

## Guildenford Car Park, Burford.

### Sequential Test – Unsuitability of other sites in Burford.

#### 1. Introduction.

The proposal to expand the capacity of the Guildenford car park alongside the existing WODC car park is regarded as the most suitable option for Burford in order to serve both the Warwick Hall/Church complex and the traders in the High Street. Placing the car park in flood plain and in close proximity to a Grade 1 listed building is undesirable **but no alternative site has been found as this document explains.**

Burford was built strategically on a north facing hillside to protect the ford across the River Windrush. That ford was replaced by a single carriageway stone bridge at some time before 1322 and is still in use today for all vehicular and pedestrian traffic. The carriageway is shared by both, placing pedestrians at risk, but historic listings and AONB status for the countryside mean that no acceptable alternative has been found. Consequently, no sites north of the River Windrush are suitable for additional car parking owing to the increased volume of pedestrian traffic which would be required to use the bridge.

The terrain on which Burford is built is steep, 25% gradients in places, which again renders sites unsuitable for car parking.

#### **2. Sites West of Burford.**

The SHELAA map for Burford, last page, shows site 161a on Sheep Street which is immediately beyond the Doctors' Surgery. This site shown in picture 1 is relatively flat and has been studied as a suitable one for car parking. However, the SHELAA also comments that the site is suitable for a small building development, 25 dwellings, and, consequently, the landowner is not prepared to release it for parking use.



Picture 1. Site 161a south of Sheep Street.

Other sites off Sheep Street are steep, 25% and falling away to the River Windrush.

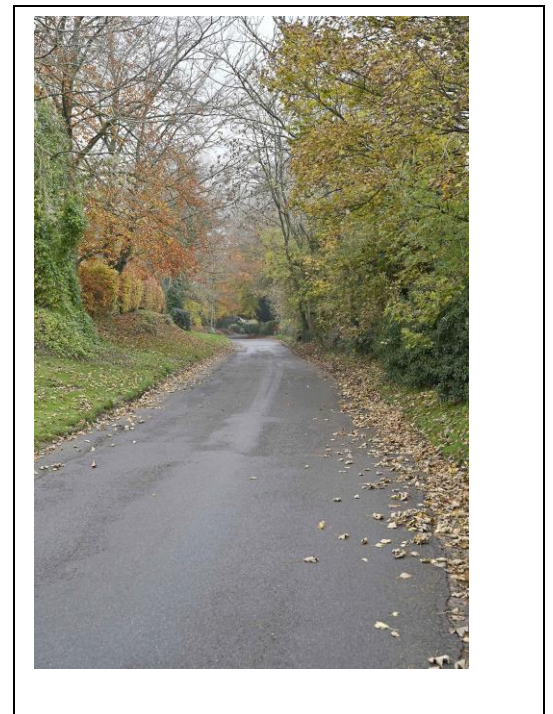
Site 160, off Tanners Lane from Sheep Street, has been developed.

Site 358 is recreational ground and protected by policy. It is also too far from the town centre to be usable, at the top of the hill and inaccessible for pedestrians except by traversing the unlit playing fields to the east of it. Older people and those in wheelchairs would be unable to climb Burford Hill in order to use this car park



The 50 car car park above (Site 358) and its single carriageway access from the A40.

Site 358 does have an approximately 50 space car park adjacent to the north which serves the Bowls Club, Cadet Hut, Scout Hut and Preschool. This car park was signposted in the town, from Sheep Street and Tanners Lane, for many years but never used by visitors owing to its distance from the shops and the High Street together with the single carriageway access.



Entrance signage, above, to the 50 space car park and, at right, the single carriageway access to/from town for pedestrians and cars.

Using a remote site will not solve the problem of a full Guildenford car park displacing later arriving function traffic, weddings, etc., to Witney Street along its entire length around dangerous corners to Roebuck Cottage.

Sheep Street also is congested by parked cars along its entire length and has a single direction of travel. Pictures below.



Pictures 2,3 & 4 showing the restricted access to Site 161a along congested Sheep Street.



### 3. Sites east of Burford.

Sites 143, 144 and 152 are on rising ground above Witney Street. Witney Street itself is terraced in the hillside so that land to south is well above the road level and rises at a 25% gradient above it. To the north there is a fall at 25% to the river.

Using either of the above sites would present a flood risk to the road, Roebuck Cottage and, maybe, Spring Cottage.

The one site inside the 30mph signs which could be used has been refused in the strongest terms by the landowner.

The photographs below indicate the height of the field above the road and the way it is terraced into the hillside.





Pictures 5 & 6 showing Witney Street terraced into the hillside and the height of the field above the road on the south. Both the south and the north of the road have fields with 25% gradients.

Site 152 is highly prominent on the hillside but also accessed by narrow single carriageway roads. It has been refused for housing in the Local Plan 2031 and access is criticised in SHLAA documents.



View from the site towards the north, Stow on the Wold.



Access to site 152 is by a narrow single track road which would be used by both vehicles and pedestrians.

**No further sites have been identified in Burford as suitable for car parking and convenient to the High Street.**

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**Appendix 1 follows comprising:**

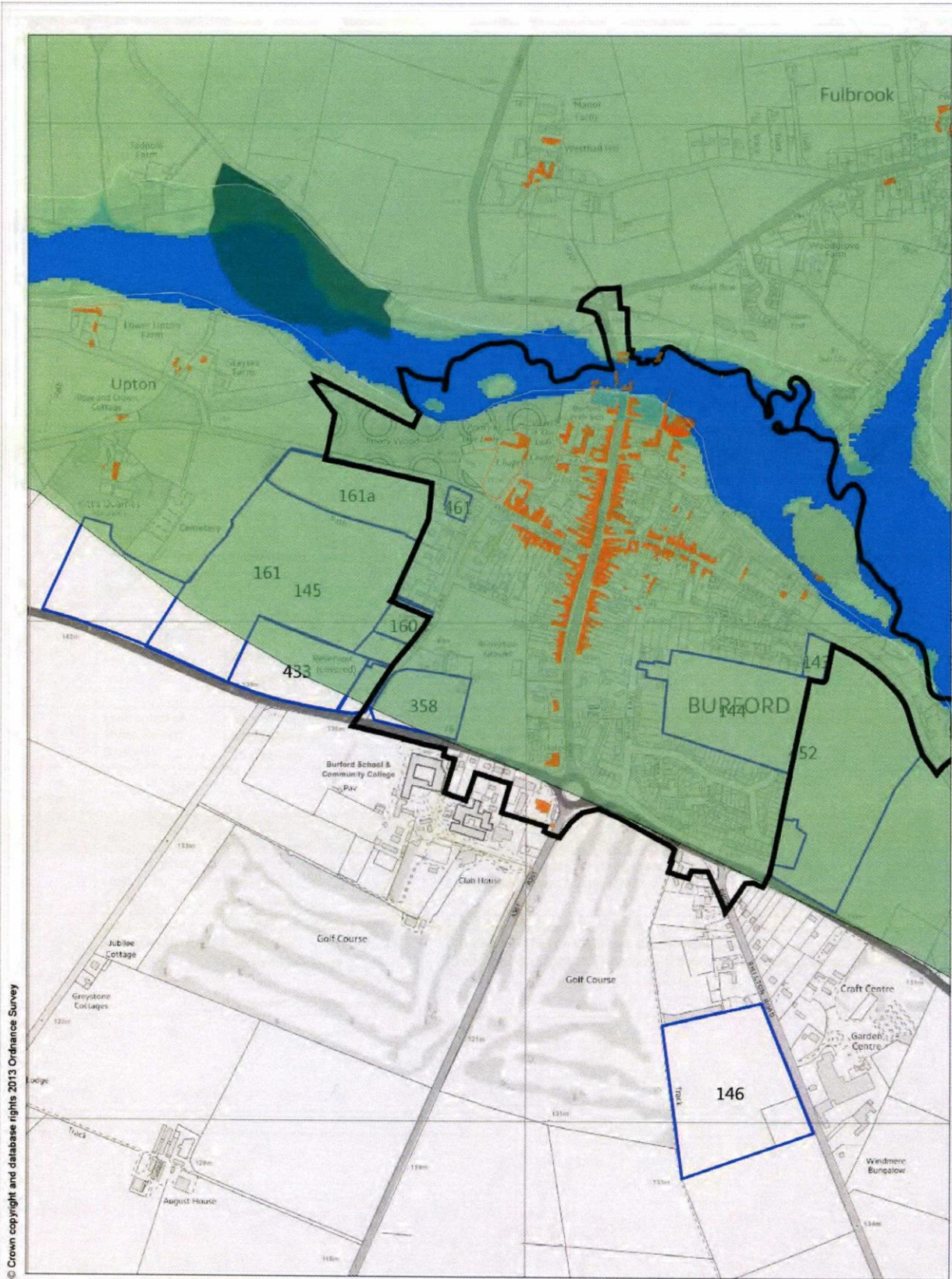
**Page 1 is a print from the WODC SHELAA 2016 showing Burford's potential building sites.**

**Only 161a is approved as a possible site for 25 dwellings.**

**Site 160 has been built out.**

**Page 2 is an OS map of the town.**





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Map Title:	Burford
Department:	
Map No.:	
	Scale: 1:10000

