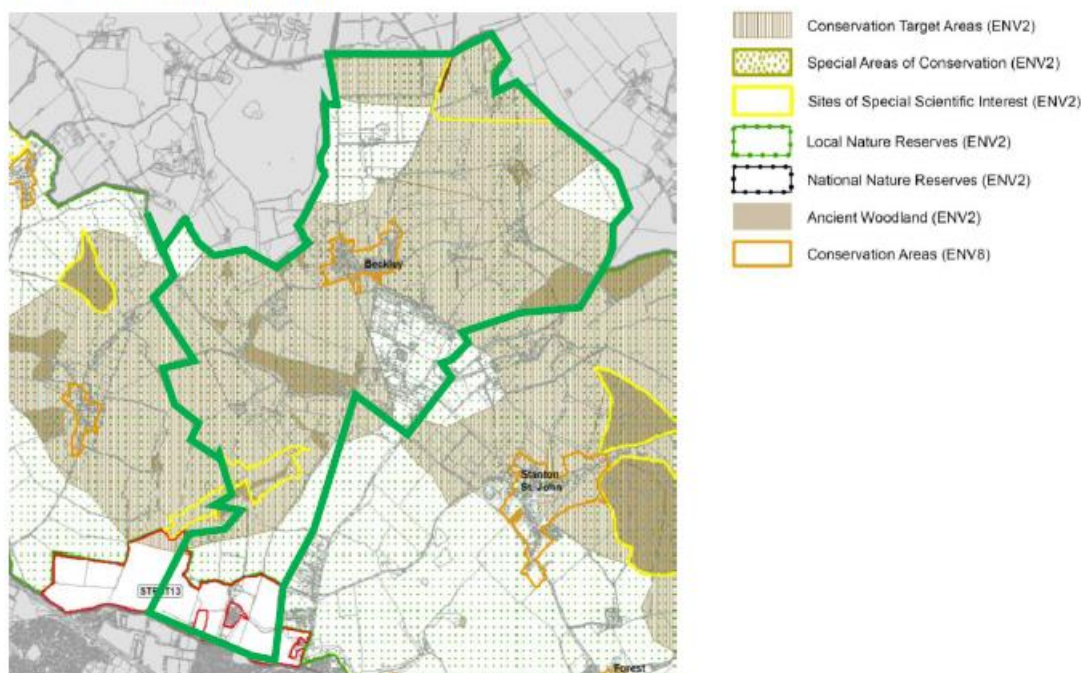
“We are committed not only to protecting the green belt but to enhancing it, and those protections will remain in force when we bring in planning reforms. I can assure you, Mr Speaker, that we will not be taking the advice of the Select Committee, which suggested that we should undertake a wholesale reform of the green belt. We have committed to protect it, and so we shall, because only in exceptional circumstances may a local authority alter a green-belt boundary, using its local plan and consulting local people on where essential new housing should go, and it needs to show real evidence that it has examined all other reasonable options before proposing to release the green belt. We are committed to the green belt, and we will fight for it.”



Land north of Bayswater Brook includes two separated sites - Lower Elmsfield and Wick Farm owned by Christ Church, and Bayswater Farm, which was owned by the Buswells and Buchanan H Ltd (a company owned by the Aubrey Fletcher family). In February 2021 the Bayswater Farm site was sold to Cildara Group (Headington) Ltd. This company arose from DSM Demolition and St Francis Group a property developer and land restorer owned by the Kelly family. The Lower Elmsfield/Wick Farm site spans the Parishes of Beckley and Stowood

and Elsfield, and a small part of Stanton St John, while Bayswater Farm is in Forest Hill with Shotover parish as shown on the map below.

Figure 2.1 Excerpt from South Oxfordshire Local Plan key diagram showing policies relevant to Beckley and Stowood parish



¹ <https://www.legislation.gov.uk/ukpga/1990/8/schedule/4B>

² <https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2035/adopted-local-plan-2035/>

³ <https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2020/11/Inspectors-Report-November-2020.pdf>

The map above is from the Strategic Environmental Assessment Report. The green line shows the parish boundary and Designated Neighbourhood Plan Area and the thinner red line shows the Land north of Bayswater Brook development. The parcels of land within the development site show Lower Farm and Wick Farm which are not included in the development, but surrounded by it.

The Strategic Environmental Assessment states *“Likely future without the plan: Most of the parish landscape is unlikely to be significantly affected in the absence of the neighbourhood plan. However, development at Land North of Bayswater Brook will have a significant impact on the landscape at the southern end of the parish. That land is expected to change from open agricultural fields to an urban landscape, and at night the currently-dark area would be much more lit-up.”*

Appendix 3 South Oxfordshire District Council - Landscape Assessment Update 2018 – Extract Covering Beckley and Stowood Parish a map showing Historic Landscape Characterisation for the whole parish and the strategic development site of Land north of Bayswater Brook and assesses the impact on the historic and landscape character.

The development of this site will impact all local residents, particularly the 20% of Beckley parishioners living in the midst of it at Wick Farm and Lower Farm' and others adjoining the site. There is also a crematorium and memorial gardens directly adjacent to the LnBB site (in neighbouring Stanton St John parish). The issues that will particularly affect our parishioners are -

1. **Community Involvement and Engagement** – NPPF guidance on Pre-application engagement and front loading 39-46 includes – 40 ... *“They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.”*

2. **The Green Belt** is especially precious around Oxford and several of its purposes are particularly important here -

- To check the unrestricted urban sprawl from Oxford City
- Safeguarding the countryside from encroachment
- Preserve the setting and special character of historic towns – both Oxford itself and villages in the parish
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land particularly in Oxford

The NPPF's policy on the Green Belt states (see paragraphs 142-143) that adequate mitigation is required if land is taken out of the Green Belt and that new boundaries must be clearly defined using physical features.

*142. When drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport. **They should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.***

143. When defining Green Belt boundaries, plans should:

(f) define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

Policy STRAT 6: Green Belt of the SODC Local Plan states –

2. The Green Belt boundary has been altered to accommodate strategic allocations at [including] STRAT13 – (LnBB) where the development should deliver compensatory

improvements to the environmental quality and accessibility of the remaining Green Belt land, with measures supported by evidence of landscape, biodiversity or recreational needs and opportunities.

STRAT 13 of the SODC Local Plan also states that the development -

iv) provides a permanent defensible Green Belt boundary around the allocation and a strong countryside edge;

v) retains and incorporates existing hedgerows and tree belts, particularly where this assists with the creation of a new Green Belt boundary

3. The Transport Infrastructure –

- Ensuring that local people are not adversely affected and can still get around as now
- That journeys by road are not lengthened, especially at peak hours
- That adequate provision is made for safe cycleways, walk ways and bus services

4. Protection of the SSSI - Sydlings Copse and College Pond

5. Protection of The Landscape and Important Views

6. Protection of Heritage and Listed Buildings

7. Health and Air Pollution

For further detailed background information please see Evidence Base 2- 5.1.

6.1. COMMUNITY INVOLVEMENT STRATEGY

Inspector Jonathan Bore while examining the SODC Local Plan stated a number of times that it is important that developers/site promoters should communicate well and work closely with local communities. This is also included in the NPPF in section 12. Achieving well-designed places.

126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

There is a need for the developers to engage with and involve the community and inform them of progress at major stages of the project and give them an opportunity to ask questions, be consulted and part of the decision making process and gain further information. This will also be an important opportunity for the developers to understand the concerns of local communities and try to mitigate them as far as possible.

The developers of Land north of Bayswater Brook have run a number of webinars to inform local communities and residents of their plans. The opportunity to ask questions, particularly difficult ones, was limited. There have also been two public consultations to date. However, submitted responses have not been published and it is not clear whether any consideration has been given to the issues raised or any changes made as a result.

There was a meeting between Wick Farm residents and the developers. The Parish Council requested an invitation, but were not invited. A copy of the presentations used was also requested, but has not been forthcoming. Some of the Wick Farm residents were left feeling threatened and angry.

Community Involvement Strategy

One of the key milestones will be the establishment of a “Community Liaison Committee” to represent all the community groups including representatives from all the local Parish Councils, Parish Meetings, Neighbourhood Plan Steering Groups and other relevant environmental and community groups, other interested parties such as BBOWT, SODC, Oxfordshire County Council and representatives from the land owners, site promoters, developers and builders.

This Liaison Group should be inaugurated as soon as possible and meet before the planning application is lodged. The purpose is to work with and shape the development project to ensure the needs and concerns of the local communities are properly considered and resolved, as far as possible. The developers, site promoters and land owners’ representatives should be of sufficient seniority to make decisions and ensure concerns and decisions are acted on swiftly. Meetings should take place regularly and as required and full minutes should be made publicly available.

The Liaison Group will oversee the coordination of public consultation events, to be held at critical stages of the development including –

1. Pre- planning application
2. During the planning application consultation phase
3. Start of the development
4. Stages through the development
5. Completion of the development

In the event that COVID-19 restrictions do not allow meetings in person, this should be carried out on line i.e., via Zoom, Teams or other similar internet interactive communications software i.e., not via one way webinar communication. Communities should also be kept up to date via social media – a dedicated web site and/or Facebook page etc.

It is important that before, during and after any planning application(s), during building and after completion of the development, there is formal regular contact with representatives of all the local community groups. This will help to ensure that -

1. That local communities needs will be properly considered
2. The negative impacts on local communities are properly considered and minimised
3. Disruption to local communities are minimised
4. There is community input into all aspects of the development particularly design and landscaping so that is acceptable to and enhances the local environment
5. Any problems can swiftly be brought to the attention of the developers and resolved

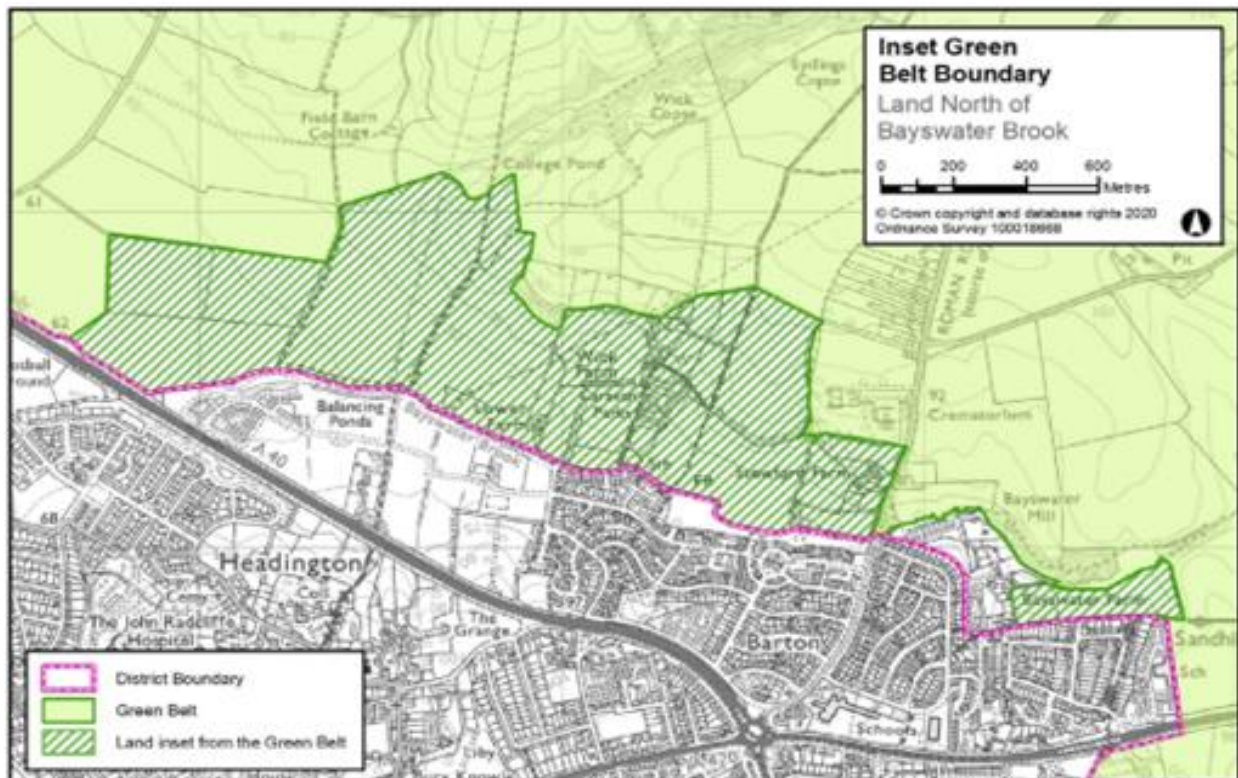
The SEA report comments were – *“The Community Engagement Strategy would require the developers of Land North of Bayswater Brook to have regular meetings with the community. It would also involve establishing a Community Liaison Committee which would help to shape the proposal. The main impact would be a social benefit: the developers having a better understanding of the needs and wishes of local residents, and residents feeling less powerless in terms of development happening within their parish. Indirectly, it could also help to protect all of the other factors, although it is unlikely to lead to significant environmental enhancements.”*

This policy is in conformity with national policies - NPPF in section 12. Achieving well-designed places. Pre-application engagement and front loading, 39-46 NPPG - Paragraph: 033 Reference ID: 15-033-20180615, Paragraph: 019 Reference ID: 26-019-20191001, paragraph: 020 Reference ID: 26-020-20191001, Paragraph: 021 Reference ID: 26-021-20191001, Paragraph: 022 Reference ID: 26-022-20191001, Paragraph: 023 Reference ID: 26-023-20191001 and SODC Local Plan policies - Policy DES3: Design and Access Statements, Policy DES4: Masterplans for Allocated Sites and Major Development.

POLICY CI 1 COMMUNITY INVOLVEMENT

In bringing forward proposals for the development of the Land North of Bayswater Brook strategic allocation site the developers should have regard to the Community Involvement Strategy outlined in this Neighbourhood Plan.

6.2. THE GREEN BELT AND LOSS OF IMPORTANT LANDSCAPE AND COUNTRYSIDE



Any loss of Green Belt will require compensatory improvements to the quality and accessibility of the remaining Green Belt (Inspectors Q 16.2). This should be evidenced by landscape, biodiversity and recreational needs. This does not appear to have been undertaken, and no explanation has been given as to why not and when it will happen. This requirement is further supported by NPPF 142. *"They should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land."*

Improvements could include:

- new enhanced green infrastructure
- woodland planting
- landscape and visual enhancements
- biodiversity enhancements
- improved walking and cycle routes
- access to existing and enhanced recreational and playing field provision
- adequate screening for current residents of the new development to be agreed with SODC and with the individual residents

Landscape and visual enhancements should reflect the existing agricultural and rural landscape

It is noted that the policy and indicative 'concept plan' indicates some improvements. However, these would not be required if this Green Belt agricultural land was not being

proposed for housing. It is not clear what proposals have been made for offsite improvements. Mitigation and compensation provision are not quantified in any way.

The Bayswater Brook was the boundary of the Green Belt at Wick and Lower Farms and Barton and as such was a permanent boundary fulfilling the requirements of NPPF 1430 f –

143. When defining Green Belt boundaries, plans should:

(f) define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

The SODC Local Plan also requires a Green Belt boundary –

STRAT 13 3. *iv) provides a permanent defensible Green Belt boundary around the allocation and a strong countryside edge;*

No such ‘permanent **defensible** boundary’ has been proposed as a new boundary. There are no physical features that are readily recognisable and likely to be permanent as with the former boundary of the Bayswater Brook. It must be ensured that the new boundary as defined in the Local Plan is as defensible, recognisable and permanent as possible.

There are no physical features shown on the Ordnance Survey map to define a new Green Belt boundary. It is important that the boundary is as permanent as possible, and defensible so it cannot be changed. It is important that as permanent and defensible boundary as possible is discussed with BBOWT, Natural England, ~~and discussed with~~ the Community Liaison Committee and local Parish Councils.

The SEA report comments are – *“This policy would have very minor beneficial impacts on biodiversity and the landscape, but feels more symbolic; more like “we are setting a boundary that will act as future heritage”.*

This policy is in conformity with national policies - NPPF 142-3 and SODC Local Plan policies - Policy STRAT6: Green Belt, STRAT 13 3. iv) provides a permanent defensible Green Belt boundary around the allocation and a strong countryside edge.

MITIGATION POLICY GB 1. DEFINITION OF A NEW GREEN BELT BOUNDARY

A line of English Oak *Quercus robur* saplings, pot grown, at least 1.8m high will be planted every 10m along the new Green Belt boundary and will be actively maintained for at least 5 years.

The reason English oak has been specified is that there is no geographical boundary and this is an indigenous local tree which is robust and will grow to a significant size, as opposed to the temptation to plant hedgerow trees such as hawthorn or blackthorn that can more easily be cut down. This land was once part of a large hunting forest with a great number of oak trees which stretched from the outskirts of Oxford including Shotover, Sydlings Copse, Stowood and Bernwood Forest.

For further detailed background information please see Evidence Base 2- 5.2.

6.3. THE TRANSPORT INFRASTRUCTURE

(Detailed information and in-depth analysis can be found in Evidence Base 2- 5.3.)

Traffic modelling for the SODC Local Plan had confirmed that developments in the Green Belt to the east of Oxford would cause significant problems (TRA 06.5 Evaluation of Transport Impacts - Stage 3 - Development Scenarios and Mitigation Testing, Addendum (updated Scenario 5b results)²⁰ and TRA 06.6 Evaluation of Transport Impacts- Stage 3 5c Addendum (updated on 22 July 2020), but exactly how to solve these problems and how much it would cost had not been progressed. The Transport Infrastructure for Land north of Bayswater Brook remains unresolved and is a considerable cause of concern for the parishioners of Beckley and Stowood and the other neighbouring parishes and communities.

The traffic congestion on the roads surrounding the Land north of Bayswater Brook site is significant, especially at peak times. The County Council report in their submissions to the Local Plan that traffic on the Northern Bypass ring road and Headington roundabout are near capacity. The same is true of local roads – Woodeaton, Elsfield and Bayswater Roads. At morning peak times queues are reported by local residents as –

- **The Woodeaton Road –**
 - 35-55 minutes from the village to the John Radcliffe hospital (approximately 3.5 miles)
 - 60 minutes, going into Summertown and leaving at 7.30 a.m.
- **The Elsfield Road -**
 - At least 30 minutes to Summertown - from Elsfield village over the flyover at Marston, down Marsh Lane into New Marston and queues back up nearly to Elsfield village
- **The Bayswater Road -**
 - 30 minutes from the crematorium in the Bayswater Road to the Headington roundabout, but queues reach back for at least another half mile reportedly taking 45 minutes to reach the roundabout at morning peak times.

The analysis of car ownership²¹ (see Evidence Base 2 5.3.4.) shows that there is an average car or van ownership of one vehicle per household in Barton, which has at least as good provision of public transport and alternatives to car use as Land north of Bayswater Brook will have. Average car/van ownership per household increases to 2 in the villages such as Beckley as there is little public transport and to over 2 per household further out. (See Evidence Base 2 Section 5.3.4. Car Ownership.)

The original number of dwellings for the whole Land north of Bayswater Brook site was 1,100 for both parts of the site – 930 for the Lower Elsfield Wick Farm part. The developers

²⁰

https://data.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=1283190524&CODE=753BC786212096D43444E99351B38907

²¹ 2011 census data

now wish to increase the number of dwellings by 55% to 1,450 and have more recently added an additional 120 assisted living properties²², an increase of 69% over the original numbers. This is likely to mean at least the same number of additional cars on local roads. Please see Evidence Base 2 Section 5.3. and 5.3.4 for analysis.

The developers appear to assume that traffic movements will be confined to and from Oxford, but it is felt more realistic that many new residents will commute further afield, along the M40, or to London. It has been suggested that traffic movements from the Barton Park development be used as a model for Land north of Bayswater Brook.

Connecting Oxford more recently entitled the 'Central Oxfordshire Travel Plan' proposes to put in bus gates/traffic filters to stop vehicles crossing Oxford, while pushing them onto the ring road e.g., a traffic filter on the Marston Ferry Road. This will increase traffic and congestion further which is already near capacity²³

The traffic alleviation methods are discussed in the Local Plan (see Local Plan 3.114) –

1. The 'low car policy'

If there are "any significant residual impacts from the development on the surrounding highway network" "may give rise to a requirement for improvements" -

2. Reconfiguration of the Headington roundabout, which requires no specific mitigation for the scheme itself, but will require mitigation for any effect on local roads

3. A 'Link Road' to bypass the 'Northern Bypass' of the Oxford ring road and the Headington roundabout from the Marston flyover to A40 between Forest Hill and Sandhills.

Local residents are very concerned that sufficient alleviation is put in place so they can continue to commute, get to work/schools on time and go about their normal business without increased journey times. There are many critical workers living in our parish who rely on commuting by car to hospitals and health centres. There are also concerns about unsuitable local roads through Stanton St John and Forest Hill being used as rat runs to A40 towards Wheatley and London to avoid congestion on the ring Road and Headington roundabout.

Development of a 'Link Road' between the Marston Flyover and the A40 at Sandhills would destroy more Green Belt countryside between the Bayswater Road and A40 and potentially open this up to more development.

This Neighbourhood Plan did seek to have mitigation policies to try to alleviate the worst effects on transport infrastructure and local traffic, but were advised that this is not possible. However, it is possible to influence the planning of traffic alleviation to ensure it is adequate.

It is imperative that the Transport Assessment and Travel Plan are assessed completely, adequately and to a high standard and that these are overseen by and conducted to the satisfaction of Oxfordshire County Council. There should also be input from and discussion with the Community Liaison Committee. The developer will be keen to minimise any 'residual

²² <https://www.bayswateroxford.co.uk/our-current-consultation/key-elements-and-design-principles/>

²³ Oxfordshire County Council Local Plan submission

impacts' on the highway network and local roads to reduce costs and improve financial viability.

In their response to the second regulation 14 and SEA consultation on this policy Oxfordshire County Council stated – *“We agree with the text of the draft policy that it is for the Transport Assessment and Travel Plan of the site to fully address the transport impacts from the site, which will be assessed by Oxfordshire County Council as the Local Highways Authority.”*

This policy is in conformity with national policies - NPPF 104-6, 10-3, 113 and SODC Local Plan policies - Policy TRANS4: Transport Assessments, Transport Statements and Travel Plans.

MITIGATION POLICY TA 1. TRANSPORT ASSESSMENT AND TRAVEL PLAN

It is a requirement that all development proposals for the strategic site are to be accompanied by a transport assessment and travel plan which contain measures to maximise the number of trips made by non-car modes, and measures to discourage car-based development and this should inform the masterplan. Furthermore, where residual impacts on the highway network are predicted after sustainable transportation measures are taken into account, the Transport Assessment should assess the effect of new highway infrastructure in mitigating any residual impacts. These Transport Assessments and Travel Plan for LnBB must be completed objectively, to a high standard and that these are overseen by and conducted to the satisfaction of Oxfordshire County Council.

It must be noted that Oxford Crematorium (in Stanton St John parish) is immediately adjacent to the LnBB site. Mourners expect and are entitled to peace at a funeral and in the gardens of remembrance, both during and at any time after the funeral. Oxford Crematorium management should be involved in making decisions with the Community liaison Committee on construction management.

Local experience from construction at the new Barton Park development has shown that noise management in particular, has been inadequate, particularly pile driving, which can be heard at Wick Farm, surrounding communities and as far as Stowood. Wick Farm and Lower Farm residents in particular will be subject to a considerable amount of noise, vibration, dust and pollution from construction. SODC in their response to this policy in the Regulation 14 consultation state that their Local Validation Checklist which would cover these issues. The SODC Local Validation Checklist does not appear to important issues which can detrimentally affect the health and well being of parishioners, so this policy is required.

The SEA report states – *“This policy focuses on the construction impacts of the new development. This will help to minimise noise, vibration, dust, air pollution and biodiversity.”*

This policy is in conformity with national policies - NPPG -Paragraph: 002 Reference ID: 30-002- to 30-011 – 20190722 and ENV 11, SODC Local Plan policies - ENV 12, EP 1, Air Quality and SODC's Validation Check List - <https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/making-a-planning-application/validation-check-lists/>.

MITIGATION POLICY CM 1. PROVISION OF CONSTRUCTION MANAGEMENT PLANS

A Construction Management Plan should be provided as part of the supporting information accompanying any planning application.

This plan should include, but not be confined to –

- Noise management – pile driving and other disturbing construction activity should be kept to a minimum. Pile driving in particular at the Barton Park site can be heard in Stowood and for many miles. Hours of permitted operation should be agreed with local residents via the Community Liaison Committee. Noise can be harmful to health. It must be ensured that local residents are not harmed by any noise from construction, can continue to enjoy their gardens and that shift workers and other residents do not have sleep disturbed.
- Vibration – this is not only harmful to buildings, but also to local residents. Vibration will arise from pile driving and from construction vehicle movement. It must be ensured that vibration and disturbance is kept to a minimum and a schedule must be agreed with the Community Liaison Committee.
- Dust and Airborne Pollutants Management – construction dust can be hazardous to health and cause serious lung and eye disease. Dust and air pollution must be monitored to ensure levels do not become hazardous.
- Trees and hedgerows should be preserved and protected during construction and afterwards, from damage, dust and pollutants.

NICE has produced guidelines on “Physical Activity and The Environment” - [NG90] Published date: 22 March 2018.²⁴ This guideline covers how to improve the physical environment to encourage and support physical activity. The aim is to increase the general population’s physical activity levels and it supports the local Active Travel initiative. The guidelines should be incorporated into the site plan for LnBB. The most relevant are shown in the Mitigation Policy TA 5. Below. Please see Evidence Base 2 - 5.3.7. Mitigation Policies For ‘Low Car’ Policy for more details.

The SEA comments – *“The NICE guidelines are available at <https://www.nice.org.uk/guidance/ng90/chapter/Recommendations>. This policy aims to ensure that the new development encourages walking and cycling by, for instance, giving priority to pedestrians and cyclists when developing or maintaining streets; ensuring adequate lighting and lack of obstruction etc. This goes beyond the policies of the SODC Local Plan, and would further help to support walking and cycling (thus improving health) and decrease car use.”*

This policy is in conformity with national policies - NPPF 98, 104, 112 and SODC Local Plan policies - STRAT4.

²⁴ <https://www.nice.org.uk/guidance/ng90/chapter/Recommendations>

MITIGATION POLICY TA 2. COMPLIANCE WITH NICE GUIDELINES ON PHYSICAL ACTIVITY AND THE ENVIRONMENT AND HEALTH ASSESSMENT

Development should have regard to the NICE guidelines “Physical Activity and The Environment” - [NG90] (shown above) and any updates or reviews. In addition, all strategic site planning applications should be accompanied by a health, mobility, active travel and physical activity assessment.

In addition, Oxfordshire County Council Local Transport and Connectivity Plan (LTCP), contains policies in relation to active travel and sustainability that should be applied to all planning applications. Oxfordshire County Council’s Walking and Cycling Guidance should also be noted along with the requirement for Walking, Cycling and Horse riding Assessment and Reviews (WCHARs) where necessary in accordance with GG142 of the DMRB. Further detailed information on this NICE Guidance is shown in Evidence Base 2 - 5.3.7.

6.3.1. Pedestrian Connections

Footpaths and bridleways are a very important asset to the parish and beyond, used by walkers, cyclists and horse riders. Please see Evidence Base 1 - 2.7.2. Footpaths and Bridleways for more information.

From the south of the parish from the Bayswater Brook, the parish boundary, a bridleway runs north through Wick Farm to the B4027 at Stowood. This is an important route that some Beckley villagers use to get into Oxford via Barton and Headington and some residents of Barton and Wick Farm use for recreation to walk to Sydlings Copse and beyond. However, although this is a bridleway it has not been well maintained and some parts, particularly south of Sydlings Copse have become narrow and it would be difficult to ride a horse along it at those points. A footpath links with it along the Bayswater Brook to the west and two further footpaths go north from this, the first towards Sydlings Copse and College Pond, which form part of the BBOWT (Bucks, Berks and Oxon Wildlife Trust) and then west towards the village of Elsfield and the second starts outside the Parish also goes north to Elsfield. These footpaths and bridleways are important for recreation for the residents of Wick Farm and Beckley and Stowood and beyond.

The Oxfordshire County Council Local Transport and Connectivity Plan and the Policy 1 wording of the movement hierarchy, which puts pedestrians first. Where applicable, Oxfordshire County Council requires applicants to undertake a Walking, Cycling and Horse-riding Assessment and Review (WCHAR) and a thorough audit of the impact on pedestrian routes. The latest version of the masterplan for Land north of Bayswater Brook have proposed using some footpaths as cycleways²⁵ which would be inappropriate and potentially unsafe for pedestrians and non-compliant with the movement hierarchy as described above.

²⁵ <https://www.bayswateroxford.co.uk/our-current-consultation/transport-travel-parking/>

Further information can be found in Evidence Base 2 - 5.3.7.1. Pedestrian Connections Figure PC 1.

The SEA Report states – *“This policy aims to protect the health and safety of people using footpaths and bridleways, including making it easier for them to cross roads.”*

This policy conforms with national policies - NPPF 98,100, 104 and SODC Local Plan policy - Policy TRANS2: Promoting Sustainable Transport and Accessibility.

MITIGATION POLICY PC. 1. MAINTENANCE OF ACCESS AND SEPARATION OF FOOTPATHS AND BRIDLEWAYS

To ensure safety for all cyclists, pedestrians and equestrians all existing footpaths and bridleways must be well maintained and kept open and accessible, ensuring that they are not overgrown and passable, during any construction work and afterwards. To ensure safety any crossings that are required to ensure rights of way are not severed by new roads and must be fully protected by either bridges or light controlled crossings to accommodate pedestrians, horse-riders and cyclists. Crossings of site roads for accessibility to houses i.e. bypass or ‘Link Roads’ should be by protected pedestrian crossings e.g., light controlled.

Pedestrians and cyclists need to have confidence in their safety at all times. The BRE briefing paper “Reducing Crime Hotspots in City Centres”²⁶ This report stresses the importance of surveillance and good design to reduce crime. Please see Evidence Base 2 - 5.3.7.1. Pedestrian Connections for more information.

Underpasses

There are two existing underpasses near Wick Close under North Way, the ring road, and another near the Headington roundabout. This is mentioned in the Pegasus Hearing Statement page 61. However, this is not compliant with BRE recommendations.

The BRE report goes on to discuss underpasses and described some as –

“Many examples of underpasses that were crime hotspots and associated with high levels of fear of crime were found in this research..... examples of two underpasses in city centres. Both were dark, had blind corners, were poorly maintained and contained graffiti.”

The report goes on to recommend -

Underpass solutions

Wherever possible, pedestrians and vehicles should be kept on the same level and underpasses removed. But if an underpass is considered to be necessary, it should be as straight, short and as wide as possible. It should also be well lit, with clear lines of sight so that pedestrians can see what is ahead. Ambiguous spaces, such as gaps and corners should be avoided as they can provide hiding places for potential offenders and can increase fear of crime. Underpasses

²⁶ <https://www.bre.co.uk/filelibrary/Briefing%20papers/102417-Crime-Hotspots-Briefing-Paper-v4.pdf>

should be maintained in good order and monitored on a regular basis. They should be free from rubbish and any graffiti removed as soon as possible.

COMMUNITY ASPIRATION - SAFETY OF UNDERPASSES

If the underpass at Wick Close/North Way is to be improved as part of the connectivity to Oxford the recommendations from “Reducing Crime Hotspots in City Centres” should be implemented to reduce crime and increase safety. These measures should include (but not be confined to) –

- It should be as straight, short and as wide as possible
- It should also be well lit, with clear lines of sight so that pedestrians can see what is ahead.
- Ambiguous spaces, such as gaps and corners should be avoided as they can provide hiding places for potential offenders and can increase fear of crime.
- It should be designed so that it can be maintained in good order and monitored on a regular basis

6.3.2. Cycleways

It can be seen from the LCWIP map below (figure C 1.) that there are currently no formal cycleways near the LnBB site. There is an informal ‘connecting route’ using existing roads in the Barton estate. The map does show a ‘quiet route on a road’ along part of the Elsfield Road, but this is a narrow road with no provision for cycles. The Oxford Local Cycling and Walking Infrastructure Plan²⁷ does not extend beyond the ring road. It is improving infrastructure within Oxford, but this does not contribute to connectivity to Oxford.

²⁷ https://mycouncil.oxfordshire.gov.uk/documents/s50199/CA_MAR1720R09%20-%20Annex%201%20Oxford%20LCWIP.pdf

COMMUNITY ASPIRATION C 1. PROVISION OF CYCLEWAYS

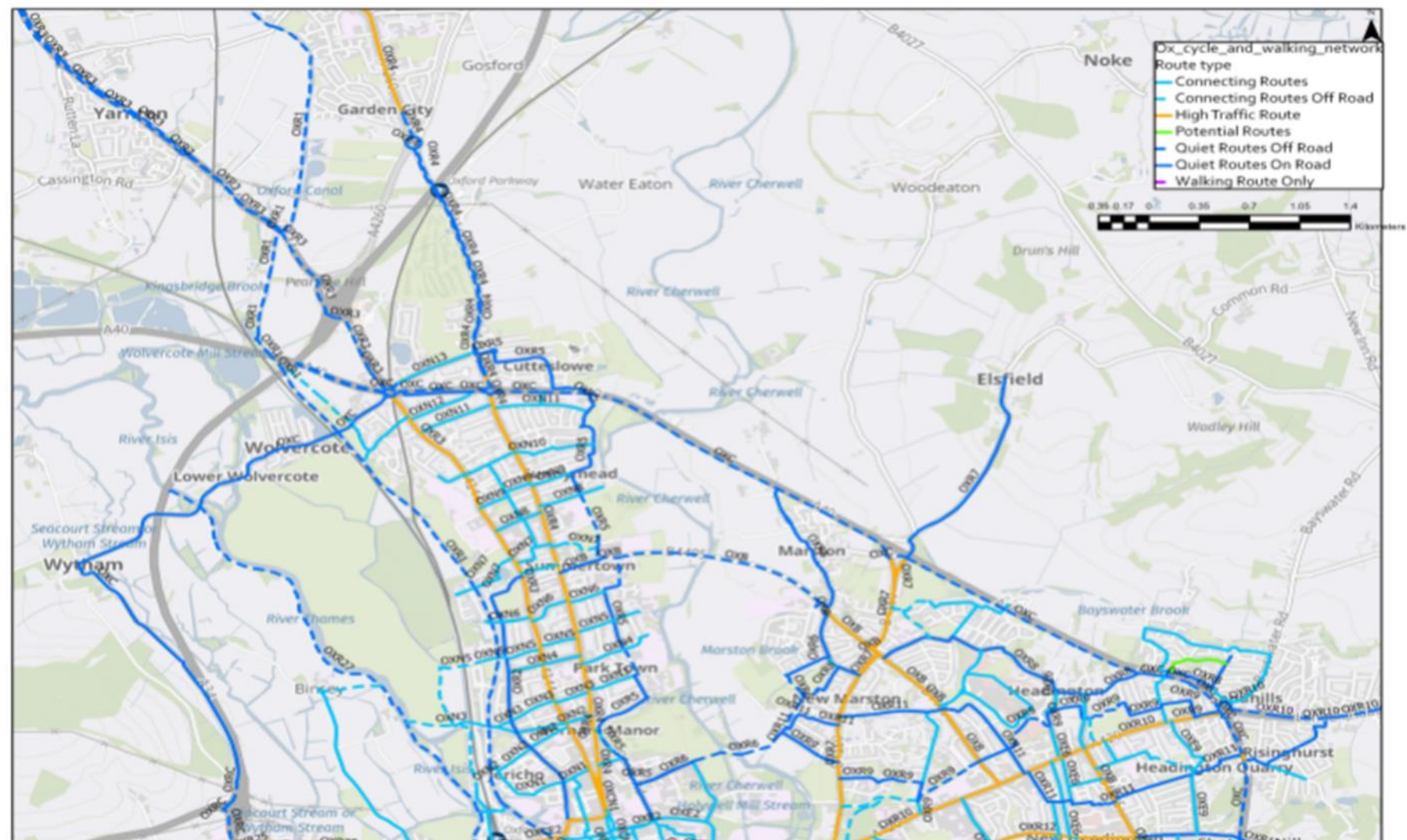
Dedicated safe cycleway connections should be provided as part of the development connecting each end and the middle of the LnBB site with the surrounding cycleway network, and in particular to the following locations –

- The Marston/Elsfield junction for Summertown and central Oxford
- A central cycleway to the JR – with a bridge over A40 Northern Way Ring Road
- A cycleway to Headington
- A cycleway into the countryside along the Bayswater Road to B4027 towards Beckley and Stanton St John

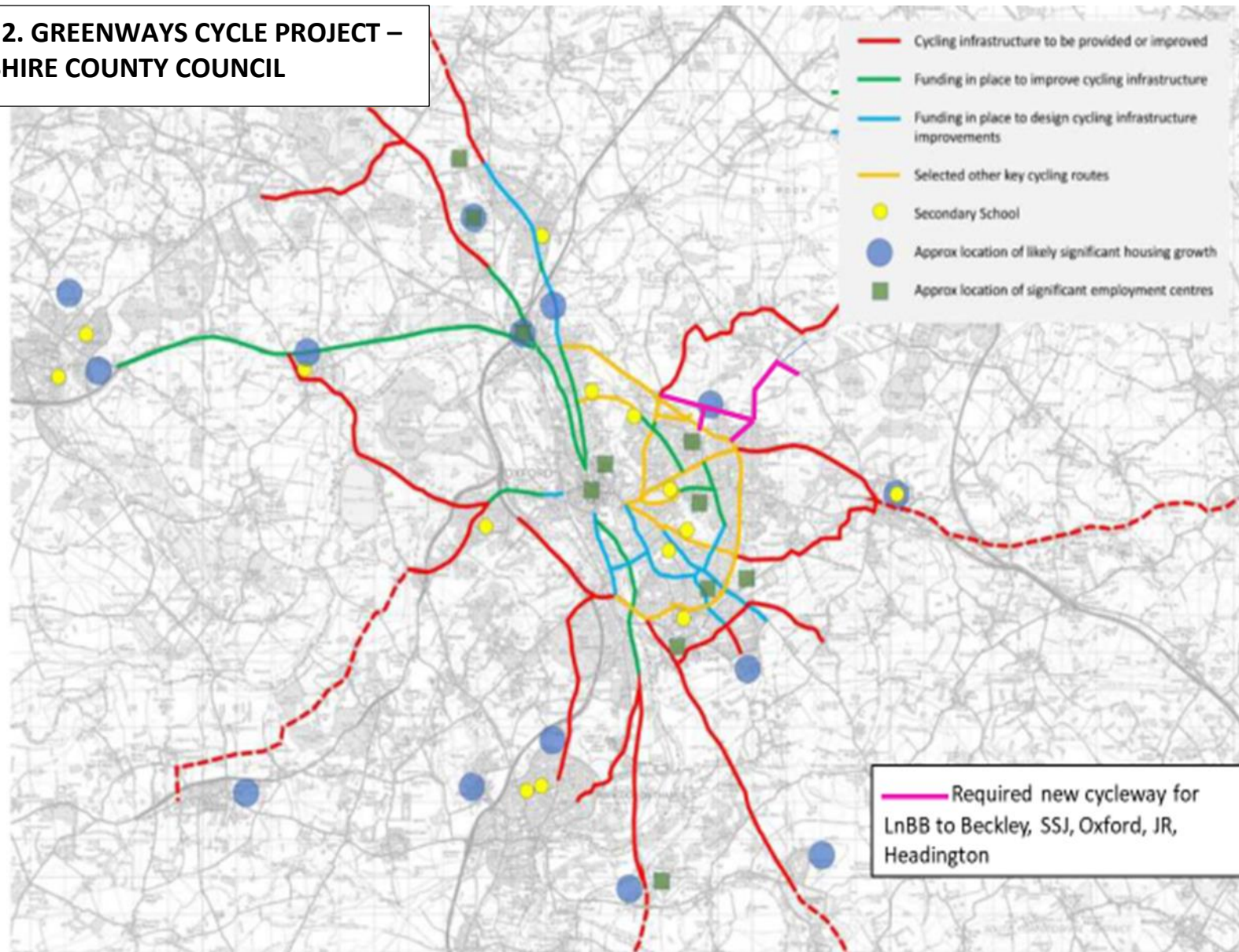
The routes are shown in pink on the map in Figure C 2.

Fig C 1.

Oxford Cycle and Walking Network for LCWIP



**FIGURE C 2. GREENWAYS CYCLE PROJECT –
OXFORDSHIRE COUNTY COUNCIL**



6.3.3. Buses

The proposals from the developers to date, do not include sufficient bus routes. If the Land north of Bayswater Brook development is to be 'no car' or 'low car' there must be provision of an integrated public transport scheme to all popular destinations – The railway stations, all hospitals in Oxford, Cowley etc. To date only routes to central Oxford and the JR are proposed. This is not sufficient.

In addition, it is highly unlikely that the only place future residents of Land north of Bayswater Brook will want to go is Oxford and little public transport provision has been made for other destinations.

See proposals on the developers' web site from July '22 consultation - <https://www.bayswateroxford.co.uk/assets/images/pdf/bus-routing-options-plan.pdf>

This policy shows conformity with national policies - NPPF 104, 105, 106, 110, 112 and SODC Local Plan policies - "Policy TRANS2: Promoting Sustainable Transport and Accessibility, Policy TRANS5: Consideration of Development Proposals".

MITIGATION POLICY B 1. PROVISION OF PUBLIC TRANSPORT

The transport package secured to mitigate the delivery of the Land North of Bayswater Brook development should include measures to ensure that public transport services are integrated with the new development, providing connections to key employment destinations such as the centre of Oxford, Headington, the hospitals and Cowley and other transport hubs such as railway stations, airports and bus stations and other near-by towns – Thame, Abingdon, Didcot etc.

6.3.4 Air Pollution

It is also well documented that heavily used roads such as bypass roads contribute significantly to poor physical and mental health, including sleep disturbance. The noise from traffic has been shown to be detrimental to health. According to WHO traffic noise contributes to heart attacks and strokes. Noise from major roads and bypasses will disturb sleep and generally cause a nuisance and annoyance all the time. The proximity of houses and villages to any new link/bypass road or existing trunk roads such as the A40 ring road will mean that there will be considerable noise pollution. It is important to comply with both NICE Guidelines on siting of schools and homes near bypass or other heavily used roads.

Air Pollution: Outdoor Air Quality and Health, NICE Guideline [NG70] Published date: 30 June 2017²⁸ - This guideline covers road-traffic-related air pollution and its links to ill health. It aims to improve air quality and so prevent a range of health conditions and deaths.

²⁸ <https://www.nice.org.uk/guidance/ng70/chapter/Recommendations>

The SEA Report comments – *“The NICE guidance is at <https://www.nice.org.uk/guidance/ng70>. This policy aims to protect people’s health by reducing their exposure to air pollution (not necessarily by reducing air pollution). It does not significantly affect other environmental topics.”*

This policy is in conformity with national policies - NPPF Ground conditions and pollution - 185, 186, 188 - NPPG -Paragraph: 001 Reference ID: 32-001-20191101, Paragraph: 002 Reference ID: 32-002-20191101, Paragraph: 003 Reference ID: 32-003-20191101, Paragraph: 006 Reference ID: 32-006-20191101, Paragraph: 007 Reference ID: 32-007-20191101 and SODC Local Plan policy - Policy EP1: Air Quality.

MITIGATION POLICY LR 1. COMPLIANCE WITH NICE GUIDELINES – IMPROVING AIR QUALITY

Any road through the LnBB development in Beckley Parish should be designed to be compliant with - NICE guideline [NG70] Published date: June 2017 or any updates or reviews. The design of the link road shall be developed taking into consideration the following measures set out in 1.1.2 of the NICE Guidelines -

- Minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high.
- Siting living accommodation away from roadsides.
- Avoiding the creation of street and building configurations (such as deep street canyons) that encourage pollution to build up where people spend time.
- Including landscape features such as trees and vegetation in open spaces or as 'green' walls or roofs where this does not restrict ventilation.
- Including information in the plan about how structures such as buildings and other physical barriers will affect the distribution of air pollutants.

6.4. PROTECTION OF THE SSSI - SYDLINGS COPSE AND COLLEGE POND

Sydlings Copse and College Pond is an important and fragile SSSI site spanning 22 hectares most of it in the parish of Beckley and Stowood, 3 ½ miles north east of Oxford. Most of the site is owned by BBOWT – Berks, Bucks and Oxfordshire Wildlife Trust, and all is managed by them. The site is described in Evidence Base 1 - 2.9.3 and detailed background to ecology reports is shown in Evidence Base 2 - 5.4. The risk of damage to this fragile site has already been increased considerably by the development at Barton Park of 885 homes²⁹, yet to be completed. This is promoted as being next to the countryside with a footpath leading directly from this site to the SSSI.

The requirements for further assessments, surveys and research must be agreed with Natural England and should include but not confined to-

- A study of visitor numbers to the SSSI to determine the risk. This needs to be conducted for a number of months, including the peak visitor times in the summer
- A comprehensive assessment of the likely recreational pressure is required.
- A report with mitigation policies on potential damage from domestic cats is required.
- A detailed hydrology survey is required.
- A reliable high-quality ecology report is required. That from AECOM is inaccurate, has a conflict of interests and their recommendations cannot be used.
- Research pre and post construction on pollutant levels from vehicle emissions as well as particulate matter from tyres etc which are likely to be high from any 'Link Road' with HGVs.
- A full Ecological Impact Assessment must be completed to the methodology stipulated by Natural England and to their satisfaction

The SEA states - *The condition of the SSSI unit in the parish is 'unfavourable recovering'. An Environmental Report for the SODC Local Plan recommended a 200m protection zone from roads for the fragile SSSI. Local residents have considerable concern about damage to this fragile SSSI and seek to protect it, as far as possible.*

The SEA Report comments further - *This policy aims to maintain the biodiversity of the Sidlings Copse and College Pond SSSI.*

This policy shows conformity with national policies - NPPF - Habitats and biodiversity - 179-182, NPPG - Paragraph: 006 Reference ID: 32-006-20191101 and SPDC Local Plan policies Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species, Policy ENV3: Biodiversity, STRAT 13.

²⁹ Reg 14 and 17 responses to the SODC Local Plan

MITIGATION POLICY SSSI 1. REPORT AND ASSESSMENT REQUIREMENTS FOR THE SSSI SYDLINGS COPSE AND COLLEGE POND

The development should be informed by a detailed assessment of the effect of the development on the SSSI including

- The need for buffer zones
- A study of visitor numbers to the SSSI to determine the risk.
- The likely recreational pressure
- Mitigation policies on potential damage from domestic cats
- A detailed hydrology survey
- A reliable high-quality ecology report
- Research pre and post construction on pollutant levels from vehicle emissions as well as particulate matter from tyres etc which are likely to be high from any 'Link Road' with HGVs.
- A full Ecological Impact Assessment the methodology stipulated by Natural England and to their satisfaction

Footpaths

Currently Sydlings Copse is served by a footpath and a bridleway.

Agreement should be made with the Community Liaison Committee about the provision and route of new footpaths and dog walking paths to divert footpath B which crosses the south west end of the SSSI around the bottom of the SSSI.

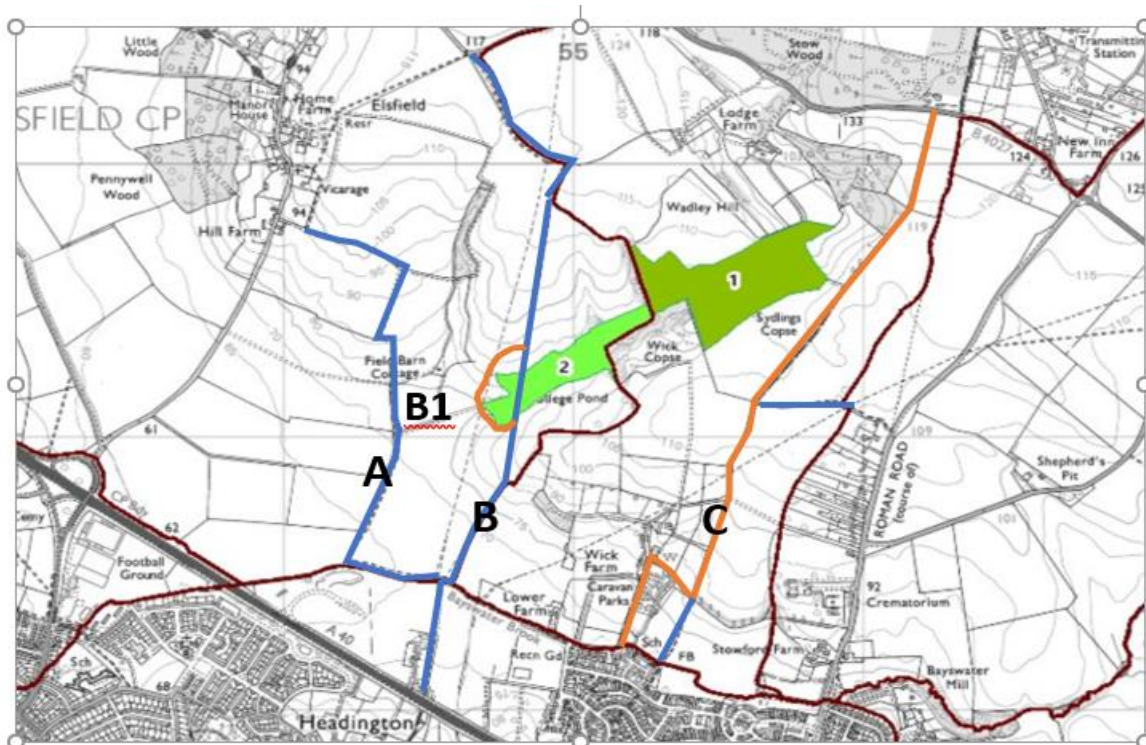


Figure SSSI 2. SUGGESTED FOOTPATH CHANGES TO PROTECT SSSI SYDLINGS COPSE AND COLLEGE POND

On the map above footpaths are shown in blue A and B and the bridleway in ochre C. The bridleway runs entirely within Beckley parish, Footpath B is in Beckley parish at its southern end, but as it progresses north through the southern end of SSSI College Pond it is in Elsfield parish.

An original proposal from the developers of LnBB, in their first masterplan, was to divert the footpath around the bottom/ west south west of the SSSI as shown in dark orange B1. The developers also proposed a series of new footpaths for exercise and dog walking.

COMMUNITY ASPIRATION - PROVISION OF LAND FOR FOOTPATH CHANGES TO PROTECT SSSI SYDLINGS COPSE AND COLLEGE POND

As part of the development proposals consideration should be given to options for the diversion of the footpath running from the Bayswater Brook through the south west end of the SSSI around the outside of the SSSI in order to reduce visitor numbers and access from Barton Park and LnBB to the SSSI.

NAT 14 Ecological Assessment of Sydlings Copse and College Pond SSSI March 2019 AECOM³⁰ While this report is considered poor and questionable (see Evidence Base 2 5.4. for a detailed critique) it recommended *“any new roads should be located at least 200m away from the SSSI. It is considered that this would also be a suitable minimum buffer distance to separate any built development from the SSSI.”* No evidence is offered as to why 200m is considered safe enough to mitigate all damage from roads and traffic. “To maintain the open setting of the SSSI. AECOM recommends that a 200m ‘no build’ zone would provide appropriate separation” however there is also no evidence offered as to why this would be adequate.

The report states –

“The findings and recommendations outlined within this report will inform any detailed ecological assessment and proposed mitigation strategy required for Stage 2 of the ecological assessment of the potential ecological impacts of the site allocation on Sydling’s Copse and College Pond SSSI”

The mitigation that is recommended of a distancing of 200 metres for any road is not referenced. The QC for Pegasus stated at the hearing that it was from the Assessment of Road Traffic Emissions on the Habitats Regulations NEA 001 July 2018 para 4.17. page 15³¹ . This states –

4.17 Usually, only those European sites present within 200m of the edge of a road on which a plan or project will generate traffic will need to be considered when checking for the likelihood of significant effects from road traffic emissions (but see also paragraph 4.10).

4.10 With regard to potential risks from road traffic emissions, Natural England and Highways England are in agreement that protected sites falling within 200 metres of the edge of a road affected by a plan or project need to be considered further. This is based on evidence presented in ENRR580 (Signal et al. 2004³²) and is consistent with more current literature (Ricardo-AEA, 201611). However, where (unusually) there is a credible risk that air quality impacts might extend beyond 200 metres from a road, Natural England may advise that additional sites should also be scoped into the HRA.

The SEA Report comment is – *“This policy aims to protect biodiversity at Sydlings Copse and College Pond SSSI by ensuring that roads in the new development do not adversely affect air quality at the SSSI. The policy may restrict the presence and location of roads on the new development, so affecting the delivery of housing.”*

This policy is in conformity with national policies - NPPF 174. 175, 179-185, NPPG - Paragraph: 008 Reference ID: 32-008-20191101, Paragraph: 007 Reference ID: 32-007-20191101 Assessment of Road Traffic Emissions on the Habitats Regulations NEA 001 July 2018 para 4.17, page 15 and SODC Local Plan policies - Policy ENV2: Biodiversity - Designated Sites,

³⁰ https://data.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=1283190480&CODE=96FAD849B5185AA19CA170696093EFE4

³¹ <http://publications.naturalengland.org.uk/file/5431868963160064>

³² <http://publications.naturalengland.org.uk/file/135001>

MITIGATION POLICY SSSI 2. IMPLEMENTATION OF PROTECTION ZONE FROM ROADS

Any road development within Land North of Boundary Brook will take place only if it can be shown to not worsen air pollution at Sydlings Copse, Wick Copse and College Pond SSSI, and in consultation with with Natural England and BBOWT". Any associated requirements for monitoring of pollutants and their effects on the SSSI as determined by Natural England and BBOWT must be implemented and the costs borne by the developers.

The SEA Report comments – *"This policy aims to protect the biodiversity of the Sydlings Copse and College Pond SSSI, and ensure that any new planting near the SSSI is in keeping with the area's rural character. This helps to protect the local landscape and, indirectly, supports local biodiversity. Fruit trees could be a source of fresh food for local residents, further improving health."*

Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species, Policy ENV3: Biodiversity, NAT 14 Ecological Assessment of Sydlings Copse and College Pond SSSI March 2019 AECOM.

MITIGATION POLICY SSSI 3. AGREEMENT OF LANDSCAPE AND RECREATIONAL ENHANCEMENTS

A buffer zone of at least 200m is required to protect the fragile SSSI - Sydlings Copse, Wick Copse and College Pond. Further protection will be required in line with any recommendations from hydrology, air quality, ecology and environmental reports to be produced on protecting the SSSI. The design and detailed planting of a buffer and recreational zone around the SSSI should be in keeping with the rural landscape and not appear to be an urban or suburban park.

Planting of fruit trees such as apples and indigenous trees would be encouraged in preference to urban trees. The design and planting should be discussed and agreed with the Community Liaison Committee.

6.5. PROTECTION OF WICK FARM AND LOWER FARM

Wick Farm and Lower Farm lie within Beckley parish and approximately 20% of parishioners live there. There are 5 listed buildings at Wick Farm - Wick Farm house, the old barn behind the well house, and the two sets of gate pillars are all listed grade II, while the Well House itself is listed Grade II*. The old barn and Well House³³ are in considerable disrepair and need restoration, while the Well House is on the at-risk register. There are 4 dwellings at Lower Farm and 52 at Wick Farm along with a number of businesses in the non-listed barns. All will all be surrounded by the Land north of Bayswater Brook development. See Figure 7.5.1. for map of development. See Evidence Base 2-2.11.7. for the Character Assessment of Wick Farm and Appendix 14.



Fig 6.5.1 WELL HOUSE AT RISK



Fig 6.5.2. DILAPIDATED BARN

³³ <https://historicengland.org.uk/listing/the-list/list-entry/1047637>

6.5.1. Landscape and Important Views

The Pegasus Hearing Statement and South Oxfordshire District Council's Green Belt Topic Paper (PSD 7) April 2020 mentions the view cone from Oxford towards Elsfield village and that it needs protection and takes this into account in the design. Both documents completely ignore views from Beckley and Stowood and other villages across the site. The views from Beckley are shown in Figure 2.11.1.1. below and view 6 is an important view across the site, that needs to be preserved. In addition, the current residents in Wick Farm and Lower Farm and adjacent communities on the edge of Barton and in the Bayswater Road currently have lovely views across fields and the countryside Fig 6.5.1.1. copied below. Little consideration appears to have been given to their views when a large housing estate of LnBB is constructed around them.

The site rises steeply from the south at Bayswater Brook at approximately 70 metres to 100 metres near Sydlings Copse.



Fig 6.5.1.1. Wick Farm Looking Up Hill North Towards Beckley

The Local Plan policy states –

3. ii) includes a landscape buffer between the development and Wick Farm, as well as incorporating high quality design to preserve or enhance listed buildings and their settings, both within and surrounding the site, in accordance with Policy ENV7;

viii) minimises visual impacts on the surrounding countryside;

Policy ENV1: Landscape and Countryside - further protects landscape and the countryside. –

*2. South Oxfordshire's landscape, countryside and rural areas will be protected against harmful development. **Development will only be permitted where it protects and, where possible enhances, features that contribute to the nature and quality of South Oxfordshire's landscapes, in particular:***

i) trees (including individual trees, groups of trees and woodlands), hedgerows and field boundaries;

ii) irreplaceable habitats such as ancient woodland and aged or veteran trees found outside ancient woodland;

- iv) other watercourse and water bodies;
- v) the landscape setting of settlements or the special character and landscape setting of Oxford;
- vi) topographical features;
- vii) areas or features of cultural and historic value;
- viii) important views and visually sensitive skylines; and
- ix) aesthetic and perceptual factors such as tranquillity, wildness, intactness, rarity and enclosure.

The two masterplans produced to date for LnBB do not show a landscape buffer for Wick Farm and Lower Farm.³⁴

This policy does not duplicate STRAT 13, but adds important detail to help protect residents at Wick Farm. In their last consultation in July 22 the developers of Land north of Bayswater Brook had not included a landscape buffer for Wick Farm in their masterplan.

The Strategic Environmental Assessment – Heritage (page 22) states – *“Likely future without the plan: Given the current planning regime, and the limited amount of development likely to take place in most of the parish, most of these heritage assets are likely to remain in their current state. **The key exception is Wick Farm in the south of the parish, where the Wick Farm Wellhouse is on the Heritage at Risk register. South Oxfordshire Local Plan’s Policy STRAT13 states that, as part of the Bayswater development, a schedule of works must be agreed with the council for the repair of Wick Farm Wellhouse; a landscape buffer must be put in place between the development and Wick Farm; and high quality design must be incorporated to preserve or enhance the listed buildings and their settings.**”*

³⁴ <https://www.bayswateroxford.co.uk/assets/images/pdf/summer-downloads/Local-Centre-Inset.pdf>

Fig 6.5 Lower Farm and Wick Farm within LnBB Development

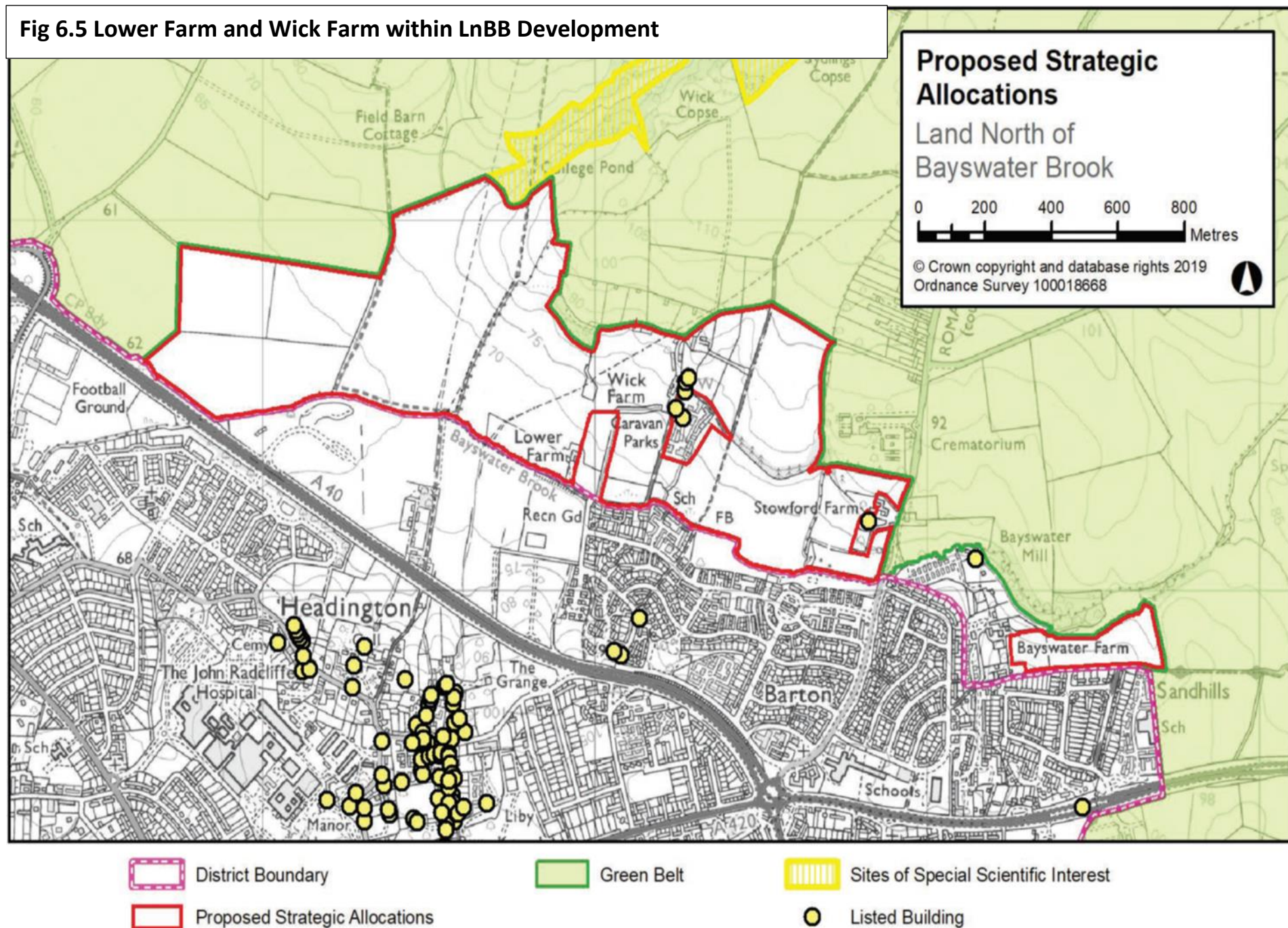
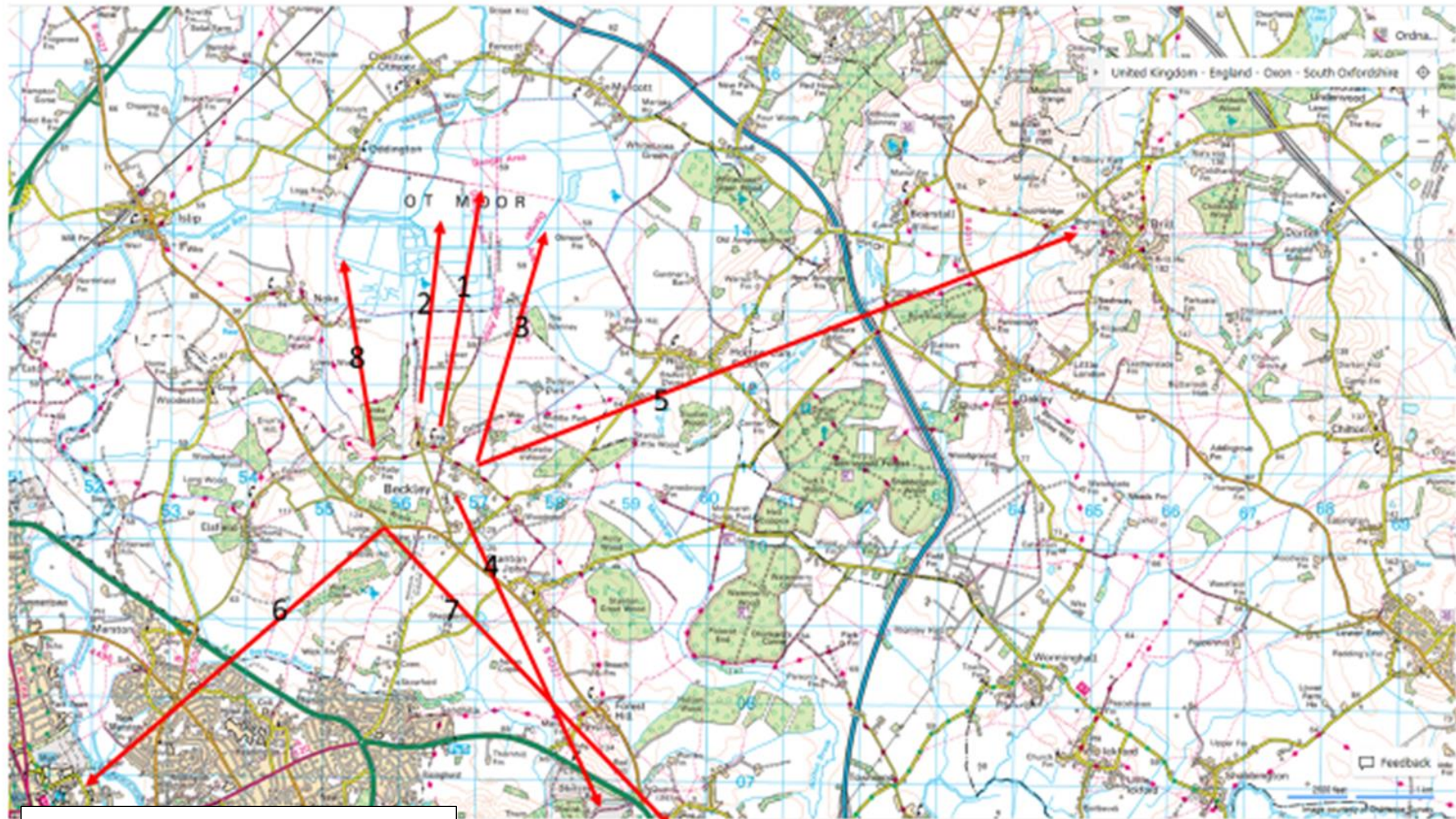


Figure 2.11.1.1. Beckley village stands on a limestone ridge rising to 140 metres - overlooking the surrounding countryside – Otmoor to the north, Brill to the north, north east, the Stokenchurch cutting on M40 to the south east, Shotover to the south, south east and Didcot to the south west. (The numbers correspond to photographs of the views In Evidence Base 2 2.11.1.)



View 6. From Stowood to Didcot

The SEA Report comments – *“This policy aims to ensure the amenity of residents of Wick Farm by providing a visual buffer between Wick Farm/ Lower Farm and the strategic site. It expands on the requirement of South Oxfordshire Local Plan policy STRAT13 which requires a “landscape buffer” between the development and Wick Farm.”*

This policy shows conformity with national planning policies - NPPF 130-1, 134, 174, and SODC Local Plan policies - ENV1, Policy ENV5: Green Infrastructure in New Developments STRAT 13.

MITIGATION POLICY LV 1. LANDSCAPING AND MAINTAINING IMPORTANT PRIVACY FOR WICK FARM AND LOWER FARM

The landscape buffer between Wick Farm and the LnBB development must –

- Maintain existing trees and hedgerows around Wick Farm and Lower Farm
- Provide additional planting of native trees and hedgerows at a density and height and maturity to ensure adequate screening for the residents from the LnBB development and that the LnBB development is hidden.

6.5.2. Maintaining Privacy and Avoiding Overlooking

In his recent letter of 5th December '22 the Rt Hon Michael Grove, Secretary of State for Levelling up, Housing and Communities stated a number of planning policy changes. Many of which are pertinent to this issue of a large development on former Green Belt land. Please see Appendix 25 for the full letter.

Under the heading Community Control page 2 the letter reiterates the importance of protecting the Green Belt and not reviewing the Green Belt to deliver housing. It also states -

*“Character: local authorities will not be expected to build developments at densities that would be wholly out of character with existing areas or which would lead to a significant change of character, for example, **new blocks of high-rise flats which are entirely inappropriate in a low-rise neighbourhood.** While more homes are needed in many existing urban areas, we must pursue ‘gentle densities’ as championed by the Building Better, Building Beautiful Commission. The Bill’s provisions for mandatory design codes, which will have the same legal force as the local plan, will give authorities a powerful tool to guide the forms of development that communities wish to see.”*

Under Local Plan page 3 it goes on to say – *“To give further assurance to colleagues who have signed amendment NC27 on community appeals, **I will increase community protections afforded by a neighbourhood plan against developer appeals** – increasing those protections*

*from two years to five years. The power of local and neighbourhood plans will be enhanced by the Bill; and this will be underpinned further through this commitment. **Adopting a plan will be the best form of community action - and protection.***

The current masterplan for Land north of Bayswater Brook with its plan entitled “Landscape Character and Visual Amenity Impact Assessment” and Building Heights Parameter Plan shows proposed building heights in Beckley and Stowood parish north west of and next to Lower Farm (R8 and R9) of 4 full storeys plus a roof. These proposed buildings will be 15 metres above ground level. The approximate ground level is on steeply rising land above the Bayswater Brook, Barton and Lower Farm and will overlook it. Lower Farm has buildings of one and two storeys. Mobile homes at Wick Farm are one storey.

This policy is supported by NPPF - Conserving and enhancing the natural environment - 174, Achieving well-designed places - 130

The Local Plan **Policy DES1: Delivering High Quality Development** includes

*vii) takes into account landform, layout, building orientation, massing and landscaping;
xiii) respects the local context working with and complementing the scale, height, density, grain, massing, type, and details of the surrounding area;*

The policy ENV1: Landscape and Countryside further protects landscapes, trees, hedgerows etc as shown above and 2. viii) important views and visually sensitive skylines;

The heights of existing housing in the Barton estate are confined to three storeys and it is the same on the Barton Park estate apart from the commercial centre adjacent to the A40 ring road. Houses along the Bayswater Road are generally two storeys. The homes at Wick Farm mobile home park are one storey and the farm house is two storeys with additional rooms built into the tiled roof.

STRAT 13. 3. States –

viii) minimises visual impacts on the surrounding countryside; it does not adversely impact any heritage assets or their settings, and provided that it respects the character of, and living conditions within, neighbouring residential development. Densities on both sites will gradually reduce towards the northern landscape buffer and on the main site, densities will be lower close to Sidlings Copse and College Pond SSSI and also reduce towards the western edge of the site to reflect the sensitivities of the view cone;

Therefore, in consideration of geographical contours of the site and to be compliant with DES 1 vii and xiii and STRAT 3 3, viii and it is appropriate to confine the height of all buildings to three storeys as a maximum.

In addition, STRAT 13. 3. x) *to respond to the existing adjacent development, provided it does not adversely impact any heritage assets or their settings, and provided that it respects the character of, and living conditions within, neighbouring residential development. This will*

be interspersed with green links and public access to attractive walking routes. Densities on both sites will gradually reduce towards the northern landscape buffer and on the main site, densities will be lower close to Sidlings Copse and College Pond SSSI ...

In Appendix 2. Updated Management Plan South Oxfordshire Landscape Assessment 2017 Lepus Report recommendations include - Minimising the impact of tall buildings and conserving hedgerows.

This policy is in conformity with national policies - NPPF 126, 127, 130, 131,134, 174 and SODC Local Plan policies - SODC Design Guide, DES 1 (particularly 1 vii), 1 xiii), 1 xv), DES 2.

MITIGATION POLICY – LV 2. MAINTAINING PRIVACY AND AVOIDING OVERLOOKING - BUILDING HEIGHTS

Building heights should not extend above three storeys to ensure that: -

- Residents of Wick Farm and Lower Farm are not overlooked by the new development and can maintain their privacy
- Their views are protected as far as possible
- When viewed from the south (Oxford) or north east (Stowood or Stanton St John) or west (Elsfield) visual impact is minimised on the surrounding countryside
- It takes into account landform, layout and landscaping
- It respects the local context and complements the scale, height and details of the surrounding area

The SEA Report states – *“This policy is beneficial for the landscape and, indirectly, for air quality.”*

The following policy is in conformity with the following national planning policies - NPPF 142, 153, 169,174 and SODC Local Plan policies - Landscape and Countryside -Policy ENV1, STRAT 4, STRAT13.

MITIGATION POLICY – LV 3. SPECIFIC LANDSCAPING AND MITIGATION FOR LOSS OF COUNTRYSIDE

Applications to develop the land North of Bayswater Brook development site shall be supported by a comprehensive landscaping strategy which ensures that any link road, housing estate roads and the edges of the development including but not confined to around Wick Farm, Lower Farm are appropriately landscaped to avoid impacting adversely on the adjacent countryside and the openness of the Oxford Green Belt.

The landscaping should include Sustainable Urban Drainage Systems where appropriate, to help reduce flooding and maintain water quality in adjacent waterbodies.

The strategy should include provision for access by walking, horse riding and cycling.

The SEA Report states *“This policy is beneficial for the landscape, and indirectly for people travelling near the site.”*

The policy is in conformity with national policies - NPPF 174, 175, NPPG - Paragraph: 005 Reference ID: 8-005-20190721, Paragraph: 006 Reference ID: 8-006-20190721, Paragraph: 007 Reference ID: 8-007-20190721 and SODC Local Plan policies - Policy ENV1, ENV5: Green Infrastructure in New Developments, STRAT 4, STRAT 13.

MITIGATION POLICY LV 4. AVOIDING HARD URBAN EDGES

The Land north of Bayswater Brook development should be designed to contain low density edges to the housing areas. These should be landscaped appropriately to minimise the risk of visual impacts arising from the development and to mitigate the effects of the development on the adjacent countryside and the openness of the Green Belt.

The policy below is in conformity with national policies - NPPF 169, 174, 175, NPPG - Paragraph: 005 Reference ID: 8-005-20190721, Paragraph: 006 Reference ID: 8-006-20190721, Paragraph: 007 Reference ID: 8-007-20190721 and SODC Local Plan policies - SODC Design Guide, DES 1 (particularly 1 vii), 1 xiii), 1 xv), DES 2, Policy ENV5: Green Infrastructure in New Developments.

The SEA Report states – *“This policy aims to protect the landscape, and indirectly biodiversity, soil quality, and the water regime. An attractive new development will also be positive for human health. However the policy restricts the amount and type of housing that can be provided, with indirect impacts on population and human health.”*

MITIGATION POLICY LV 5. DESIGN IN SYMPATHY WITH THE LANDSCAPE AND SURROUNDINGS

The design quality of the site overall and the individual neighbourhoods should maintain and enhance existing landscape features with prevailing character of the Oxford Heights landscape character area and the Character Assessment for the Wick Farm Area Evidence Base 2- 2.11.7 and Appendix 14.

6.6. HEALTH AND AIR POLLUTION

There is a significant and disturbing disparity between the health in Barton and that in Beckley and Stowood, Stanton St John and other nearby parishes. This is discussed in Evidence Base 2- 2.4.1.

The loss of countryside, landscape and views is likely to have a detrimental effect on mental health and it is therefore very important to ensure good landscaping as shown in Mitigation Policies LV 1-5.

Compliance with the two NICE Guidelines on “Physical Activity and the Environment” Mitigation Policy TA 5. and “Improving Air Quality” Mitigation Policy LR 7. are vital components of improving health.

6.6.1. Air Quality

Air quality will be compromised from any roads in particular, but also from homes. There is also additional pollution from noise, particulate matter from tyres etc and vibration. In addition, as the site sloped to the south down to Bayswater Brook any pollution will tend to concentrate at the lowest point, by the brook and near Wick Farm, Lower Farm and Barton. It is recommended that this be monitored regularly, as they are in Oxford.

Parts of the SSSI are particularly sensitive to air quality and must be protected from air pollution both during and after construction.

Air pollution can cause severe disease in humans both during the construction and afterwards due to the increase in traffic.

The SEA Report states – *“This policy aims to minimise the impact of air pollutants from Land North of Bayswater Brook on local ecosystems and human health.”*

This policy is in conformity with national policies - NPPF 105, 185,186 and SODC Local Plan policies - "Policy ENV11: Pollution - Impact from Existing and/ or Previous Land Uses on New Development (Potential Receptors of Pollution), Policy ENV12: Pollution - Impact of Development on

Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution), Policy EP1: Air Quality.

MITIGATION POLICY HAP 1. AIR QUALITY ASSESSMENT AND MITIGATION

Applications for development shall be accompanied by technical information identifying nearby habitats and species that are sensitive to air pollution, and setting out a management regime to protect them from air pollution from the development. This should include regular monitoring of air quality and SODC should consider extending the Oxford Air Quality Management Area to Land north of Bayswater Brook.

Air pollution can cause serious disease, especially to the lungs, heart and skin. There should be compliance with NICE guidelines on Air pollution: outdoor air quality and health NICE guideline [NG70] Published: 30 June 2017 and any updates and reviews to minimise disease and improve local health profiles.

The SEA Report states – *“This policy aims to minimise indoor air pollution and protect people’s health.”*

The policy is in conformity with national planning policies - NPPF 185,186 and SODC Local Plan policies - "Policy ENV11: Pollution - Impact from Existing and/ or Previous Land Uses on New Development (Potential Receptors of Pollution), Policy ENV12: Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution), Policy EP1: Air Quality.

MITIGATION POLICY HAP 2. INDOOR AIR QUALITY

Indoor air quality is an important component of health, and severe disease can develop from poor air quality both outdoor and indoors. Some people such as those with existing lung, heart and skin diseases are particularly vulnerable, as are pregnant women, babies and the elderly.

The opportunities to incorporate design in the new LnBB development to reduce indoor air pollution should not be lost. New buildings and refurbishments of existing buildings should comply with “Indoor air quality at home” - NICE guideline [NG149] Published: 08 January 2020 and any updates and revisions.

- Building materials should be specified that only emit a low level of formaldehyde and VOCs (volatile organic compounds).
- Heating systems should be specified that minimise indoor exposure to particulate matter.
- Designs should include provision for removing indoor air pollutants.
- Ventilation systems should be designed to reduce or avoid exposure to outdoor air pollution and ensure there is permanent, effective ventilation.

6.7. APPRAISAL OF POLICIES

The parish of Beckley and Stowood lies within (is washed over by) the Green Belt, apart from land to the south of parish adjoining Barton, Wick Farm and Lower Farm which has been removed from the Green Belt for the strategic development of Land north of Bayswater Brook. The advice was that the Neighbourhood Plan could not allocate any development sites or development as it was in the Green Belt.

The SODC Local Plan has between 5-8,000 dwellings in excess of local demand (including SODC’s allocation of Oxford’s ‘unmet’ housing need). The housing allocation for the whole of the Land north of Bayswater Brook, across the two parts of the site was 1,100 dwellings. The developers are currently proposing 1,570 dwelling of which 120 are for assisted living on only one part of the development site, a 69% increase. Although the SEA Report states that restricting building heights would restrict the number of houses there is already a considerable excess for the provision of new homes above the local need.

The SEA report both on the short-term impact and longer-term of the Neighbourhood Plan is very positive for the environment, biodiversity, landscape, climate change air quality and human health. The benefits are also likely to increase over time. Summary from SEA Report

8.2 Appraisal of the overall Beckley and Stowood Neighbourhood Plan

Table 8.1 brings together the appraisals of the individual Neighbourhood Pan policies from Section 8.1 and shows the impacts of the plan overall. Clearly some policies would have a greater impact than others, so the +/- marks should not be added up. However the table gives an indication of the overall impacts of the plan, and of those policies that are likely to have

the most positive and negative impacts from a strategic environmental assessment perspective.

Overall, the Neighbourhood Plan is particularly positive for air and climatic factors; landscape; and to a lesser extent human health and biodiversity. It would have negative impacts on the provision of housing. Very positive policies include those on biodiversity, the night sky, energy efficiency, low carbon transport, and many of those that aim to reduce the impacts of the strategic site Land North of Bayswater Brook. The most problematic policy is on building heights at the strategic site, as this would indirectly affect other areas that would need to provide the replacement housing.

Table 8.1 Overall impacts of the Beckley and Stowood Neighbourhood Plan

| | Pop & human health | Air & climatic factors | Biodiversity | Heritage | Landscape | Housing | Soil | Water |
|-----------------------------|--------------------|------------------------|--------------|----------|-----------|---------|------|-------|
| VB1. Settlement boundary | -? | 0 | + | +/- | + | - | + | 0 |
| VB2. Outside sett. boundary | -? | 0 | + | +/- | + | - | + | 0 |
| E1. Biodiversity | 0 | 0 | + | 0 | + | -? | + | + |
| H1. Heritage | 0 | 0 | 0 | + | + | -? | 0 | 0 |
| DS1. Important views | +/- | 0 | 0 | 0 | + | -? | + | 0 |
| DS2. Parking | + | -? | 0 | 0 | + | -? | 0 | 0 |
| DS3. Flood risk | + | 0 | 0 | 0 | + | 0 | 0 | + |
| DS4. Dwelling size | 0 | 0 | 0 | 0 | + | -? | 0 | 0 |
| DG1. Design guide | +/- | -? | 0 | + | + | - | 0 | 0 |
| DG2. Night sky | + | 0 | + | 0 | + | 0 | 0 | 0 |
| CC1. Energy efficiency | + | + | + | 0 | -? | +/- | 0 | + |
| CC2. Low carbon transport | + | + | + | 0 | +/- | -? | 0 | 0 |
| CE1. Community engagement | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mitigation policies | | | | | | | | |
| GB1. Green Belt boundary | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| TA1. Transport assessment | + | + | 0 | 0 | 0 | -? | 0 | 0 |
| TA2. TA baseline | + | + | 0 | 0 | 0 | 0 | 0 | 0 |
| TA3. TA assessments | + | + | 0 | 0 | 0 | 0 | 0 | 0 |
| CM1. Constr. mgmt. plan | + | + | 0 | 0 | 0 | 0 | 0 | 0 |
| TA4. NICE physical activity | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PC1. Footpaths | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PC2. Bridge over A40 | + | 0 | 0 | 0 | - | 0 | 0 | 0 |
| PC3. Safety | + | 0 | 0 | 0 | -? | 0 | 0 | 0 |
| PC4. Widening RoWs | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B1. Public transport | + | + | + | 0 | 0 | -? | 0 | 0 |
| LR1. NICE air quality | + | + | 0 | 0 | 0 | 0 | 0 | 0 |
| SSS1. Assessment | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 |
| SSS2. Protection zone | 0 | + | + | 0 | 0 | -? | 0 | 0 |
| SSS3. Enhancements | 0 | 0 | + | 0 | + | 0 | 0 | 0 |
| LV1. Wick Farm views | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LV2. Building heights | +/- | - | -? | 0 | +/- | - | -? | -? |
| LV3. Landscaping | + | + | 0 | 0 | + | 0 | 0 | + |
| LV4. Urban edges | + | 0 | 0 | 0 | + | 0 | 0 | 0 |
| LV5. Design | +/- | + | + | 0 | + | -? | + | + |
| HAP1. Air quality ass. | + | + | + | 0 | 0 | 0 | 0 | 0 |
| HAP2. Indoor air quality | + | + | 0 | 0 | 0 | 0 | 0 | 0 |
| Overall impacts of NP | + | + | + | 0 | + | - | 0 | 0 |

Table 8.2 provides further information on the Neighbourhood Plan's overall impacts, as well as the plan's cumulative impacts with other relevant plans and projects: the key other project is the proposal for development at Land North of Bayswater Brook, but other trends and policies (e.g. trends towards an increasing use of electric cars but plummeting biodiversity nationally) also act cumulatively with the Neighbourhood Plan.

The Neighbourhood Plan's key short-term and temporary impacts (0-5 years) will be in influencing the design of Land North of Bayswater Brook, including how local roads are used during construction; and helping to protect the amenity of Wick Farm residents. In the longer term (6+ years) and more permanently, the Neighbourhood Plan would help to maintain the attractiveness of Beckley, the darkness of night skies, and the favourable condition of the Sydlings Copse and College Pond SSSI.

Table 8.2 Cumulative impacts of the Beckley and Stowood Neighbourhood Plan plus other relevant plans and projects

| Topic | Overall impacts of NP | Cumulative impacts with other plans & projects | Comments |
|---------------------------|-----------------------|--|--|
| Population & human health | + | +/- | The neighbourhood plan aims to protect local residents from the negative impacts of development, and to improve their health through better opportunities for active travel. It particularly aims to protect the amenity of residents of Lower and Wick Farms by controlling building height and encouraging planting near the mobile home site. Cumulatively with the strategic site at Land North of Bayswater Brook, the impact will be mixed: under current proposals, the number of people in the parish would more than double; the new homes at the strategic site would help to improve the health of the new residents; the number of homes at the strategic site may be partly limited by the NP policies; the health and wellbeing of new residents of the parish may improve whilst that of existing residents is likely to slightly worsen. |
| Air & climatic factors | + | -? | The neighbourhood plan aims to protect and improve air quality in the parish, and minimise carbon emissions. However the new homes planned at the strategic site, and associated construction and operational traffic (including congestion on Bayswater Road) is likely to worsen air quality overall. Nationally, in the longer run electric vehicles will increasingly replace petrol/ diesel vehicles, leading to improved air quality, although traffic congestion will continue to negatively affect air quality in the short/medium term. |
| Biodiversity | + | - | The neighbourhood plan aims to protect and enhance biodiversity in the parish. This includes a protection zone around the Sydlands Copse and College Pond SSSI; protection of the SSSI from air pollution; and community aspirations for improved biodiversity in the parish. The NP's requirement for all homes in the parish to be no taller than 3 storeys means that housing would have to be accommodated elsewhere, with indirect negative impacts on biodiversity. The strategic site is likely to have significant negative impacts on biodiversity: on hedges in the strategic site, on the SSSI through increased recreational use, etc., although it would need to provide biodiversity net gain as compensation. Biodiversity is also plummeting nationally. |
| Heritage | 0 | 0? | The neighbourhood plan aims to protect heritage assets in the parish. Development at the strategic site is likely to improve Wick Farm and the listed Wick Farm Wellhouse. However none of these impacts are likely to be significant. |
| Landscape | + | - | The neighbourhood plan aims to protect the landscape in the parish, including the traditional character of Beckley; the small |

Spring Bluebells in Stowood

