

LITTLE MILTON NEIGHBOURHOOD DEVELOPMENT PLAN BACKGROUND EVIDENCE STUDIES PART 6

INFRASTRUCTURE & CAPACITY

Feb 2018

- Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
 - making it easier for jobs to be created in cities, towns and villages
 - moving from a net loss of bio-diversity to achieving net gains for nature
 - replacing poor design with better design
 - improving the conditions in which people live, work, travel and take leisure
 - widening the choice of high quality homes.
- Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas¹.

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1 NPPF Para 9-10

Introduction

Sustainability is a thread which runs through the whole Neighbourhood Plan, and all development must be sustainable in the medium term. This is a fundamental requirement of the National Planning Policy Framework.

As part of the emerging Local Plan process, over the last five years SODC has developed two Sustainability Assessments for the district, both of which are long and complex documents.

SODC's Settlement Assessment March 2011 scored all towns and villages for facilities and amenities and divided them into towns, larger villages, smaller villages, and other villages. [Click here to view.](#)

“The settlement assessment² provides a robust evidence base on which the strategy can be applied to determine the classification of settlements. This assessment weights towns and villages according to a facilities and amenities scoring system.”

It is upon this assessment that SODC based its policy CSR1³ which decided how much housing each type of settlement could sustain. The Core Strategy then stated that the proportional allocation [of houses] will be modified by consideration of factors such as:

- the individual vision for each village
- the existence of designations such as Green Belt and AONB,
- the individual sustainability credentials of villages in relation to local facilities and transport links, and
- the existence of particular local needs and opportunities.

It is clear that the 2011 assessment and the later one done in 2016 (see below) must be key references for our own assessments of sustainability and capacity.

The underlying questions are:

1. Does our village have the capacity to take on housing and thus population growth and, if so, to what level?
2. Is such growth sustainable?

Careful evidence-based judgements need to be made to answer these questions. Sustainability and Capacity criteria would appear to become of greater significance the smaller the community. The key ways a Neighbourhood Development Plan can help contribute to meeting the objectives of sustainable development are:

- to include policies which relate to the environmental, social and economic aspects of the parish
- to set out a coherent local strategy for the development of the parish – considering housing, employment, recreation, community facilities and environment aspects.
- to sets policies to ensure that development is supported by an appropriate infrastructure, including environmental enhancement and mitigation to that ensure development will contributes positively to the character of the village
- to support the protection and enhancement of local facilities and infrastructure

Ultimately three factors must be looked at before deciding on the Neighbourhood Development Plan (NDP) content:

2 SODC Settlement Assessment 2011

3 SODC Core Strategy 2012

1. Housing need in terms of need (the demand)
2. What is sustainable
3. What can realistically be delivered in terms of capacity

They are all inter-linked and each cannot be examined in isolation from the others

Policy Guidance

Planning Practice Guidance states:

... that all plan-making and decision-taking should help to achieve sustainable development. A qualifying body must demonstrate how its plan... will contribute to improvements in environmental, economic and social conditions or that consideration has been given to how any potential adverse effects arising from the proposals may be prevented, reduced or offset (referred to as mitigation measures).

In order to demonstrate that a draft neighbourhood plan... contributes to sustainable development, sufficient and proportionate evidence should be presented on how the draft neighbourhood plan or Order guides development to sustainable solutions. There is no legal requirement for a neighbourhood plan to have a sustainability appraisal. However, qualifying bodies may find this a useful approach for demonstrating how their draft plan or order meets the basic condition.

Sustainability, as defined in the ministerial foreword to the NPPF for example, relates to the interaction between society, the economy and the environment. Housing development needs to consider these three interlocking issues.

SODC'S SETTLEMENT ASSESSMENT 2011

SODC scored all settlements on 24 criteria as follows:

		Little Milton 2011 Assessment	Little Milton 2016 Re- Assessment
1	Settlements that provide employment to 50 or more people	1	1
2	Settlements that provide employment to 250 or more people		
3	Settlements that provide employment to 1000 or more people.		
4	Primary school	1	1
5	Secondary school		
6	Doctors' surgery		
7	Dentists' surgery		
8	Public Park or Garden	1	1
9	Village or community hall	1	1
10	Leisure facility (indoor)		
11	Supermarket or grocery store		
12	1-4 other retail services		1

13	5-24 other retail services		
14	25 or more retail services.		
15	Pub	1	1
16	Bank or building society		
17	Pharmacy		
18	Post Office	1	1
19	Population greater than 1,000 people		
20	Population greater than 3,000 people		
21	Hospital		
22	Within 5 km of a larger service village or town following a cycle network		
23	Bus stop or train station with an hourly or more frequent service to and from a town or city centre		
24	Bus stop with an hourly or more frequent service and with a journey time of no more than 30 mins each way, to and from a hospital with A + E or Minor Injuries Unit		
	TOTAL SCORE	6	7

The range of scoring was as follows:

Towns	23-24
Larger villages	12-19
Smaller villages	3-12
Other villages	0- 3

It can be seen that our village has a relatively low score against these criteria.

So where is Little Milton in the 2011 Settlement Hierarchy?

South Oxfordshire comprises the following settlements:

Towns	4
Larger Villages	12
Smaller Villages	58
Other villages	44

In terms of population, Little Milton is No 41 in the smaller village hierarchy, No 1 being the largest smaller village = Shiplake with a population of 1954.

In terms of settlement assessment scoring, we were No 19 in the hierarchy out of the 58 smaller villages. Does size matter? There is no definite correlation between number of dwellings and points scored. The ratio of dwellings per point scored varies between 10 and 88, with an average of 37. This indicates that some small villages score relatively highly and conversely some larger villages have relatively low scores.

If we were an average village, we would expect to score 5 points; we actually score 7.

SODC SETTLEMENT ASSESSMENT 2016⁴ - [click here to view](#)

In 2016 SODC broadened the process and re-assessed settlements against 5 main headings:

1. Facilities
2. Population
3. Employment score
4. Proximity score
5. Public transport

The study paper collates information on the services and facilities available in settlements across the district. This information is used to assess the relative sustainability of the various settlements.

Each heading was sub-divided and 31 criteria assessed in all. This assessment, when compared with the 2011 work, added employment and proximity.

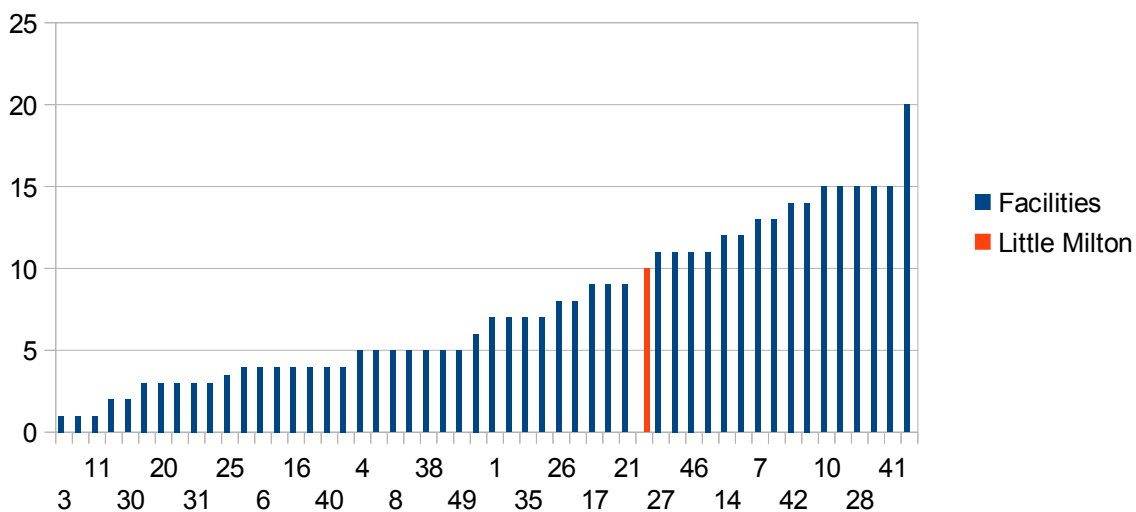
Little Milton scored as follows:

	Score	Comment
Facilities	10	Above average for a smaller village
Population	2	Indicating a small population
Employment	100	The maximum score of 100 in this section was awarded to places with the highest proportions of economically active residents in the district. Little Milton was in the top 15 of settlements for this score
Proximity	58	Being within close proximity to a major settlement supports sustainability as it enables easy access to the range of facilities and services it has on offer and reduces the need to travel by car. This score for Little Milton is just below average
Public transport	50	This is a high score but was measured before the 104 bus service was withdrawn and the 103 reduced to 5 journeys per day. Now the score, like many smaller villages, would be much lower, if not zero.

The study states that a range of facilities and services are needed to support day to day life and activities in our district. Settlements with a greater range of amenities are more sustainable and are therefore better equipped to support growth. Little Milton falls in the smaller village category but scores slightly above average in that category.

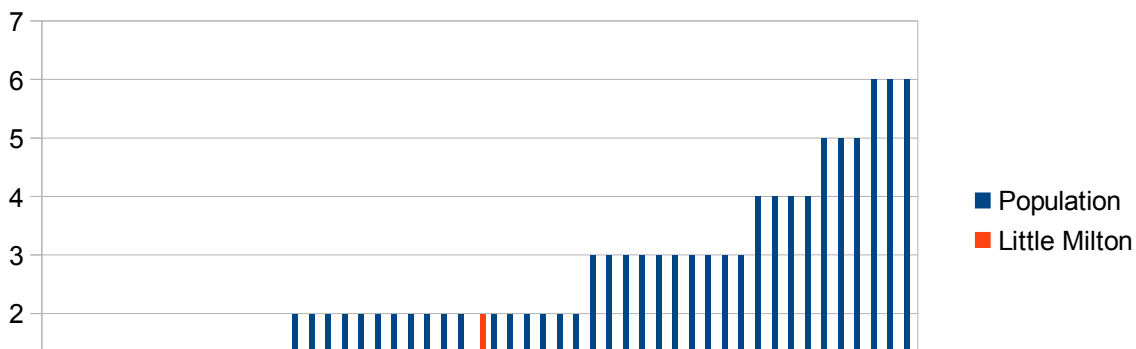
4 SODC Local Plan 2032 Preferred Options Settlement Assessment Background Paper June 2016

Smaller villages facilities scores

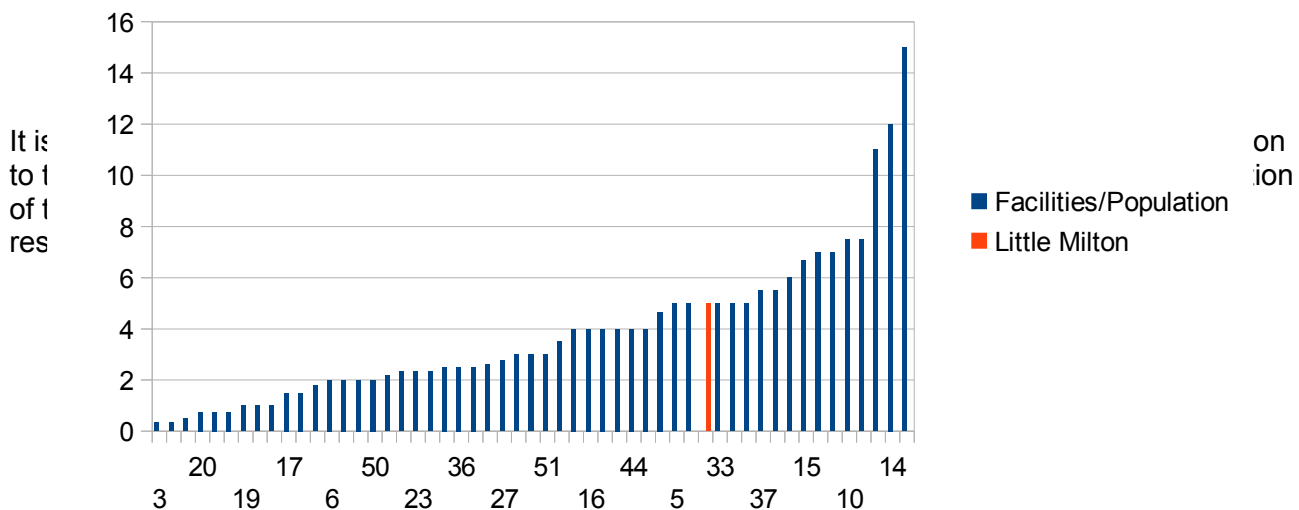


The study also states that population statistics provide a good indication of a settlement's size and sustainability. Generally, larger settlements are more sustainable, as with higher populations, a greater range of services and facilities can be supported. Little Milton's population is below average within the smaller villages category.

Smaller villages population score



Smaller villages - facilities per population



Studying the distribution of economically active people provides a good indication of where these people are choosing to live, and through this, where other economically active people are likely to want to live. The maximum score of 100 in this section was awarded to places with the highest proportions of economically active residents in the district. Little Milton scored 100.

Being within close proximity to a major settlement supports sustainability as it enables easy access to the range of facilities and services it has on offer and reduces the need to travel by car. Little Milton has a slightly lower than average score for proximity. However, the village is on a main road which is easily accessible, with good onward road links, including the M40 3 minutes way and the village is unlikely to be cut off in the winter as the main road is gritted. Approximate journey times to key facilities outside the village are:

	Travel time by car (mins)
Secondary school	15
Doctors' surgery	12
Dentists' surgery	15
Leisure facility (indoor)	12
Supermarket or grocery store	8
Market town shopping	15
Bank or building society	15
Pharmacy	12
Hospital	20

On-line shopping is now common-place in the village and access is easy for delivery vans.

Public transport scoring is now problematical. In July 2016, OCC withdrew all subsidies for rural bus services. A non-subsidised bus service connecting Little Milton to Oxford via other rural communities proved to uneconomic. A working assumption must be that there will in future be no regular bus service for Little Milton. This is despite the County Council's Rural Transport Strategy⁵ which states:

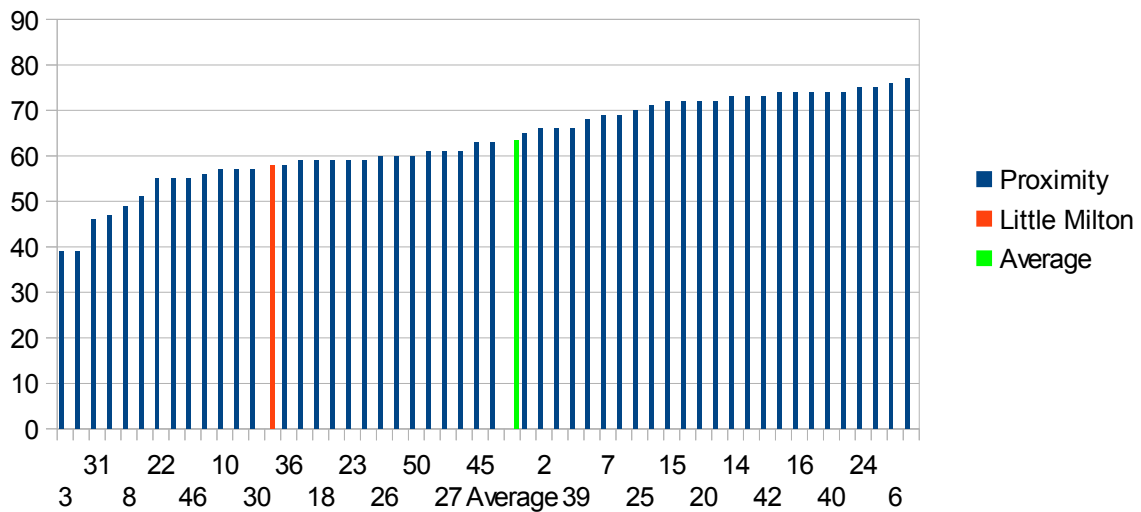
There has been a decline of retail and other services in villages and small towns in recent years. This is likely to worsen access to services in rural areas by the growing number of older people, and worsen the isolation of vulnerable groups. Increased centralisation of services particularly affects rural areas because it disproportionately increases distances to the remaining service locations for people in rural areas compared to those in larger settlements. In rural areas it is young people and older people who are most affected by reduced access and face social exclusion, especially in areas where public transport provision is limited.

Thus transport by car must be assumed to be the norm for the village. In the Little Milton Community Led Plan survey of 2013, 90% of responders stated that car was their main means of transport out of the village. In 2011, 10 households out of 205 in the parish did not have a car⁶

⁵ Oxfordshire Local Transport Plan 2011-2030 Revised April 2012 – Chap 26

⁶ ACRE community profile Little Milton 2013 (based on 2011 census data)

Smaller villages proximity scores



One key factor not measured in the various studies is access to high speed broadband. The village does enjoy Fibre to the Cabinet services and speeds in the range 50-80 Mps are achievable.

Key Points from SODC's Sustainability Assessment⁷

The following key points are extracted from SODC's 2016 sustainability assessment of Option E of their strategic options: Make land allocations for new homes at all towns, larger and smaller villages

Society

- ... dispersal [of houses in small settlements] would make it more difficult for those with limited access to public transport. **Mitigation:** This option would require significant improvement to public transport in rural areas.
- Dispersal to all settlements would place development in some settlements where no or few services exist. This would increase the need to travel and may lead to a reduction in services because the critical mass may not be sufficient to maintain them. **Mitigation:** Choose locations showing spare capacity in service provision and/or ensure improvements to services commensurate to ensure improvements to services commensurate to population growth
- Dispersal of development would reduce the critical mass of demand for public transport in some areas; it would however support existing services. **Mitigation:** Ensure that a range of transport modes are available, to include: public rights of way, cycle lanes, public transport and community transport schemes, to reduce the need for these journeys to be made by private car.

Environment

⁷ SODC Local Plan 2032 Preferred Options Sustainability Appraisal June 2016

- Focusing all additional housing at all towns, larger and smaller villages may have a detrimental impact on the historic environment and local distinctiveness. [] Some of the smaller villages could be impacted even with a smaller amount of development. **Mitigation:** The historic and archaeological environment constraints should be identified during the site selection process, towns and villages should be excluded where additional housing would lead to an adverse impact on the historic environment and archaeological resources.
- Development will take place only on flood zone 1 land and SUDS (Sustainable Urban Drainage Systems) will be incorporated into all new developments, this will be beneficial to climate change adaptation.

Employment

- Dispersing the allocation of new homes would not benefit with the development of the knowledge based economy as these industries like to cluster, therefore people would need to travel to employment. However, this approach may enhance the rural economy. **Enhancement / Mitigation:** Ensure good sustainable transport links are provided to enhance the rural economy.

UPDATED SETTLEMENT ASSESSMENT OCT 2017

In October 2017, SODC published an Updated Settlement Assessment⁸. This update re-assessed settlements and took account of the withdrawal of bus services to many smaller settlements. This update re-confirmed Little Milton as being classified as a Smaller Village with a score of 22 in total against the smaller village score bracket of 16-79. The village scored zero for proximity to a larger village, town or employment and also zero for public transport provision.

STRATEGIC INFRASTRUCTURE PROVISION

As part of the Local Plan process, SODC, in conjunction with other authorities and organisations, will develop and maintain an Infrastructure Development Plan (IDP), Stage 1 of which was published in March 2017⁹. This plan covers the following aspects of infrastructure:

- Transport
- Education
- Health & Social Care
- Emergency services
- Community & Sports Facilities
- Open Spaces
- Utilities, waste and telecommunications
- Flood prevention and drainage

The IDP primarily addresses the increases in infrastructure provision which will be needed as a result of development as outlined in the emerging Local Plan¹⁰.

SUSTAINABILITY ISSUES FOR LITTLE MILTON

The village cannot be seen in isolation when assessing the sustainability of development proposals. The village sits within a district, county and regional environment and it is that surrounding environment which contributes to the sustainability of the village.

⁸ SODC Updated Settlement Assessment Oct 2017

⁹ SODC Infrastructure Development Plan Stage 1 March 2017

¹⁰ SODC Local Plan 2033 2nd Preferred Options March 2017

The Egan Review¹¹ of 2004 considered sustainable communities and identified factors under eight headings, many of which depend not only on what the village offers but also what is offered by the surrounding environment. This assessment looks beyond purely the Environmental, Economic and Social factors and takes a more holistic approach. The Steering Group has assessed Little Milton against these headings¹² as follows, scoring each category out of 10:

Social	Active, inclusive and safe	This means being fair, tolerant and cohesive with a strong local culture and other shared community activities. It suggests a diverse, vibrant and creative local culture encouraging pride in the community and cohesion within it. It also suggests an active voluntary and community sector.	7
Governance	Well run	This involves sound governance with effective and inclusive participation, representation and leadership. Strong leadership is essential if a community is to respond positively to change. Effective engagement and participation by local people, groups and businesses is vital especially in the planning, design and long-term stewardship of their community.	8
Environmental	Environmentally sensitive	This means providing places for people to live that are considerate of the environment. It requires a safe and healthy local environment with well-designed public and green space.	6
Housing	Well designed and built	This means providing or retaining a high quality built and natural environment. A community must be of sufficient size, scale and density and have an effective layout to support basic amenities in the neighbourhood and minimise use of resources (including land). Buildings both individually and collectively must meet different needs over time, and minimise the use of resources. A sustainable community requires a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes. The community should have a 'sense of place'.	6.5
Transport	Well connected	This means providing good transport services and communication linking people to jobs, health and other services. Good public transport and other transport infrastructure is needed both within the community and linking it to urban, rural and regional centres, as well as with the wider national and international community.	2
Economy	Thriving	This involves a flourishing and diverse local economy to provide jobs and wealth.	7
Services	Well served	This involves providing public, private, community and voluntary services that are appropriate to people's needs and accessible to all. Good quality, local public services should be available including education and training opportunities, health care,	6

11 The Egan Review – Office of the Deputy Prime Minister 2004

12 Geographical Association – about Sustainable Communities

<http://www.geography.org.uk/resources/citizenship/aboutsustainablecommunities/>

		community and leisure facilities.	
Equality	Fair for everyone	This involves consideration of the needs of those living in other communities both now and the future. All our individual and communal choices may impact adversely on others especially in terms of the overall need for sustainable development.	8

This assessment shows that the village scores reasonably well under all headings except Transport, where the lack of public transport services is a weakness.

However, the sustainability of Neighbourhood Development policies is assessed on a narrower basis under the following three headings:

Employment

General support of working from home and a good broadband service should feature in our plans. Any opportunity, however limited, to increase employment in the parish should be encouraged as this will tend to increase local employment and reduce commuter traffic. Otherwise the plan must recognise that people will need to commute, largely by car, to work.

Environment

This is an important consideration for a rural community. Preservation of the local environment, the landscape and the character of the village are all objectives of the Neighbourhood Development Plan.

The plan should preserve the general landscape around our village. Protection of the Green Belt, conservation area and BBOWT land should feature highly in our plans. Significant development should not take place on Grade 1 or 2 agricultural land.

Building on land subject to frequent flooding would not be sustainable.

Also we would not wish to add significantly to the volume of traffic through the village, with the associated noise, vibration and pollution.

One approach adopted in other communities has been to try and ensure that any new houses are as energy efficient as possible and minimise the impact on the environment.

Society

This is an important factor for Little Milton.

A balanced population in terms of the age profile of the village is an important sustainability factor. Strategy should be directed towards improving the sustainability of the village as a demographically mixed and balanced community. In this respect, Little Milton has an older population than average¹³ and the number of young adults in the village has declined since 2001. Measures designed to re-balance the age profile of the village population should feature in our plans. Thus a policy which provides for houses of the size and price which young adults can afford would help meet this aim.

The facilities which lie within the village and those to which villagers must travel need to be considered. A number of the facilities which do exist in Little Milton are dependent for their

13 Little Milton NDP Background Document Vol I

continuing viability upon custom or users from outside the village. These include the school, pre-school, pub, shop and village hall. The population of the village alone cannot sustain these facilities. This is an important consideration as it might be argued that a truly sustainable community can support its own facilities unaided.

However the facilities in most towns and larger villages depend on outsiders coming in to use them. After all, this is the whole essence of a market town. The volume and range of shops in a town like Thame could not be sustained unless people come in to the town from outside.

A smaller village that can attract outsiders to come and use to its facilities and amenities is, by so doing, helping ensure its sustainability

The population of Little Milton is heavily dependent on the car, even more so with the removal of the bus services. Any proposals as a result of which new residents would be highly dependent on public transport are unsustainable. Nearly all households with above-average incomes have a car but half of low-income households do not¹⁴. Similarly housing for older people who may have been forced to give up driving may not meet sustainability criteria.

On the other hand, buyers of any new smaller market housing would self-select in that such a purchase would not be viable without a car. Thus adequate car parking provision must be made in any such development.

When Oxfordshire County Council was consulting on the proposal to reduce or remove bus subsidies, SODC and VOWHDC responded jointly as follows:

As a 'predominantly rural district ... the councils had a strong objection that reduction or loss of bus services could cause real hardship for many residents in southern Oxfordshire who rely on bus services for access to health services, employment and education. The councils are not therefore supportive of the County Council withdrawing subsidies completely.

The importance of public transport to council policy was also noted:

'In formal planning policy for both districts, public transport accessibility has been taken into account as part of our assessment of sustainability for development sites...

Looking at other options for transport, as part of the Little Milton Plan 2014, a working group examined the possibility of establishing dedicated cycle routes from the village but ultimately came to the conclusion that without commitment by landowners, the establishment of such routes was impracticable.

Ditchend Farm

Ditchend Farm lies outside the core village. There are 5 houses adjacent to the farm yard, built originally for agricultural workers. The farm yard itself is large (~2.8 Ha) and contains a number of large agricultural buildings, many of which are not now used.

14 The Poverty Site – ability to travel - <http://www.poverty.org.uk/75/index.shtml>



Currently the farm and its yard are leased out for farming purposes. However should this site, or part of it, ever become available, it is appropriate to consider the sustainability of any development on that site. It would, in effect, be a brownfield site.

Development for employment purposes would not raise any sustainability issues. However if proposed for housing development, there are sustainability concerns:

1. The location is such that a housing development on the site would form a satellite settlement away from the core village
2. The site could accommodate up to 70 new homes. A development of that size would place 28% of the parish's housing stock outside the core village
3. The site would have no facilities or amenities of its own and would depend on the core village
4. The centre of the village is 900m from the centre of the farmyard. Residents would be relatively isolated from the core village

5. Access to the centre of the village is along a narrow road, part of which runs between high banks with no footpath for pedestrians. Walking this road is dangerous; with a child in a buggy it would be extremely hazardous
6. Safe access to the village school, pre-school or play area for young mothers would only be possible by car
7. 40% of the new houses would be affordable homes, the residents of which might not be able to afford a car, thus placing them in a very isolated situation

CAPACITY ISSUES FOR LITTLE MILTON

New housing development places additional loads on services and infrastructure. The capacity of the following to absorb additional houses and population must be taken into account in the NDP.

Primary School

The school is operating at near to full capacity, but many of the current pupils come from outside the village. An increase in the number of children from the village could be absorbed, given sufficient notice, by reducing the numbers taken on from outside the village.



It can be expected that, based on South Oxon 2011 census data, ~8.2% of the population will be of primary school age. In Little Milton in 2011, the percentage of primary school age children was 6.4%. If development aimed at younger families were to take place, this % would be expected to rise. The OCC standard for planning primary school places is 25 places per 100 households¹⁵ The school has a published¹⁶ capacity with 10% headroom of 85 or 94 without 10% headroom. Actual pupil numbers in May 2016 were 72. Many factors influence actual school numbers but if development were to take place aimed at younger families such that:

- The number of primary school pupils per household exceeded the OCC planning standard by a factor of 3 or more and/or
- The scale of new development exceeded 5-10% (10-20 new dwellings)

then school total population figures could approach capacity

The following table shows the total school population to be expected for various combinations of average number of primary school pupils per household and the number of new dwellings

New Dwellings	Average number of primary school children per household					
	0.25	0.5	0.75	1	1.25	1.5
	Note 1					
0	72	72	72	72	72	72
10	75	77	80	82	85	87
20	77	82	87	92	97	102
30	80	87	95	102	110	117
40	82	92	102	112	122	132
50	85	97	110	122	135	147

 Total numbers exceed school capacity allowing for 10% headroom
 Total numbers exceed school capacity including using 10% headroom

Note 1: 0.25 primary school children per household is the OCC primary school standard for calculating places required

¹⁵ SODC Infrastructure Delivery Plan Part A Report Oct 2017 Fig 14

¹⁶ SODC Infrastructure Delivery Plan Part A Report Oct 2017 Appendix D

Sewerage system, fresh water supply and surface drainage

There are concerns about the capacity of the current sewerage system. Thames Water have advised that developments of the order of 10-50 houses are likely to require an upgrade of the waste water network. The capacity of the fresh water supply and the sewage treatment works are adequate** The SODC Infrastructure Delivery Plan published in Oct 2017 stated against Little Milton Sewage Treatment Works that infrastructure and/or treatment work upgrades are required to support proposed growth.

** Thames Water advised as follows¹⁷:

South Oxfordshire Little Milton Neighbourhood Plan Informal Comments on Capacity.

Thames Water are the statutory water and sewerage undertaker for the South Oxfordshire District and the following comments are made in this respect. We have the following comments on Water and Waste Water Infrastructure capacity which we hope will assist you in the preparation of your Neighbourhood Plan.

Water Supply

The maximum number of houses proposed in Little Milton is 50 but more likely to be around 30. This scale of development is supportable by the network. Both the north and the south side of the village are served by the same distribution main so we have no specific preference on location.

Waste Water Treatment Works

Little Milton STW – we have reviewed the capacity at the STW and anticipate that a development of between 10 and 50 houses could be accommodated without the requirement for upgrades.

Waste Water Network

The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Upgrades to the existing drainage infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development.

Where there is a capacity constraint the Local Planning Authority should require the developer to provide a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the recommendations of the strategy are implemented ahead of occupation of the development.

Development in Great Haseley

It is our understanding that the Great Haseley site that has been scoped for development with a projection of 4000-8000 new properties will flow to Tetsworth STW.

We have been consulted on this proposed development and have stated the following in our response:- "We have significant concerns regarding Wastewater Services in relation to this site. Specifically, the wastewater treatment capacity in this area is highly unlikely to be able to support the demand anticipated from this development. Significant infrastructure upgrades are likely to be required to ensure sufficient treatment capacity is available to serve this development. Thames Water would welcome the opportunity to work closely with the Local Planning Authority and the developer to better understand and effectively plan for

17 Thames Water email 11 Nov 2016

the sewage treatment infrastructure needs required to serve this development. It is important not to under estimate the time required to deliver necessary infrastructure. For example: Sewage Treatment Works upgrades can take 18 months to 3 years to design and build. Implementing new technologies and the construction of a major treatment works extension or new treatment works could take up to ten years. At the time planning permission is sought for development at this site we are also highly likely to request an appropriately worded planning condition to ensure the infrastructure is in place ahead of occupation of the development".

Other Capacity Considerations

Gas supply	There is no mains gas in the village
Doctor's surgery	Has the capacity to absorb the population of 50 new houses ¹⁸ . However the doctor's surgery provides services across a wide area and the cumulative effect of a number of new developments, albeit small in themselves, could be to exceed the capacity of the surgery to service the total increased population. CIL and s106 contributions may be required to support primary care services ¹⁹ .
Telephone system	Service providers would respond to any additional demand
Electricity supply system	Service providers would respond to any additional demand
Roads	The current roads system has sufficient capacity
Parking	On street parking is a problem in certain parts of the village, and is impracticable on the main road. Any new developments must provide adequate parking.

SUMMARY – KEY ISSUES

When drawing up development proposals for Little Milton, there are many inter-related factors to consider. The following key factors have been identified as being particularly relevant and will influence the sustainability of development proposals:

1. Further decline in the population of the village should be discouraged; a modest increase in the population of the village is desirable.
2. At the same time, a re-balancing of the population so as to increase the number of young adults in the village is also desirable.
3. A re-balancing of the housing stock more towards SHMA targets would be beneficial
4. Any developments which are designed for people who are unlikely to have the use of a car would be unsustainable. Examples include:
 1. Affordable housing for those those on low incomes who cannot afford to buy and run a car
 2. Housing or accommodation for the elderly who no longer drive
5. Protection of the environment must be a high priority
6. Significant development on Grade 1 or 2 agricultural land is unsustainable
7. Building in areas of medium to high flood risk is unsustainable
8. In terms of policies which aim to increase the number of houses and thus the population, the capacity of the sewerage system is a key consideration
9. If an increase in the number of houses is aimed at young families, it would be expected that the proportion of primary school children in the village would rise. The capacity of the

18 Email Morland House Surgery 26 Sep 2016

19 Oxfordshire CCG response to Reg 14 consultation 10 Jan 2018

- village primary school would be an important consideration for any development over about 30 houses
10. If ever offered for redevelopment, housing development at Ditchend Farm is unsustainable; development for employment purposes would be sustainable

ANNEX A

Is there scope within a Neighbourhood Plan to improve our score within the settlement hierarchy assessment?

Having looked at the 24 criteria in the 2011 assessment, the question then arises – is there any scope within a neighbourhood plan to enhance the village facilities or amenities?

	Scope to enhance?	Scope
Settlements that provide employment to 250 or more people	No	Would need a business park or similar
Secondary school	No	Village not big enough to justify
Doctors' surgery	No	Village not big enough to justify
Dentists' surgery	No	Village not big enough to justify
Leisure facility (indoor)	No	Village not big enough to justify
Supermarket or grocery store	No	Village not big enough to justify
5-24 other retail services	No	Village not big enough to justify
Bank or building society	No	Village not big enough to justify
Pharmacy	No	Village not big enough to justify
Population greater than 1,000 people	No	Would mean doubling the size of the village
Hospital	No	
Within 5 km of a larger service village or town following a cycle network	No	Recent work by the village's cycle paths working group showed this to be impracticable
Bus stop or train station with an hourly or more frequent service to and from a town or city centre	No	Not without subsidising the service, which is unaffordable
Bus stop with an hourly or more frequent service and with a journey time of no more than 30 mins each way, to and from a hospital with A + E or Minor Injuries Unit	No	Not without subsidising the service, which is unaffordable

This review seems to indicate that our scoring is as good as can be achieved. This applies equally to the later 2016 assessment as follows.

Facilities	10	Above average for a smaller village but, as above table shows, little scope to expand
Population	2	Indicating a small population, which itself is determined largely by the housing stock

Employment	100	The maximum score of 100 in this section was awarded to places with the highest proportions of economically active residents in the district. Little Milton was in the top 15 of settlements for this score. Already scoring maximum score
Proximity	58	Proximity to a major settlement supports enhances sustainability. The scope to improve this score lies outside our control but could be improved over time if the Chalgrove Airfield development goes ahead
Public transport	50	This was a high score but was measured before the bus service was first reduced and then subsequently withdrawn. Could only be improved if a massive subsidy were invested in bus services, which the parish cannot afford, or OCC re-introduce rural bus service subsidies