



RIDGE

ALTERNATIVE SITE ASSESSMENT

**ON BEHALF OF OXFORD UNITED
FOOTBALL CLUB**

FEBRUARY 2024

ALTERNATIVE SITE ASSESSMENT: OXFORD UNITED FOOTBALL CLUB STADIUM

February 2024

Prepared for

Oxford United Football Club

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1. INTRODUCTION

- 1.1 This Alternative Site Assessment (ASA) has been prepared by Ridge and Partners LLP on behalf of Oxford United Football Club (OUFC) in support of a planning application for a new stadium development at Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle'.
- 1.2 OUFC currently play in League 1 of the English Football League, and its home ground is the Kassam Stadium, Oxford. After 30th June 2026, the Club's current lease at the Kassam Stadium will expire and OUFC will have no legal right to occupy the Kassam Stadium. As a result, the Club is looking for a new home ground. This Alternative Site Assessment has been prepared to assess a number of site options in order to establish whether they could provide a commercially sustainable, long-term home for the Club, and provide justification for the application site, which is the Club's identified location for the stadium and ancillary facilities.
- 1.3 **Chapter 2** of this Statement provides further information as to the lease at Kassam Stadium, and the need for OUFC to relocate. It highlights that from June 2026, OUFC will have no legal right to use or occupy the Kassam Stadium, there is no right of renewal in the licence, and there is no statutory security of tenure. As such, there is an urgent need to develop a new stadium in order to protect the future existence of one of the oldest football clubs in the UK.
- 1.4 **Chapter 3** sets out the assessment methodology and the approach taken to the assessment, which includes justification for the site search area, site size and assessment methodology. In order for consent to be granted by the English Football League (EFL) for a new stadium, it needs to be within or in a close proximity to the city of Oxford given OUFC's intrinsic links with the City. This has informed the area of search. Chapter 3 also includes a summary of relevant planning policy and Case Law for other stadium applications and how this has informed the assessment. The case of Brighton and Hove Albion Football Club is particularly relevant as the Secretary of State in that case set out key criteria for assessing alternatives. This Case has informed the exercise undertaken within this ASA.
- 1.5 Chapter 3 then sets out a summary of the approach taken within the assessment, and the criteria used to assess each site. A phased approach to the assessment has been undertaken to ensure that all key considerations are fully assessed. Whilst each of the phases are explained in more detail below, the following steps have been taken:
1. Initial Savills Assessment – this assessment provided an initial review of sites within the area of search defined by the EFL Requirements. This assessed a total of 64 sites (42 non-allocated and 22 allocated sites) and considered the site area, landowner intention, accessibility, viability and any key constraints. Where sites were considered to be worthy of further investigation, this was identified.

2. An initial planning appraisal was then undertaken which reviewed the planning policy context and planning history of each site.
3. Where specific constraints were identified, further assessment work was undertaken by specialist consultants in respect of these issues, namely landscape and visual impact, heritage impact and flood risk.
4. Finally, the assessment work has been pulled together with a conclusion made in respect of a series of questions, informed by the Brighton and Hove Albion case highlighted above. An overall conclusion as to the suitability and availability of each site is also made.

1.6 **Chapter 4** is the initial Stage 1 Planning Assessment which is a high-level appraisal of the sites. This includes a review of planning history, planning policy and identifies key constraints.

1.7 As part of this work, it was identified that there were a number of sites with more specific constraints, and these were assessed by technical consultants, namely, Landscape, Heritage and Flood Risk Consultants. The assessment undertaken by each consultant focusses on those sites where their specific constraint has been identified, rather than all sites, in order to provide a proportionate assessment. **Chapter 5** summarises the conclusions of these additional assessments.

1.8 This is then pulled together and summarised in **Chapter 6**, which provides a review of the sites against a series of questions which have been informed by the Brighton and Hove Albion Case. Each site is given an overall conclusion on whether it would represent a feasible, practical and realistic alternative to the application site at The Triangle.

1.9 **Chapter 7** then provides a summary of the overall conclusions. This assessment demonstrates that the application site (part of Site 4 – Land East of Stratfield Brake) is the most suitable site. Whilst this site is washed over by the Green Belt designation, it is considered that there are no other feasible, practical and realistic alternatives to The Triangle.

2. THE KASSAM STADIUM AND THE NEED TO RELOCATE

- 2.1 OUFC has played football at The Kassam Stadium since 2001, following a move from The Manor Ground. However, from 30th June 2026, OUFC will have no legal right to use or occupy the Kassam Stadium.
- 2.2 The Kassam Stadium is owned and operated privately by a stadium company “Firoka (Oxford United Stadium) Limited”. The stadium company is separate from the football club and owned by Firoz Kassam. Oxford United hold a license to use the stadium which ends on the 30th June 2026.
- 2.3 OUFC is restricted under the terms of the current licence agreement to use the Kassam Stadium for first team home league and cup matches, some friendly games and specified testimonial games. OUFC has use of some office space and the ticket office at the stadium but is not permitted to use the rest of the stadium outside of those allowed match days.
- 2.4 The Club has held three licences since the Stadium was constructed. These are:
- An Original licence dated 21st March 2006 that was originally due to expire in 2026 but was terminated by Firoka (Oxford United Stadium) Limited on 9th May 2021;
 - A short licence that permitted use until June 2021 to allow a play-off match to be played in May 2021; and
 - The current licence which started on 1st July 2021 and expires on 30th June 2026.
- 2.5 The current licence does not include any renewal rights or renewal requirements within it. In certain circumstances, the Landlord and Tenant Act 1954 provides security of tenure and a statutory right to a renewal of a lease where premises have been occupied for business purposes. These rights do not apply under the terms of the current licence and the correct statutory procedure to exclude them was followed.
- 2.6 There is a restrictive covenant that was put in place by Oxford City Council when the land was first released under the terms of a Development Agreement with Firoka (Oxford United Stadium) Limited to construct the Kassam Stadium. This requires the site to be used primarily for football until 14th October 2026. This does not provide any right for OUFC to use the Stadium, only that football is required to be a primary use at the site until 14th October 2026.
- 2.7 Therefore, the reality is that after 30th June 2026, OUFC will have no legal right to use or occupy the Kassam Stadium, there is no right of renewal in the licence, and there is no statutory security of tenure. As such, there is an urgent need to develop a new stadium in order to protect the future existence of one of the oldest football clubs in the UK.

3. METHODOLOGY

Overview

- 3.1 Under the rules of the English Football League (EFL), the Club must stay within close proximity to Oxford, in order to keep its name and safeguard its heritage.
- 3.2 The Club has conducted an exhaustive land search over a number of years in order to identify a suitable site for relocation. This section provides the methodology behind the site selection work undertaken in assessing a suitable site for development.
- 1.10 The only site that meets the parameters for development, is available and suitable for development is The Triangle (the northern parcel of Site 4 – Land East of Stratfield Brake). It is owned by Oxfordshire County Council (OCC), and they have confirmed that they are willing to lease the land to OUFC (Cabinet meeting 19th September). However, the site is in the Green Belt and therefore this ASA has been undertaken to assess whether there are any alternative sites that are practical, realistic and feasible to accommodate a proposed stadium development within the area of search identified through discussions with the EFL. The work behind the ASA has been an iterative and evolving process and has been kept under review. It is considered to be up-to-date as of February 2024.
- 3.3 This section provides background to discussions with the EFL, the broad parameters for the assessment, as well as the general approach taken in light of precedent and case law. The following sections provide a site-by-site assessment against this general methodology to identify if there are any alternative sites which could be suitable.

Defining the Area of Search

EFL Regulations

- 3.4 The OUFC will need to obtain approval from the Board of the EFL for any relocation of the Club's Stadium to a new site, who will take into account the location before any consent is granted.
- 3.5 Under Regulation 13.6 of the EFL Regulations 2023-24, a club is required to obtain prior approval for any relocation to a new stadium. The Regulations include a list of criteria that the League's Board must consider, and the Board be reasonably satisfied that the criteria are met before it can grant consent:
- *13.6.1 would be consistent with the objects of The League as set out in the Memorandum of Association;*
 - *13.6.2 would be appropriate having in mind the relationship (if any) between the locality with which by its name or otherwise the applicant Club is traditionally associated and that in which such Club proposes to establish its ground;*

- *13.6.3 would not adversely affect such Club's Officials, players, supporters, shareholders, sponsors and others having an interest in its activities;*
- *13.6.4 would not have an adverse effect on visiting Clubs;*
- *13.6.5 would not adversely affect Clubs having their registered grounds in the immediate vicinity of the proposed location; and*
- *13.6.6 would enhance the reputation of The League and promote the game of association football generally.*

3.6 OUFC have sought additional guidance from the EFL, and correspondence included within Appendix 1 of the Savills Assessment (**Appendix 1**) helps to clarify their requirements. The EFL have confirmed that for OUFC, the main aspects relevant to consider are:

- The relationship between the locality with which, by its name or otherwise, the applicant Club is traditionally associated and that in which such Club proposes to establish its ground (Regulation 13.6.2); and
- If any proposed location would adversely affect such Club's Officials, players, supporters, shareholders, sponsors and others having an interest in its activities (Regulation 13.6.3).

3.7 By way of background, OUFC is a professional football club located in Oxford. OUFC was originally founded in 1893 as Headington United, and the Club adopted its current name in 1960. It joined the Football League in 1962 after winning the Southern Football League, reaching the Second Division in 1968. After relegation in 1976, between 1984 and 1986, the Club earned successive promotions into the First Division and won the League Cup in 1986. Relegation from the topflight in 1988 began an 18-year decline which saw the Club relegated to the Conference in 2006, becoming the first winners of a major trophy to be relegated from the Football League. After four seasons, OUFC returned to League Two in 2010 via the play-offs, and six seasons later achieved promotion to League One, after finishing second in League Two in 2016. Throughout the Club's history, it has always played its home matches within the city of Oxford. OUFC developed and played at the Manor Ground between 1925 and 2001 and since 2001, OUFC has played at the Kassam Stadium.

3.8 The EFL have noted in correspondence that OUFC is intrinsically linked with the city of Oxford, which is evident from:

- The Club's name: OUFC has been called Oxford United since 1960. Club names are a part of the sports culture, reflecting century-old traditions. Club names may reflect the geographical, cultural, religious or political affiliations – or simply be the brand name of a Club's primary sponsor. There is no doubt the OUFC's name is based on its location and history in the city of Oxford.

- Home Stadium: OUFC has always played home matches in the city of Oxford.
- Its Club crest: the OUFC crest depicts an Ox and various versions have also included the Ox appearing above a ford. This is to symbolise the location. It reflects the name and history of the city, as Oxford was originally a market town situated near to a ford on the River Isis which was used by Cattle.
- It's support: OUFC has a strong local fanbase. The Club has a number of independent supporters' Clubs and groups such as OxVox (the Oxford United Supporters' Trust) with a current membership of over 400, and the Oxford United Exiles.
- Community Links: Oxford United in the Community (OUitC) is an independent charity delivering various OUFC community programmes. Working collaboratively with various localised or county-wide delivery partners, OUitC uses the power of football to inspire the people and communities of Oxfordshire to have positive aspirations for their futures and to have the health, wellbeing, self-confidence, opportunities and resources to achieve them.
- Training facilities: OUFC has secured a long-term tenure of training facilities within the city of Oxford and operates community projects and programmes at the training facilities.

3.9 In respect of Regulation 13.6.2 of the EFL Regulations, it is clear from the above that OUFC is intrinsically linked with the city of Oxford. On this basis, the EFL have confirmed that its Board could only be reasonably satisfied that the location is appropriate to provide consent if any proposed location is in, or in close proximity to, the city of Oxford. If OUFC were to propose a site that was not in, or in close proximity to, the city of Oxford, the EFL Board would be unlikely to provide consent. This is due to the significant risk that the Board would not be satisfied the location is appropriate having regard to the Club name applying regulation 13.6.2.

3.10 In terms of Regulation 13.6.3, given the links that OUFC has to the local community and local independent supporters' groups, it is likely that if the Club was relocated to a site outside Oxford, it would have an adverse impact on supporter and supporters' groups. An example of this is in the case of AFC Wimbledon which relocated to Milton Keynes (now Milton Keynes Dons), which resulted in the tighter regulation of ground relocation set out in the regulations today.

3.11 The EFL have confirmed that if OUFC is unable to secure a home ground that is in, or within close proximity to, the city of Oxford, the Club's membership of the EFL would be at risk. That is because a relocation away from the city would result in the Club losing its identity, would unlikely to be accepted by supporters' group, would likely have to be renamed and would lose its geographical link. Sedation of membership would result in the Club reforming and starting again at the bottom of the pyramid, just as with AFC Wimbledon in 2004.

3.12 It is worth noting that OUFC has sought the EFL's consent for the proposed location at The Triangle, and after considering the application in the context of Regulation 13, the EFL Board have granted indicative approval.

White Paper

3.13 The Football Governance White Paper was published on 23rd February 2023. This was following the Fan-Led Review of Football Governance undertaken in 2021 which was announced in response to long-standing concerns about club ownership and financial sustainability in football. The final report made ten strategic recommendations for the future of football.

3.14 The White Paper takes forward a number of the recommendations and includes a series of measures. This includes the Government introducing a new independent Regulator for English football clubs, with the primary purpose of ensuring that English football is sustainable and resilient, for the benefit of fans and the local communities football clubs serve.

3.15 To support this purpose, it will have three specific primary duties:

1. Club sustainability - the financial sustainability of individual clubs.
2. Systemic stability - the overall stability of the football pyramid.
3. Cultural heritage - protecting the heritage of football clubs that matter most to fans.

3.16 Regarding cultural heritage, the White Paper highlights that the Regulator will add, and reinforce existing, protections around club heritage. The Regulator will require clubs to comply with the Football Association (FA) on its new rules for club heritage, whilst also requiring clubs to seek its approval for any sale or relocation of the club's stadium.

3.17 The King's Speech of 7th November 2023 announced the introduction of the Football Governance Bill, legislation that will secure the Independent Football Regulator. The Regulator will put fans back at the heart of football and help to deliver a sustainable future for all clubs, and amongst others, will require clubs to seek its approval for any sale or relocation and demonstrate how they have consulted their fans as part of this.

Defining the Area of Search

3.18 As above, OUFC will need to obtain approval from the Board of the EFL for any relocation of the Club's Stadium to a new site, who will take into account the location of the stadium before any consent is granted, against the EFL Regulations. It is also noted that approval will also need to be sought by the new Independent Football Regulator, once in place.

3.19 In the case of OUFC, it is clear from the above that any new stadium must remain linked to the city of Oxford. The EFL have confirmed that if the Club proposed a site that was not within or within

close proximity to the City of Oxford, they would unlikely give consent for the move. This would result in a position where the Club would have to be renamed, removed from the league and would have to start again at the bottom of the football pyramid. This would not be a viable option for the Club.

- 3.20 The Case Study of Bolton has been used as a precedent to inform the site search. Under the current regulations, the furthest a club has been provided consent by the EFL to relocate its stadium was in the case of Bolton. The University of Bolton Stadium in Middlebrook was completed in 1997, replacing the club's old ground, Burnden Park. This was approximately 7 miles from the old ground site and 5 to 6 miles from the city centre of Bolton.
- 3.21 Whilst the suitability of site from the EFL perspective is more to do with the relationship and links to Oxford, a search radius of 7 miles from Oxford City Centre was deemed appropriate in the context of the above as the starting point for the search. Whilst all sites within a 7 mile radius have been assessed, zones denoting walking distance from a transport node, have been outlined as preferred locations.
- 3.22 Further discussions which the EFL have confirmed that the 7 mile search area is extensive and not all sites within the 7 mile radius would be appropriate. The proximity and relationship to the city of Oxford will be key considerations. As such, the 7 miles is considered to be comprehensive.

Precedent and Policy

Policy

- 3.23 At the national level, the National Planning Policy Framework (NPPF) does not provide guidance on the location of sports stadiums. Paragraph 91 of the NPPF states that *'local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.'* Main town centre uses are defined within Annex 2: Glossary of the NPPF. This does not include stadium development and therefore there is no requirement for a sequential test.
- 3.24 Policy SLE 2: Securing Dynamic Town Centres of the Cherwell Local Plan 2011-2031 highlights that retail and other 'Main Town Centre Uses' will be directed towards the town centres of Banbury and Bicester and the village centre of Kidlington. It goes on to note that the Council will apply the sequential test as set out within the NPPF. The supporting text to this policy highlights that town centre uses are considered to be the 'main town centre uses' defined by the NPPF. As such, this policy does not apply to the stadium.

Precedent

3.25 In the absence of specific policy informing the approach to an assessment of alternative sites, key decisions have been considered to help define the methodology. The majority of these are decisions made by the Secretary of State over a number of years, although more recent high-profile planning applications, which have been determined at the local level, have also been considered.

- Oldham Athletic Football Club (February 1999)
 - Planning permission was granted in December 2001 by the Secretary of State for Transport, Local Government for a new stadium for Oldham Athletic Football Club with offices, motel, health and fitness club, as well as a DIY warehouse, garden centre, petrol stadium and foot outlets¹. As part of the recommendation to the Secretary of State, the Inspector recognises that the special needs of a stadium are incapable of being met elsewhere (IR 9.2). Alternative sites were discounted as they were not commercially viable, allocated for alternative uses or distant from the Club's catchment area. Whilst it was recognised that the stadium could be located elsewhere on a business park or industrial land, and it was accepted that many football clubs are located on constrained sites in densely built-up areas, the Inspector considered that there were no available sites which has the locational advantages of the application site (IR9.3). It was also noted that whilst the ancillary uses could be located elsewhere, the development must be considered as a composite package as these uses were to subsidise the stadium development and provide a sporting and recreational facility to meet modern needs, rather than merely providing a box for spectators which is essentially a 'part-time' use of the site.

- Warrington Wolves Rugby League Club (December 2001)
 - Planning permission was granted in December 2001 by the Secretary of State for Transport, Local Government² for a new stadium for Warrington Wolves Rugby League Club, retail development, petrol filling station and parking. The Appellant had undertaken analysis of 6 other alternative sites against 5 criteria to give a quantitative comparison: location, accessibility and transport, physical characteristics, commercial and policy. In its recommendations to the Secretary of State, the Inspector highlighted that the alternative sites had been carefully considered, and *'most are totally unsuitable as a location for a new stadium, and certainly none as suitable as the proposed site'* (IR 11.57). The Secretary of State

¹ Application reference JB/DAK/com/973, appeal reference PNW/5083/219/51

² Application reference EDW/T34/11169, appeal reference PNW/5150/219/24

recognised at Paragraph 5 that there are no sequentially preferred sites available for the development.

- Newcastle Falcons (March 2002)
 - Planning Permission was granted in March 2002 by the Secretary of State for Transport, Local Government for a sports stadium and rugby academy for Newcastle Falcons Rugby Football Club and Northumbria University³. The Inspector considers suitable alternative sites (IR 9.25) and highlights that the proposed scheme is a coherent, composite proposal that could not be broken down and dispersed into separate elements; the Inspector was satisfied that no element would function in isolation. Overall, the site analysis undertaken by the Appellants was considered to be thorough and robust, with sensible planning criteria applied in respect of site size, physical suitability and availability. This was not questioned by relevant local authorities and third parties. It was therefore concluded that the application site was the only suitable site despite its Green Belt location, which was a *'critically important consideration in the context of the very special circumstances issue'*.

- Brighton and Hove Albion Football Club (July 2007)
 - Brighton and Hove Albion sought planning permission for a Community Stadium at Falmer in October 2001, which was then called in the Secretary of State (alongside 3 other applications for ancillary infrastructure). Following the first Public Inquiry and Inspectors Report (IRa), the Secretary of State concluded that he needed further evidence concerning the suitability of alternative sites. A second inquiry took place in early 2005 and considered seven alternative sites, with the Second Inspector concluding that none were suitable for a new stadium (IRb). The Secretary of State granted planning permission for all 4 applications in October 2005.
 - This decision was quashed in 2006 and following this, the Secretary of State invited further representations on the proposed development. The Secretary of State approved the development in July 2007⁴, concluding that there were no available alternative sites which would be a suitable location for the proposed community stadium.
 - The Second Inspector's report sets out the criteria used to assess each site (IRb 1.3):

³ Application reference NE/1681, appeal reference GONE/P/M4510/220/01/2

⁴ Application references BH2001/02418/FP, LW/02/1595, BH2003/02449/FP, LW/03/1618. Appeal references APP/QI445N/02/1097287, APP/PI425/V/02/1099113, APP/QI445N/03/1124634 and APP/PI425/V/03/1124635

- (i) Is the site within the conurbation of Brighton and Hove, thereby complying with Football League requirements?
 - (ii) Is site acquisition a realistic proposition?
 - (iii) Is the site large enough for a 22,000 capacity community stadium together with a bus/coach park?
 - (iv) Can a stadium be built without incurring unaffordable development costs on the site?
 - (v) Can a stadium be built on the site without resulting in any over-riding safety/stadium management problems?
 - (vi) Are there any over-riding site specific planning issues?
 - (vii) Is the site accessible by sustainable modes of transport?
 - (viii) Can a stadium be built on the site without resulting in any unacceptable environmental impacts?
 - (ix) Can a stadium be built on the site without any unacceptable visual impacts?
- o Paragraph 30 of the Secretary of State's decision highlights that the focus of the reopened inquiry was upon the availability of a suitable alternative site for the proposed community stadium, noting that that it is both relevant and reasonable for her to consider whether there is a reasonable prospect of planning permission being granted for a community stadium at the alternative sites put forward for assessment. At Paragraph 56 the Secretary of State agrees with the Second Inspector and concludes that it is not considered *'that any of the other alternatives considered, are deliverable and sufficiently advantageous to represent a feasible, practical and realistic alternative that should be preferred to Falmer'* (the development site).
- Southend United Football Club (June 2008)
 - o Planning permission was granted in June 2008 for a 22,000 stadium for Southend United Football Club⁵ by the Secretary of State for Communities and Local Government. In that case it was agreed between the Appellants and the LPA that the Club must remain within the conurbation within which they take their name (in accordance with Football League rules) and the Site was the only realistic option for

⁵ Application references SOS/06/01300/FUL and 06/00943/FUL, appeal references D1590/V/07/1201353 and B1550/V/07/12301356

the new stadium and support infrastructure (IR 3.1). The Inspector concluded that the overall benefits of the proposal, particularly in the absence of an alternative site for a stadium for the Club, would clearly outweigh harm arising from inappropriateness in terms of Green Belt Policy (IR 10.31). This was agreed by the Secretary of State (Paragraph 22).

- Everton Football Club (November 2009)
 - Planning permission was refused in November 2009 for a new stadium for Everton Football Club⁶ by the Secretary of State for Communities and Local Government. In reaching its recommendation, the Inspector highlighted that the proposal would result in significant harm that would not be outweighed by the regenerative benefits that the scheme would bring (IR 19.52), which was agreed by the Secretary of State (Paragraph 29). In respect of alternatives, the Inspector noted that there was no evidence that an alternative scheme which makes use of the town centre sites, could not be delivered with its own socio-economic benefits and without the significant conflict with national and development plan policy (IR 19.51h). This was agreed by the Secretary of State (Paragraph 28).

- Wakefield Trinity Rugby League Football Club (December 2012)
 - Planning permission was granted in December 2012 for a new community stadium (for Wakefield Trinity Rugby League Football Club as the main user), multi-use games area, a hotel and business units⁷ by the Secretary of State for Communities and Local Government. In respect of alternatives, the Inspector recognised that on the basis of the evidence submitted, there were no other sites capable of accommodating the whole development. It was also noted that if the proposals were to be disaggregated, there would still be no suitable, viable, available, and deliverable sites for the key elements, but a disaggregated scheme could not meet the total need (IR 7.70).

- Brentford Football Club (April 2016)
 - The Secretary of State for Communities and Local Government accepted the Inspectors recommendation and confirmed the Compulsory Purchase Order of land for a new stadium for Brentford Football Club⁸ in April 2016. The Inspector recognised (IR 8.40) that the Club had been seeking a suitable location for a new stadium for around 15 years. The various sites and locations considered, and the reasons why they proved not to be suitable, were described in the evidence. It was

⁶ Application reference 08/00001/HYB, appeal reference APP/V4305/V/08/1203375

⁷ Application reference 10/00225/OUT, appeal reference APP/X4725/V/11/2144563

⁸ Reference NPCU/CPO/F5540/74976

also noted that the proposition that the site is the only suitable site in the Borough to build a new stadium was not disputed by any party.

- o Hybrid planning permission was granted in June 2016 for the erection of a stadium, ancillary D2 accommodation and associated infrastructure (detailed), as well as enabling development comprising of residential development, retail and hotel (outline). The committee report for the application⁹, dated December 2013, highlights at Paragraph 9.60 that alternative sites have been assessed within the Environmental Statement but none of these sites are preferable due to the factors including: Green Belt/ Metropolitan Open Land/ Local Open Space designation, Poor access to public transport, and unacceptable displacement of existing uses. The report goes on to note that *'weight should also be given to the retention of the club in Brentford as this is where it was established and has maintained its home and heritage, providing an important element to the cultural history and identity of the area for over 120 years, as referred to in many submissions in support.'* In the conclusion at Paragraph 9.73, Officers note that no alternative sites exist and alternatives such as expansion of Griffin Park is not practical and doing nothing could threaten the long-term survival of the club.
- Everton Football Club (June 2021)
 - o Everton Football Club submitted an application for a new stadium at Bramley-Moore Dock in 2020¹⁰. As part of this application, the applicants submitted an Alternative Sites Assessment; this followed the general approach considered as part of the Brighton and Hove Albion SoS Decision above. This was considered within the Officers Report to committee, with the Officers highlighting that this was a very thorough assessment of alternative site options; assessing the suitability of each site identified as a potential location for a new stadium development based on a comprehensive set of assessment criteria. The site assessment assessed a total of 52 sites and provided a detailed qualitative review of the suitability of each site identified. Detail such as site area, use, ownership, planning policy, history, accessibility and other constraints were noted, before an assessment being made against a series of questions informed by the Brighton and Hove Albion decision.
 - o Officers agreed with the conclusion made by the Applicants that there were no alternative sites that could better accommodate the Clubs requirements within North Liverpool or within a wider catchment. Whilst Historic England raised issue with the assessment initially, this was updated during the determination period and the LPA has sought advice from Leading Counsel regarding the robustness of the

⁹ Application reference P/2013/1811

¹⁰ Application reference 20F/0001

assessment. Counsel advised that it enables a properly considered view to be taken over the justification for the proposed development.

- o The application was not called-in by the Secretary of State, despite requests from Historic England to do so.

Approach to Assessment

3.26 The above decisions indicate that an assessment of alternative sites is a material consideration in the determination of applications for stadium developments. Whilst there is no consistent approach taken by Appellants in the cases above, the Brighton and Hove Albion Football Club case provides the most in-depth analysis, and an Inquiry took place solely on the approach to assessing alternative sites, with the Secretary of State setting out key criteria to be considered. As such, this example is used in order to inform the site analysis undertaken in this case. Utilising this case to inform the site assessment work has also been reinforced by the consideration of the recent planning permission for Everton Football Club, which was ratified by KC reviewing the Alternative Site Assessment as part of the application process, and with the application not being called-in by the Secretary of State. It is therefore proposed that the questions asked by the Secretary of State as part of the consideration of alternative sites in the Brighton and Hove Albion case provide a robust basis for the assessment. It is noted that these are not strict tests defined by policy, but it is considered that this precedent sets a useful benchmark to help inform the assessment.

3.27 A phased approach to the assessment has been undertaken to ensure that all key considerations are fully assessed. Whilst each of the phases are explained in more detail below, the following steps have been taken:

1. Initial Savills Assessment – this assessment provides an initial review of sites within the 7-mile radius. This assessed a total of 64 sites (42 non-allocated and 22 allocated sites) and considered the site area, landowner intention, accessibility, viability and any key constraints. Where sites were worthy of further investigation, this was identified.
2. An initial planning appraisal was undertaken which reviewed the planning policy context and planning history of each site.
3. Where specific constraints were identified, further assessment work was undertaken by specialist consultants in respect of these issues, which has then been collated.

3.28 Finally, a series of questions have been compiled, largely based on the questions asked by the Secretary of State in the Brighton and Hove Albion case highlighted above (Paragraph 3.26):

1. Is the site acquisition a realistic proposition?
2. Is the site large enough for a 16.000 capacity stadium and required parking/circulation?

3. Can a stadium be built without incurring unaffordable development costs?
4. Are there any overriding site specific planning issues?
5. Is the site accessible by sustainable modes of transport?
6. Can a stadium be built on the site without any unacceptable environmental or visual impact?

3.29 It is noted that additional criteria are assessed by the Secretary of State within the Brighton and Hove Albion case, as identified above. However, for the purposes of the assessment, the following are assumed:

(i) The 7-mile radius marks the extent in which the EFL would consider a stadium development. Sites within this area are considered to comply with the Football League requirements. Criterion (i) is therefore not applied in this case.

(v) It is assumed that all sites have the ability to build a stadium which would not result in any overriding safety/stadium management problems. This is considered to be more to do with the management of the site once operational, which is not site specific. Therefore, criterion (v) is not considered further.

(viii) and (iv) there is overlap between environmental and visual impacts and therefore these criteria are considered together.

3.30 In respect of the criteria which have informed the assessment, 1, 2, 3 and 5 have been considered within the Savills Assessment. The remaining questions are answered within the planning appraisal work and supplemented by the work undertaken by others. This is then summarised in an overall table which assesses each site against the 6 questions above.

3.31 The work behind the ASA has been an iterative and evolving process and has been kept under review. It is considered to be up-to-date as of February 2024.

Initial Assessment of Sites – Savills

3.32 The Savills Assessment undertook an initial review of sites within the 7-mile radius highlighted above. OUFC set parameters for the search, as follows:

- Area - Sites must be a minimum of 9.4 acres (3.8 hectares) so they are able to accommodate the stadium and associated elements;
- Location – Sites should be highly accessible and therefore within a maximum distance of 2km radius, an acceptable walking distance, from a major sustainable transport node (train/bus station/Park and Ride);

- Landowner intention – willingness to dispose of the land.

Site Area

- 3.33 The Club has engaged with Legends International who has undertaken demand analysis; this has identified an optimum stadium size of 16,000 capacity. This provides the right balance between ensuring that fan numbers are not restricted, whilst still delivering a matchday experience. Legends have also been working with Colliers International on the business case and financial appraisal and identified ideal facilities which benefit both the Club and the community. This contributes to the financial sustainability of the stadium, whilst also enhancing the offering to the local and national community around Oxford and the surrounding area. The proposed stadium therefore looks to deliver the 16,000 capacity stadium, as well as a 180 bed hotel, and a variety of commercial/community spaces including public restaurant, bar, health and wellbeing facilities, gym and OUFC Shop. These additional facilities are deemed to be necessary for the project to work and therefore must be included in the calculation of area required.
- 3.34 OUFC, AFL Architects, and the wider design team have considered the minimum site area to accommodate a 16,000 capacity stadium and supporting facilities. **Appendix 2** provides justification of the site area used in this assessment and highlights key guidance and regulations, including the Green Guide and UEFA Stadium Infrastructure Regulations, which determine the size of the stadium and associated infrastructure required to deliver a stadium of this size. This includes technical advice from a Transport Planner has also been sought in respect of access and parking requirements.
- 3.35 This study concludes that a minimum site size of 3.8 ha is required to construct a UEFA Category 4 Stadium, which includes the Stadium itself, external concourse, outside broadcast area and access and parking requirements. However, it is important to note that whilst this figure includes the compulsory elements required for stadium design, this does not include additional elements that would be expected to be delivered as part of any development of this scale, including areas of hard and soft landscaping, and areas to achieve biodiversity net gain which is now mandatory. Modern stadiums also generally include a Fan Zone which is an additional area to the external concourse and provides a meeting area/hub for fans before and after a match. In order to achieve good design and a landmark stadium for the Club, all of these elements would be expected to be delivered as part of any development. These elements would demand additional land above and beyond the minimum 3.8 ha identified, and therefore this figure should be seen as an absolute minimum.

Location

- 3.36 One of OUFC's key criteria is that sites should be highly accessible, and within walking distance of a major sustainable transport node. **Appendix 3** sets out standards that should be adopted in order to establish appropriate walking distances. Based on historic policy, National Travel Survey and transport professional bodies guidance, the distance that fans (or site users) will generally walk is

between 1,600m (1.6km) and 2,000m (2km). As such, guidance from a Transport Planner is that a distance of up to 2,000m (2km) from a transport node should be included as a robust position.

- 3.37 The Savills assessment identifies those sites within 2 km of a major sustainable transport node, as preferable sites, although it does also include sites outside this area for completeness. Major sustainable transport nodes include both Oxford and Oxford Parkway Train Stations, Park and Ride Sites and Oxford Bus Station.

Landowner Willingness

- 3.38 Where known, Savills have identified the landowners willingness to dispose of the land. The landowner is identified and commentary is made regarding whether the site is available, from a landownership perspective, in order to assess whether the acquisition of the land would be realistic. This includes a summary of discussions that OUFC have had with the landowners directly.

Site Assessment

- 3.39 Savills have gone on to assess a total of 42 potential sites, as well as 22 additional sites allocated for development. Some of these have been discounted by Savills, due to being below the key criteria above in terms of site size and landowner intention (labelled as red). Where sites warrant further consideration from a planning, delivery or ownership perspective, these are labelled as orange. However, these are those sites that are not sequentially preferable due to distance from sustainable transport notes. Those identified in green are also worthy of further investigation and also appear to be the most appropriate in terms of location.

Stage 1 Planning Assessment: Initial Planning Appraisal

- 3.40 The Stage 1 Planning Appraisal assesses the Savills sites from a planning perspective. The appraisal summarises:

- The administrative boundary within which the site sits
- Key planning policy
- Key planning constraints
- Planning history

- 3.41 In respect of the administrative boundaries, the sites are all within 7 miles of Oxford but this area is covered by 4 different Local Authorities:

- Oxford City Council (OCC)
- Cherwell District Council (CDC)

- South Oxfordshire District Council (SODC)
- Vale of White Horse District Council (VWHDC)
- West Oxfordshire District Council (WODC)

3.42 The above Councils all have different planning policy contexts and therefore the assessment considers the development plan policies of relevance to each site. Policies identified are those key planning policies of relevance to the principle of development only, and more detailed development management and technical policies have not been assessed at this stage. The planning policy assessment also includes an assessment of Neighbourhood Plan policies where relevant, the National Planning Policy Framework (NPPF), as well as Conservation Area Appraisals, Strategic Housing and Economic Land Availability Assessments (SHELAA), Supplementary Planning Documents and Design Briefs, where relevant.

3.43 From the assessment of planning policy, key planning designations and constraints can be identified. The designations and constraints are:

- The existing use of the site;
- Allocations within the Development Plan;
- Green Belt;
- Protected sites within the Development Plan (e.g. Green Infrastructure, open space/recreation, employment sites, or land safeguarded for other uses);
- Known ecological constraints - designated sites within or close to the site;
- Areas at risk of flooding;
- Heritage assets – site's containing or within the setting of Listed Buildings, containing or close to Scheduled Ancient Monuments, and sites within or within the setting of a Conservation Area;
- Mineral safeguarding areas.

3.44 This list is not exhaustive and other constraints have been considered where relevant. These designations are of differing levels of severity; whilst some are overriding planning constraints, some can be overcome through successful masterplanning and design.

3.45 The planning history of the sites has also been assessed and relevant planning applications have been outlined. Where there are planning applications associated with the existing use of the site,

these are generally not outlined unless they are relevant to the consideration of the site to deliver the stadium.

3.46 A judgement has then been made on the site’s suitability from a planning perspective based on the key constraints. As with the Savills report, the planning assessment has looked to categorise the site into three colours – red, orange, green. Those categories are as follows:

	Sites that are free from overriding planning designations/constraints and where relevant, planning constraints can be overcome through appropriate masterplanning/design.
	These sites generally contain more significant planning constraints (e.g. Green Belt) but are otherwise available for development, and potentially suitable, depending on other policy constraints and appropriate masterplanning. Further investigation on whether constraints could be overcome would be useful.
	These sites are allocated or protected for alternative forms of development, where there are overriding planning constraints (e.g. flood zone 3) or where there are multiple layers of planning designations/multiple constraints that would make development difficult to achieve within the timescales required by OUFC.

3.47 As part of this assessment, information has been obtained regarding the availability of land. This information has generally not informed the conclusion on planning constraints, unless it is protected or allocated for an alternative use, but this information has assisted in drawing conclusions on the availability of the site in Stage 3.

Stage 2 Assessment: Supplementary Information

3.48 As part of the initial assessment, a number of sites were identified as having potential constraints in relation to Green Belt and landscape impact, heritage impact, as well as flood risk constraints. Where it was considered necessary, the sites were then assessed by specialist consultants, namely:

- Fabrik – Green Belt Review and Landscape and Visual Impact (**Appendix 5 and 6**);
- Cotswold Archaeology – Heritage and Archaeology (**Appendix 7**);
- Ridge and Partners – Flood Risk and Drainage Constraints (**Appendix 8**).

3.49 Where additional work has been undertaken by others, a proportionate approach has been taken. Each consultant was instructed to assess sites where constraints have been identified, as follows:

- Landscape - where a site is in the Green Belt, or within a sensitive landscape, but have only been considered where they meet the requirements of OUFC and EFL in terms of proximity to Oxford City, site size, and accessibility. This assessment has been done in 2 stages: Stage 1 is a high-level desk based assessment of the landscape related policy and guidance, and Stage 2 is a shortlisted list which have been further assessed through field based work.

- Heritage – where the site contains a heritage asset or is within its setting, or within or within the setting of a conservation area.
- Flood Risk and drainage – where the site is within or adjacent to a higher risk flood zone.

3.50 It is not the role of this additional work to assess every site in respect of each of these constraints; this is supplementary information to the planning assessment work where relevant constraints have been identified. It is also helpful in assisting in the judgement of whether the constraint is overriding or whether suitable masterplanning could make development acceptable.

3.51 Each of the above assessments uses a similar traffic light system to Savills to assess the sites in respect of each discipline.

3.52 The Stage 2 Planning Assessment section of this ASA summarises the conclusions of these reports, whilst also summarising the criteria from Savills.

Stage 3 Assessment: Key Questions

3.53 Following the Stage 1 and Stage 2 Planning Assessments, the assessment work has been pulled together with a conclusion made in respect of each of the questions highlighted above:

1. Is the site acquisition a realistic proposition?
2. Is the site large enough for a 16,000 capacity stadium and required parking/circulation?
3. Can a stadium be built without incurring unaffordable development costs?
4. Are there any overriding site specific planning issues?
5. Is the site accessible by sustainable modes of transport?
6. Can a stadium be built on the site without any unacceptable environmental or visual impact?

3.54 For each of these questions, a judgement is made in respect of whether this is likely to be met, unlikely to be met and where it is potentially possible, subject to further investigation, as follows:

Criteria	Key Questions	Likely to be met	Possible/subject to further investigation	Unlikely to be met
1. Is the site acquisition a realistic proposition?	Is the site available? Is there confidence that there are no legal or ownership impediments to development?	Discussions with OUFC indicate site acquisition is possible.	Landowner intention unknown, but potentially possible.	Landowner has confirmed to OUFC they are not willing to sell. In active use and no indication that the

	Is site acquisition considered to be a realistic proposition within the time period to meet the needs of OUFC?			site is available for development.
2. Is the site large enough for a 16.000 capacity stadium and required parking/circulation?	Does the site meet the minimum size requirements of 3.8 ha and does the shape allow for the development of a Stadium?	Site is at least 3.8 ha	N/A	The site is below area requirement.
3. Can a stadium be built without incurring unaffordable development costs?	Are there any key factors that could affect the viability of the site?	No reason to believe the site is not viable	Possibility of factors that may affect viability, although extent unknown.	There are factors that are likely to incur unacceptable costs to the Club in terms of land acquisition and development.
4. Are there any overriding site specific planning issues?	From a review of national and local policy, are there any overriding planning constraints that would preclude development of the site? Is there potential to overcome these constraints? ¹¹	Free from overriding planning designations/ constraints and where relevant, planning constraints can be overcome through appropriate masterplanning/ design.	More significant planning constraints (e.g. Green Belt) although potentially suitable, depending on mitigation/ masterplanning and overcoming the relevant policy tests.	Where sites are allocated or protected for alternative forms of development, those with overriding planning constraints (e.g. flood zone 3, unachievable access), where there are multiple layers of planning constraints that would make development difficult to achieve within the timescales required by OUFC, or where mitigation would become difficult, problematic or overly costly. This also includes sites where further technical assessment has concluded that the site is unsuitable.
5. Is the site accessible by sustainable modes of transport?	Is the site within walking distance (2km) of a major sustainable transport node? Can the development of the site promote walking and cycling such that there are	The site is within 2km of a major sustainable transport node – train station, bus station or park and ride and is therefore accessible by sustainable transport modes.	N/A	Greater than 2km from a sustainable transport mode. Poor connectivity by sustainable modes of transport and any development of the site would likely be reliant on high levels of car borne journeys.

¹¹ Assisted where relevant by the work undertaken by specialist consultants.

	reasonable alternatives from the private car?			
6. Can a stadium be built on the site without any unacceptable environmental or visual impact?	What are the environmental and visual effects of development of the site? Would these effects be so adverse to preclude the development of the site for a stadium use? Is there potential to overcome these constraints through mitigation?	Visual impact is unlikely to be significant and landscape, environmental and historic constraints are relatively minor in nature and capable of being mitigated.	Subject to investigation, there could be significant visual impact or significant impact on landscape, environmental or historic designations as a result of the development, although these are likely to be able to be mitigated to an acceptable level, or overcome.	Likely to have significant visual impact or significant impact on landscape, environmental or historic designations that would be difficult to overcome.

3.55 A summary table is prepared in Section 5 which undertakes the above assessment, as well as an overall conclusion as to the suitability and availability of each site. This also includes a comparison to the application site at The Triangle.

Limitations and Assumptions

3.56 This assessment has been prepared using desk-based research using information that is publicly available online. This advice only relates to planning and checks will be needed to determine whether any other consents or permissions would be required.

3.57 The work behind the ASA has been an iterative and evolving process and has been kept under review. It is considered to be up-to-date as of February 2024.

4. STAGE 1: INITIAL PLANNING APPRAISAL

Schedule of Sites Identified

Savills Ref	Site Address	LPA	Policy Context/Site Constraints	Planning History	Stage 1: Initial Planning Assessment Key Constraints
1	Land east of Grenoble Road	SODC	<p>Green Belt Policy STRAT 6 of the Local Plan 2035 states 1. <i>“To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</i></p> <p>Flood Zone 2 and 3 Large majority of the site Flood Zone 2 and 3 – local and national policy requires development to be directed to those areas at lowest risk of flooding. Development of the site would require sequential test and exception test. Flood Zone 3b (functional floodplain) - no new development is permissible in these areas apart from water compatible uses (e.g. docks/marinas, lifeguard stations, water based recreation, lifeguard/coastguard station, amenity open space/outdoor sports and recreation) and essential infrastructure, and only then if the Exception Test can be passed.</p> <p>PROW A PROW crosses the south west corner of the site.</p> <p>Adjacent Land Uses The site is situated adjacent to residential development. Potential amenity, noise and lighting issues which would need to be given consideration.</p>	P20/S4360/FUL – South Oxfordshire Solar Farm. Lane through site forms part of the cabling route.	Green Belt Flood Zone 3b
2	Oxford City Sports Park	OCC	<p>Green Belt <i>Policy G3 Green Belt – ‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.’</i></p> <p>Availability 2019 HELAA notes that the site is unavailable for housing or employment due to its sports use, 2022 HELAA notes sports facilities completed 01/03/19 (site reference 25). OUFC Training Facility</p> <p>SSSI A number of SSSI’s within the proximity of the site.</p>	<p>18/01329/FUL - Construction of two-storey building for training purposes and associated external works for Oxford United Football Club.</p> <p>16/03078/FUL - The change of use of land for purposes within Class D2 'Assembly & Leisure' of the Town & Country Planning (Use Classes) Order 1987 (as amended) including the development of: a new vehicular access; an internal road and vehicle parking area; grass and floodlit artificial sports pitches; a pavilion building including changing facilities; cycle tracks; drainage infrastructure including surface water storage; means of enclosure; & the creation of wildlife habitat.</p> <p>Application was to relocate, replace and enhance sports facilities at the adjoining Oxford Sports and Social Club to facilitate the development of that site by BMW for manufacturing purposes associated with its existing plant and, additionally, to maximise community involvement and add to the City’s leisure ‘offer’.</p>	Green Belt Unavailable – Existing sports use which has only recently been completed. It provides the training facilities for OUFC, as well as a community use. The ongoing use is required by OUFC for its training requirements (appendix 9), and whilst its not protected for outdoor sports/recreation, the site provides an important community use. As such, the site is not considered to be available. A number of SSSI’s within the proximity of the site.

3	Land to the north of Horspath Road	SODC	<p>Green Belt Policy STRAT 6 states 1. <i>“To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</i></p> <p>PROW PROW along northern boundary</p> <p>Archaeology SHELAA 2019 (ref 1280) identifies that approx. 40% of site (19.2 ha) part of area of archaeological constraint extending to NW (DOX15569).</p> <p>Availability SHELAA 2019 (ref 1280) notes that the site is in an existing sports use and is not available.</p> <p>In use by Oxford Quins RFC and Oxford City Athletics Club as well as other clubs. Confirmed to OUFC that site is not available.</p> <p>SSSI A number of SSSI’s within the proximity of the site.</p>	<p>A number of planning applications associated with its current use: P21/S2564/FUL, P21/S2329/FUL, P17/S4360/FUL, P14/S0496/FUL</p> <p>There are a notable amount of householder applications in the proximity.</p>	<p>Green Belt</p> <p>Archaeological constraint</p> <p>Unavailable - existing sports use and Oxford Quins Rugby Club confirmed to OUFC that it is not available (appendix 10). However, not protected for outdoor sports/recreation.</p> <p>A number of SSSI’s within the proximity of the site.</p> <p>PROW along northern boundary.</p>
4	Land east of Stratfield Brake	CDC	<p>Green Belt Policy ESD 14: The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:</p> <ul style="list-style-type: none"> • Preserve the special character and landscape setting of Oxford; • Check the growth of Oxford and prevent ribbon development and urban sprawl • Prevent the coalescence of settlements • Assist in safeguarding the countryside from encroachment • Assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt’s openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.</p> <p>Priority Habitat Trees through the site priority habitat.</p> <p>Site Location Site sits between Allocated Site PR6b for residential development and Allocated development site Policy PR6c for the potential redevelopment of a Golf Course.</p> <p>Availability The southern part of the site is assessed alongside the large parcel of land to the west (Frieze Farm) as part of the Council’s 2018 HELAA (site HELAA154). The summary notes that the site falls within the Oxford Green Belt and therefore contravenes existing planning policy. There would need to be exceptional circumstances for the release of this site from the Green Belt. It notes that the Landscape Character Sensitivity and Capacity Assessment (2017) highlights that the ‘combined landscape sensitivity of the site is considered to be medium to low and visual sensitivity to be medium’ but that development would be isolated from Oxford and Kidlington and highly visible from the north. The situation of road and rail infrastructure in relation to the site restrict the scope for development. It</p>	<p>No relevant planning history.</p>	<p>Green Belt</p> <p>Trees through the site – priority habitat</p> <p>Site adjacent to a number of strategic development sites.</p>

			<p>overall concludes that it is not a suitable location for housing or employment development for Cherwell's needs.</p> <p>The northern part of the site has not been assessed within the HELAA.</p>		
5	Land west of Marston	OCC	<p>Green Belt The majority of the site is within the Green Belt whereby Policy G3 applies. Policy G3 states: <i>'Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy.'</i></p> <p>Flood Risk Predominantly flood zone 1 but small area to the west which is flood zone 3.</p> <p>PROW A PROW is situated to the west and south of the site.</p> <p>Heritage Southern part of site immediately adjacent to Old Marston Conservation Area (which sits to the east).</p> <p>Availability Eastern part of the site allocated for residential development – SP25 (110 dwellings) and SP6 (75 dwellings).</p> <p>Western part of the site assessed within the 2022 SHELAA (ref 112a2) as unsuitable – due to the Green Belt study concluding that it would have a high impact on the integrity of the Green Belt and its protection of Oxford's setting.</p>	<p>Planning permission granted on 25th March 2022 for SP25 and SP26 as follows:</p> <ul style="list-style-type: none"> • SP25: 20/03034/FUL - Demolition of existing buildings and construction of 159 dwellings, associated roads and infrastructure, drainage and landscaping. • Applications to discharge conditions made by Persimmon Homes. • SP26: 21/01217/FUL - Erection of 80 residential dwellings (use class C3) formed of 13 one-bedroom apartments and 28 two-, 35 three- and 4 four-bedroom houses with associated public open space, access and landscaping (Amended plans). <p>Application 23/01903/CPU confirming demolition of buildings would be lawful commencement of the development 20/03034/FUL.</p>	<p>Green Belt</p> <p>Eastern part of the site allocated for and being actively pursued for residential development.</p> <p>Predominantly flood zone 1 but small area to the west which is flood zone 3.</p> <p>Site immediately adjacent to Old Marston Conservation Area (which sits to the east).</p>
6	Land behind Ruskin College	OCC Site is in the Headington Parish Area which has a Neighbourhood plan	<p>Heritage Site is situated within the Old Headington Conservation Area. Policy DH3 of the Local Plan states <i>"For all planning decisions for planning permission or listed building consent affecting the significance of designated heritage assets, great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance. An application for planning permission for development which would or may affect the significance of any designated heritage asset, either directly or by being within its setting, should be accompanied by a heritage assessment that includes a description of the asset and its significance and an assessment of the impact of the development proposed on the asset's significance. As part of this process full regard should be given to the detailed character assessments and other relevant information set out in any relevant conservation area appraisal and management plan."</i></p> <p>Old Headington Conservation Area Appraisal identifies a number of significant view lines crossing the site. It also notes that:</p> <p><i>'The green setting of the village was separated from the wider countryside through construction of the Oxford Ring Road during the 1930s. The fragments of green fields within the conservation area contribute to the rural character of the village and provide a green setting with, hedges and hedgerow trees in views from roads and footpaths looking over to the rolling countryside of South Oxfordshire to the north. The importance of these fields to the green setting of the village was recognised by the acquisition of several of them by Oxford Preservation Trust and the retention of others as a public</i></p>	<p>All planning history nearby relates to the existing college.</p> <p>Land to the north of the Ring Road allocated for development (Barton Area Action Plan and Policy STRAT13: Land North of Bayswater Brook)</p>	<p>Site consists of a number of small fields with established field boundaries.</p> <p>Western part of site allocated for academic institution use and expansion of these uses.</p> <p>Within Conservation Area and identified as an important green setting to the village. Site within a locally important key view. Grade II Listed Building to south of the site.</p> <p>PROW through site.</p>

			<p>park at Dunstan Road. The attractive tree-lined bridleway leading from Stoke Place allows views over these fields.'</p> <p>PROW A PROW runs north-south through the centre of the site.</p> <p>Adjacent Land Uses The site is situated adjacent to residential development. Potential amenity, noise and lighting issues which would need to be given consideration.</p> <p>Availability Part of the site is allocated Policy SP55: Ruskin College Campus This policy states "Planning permission will be granted for academic institutional uses, student accommodation and residential development, at Ruskin College Campus. Residential development could include employer linked affordable housing in accordance with Policy H3. Development could include open space, sports facilities and allotments. Other complementary uses will be considered on their merits." Site is also allocated under Policy SP56: Ruskin Field This policy states: "Planning permission will be granted for expansion of the adjoining academic institution and/or residential development use only, which may include employer linked affordable housing. Other complementary uses will be considered on their merits. New development should be informed by the landscape character and potential impact on views from the north in terms of choice of siting, height, form and appearance" 2022 HELAA (ref 463) highlights that the site is allocated and that the landowner has confirmed in 2022 the intention to develop for residential.</p> <p>Headington Neighbourhood Plan Eastern part of the site contains a locally important key views 1 and 2. Locally Important Key view policy CIP2 states "Development will seek to protect important views within Headington itself, and out of the HNPA as identified on the Viewpoint Map."</p>		
7	Land north of Thornhill Park & Ride	SODC	<p>Green Belt Policy STRAT 6: "To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."</p> <p>PROW The Oxford Greenbelt Way PRoW crosses the site west to east in the northern parcel.</p> <p>Flood Risk Flood Zone 1 but small area of Flood Zone 3 to the north.</p> <p>Availability Western area identified as school playing field and POS in the 2019 SHELAA (ref 1299, 1300) but eastern and northern parcel identified as available (ref 1298). However, discussions between OUFC and the landowner have confirmed the site is unavailable (promoted for residential uses).</p>	No known relevant planning history.	<p>Green Belt</p> <p>PROW running through the site.</p> <p>Landowner confirmed unavailable.</p>

8	Land south of Thornhill Park & Ride	SODC	<p>Green Belt Policy STRAT 6: <i>“To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</i></p> <p>Archaeology 2019 SHELAA assesses the western parcel of the site as ref 1029 and identifies that the site is ‘230-270m from three areas of archaeological constraint to SW, E.’ The eastern parcel of the site is ref 1292 which is identified to contain ‘three areas of archaeological constraint (DOX15557, DOX15563 and DOX15564, total 1.44 ha). Site adjacent to further area of archaeological constraint in east and 60- 220m from 3 further areas of archaeological constraint to south and west.’</p> <p>Heritage Shotover Grade 1 Registered Park and Garden is situated immediately east of the site.</p> <p>Landscape The western parcel of land was considered previously as a potential allocation for the SODC Local Plan. However, it was discounted within the 2018 Landscape Sensitivity Assessment as it highlights that there is ‘potential significant harm to the setting of the parkland at Shotover, the rural approach to Oxford and the integrity of the open landscape east of Oxford; Landscape mitigation to Thornhill Park and Ride needed’. This was supported by the 2018 Landscape Assessment Update that recognised that ‘the site is not suitable for development in landscape terms’. (South Oxfordshire Local Plan 2034 – Strategic Site Selection Background Paper).</p> <p>PROW The Oxford Green Belt Way PROW runs along the western boundary of the site.</p> <p>Conservation Target Area The land to south is a ‘Conservation Target Area’. Policy ENV2 looks to avoid harm to Ecological Networks (Conservation Target Areas).</p>	No known relevant planning history.	<p>Green Belt</p> <p>PROW to west of the site</p> <p>Potential significant landscape harm and harm to the setting of the Registered Park and Garden to east. Potential archaeological constraints.</p>
9	Land between the A40 and M40	SODC	<p>Green Belt Policy STRAT 6: <i>“To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</i></p> <p>PROW PROW running west-east across the site.</p> <p>Flood Risk Site majority Flood Zone 1 but just north of the site sits a large area at risk of flooding (FZ2 and FZ3).</p>	P15/S2208/SCR – Screening opinions for proposed solar farms at two different sites in Wheatley.	<p>Green Belt</p> <p>PROW running through site</p> <p>Large area of flood risk to the north of the site.</p>
10	Sandy Lane Sports Ground, Blackbird Leys	OCC	<p>Availability The site is within an area of change and allocated for development under Policy SP11.</p> <p>Policy AOC7: Cowley Branch Line. <i>“ Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant: To</i></p>	<p>No recent planning history but historic applications withdrawn/refused.</p> <p>94/00267/NOY – Outline application for buildings to provide 15,000 to 20,000 all seat football stadium, 500 seat</p>	<p>The site is an existing public open space in use for formal sports provision. Within an Area of Change and allocated for residential use within the Local Plan.</p>

			<p>enhance existing tree cover and semi-rural landscape; To retain wildlife corridor function of the brooks; To safeguard land for proposed stations and access; To make more efficient use of space through intensification of existing sites; and – rationalisation of parking and reduction in surface-level car parking; - Improved connectivity between different parts of the area.”</p> <p>Policy SP11: Sandy Lane Recreation Ground and Land to the Rear of the Retail Park. “Planning permission will be granted for residential development at the Sandy Lane Recreation Ground and Land to the Rear of the Retail Park. The minimum number of homes to be delivered is 120. Enhanced outdoor sport facilities should be provided, in line with the requirements of Policy G5, with pitches at least equivalent to 2 full-sized football pitches and one junior pitch provided. Some appropriately sited land should be safeguarded to allow for future development of a passenger station for the Cowley Branchline. Other complementary uses will be considered on their merits. Residential development should be located on the western part of the site with access from Blackbird Leys Road.”</p> <p>Adjacent Land Uses The site is situated adjacent to residential development. Potential amenity, noise and lighting issues which would need to be carefully considered.</p>	<p>conference centre, parking for 700 cars. Potential railway halt. Details reserved for subsequent consideration. Application withdrawn.</p> <p>95/01175/NO – Outline application for erection of a building to provide indoor tennis, health and fitness centre with ancillary facilities, together with outdoor courts. Retention of 1 soccer pitch. Car parking for 150 cars.</p> <p>North-eastern parcel application for the retention of a motorcycle training area, 3 portable cabins and bicycle shelter (22/00004/FUL and 23/03061/FUL) for a temporary period of 2 years.</p>	
11	Land off Henley Road, Sandford on Thames	SODC	<p>Green Belt Policy STRAT 6: “To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</p> <p>PROW PROW running north-south through site.</p> <p>Heritage A number of Listed Buildings in close proximity to the site to the north and south. Scheduled Monument to South: Romano-British pottery site, prehistoric ring-ditches and enclosures, including medieval ridge and furrow, Lower Farm, Nuneham Courtenay</p> <p>Flood Risk Flood Zone 1 but area of Flood Zone 3 to the west</p> <p>Availability 2019 SHELAA identifies that site availability is unknown (ref 1271).</p> <p>Nearby Development The site is to the west of an allocated site STRA11 Land south of Grenoble Road. Allocated for 3000 new homes, 2,480 expected within this Plan period, provide at least 10 hectares of employment land incorporating an extension to the Oxford Science Park, a Park and Ride site adjacent to the A4074 and supporting services and facilities.</p> <p>Land immediately east is safeguarded for a new Park and Ride at Sandford (Policy TRANS3).</p>	<p>Site included as part of P16/S1196/SCO – Request for scoping opinion of South District Council in accordance with Regulation 13 of the Town and Country planning (Environmental Impact Assessment) Regulations 2011 (as amended) for the proposed South Oxford Garden Neighbourhood.</p> <p>Site outside but adjacent to application reference – P17/S1153/SCO Request for scoping opinion of South District Council in accordance with Regulation 13 of the Town and Country planning (Environmental Impact Assessment) Regulations 2011 (as amended) for the proposed South Oxford Science Village</p>	<p>Green Belt</p> <p>A number of Listed Buildings in close proximity to the site to the north and south. Scheduled Monument to South.</p> <p>PROW within site</p> <p>Adjacent to strategic development and a potential park and ride.</p>
12	Land to the east of Heyford Hill Lane	SODC	<p>Green Belt Policy STRAT 6: “To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances</p>	<p>Various applications associated with electricity lines through site.</p>	<p>Green Belt</p>

			<p>can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</p> <p>Flood Risk Flood Zone 1 but area of Flood Zone 3 to the west</p> <p>Availability Landowner confirmed that the site is being promoted for residential development and is therefore unavailable.</p>		Unavailable – Being promoted for residential development and is therefore unavailable.
13	Pembroke College Sports Ground and land adjoining	OCC	<p>Green Belt <i>Policy G3 Green Belt – ‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.’</i></p> <p>Green and Blue Infrastructure Network Policy G1 states: ‘<i>Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8.</i>’</p> <p>Outdoor Sports Southern part of the site is protected for outdoor sports under policy G5: <i>‘Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use</i></p> <p><i>Outdoor sports facilities: Consideration will be given to the need for different types of sports pitches as identified in the Playing Pitch Study. Any replacement provision should be provided in a suitable location equally or more accessible by walking, cycling and public transport, and accessible to local users of the existing site where relevant. Outdoor Sports facilities are shown on the Policies Map.’</i></p> <p>Flood Risk Site is within Flood Zone 2/3. Policy RE3 states: <i>‘Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk’</i></p> <p>Heritage/Design Constraints The northern parcel of the site is within the Historic Core and the majority of the sites are within a View Cone. Policy DH2 states that <i>‘the area within a 1,200 metre radius of Carfax tower (the Historic Core Area) contains all the buildings that comprise the historic skyline, so new developments that exceed 18.2 m (60 ft) in height or ordnance datum (height above sea level) 79.3 m (260 ft) (whichever is the lower) are likely to intrude into the skyline. Development above this height should be limited in bulk and must be of the highest design quality.’</i> In terms of View Cones, it states that <i>‘the City Council will seek to retain significant views both within Oxford and from outside, in particular to and from the historic skyline. Planning permission will not be granted for any building or structure that would harm the special significance of Oxford’s historic skyline’.</i></p>	All recent planning applications relating to the existing college.	<p>Green Belt</p> <p>Part of the site is protected for indoor and outdoor sports use.</p> <p>Part of the site is within the Historic Core where building heights are restricted and also within a View Cone.</p> <p>Flood Zone 3</p>

			<p>HELAA 2022 The site is split into 3 parcels (refs 225, 278 and 534) and are all considered to be unsuitable due to their location in Flood Zone 3b and due to the important GI Function they perform. They are also considered to be unavailable.</p>		
14	Grandpoint recreational Outdoor Basketball Court	OCC	<p>Green and Blue Infrastructure Network Policy G1: Protection of Green and Blue Infrastructure Network. <i>“Green and open spaces and waterways of the Green and Blue Infrastructure Network are protected for their social, environmental and economic functions and are defined on the Policies Map. Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8. Any loss of water-based recreation facilities, support services for boat users or other facilities that enable the enjoyment of the blue infrastructure network, must be replaced by a facility in another equally accessible and suitable location.”</i></p> <p>Outdoor Sports The site is protected for outdoor sports under policy G5: <i>“The City Council will seek to protect existing open space, sports and recreational buildings and land. Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use Outdoor sports facilities: Consideration will be given to the need for different types of sports pitches as identified in the Playing Pitch Study. Any replacement provision should be provided in a suitable location equally or more accessible by walking, cycling and public transport, and accessible to local users of the existing site where relevant. Outdoor Sports facilities are shown on the Policies Map. The City Council will, where the opportunity to do so arises, seek public access to private and institutional facilities through sharing schemes and joint user agreements.”</i></p> <p>Availability Policy SP39: Grandpont Car Park. <i>“Planning permission will be granted for residential development at the Grandpont Car Park site. Residential development could include employer-linked affordable housing if no other County site is used for this purpose. The minimum number of homes to be delivered is 22. Other complementary uses will be considered on their merits.”</i></p> <p>Heritage/Design Constraints The northern parcel of the site is within the Historic Core. Policy DH2 states that <i>‘the area within a 1,200 metre radius of Carfax tower (the Historic Core Area) contains all the buildings that comprise the historic skyline, so new developments that exceed 18.2 m (60 ft) in height or ordnance datum (height above sea level) 79.3 m (260 ft) (whichever is the lower) are likely to intrude into the skyline. Development above this height should be limited in bulk and must be of the highest design quality.’</i></p> <p>Flood Risk Parts of the site are in flood zone 2. Policy RE3 states: <i>‘Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance. Planning permission will only be granted where the FRA demonstrates that:</i></p>	13/01344/CT3 – Erection of pavilion and clubroom Other applications include those relating to play area adaptations and householder applications.	<p>The site is protected for indoor and outdoor sports use.</p> <p>Areas of flood zone 2. Green and Blue Infrastructure Network.</p> <p>Part of the site is allocated for residential use (SP39).</p> <p>Within the Historic Core where building heights are restricted</p>

			<p>a) the proposed development will not increase flood risk on site or off site; and</p> <p>b) safe access and egress in the event of a flood can be provided; and</p> <p>c) details of the necessary mitigation measures to be implemented have been provided.’</p>		
15	Land behind Botley School	VWHDC	<p>Green Belt</p> <p>The majority of the site is within the Green Belt. Core Policy 13 <i>“The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence. Development will be permitted in the following settlements, which are inset to the Green Belt where the proposed development is within the existing built area of the village and in accordance with Core Policies 3 and 4.”</i></p> <p>Neighbourhood Plan <u>Suitability/Deliverability</u></p> <p>Table B.1 of the Made North Hinksey Neighbourhood Plan (May 2021) considered the site as a possible site for housing and concluded: <i>‘Constrained site partly within the Green Belt. Site restricted by required pylon buffer zone. Vehicular access currently not possible through recently built Tilbury Fields housing estate to the west, with other serious access restrictions through the three roads to the south of the site (all narrow roads, pedestrian / cycle access to Tilbury Fields is via Hazel Road, Poplar Road is a Private Road, Elms Road contains a school and doctors’ surgery which is aiming to expand).’</i></p> <p><u>Known Wildlife Corridor</u></p> <p>A number of ‘known wildlife corridors’ cross the site (ref WC2). Policy GS2 of the NDP states that <i>‘green routes and wildlife corridors should be retained and enhanced where possible’</i></p> <p><u>Locally Important View</u></p> <p>Policy GS3 concerns locally important views. VP15 is an identified important view from the footpath between Wytham View and Hazel Road eastnortheast. Policy GS3 states that <i>‘development proposals should take account of the Locally Important Views insofar as they would be affected by the proposed development. Development proposals which would have an unacceptable detrimental impact on an identified Locally Important View will not be supported.’</i></p> <p>Adjacent Land Uses</p> <p>The site is situated adjacent to residential development. Siting of the stadium will be difficult to avoid amenity, noise and lighting issues.</p>	Western part of the site is Public Open Space in associated with the Persimmon Homes development to the south-west (secured by outline permission P07/V0741/O and P13/V0817/RM). Application documents highlight that this land is to be transferred to the Council.	<p>Green Belt</p> <p>Important Viewpoint across site</p> <p>Wildlife Corridor across site</p> <p>Potential access issues as well as pylon buffer zone.</p>
16	Burgess Field	OCC	<p>Green Belt</p> <p>Site is within Green Belt <i>Policy G3 Green Belt – ‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.</i></p> <p>View Cone</p> <p>The southern end of the site is within a view cone. Policy DH2 states that <i>‘the City Council will seek to retain significant views both within Oxford and from outside, in particular to and from the historic skyline. Planning permission will not be granted for any building or structure that would harm the special significance of Oxford’s historic skyline’.</i></p> <p>Surrounding designations</p> <p>To the north, west and south is land designated as:</p> <ul style="list-style-type: none"> • Policy G1 – Green and Blue Infrastructure Network • SAC and SSSI. Policy G2 states: 	No relevant planning applications.	<p>Green Belt</p> <p>Part of the site is within a view cone</p> <p>Site is enveloped by land designated as an SAC and SSSI, Scheduled Monument, Blue and Green Infrastructure. It is also at risk of flooding.</p> <p>HELAA confirms site is in recreational use and not available for development.</p>

			<p><i>“Development that results in a net loss of sites and species of ecological value will not be permitted. Sites and species important for biodiversity and geodiversity will be protected. Planning permission will not be granted for any development that would have an adverse impact on sites of national or international importance (the SAC and SSSIs), and development will not be permitted on these sites, save where related to and required for the maintenance or enhancement of the site’s importance for biodiversity or geodiversity. Development proposed on land immediately adjacent to the SSSIs should be designed with a buffer to avoid disturbance to the SSSIs during the construction period.</i></p> <p><i>On sites of local importance for wildlife, including Local Wildlife Sites, Local Geological Sites and Oxford City Wildlife Sites, on sites that have a biodiversity network function, and where there are species and habitats of importance for biodiversity that do not meet criteria for individual protection, development will only be permitted in exceptional circumstances whereby:</i></p> <p><i>a) there is an exceptional need for the new development and the need cannot be met by development on an alternative site with less biodiversity interest; and</i></p> <p><i>b) adequate onsite mitigation measures to achieve a net gain of biodiversity are proposed; and</i></p> <p><i>c) where this is shown not to be feasible then compensation measures will be required, secured by a planning obligation.”</i></p> <ul style="list-style-type: none"> • Ring ditches, barrows and associated enclosures, Port Meadow Scheduled Ancient Monument. Policy DH3 of the Local Plan states <i>“For all planning decisions for planning permission or listed building consent affecting the significance of designated heritage assets, great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance.”</i> • Flood Zone 3. <p><i>‘Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk’</i></p> <p>HELAA The 2022 HELAA (ref 183) highlights that the site is not available or suitable as it performs important green infrastructure function. The site is currently occupied for recreational/open public space. The site is within a very sensitive location adjacent to Port Meadow SSSI and SAC.</p>		
17	Land north of the B4495	OCC	<p>Green Belt Policy G3 states: <i>‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy.’</i></p> <p>Heritage The Site sits to the south east of Marston’s conservation area. Policy DH3 States <i>“For all planning decisions for planning permission or listed building consent affecting the significance of designated heritage assets, great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance. An application for planning permission for development which would or may affect the significance of any designated heritage asset, either directly or by being within its setting, should be accompanied by a heritage assessment that includes a description of the asset and its significance and an assessment of the impact of the development proposed on the asset’s significance. As part of this process full regard should be given to the detailed character assessments</i></p>	No relevant recent planning policy.	<p>Green Belt</p> <p>Within the setting of Old Marston Conservation Area. Conservation Area Appraisal identifies Significant View Lines into/out of the site.</p>

			<p>and other relevant information set out any relevant conservation area appraisal and management plan.”</p> <p>Old Marston Conservation Area Appraisal identifies that ‘other views of value to the conservation area’s character are those looking out into its setting and particularly those looking across the allotments to the greenery of Headington Hill, as well as those west from Back Lane and Mill Lane looking out to farmland’</p> <p>PROW A number of PROWs surround the site to the north, west and east.</p>		
18	Land south of the B4495	OCC	<p>Green belt Policy G3 Green Belt – ‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.</p> <p>Heritage Site sits to the south-west of Marston’s conservation area.</p> <p>Policy DH3 States “For all planning decisions for planning permission or listed building consent affecting the significance of designated heritage assets, great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance. An application for planning permission for development which would or may affect the significance of any designated heritage asset, either directly or by being within its setting, should be accompanied by a heritage assessment that includes a description of the asset and its significance and an assessment of the impact of the development proposed on the asset’s significance. As part of this process full regard should be given to the detailed character assessments and other relevant information set out any relevant conservation area appraisal and management plan.”</p> <p>Green Infrastructure/Outdoor Sports A parcel to the east of the site is designated as ‘Green and Blue Infrastructure Network and G5 Outdoor Sports. Policy G1 states: ‘Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8.’</p> <p>Policy G5 states: ‘Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use’</p> <p>PROW A PROW runs along the western boundary, and a PROW crosses the site at the eastern end.</p> <p>HELAA 2022 The site is split into 2 sites (refs 112b 2-6 and 315). Site 112b 5-6 was assessed and highlights that the Green Belt Study identifies that development of 112b2 and 112b3 would have a high impact, 112b5 a moderate-high impact and 112b4 a moderate impact on the integrity of the Green Belt and its protection of Oxford’s setting. It goes on to note that ‘112b4 is owned by the Oxford Preservation Trust who have expressed a clear objection to development of this land. The other parcels are owned</p>	No relevant recent planning history	<p>Green Belt</p> <p>Within the setting of Marston Conservation Area</p> <p>Not available for development according to HELAA due to land being in use for school sports field and landowner objection to development of the land.</p>

			mainly by a combination of Oxford City Council and OPT. No landowner intention to develop.' HELAA site 315 (the area designated as Outdoor Sports) is identified as being in use as school playing fields, performing an important green infrastructure function, and not available for development.		
19	Land off Mill Road, Abingdon	VWHDC	<p>Safeguarded Land</p> <p>Large proportion of the site safeguarded for strategic highway improvements. Core Policy 12 states 'land is safeguarded to support the delivery of the following identified transport schemes:</p> <ul style="list-style-type: none"> - South Abingdon-on-Thames Bypass linking the A415 to the West and South East of the town, including a new River Thames crossing' <p>It goes on to state that 'any proposals for development that may reasonably be considered to impact the delivery of the identified schemes (as shown by maps in Appendix E and the Adopted Policies Map)* should demonstrate the proposal would not harm their delivery. Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.'</p> <p>A strip of land through the centre of the site is safeguarded for a reservoir and ancillary works between the settlements of Drayton, East Hanney and Steventon, and to the north of Longworth unless subsequent publication of Thames Water's Resources Management Plan 2019 indicates that the location is not necessary for future reservoir provision (Core Policy 14). Development that might prejudice the implementation of a new reservoir on the safeguarded sites will be refused.</p> <p>A strip of land through the centre of the site is safeguarded for a continuous route corridor for restoration of the Wilts & Berks Canal using the historic line wherever possible (Development Policy 32)</p> <p>Heritage</p> <p>'Sutton Wick Settlement Site' Scheduled Ancient Monument within the site.</p> <p>Core Policy 39 relates to the historic environment and states: 'The Council will work with landowners, developers, the community, Historic England and other stakeholders to:</p> <ol style="list-style-type: none"> 1. ensure that new development conserves, and where possible enhances, designated heritage assets and non-designated heritage assets and their setting in accordance with national guidance and legislation' <p>PROW</p> <p>There are a number of PROWs which cross the site.</p>	No relevant planning history. Plans for the reservoir appear to be progressing although it is noted that the various Councils are objecting to this proposal.	<p>'Sutton Wick settlement site' Scheduled Ancient Monument within the site.</p> <p>Land parcels safeguarded for:</p> <ul style="list-style-type: none"> - Strategic Highways Improvements - Reservoir - Wilts and Berks Canal <p>Therefore majority of the site not available for development.</p>
20	Dalton Barracks, Abingdon	VWHDC Within Wootton and St Helen Without Neighbourhood Area	<p>Large site encompassing the settlement of Shippon and surrounding land.</p> <p>Site Allocations</p> <p>The south western part of the site is allocated for development in the Local Plan Part 2. Core Policies 8a and 8b sets out the requirements for 'Dalton Barracks Strategic Allocation' and includes the development of 1,200 dwellings.</p> <p>Dalton Barracks Strategic Allocation Draft SPD was adopted in April 2022 and sets out how the allocated site should be developed. This notes that the Ministry of Defence (MOD) published 'A Better Defence Estate' in 2016, which identified the release of the Barracks, which will be fully decommissioned by 2028/29, with some areas of the site being released for redevelopment earlier. It notes that Abingdon Airfield is used occasionally for both civilian and military use.</p> <p>Green Belt</p>	No relevant planning history.	<p>Green Belt</p> <p>Part of the site allocated for residential development and other land not expected to be fully decommissioned until 2028/29. Airfield still in use and therefore unavailable. Will not be available within the timescales required by OUFC.</p> <p>The site contains Dry Sandford Pit SSSI and Gozzards Ford Local Wildlife Site. It also is close to Cothill Fen SAC and SSSI and Barrow Farm Fen SSSI. As such,</p>

			<p>The remainder of the site is situated in the Green Belt. Core Policy 13 states '<i>The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence. Development will be permitted in the following settlements, which are inset to the Green Belt where the proposed development is within the existing built area of the village and in accordance with Core Policies 3 and 4.</i>'</p> <p>Neighbourhood Plan Wootton and St Helen Without Neighbourhood Plan 2019-2031 Policy SS1: '<i>The Green Belt will continue to be protected to maintain its openness and permanence. Development proposals in the Green Belt will be determined against principles set out in Core Policy13: The Oxford Green Belt in the adopted Vale of White Horse Local Plan Part One. Proposals for inappropriate development will not be supported except in very special circumstances.</i>'</p> <p>Ecological Designations The site contains Dry Sandford Pit SSSI and Gozzards Ford Local Wildlife Site. It also is close to Cothill Fen SAC and SSSI and Barrow Farm Fen SSSI. Core policy 46 is of importance which states that '<i>the highest level of protection will be given to sites and species of international nature conservation importance (Special Areas of Conservation and European Protected Species). Development that is likely to result in a significant effect, either alone or in combination, on such sites and species will need to satisfy the requirements of the Habitat Regulations.</i>'</p> <p>Heritage The Village of Shippon contains a number of Listed Buildings</p> <p>Adjacent Land Uses The site contains residential properties within Shippon. Potential amenity, noise and lighting issues which would need to be carefully considered.</p>		part of the sites are heavily constrained and would not be suitable.
21	Land between Sugworth Lane and the A34, Abingdon	VWHDC Radley Neighbourhood Area	<p>Green Belt Core Policy 13 states '<i>The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence. Development will be permitted in the following settlements, which are inset to the Green Belt where the proposed development is within the existing built area of the village and in accordance with Core Policies 3 and 4.</i>'</p> <p>Radley Neighbourhood Plan Policy PP.2 states '<i>the Green Belt round Radley will be protected to maintain its openness and permanence. Inappropriate development outside the strategic sites and the Green Belt 'inset' area will not be supported except in the very special circumstance as identified in the National Planning Policy Framework and Policy CP13 of the Vale of White Horse Local Plan 2031 (Part 1).</i>'</p> <p>Safeguarded Land The southern and eastern boundaries of the site are safeguarded for highways improvements. Core Policy 12 states '<i>land is safeguarded to support the delivery of the following identified transport schemes:</i> - <i>Diamond Interchange at the A34 Lodge Hill Junction</i> It goes on to state that '<i>any proposals for development that may reasonably be considered to impact the delivery of the identified schemes (as shown by maps in Appendix E and the Adopted Policies Map)* should demonstrate the proposal would not harm their delivery. Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.</i>'</p>	P22/V2755/CM and P23/V0993/CM - A34 Lodge Hill Interchange improvement scheme including new grade separated dumbbell junction, an off-slip to allow northbound traffic to exit the A34 and an on-slip to allow southbound traffic to enter the A34, sustainable drainage measures, revised access, balancing ponds, lighting columns, planting/landscaping, provision of shared footway and cycleway, vehicle restraint system, bus layby extension, fencing, signalised and unsignalised crossing for active travel users and associated infrastructure works. Approved by Oxfordshire County Council 8/9/2023 (OCC reference R3.0148/22).	Green Belt Southern and eastern boundaries safeguarded for highways. Development would need to ensure that development does not prejudice highways improvements.

22	Land to the east of Pen Lane and to the north of the A34, Abingdon	VWHDC	<p>Green Belt The whole of the site is within the Green Belt. Core Policy 13 states '<i>The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence. Development will be permitted in the following settlements, which are inset to the Green Belt where the proposed development is within the existing built area of the village and in accordance with Core Policies 3 and 4.</i>'</p> <p>Safeguarded Land Land within the eastern part of the site safeguarded for highways improvements (Lodge Hill Park and Ride). Core Policy 12 states '<i>land is safeguarded to support the delivery of the following identified transport schemes:</i> - <i>Diamond Interchange at the A34 Lodge Hill Junction</i> It goes on to state that '<i>any proposals for development that may reasonably be considered to impact the delivery of the identified schemes (as shown by maps in Appendix E and the Adopted Policies Map)* should demonstrate the proposal would not harm their delivery. Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.</i>'</p> <p>PROW PROW adjacent to sites western boundary.</p>	P22/V2755/CM and P23/V0993/CM - A34 Lodge Hill Interchange improvement scheme including new grade separated dumbbell junction, an off-slip to allow northbound traffic to exit the A34 and an on-slip to allow southbound traffic to enter the A34, sustainable drainage measures, revised access, balancing ponds, lighting columns, planting/landscaping, provision of shared footway and cycleway, vehicle restraint system, bus layby extension, fencing, signalised and unsignalised crossing for active travel users and associated infrastructure works. Approved by Oxfordshire County Council 8/9/2023 (OCC reference R3.0148/22).	Green Belt Eastern parcel of land safeguarded for park and ride and therefore unavailable.
23	Land to the east of Oxford Road and to the south of the A34, Abingdon	VWHDC	<p>Green Belt The whole of the site is within the Green Belt. Core Policy 13 states '<i>The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence. Development will be permitted in the following settlements, which are inset to the Green Belt where the proposed development is within the existing built area of the village and in accordance with Core Policies 3 and 4.</i>'</p> <p>Radley Neighbourhood Plan Policy PP.2 states '<i>the Green Belt round Radley will be protected to maintain its openness and permanence. Inappropriate development outside the strategic sites and the Green Belt 'inset' area will not be supported except in the very special circumstance as identified in the National Planning Policy Framework and Policy CP13 of the Vale of White Horse Local Plan 2031 (Part 1).</i>'</p> <p>Safeguarded Land North of the site sits is in Land Safeguarded for Highways Improvements Policy CP12.</p> <p>Heritage Along the site's western boundary is the Grade II Listed 'Milestone at National Grid Reference SU5070 9998'. Core Policy 39 relates to the historic environment and states: '<i>The Council will work with landowners, developers, the community, Historic England and other stakeholders to:</i> 1. <i>ensure that new development conserves, and where possible enhances, designated heritage assets and non-designated heritage assets and their setting in accordance with national guidance and legislation'</i></p> <p>PROW A PROW runs adjacent to the sites southern boundary.</p>	P22/V2755/CM and P23/V0993/CM - A34 Lodge Hill Interchange improvement scheme including new grade separated dumbbell junction, an off-slip to allow northbound traffic to exit the A34 and an on-slip to allow southbound traffic to enter the A34, sustainable drainage measures, revised access, balancing ponds, lighting columns, planting/landscaping, provision of shared footway and cycleway, vehicle restraint system, bus layby extension, fencing, signalised and unsignalised crossing for active travel users and associated infrastructure works. Approved by Oxfordshire County Council 8/9/2023 (OCC reference R3.0148/22).	Green Belt Would need to be mindful of impact on Grade II Listed Milestone within site PROW runs through the site
24	Land West of Oxford Airport	CDC	<p>Green Belt Policy ESD 14: States '<i>The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:</i> • <i>Preserve the special character and landscape setting of Oxford;</i> • <i>Check the growth of Oxford and prevent ribbon development and urban sprawl</i></p>	No relevant planning history.	Green Belt Site sits to the north of Begbroke conservation area and identified within the Conservation Area Appraisal as

			<ul style="list-style-type: none"> • Prevent the coalescence of settlements • Assist in safeguarding the countryside from encroachment • Assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.'</p> <p>Priority Habitat Area to the south identified as 'Priority Habitat</p> <p>Heritage The site sits to the north of Begbroke Conservation Area. Policy ESD 15: The Character of the Built and Historic Environment states that development should 'conserve, sustain and enhance designated and non-designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG.'</p> <p>Conservation Area Appraisal identifies a positive vista across the site. Key views include: There are five key views identified with the Conservation Area. These are:</p> <ul style="list-style-type: none"> - Out of the Conservation Area from the northern boundary; this view is present along the majority of the north boundary. - Towards the Conservation Area from the fields to the north. Both this view and the one above highlight the setting of the Conservation Area. <p>The management plan within the appraisal highlights that 'Care should be taken to ensure that the open parts of the Conservation Area and the land which make up its setting and impact positively on its appearance remain open. Whilst these areas are green belt, any form of development, especially within the spacious grounds of the existing buildings should be meticulously considered, as development could detract from the setting of some of the key buildings.'</p> <p>It states that the Council will:</p> <ul style="list-style-type: none"> - Protect views in and out of the Conservation Area, especially those from and to the north. - Seek to preserve the setting of the Conservation Area <p>PROW There are 2 PROWs crossing the site.</p>		<p>within its setting where views to/from should be protected.</p> <p>PROW crossing the site.</p>
25	Oxford Greyhound Stadium	OCC	<p>Brownfield The site is brownfield and on the Council's Brownfield Register.</p> <p>Availability Policy SP51: Oxford Stadium. "Planning permission will be granted for revival of the stadium for greyhound racing and/or speedway, with supporting community or leisure uses and enabling residential dwellings on the car park or other areas that will not affect the operation or heritage interest of the Oxford Stadium site. If it is demonstrated that bringing speedway and greyhound racing back into use is not viable, high quality residential led redevelopment supported by appropriate uses that will benefit the wider community for example complementary leisure or community uses that include reference to the heritage interest of the site will be supported. Opportunities should be sought to enhance and promote more sustainable travel to and from the site, in line with Policies M1 to M5."</p> <p>2022 HELAA (ref 111) identifies that 'as of May 2022, part of the site is being used for greyhound racing. Part site still available. Part available.'</p>	13/00302/FUL -Demolition of existing structures. Erection of 220 x residential units (37 x 1 bed flats, 43 x 2 bed flats, 24 x 2 bed houses, 90 x 3 bed houses, 26 x 4 bed houses) (use class C3 – single family dwellings), new site accesses, parking, landscaping, public open space and ancillary works. This was refused for various reasons including retention of community facilities, and the subsequent appeal was withdrawn.	<p>Site is allocated for use as a stadium for greyhound racing/speedway, or residential use should this not be viable.</p> <p>Site within Oxford Stadium Conservation Area and is locally significant.</p> <p>HELAA identifies that part of the site is still in use as a greyhound stadium and therefore the whole site is not available.</p>

			<p>Heritage 2022 HELAA (ref 111) identifies that the whole site is the Oxford Stadium Conservation Area Site is locally significant and identified on the Oxford Heritage Asset Register (OHAR).</p>		
26	Oxford City Football Club, Marsh Lane	OCC	<p>Green Belt <i>Policy G3 Green Belt – ‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.’</i></p> <p>Outdoor Sports The site is protected for outdoor sports under policy G5: “<i>The City Council will seek to protect existing open space, sports and recreational buildings and land. Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use Outdoor sports facilities: Consideration will be given to the need for different types of sports pitches as identified in the Playing Pitch Study. Any replacement provision should be provided in a suitable location equally or more accessible by walking, cycling and public transport, and accessible to local users of the existing site where relevant. Outdoor Sports facilities are shown on the Policies Map. The City Council will, where the opportunity to do so arises, seek public access to private and institutional facilities through sharing schemes and joint user agreements.</i>”</p> <p>Heritage Site is adjacent to Old Marston Conservation Area. Conservation Area Appraisal highlights that tall trees along Marsh Lane limit views from the CA to the sports use.</p> <p>The site is also within a View Cone. Policy DH2 states that ‘<i>the City Council will seek to retain significant views both within Oxford and from outside, in particular to and from the historic skyline. Planning permission will not be granted for any building or structure that would harm the special significance of Oxford’s historic skyline</i>’.</p> <p>PROW A PROW runs west-east in the southern tip of the site.</p> <p>Availability 2022 HELAA (ref 189) highlights that the site is not available or suitable. It is designated as Protected Open Air Sports and performs an important green infrastructure function.</p>	<p>Planning applications associated with its existing sports use.</p> <p>23/00607/FUL: ‘Change of use of former sports pavilion changing rooms (Use Class F2c) to a mixed use place of worship (Use Class F1(f)) and a community centre (Use Class F2 (b))’ approved in June 2023.</p>	<p>Green Belt</p> <p>Protected for outdoor sports/recreation - currently in use by Oxford City Football Club and also has other existing sports uses (e.g. netball, gym). Landowner confirmed to OUFC that it is not available (appendix 11).</p> <p>Within a view cone and restrictions on height and design would limit what could be achieved</p>
27	Kassam Stadium	OCC	<p>Site Allocations The site is situated within an Area of Change. Policy AOC7: Cowley Branch Line states that ‘<i>Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant: To enhance existing tree cover and semi-rural landscape; To retain wildlife corridor function of the brooks; To safeguard land for proposed stations and access; To make more efficient use of space through intensification of existing sites; and - rationalisation of parking and reduction in surface-level car parking; - Improved connectivity between different parts of the area.</i>’</p> <p>Policy SP14: Kassam Stadium Sites is the specific site allocation. It states that ‘<i>planning permission will be granted for a residential-led development and public open space on the Kassam Stadium sites.</i></p>	<p>94/01754/NOY - Outline application for the erection of buildings to provide an all-seater football stadium (15,000) & associated facilities, leisure development (Class D2 excluding cinema) & employment (Classes B1 & B8). Access from proposed extensions of Grenoble Rd. Car & coach parking for up to 1,950 vehicles (Amended plans).</p> <p>22/02868/FUL Change of use of part of car park for motorcycle testing/training and part of stadium for storage and office (Sui Generis) for a temporary period of 2 years approved in April 2023.</p>	<p>Site situated within an area of change and allocated for residential development, alongside the stadium. Policy highlights that the football stadium should remain (unless it has been replaced elsewhere in Oxford or in proximity to Oxford).</p> <p>PROW through site.</p>

			<p>The minimum number of homes to be delivered is 150. In addition, development could include commercial leisure, education and small-scale local shops ancillary to the stadium complex. Other complementary uses will be considered on their merits. The football stadium should remain (unless it has been replaced elsewhere in Oxford or in proximity to Oxford) although there may be opportunity to develop new residential development within the corners of the stadium. Development should not prejudice the development of the west stand. A minimum of 10% of the area developed for residential should be for public open space which should be accessible for existing residents of Blackbird Leys. The development should be designed to ensure active frontages face onto the open space. Access to the site by public transport and other sustainable modes of transport should be improved. There should be no increase in parking. The public rights of way should either be retained and enhanced, or provision made for them to be diverted. Development should not have an adverse impact upon the Oxford City Wildlife Site and a buffer should be retained along the railway corridor to allow for the movement of protected species.'</p> <p>Brownfield The site is brownfield and on the Council's Brownfield Register.</p> <p>PROW A PROW runs along the northern and eastern boundaries of the site, and another crosses the site at the eastern end.</p> <p>Availability 2022 HELAA (ref 28a) highlights that 'site allocation SP14 establishes that part of site is suitable for residential-led development and public open space. Site also includes some existing commercial development.' It concludes that the site is suitable and available for development, and the site is 'expected to be developed within the Local Plan time period.'</p>	<p>To the west of the site, the landowner has submitted an application for the demolition of the existing Bingo Unit (Sui Generis, Classes E (b), (d), (e), (f), and (g) (i, ii or iii)); development of a new part-four/part-five storey (plus roof plant) building comprising laboratory and office space (Use Class E(g)) and a ground floor level commercial unit (Use Class E(a) or E(b)), with associated access road, public realm, hard and soft landscaping, cycle parking, EV charging, service yard, site infrastructure and associated works (23/01198/FUL). This application is pending consideration.</p>	
28	Land north of Oxford Parkway Station	CDC	<p>Green Belt ESD 14: States "The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:</p> <ul style="list-style-type: none"> • Preserve the special character and landscape setting of Oxford; • Check the growth of Oxford and prevent ribbon development and urban sprawl • Prevent the coalescence of settlements • Assist in safeguarding the countryside from encroachment • Assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.'</p> <p>Flood Risk Areas in south-east of the site in Flood Zones 2 and 3. Site specific flood risk assessments will be required to accompany development proposals in the following situations:</p> <ul style="list-style-type: none"> • All development proposals located in flood zones 2 or 3 • Development proposals of 1 hectare or more located in flood zone 1 • Development sites located in an area known to have experienced flooding problems <p>Development sites located within 9m of any watercourses. Flood risk assessments should assess all sources of flood risk and demonstrate that:</p> <ul style="list-style-type: none"> • There will be no increase in surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event with an allowance for climate change (the design storm event) 	<p>No relevant planning history.</p>	<p>Green Belt</p> <p>Areas at risk of flooding within the site</p>

			<ul style="list-style-type: none"> Developments will not flood from surface water up to and including the design storm event or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site. <p>Development should be safe and remain operational (where necessary) and proposals should demonstrate that surface water will be managed effectively on site and that the development will not increase flood risk elsewhere, including sewer flooding.</p> <p>Availability The site is assessed within the Council's 2018 HELAA (site HELAA157 which is the entirety of the western part of the site, and the remainder falls within HELAA161, which also includes significant land to the south-east). The site assessment for HELAA157 notes that 'it includes part of Water Eaton Park and Ride and adjoining land being considered by the County Council for an extension. No potential.' The site only forms a small part of site HELAA161 and the assessment mainly relates to the wider land parcel but it is noted that development beyond the site allocated for development to the west would not be appropriate.</p>		
29	Land near to Marston	SODC	<p>Green Belt Policy STRAT 6: "To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."</p> <p>Site Allocations The eastern parcel of land is associated with the strategic allocation to the east (Policy STRAT13: Land North of Bayswater Brook Site). This site is allocated for mixed use development including 1,100 new homes and is the subject of planning applications P22/S4618). The eastern parcel is identified within the Local Plan Concept Plan as 'area needed for transport access' and is proposed as a landscape gateway/linear park within the application. The western parcel is not allocated for development.</p> <p>View Corridor The eastern parcel is also situated within a View Cone identified by Oxford City Council.</p> <p>PROW A number of PROWs cross the site.</p> <p>Flood Risk The northern part of the site is situated in Flood Zone 3.</p>	<p>Land to east within wider site subject to the following applications:</p> <ul style="list-style-type: none"> P22/S4618/OA: Mixed use development comprising 1,450 dwellings and other uses. The western part of the application site is identified for access improvements, and green infrastructure/ POS. P22/S4596/FUL: Erection of new A40 cycle and pedestrian bridge and associated pedestrian/cycle route connection works. <p>Western parcel was the subject of application P06/W0827: Change of use from agricultural land to leisure facility. Erection of cricket pavilion and provision of 30 no. parking spaces, and access road. The Highways Authority had objection due to site access and sustainability of the site. Application withdrawn.</p>	<p>Green Belt</p> <p>Large areas at risk of flooding.</p> <p>Land to the east proposed for access improvements and POS as part of Bayswater Brook development.</p> <p>PROW through site</p>
30	Land near to Pear Tree Park and Ride	CDC (small parcel in OCC)	<p>Designations Site historically situated within the Green Belt but was removed alongside the land to the east which is allocated for residential development (PR6b).</p> <p>PROW A PROW runs west-east through the centre of the site.</p> <p>Allocations Southern Parcel allocated for residential development under Policy SP28: Pear Tree Farm of the Oxford City Local Plan (122 dwellings).</p>	No relevant planning history.	<p>PROW running through site.</p> <p>Priority Habitat along northern boundary.</p> <p>Listed Building to west</p>

			<p>Heritage Frieze Farmhouse Grade II listed building to west.</p> <p>Priority Habitat Woodland along northern boundary priority habitat.</p>		
31	Land near to the Science Centre, Culham	SODC	<p>Green Belt Policy STRAT 6: <i>“To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</i></p> <p>Mineral Safeguarding Area Within a mineral safeguarding area. Policy EP5 states that minerals are a non-renewable resource, therefore to safeguard future potential extraction, development will be directed away from Minerals Safeguarding Areas. It goes on to state that <i>‘where development in Minerals Safeguarding Areas cannot be avoided, developers are encouraged to extract minerals prior to non-mineral development taking place, where this is practical and environmentally feasible.’</i></p> <p>The site is situated to the south of allocated sites STRAT8 and STRAT9. STRAT8 is an allocation at Culham Science Centre and states that in combination with the adjacent strategic allocation (Policy STRAT9) this site will deliver at least a net increase in employment land of 7.3 hectares. STRAT9 is an allocation for approximately 3,500 new homes, with approximately 2,100 homes within the plan period, a net increase of at least 7.3 hectares of employment land in combination with the adjacent Science Centre, 3 pitches for Gypsies and Travellers and supporting services and facilities.</p> <p>Safeguarded Land To the north of the site is land safeguarded for Strategic Transport Schemes (Policy TRANS3).</p> <p>Flood Risk Area of flood zone 2 in the south-western corner of the site</p> <p>Heritage Grade II Listed Fullamoor Farmhouse on the site. Policy ENV6 states that <i>‘proposals for new development should be sensitively designed and should not cause harm to the historic environment.’</i> Site also sits to the east of Clifton Hampden Conservation area and to the north of a scheduled monument.</p> <p>Neighbourhood Plan Site is part of Clifton Hampden Neighbourhood area which has a draft plan. There are no draft policies relevant.</p>	OCC Application Reference: R3.0138/21 for Didcot Garden Town Housing Infrastructure Fund (HIF1). This includes a series of road improvements which will result in a new roundabout to the north of the site. This application is pending determination.	<p>Green Belt</p> <p>Mineral safeguarding area where development should be directed away from.</p> <p>There is a Grade 2 listed building on site and within in the setting of a conservation area.</p> <p>Area of flood zone 2 in the south-western corner of the site</p>
32	Land at Oxford Airport	CDC	<p>Green Belt Policy ESD 14 states <i>“The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:</i></p> <ul style="list-style-type: none"> • <i>Preserve the special character and landscape setting of Oxford;</i> • <i>Check the growth of Oxford and prevent ribbon development and urban sprawl</i> • <i>Prevent the coalescence of settlements</i> • <i>Assist in safeguarding the countryside from encroachment</i> • <i>Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</i> 	No relevant planning applications.	<p>Green Belt</p> <p>PROW to south</p> <p>Airport flight path</p>

			<p><i>Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.'</i></p> <p>PROW Begbroke Lane to the south is a PROW.</p> <p>HELAA The 2018 HELAA splits the site into 3 parcels (northern parcel HELAA063, central parcel 061 and southern parcel 060). The northern parcel is not deemed to be suitable as the sites are affected by the airport flight paths and would lead to immediate coalescence between Begbroke and Kidlington (Langford Lane). The central parcel was not considered to be suitable as it would result in coalescence with Kidlington, although it is noted that it could be suitable if considered as part of a wider area. The southern parcel is deemed to be suitable, the southern parcel is considered to play an important role in separating Begbroke from the Langford Lane area of Kidlington, particularly with the grant of permission for a technology park to the north. However, it notes that <i>'an area of land of approximately 6 ha close to the built up area of Begbroke warrants further consideration (potential for about 180 homes at 30 dph).'</i></p>		
33	Frieze Farm, near to Oxford parkway	CDC	<p>Green Belt Policy ESD 14 states <i>"The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:</i></p> <ul style="list-style-type: none"> <i>• Preserve the special character and landscape setting of Oxford;</i> <i>• Check the growth of Oxford and prevent ribbon development and urban sprawl</i> <i>• Prevent the coalescence of settlements</i> <i>• Assist in safeguarding the countryside from encroachment</i> <i>• Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</i> <p><i>Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.'</i></p> <p>Site Allocation Policy PR6c reserves the site for the potential construction of a golf course should this be required as a result of the development of Land to the West of Oxford Road under Policy PR6b. Policy PR6b requires <i>'a programme for the submission of proposals and the development of land at Frieze Farm as a replacement golf course (under policy PR6c) before development of land west of Oxford Road commences, or the submission of evidence to demonstrate that a replacement course is not required.'</i></p> <p>PROW A PROW crosses the southern part of the site, and the Oxford Canal Walk PROW is along the western boundary.</p> <p>Biodiversity Local Wildlife site is situated to the north-west of the site.</p> <p>Heritage Frieze Farmhouse is Grade II Listed. Policy ESD 15 states that proposals should <i>'conserve, sustain and enhance designated and non designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development</i></p>	No relevant planning history, only householder applications.	<p>Green Belt</p> <p>Site contains Grade II Listed Building and adjacent to Conservation Area.</p> <p>Land safeguarded for a potential golf course, unless it is not required.</p> <p>PROW crossing and adjacent to the site.</p>

			<p><i>is sensitively sited and integrated in accordance with advice in the NPPF and NPPG.</i> Oxford Canal Conservation Area to west of site.</p> <p>HELAA The 2018 HELAA (Site HELAA154) highlights that the site is within the Green Belt. It concludes that development would be isolated from Oxford and Kidlington and highly visible from the north. The situation of road and rail infrastructure in relation to the site restrict the scope for development. Not a suitable location for housing or employment development for Cherwell's needs.</p>		
34	South Hinksey	VWHDC	<p>Green Belt The whole of the site is within the Green Belt. Core Policy 13 states <i>'The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence. Development will be permitted in the following settlements, which are inset to the Green Belt where the proposed development is within the existing built area of the village and in accordance with Core Policies 3 and 4.'</i></p> <p>Heritage Site sits just south-east of the North Hinkley conservation area. Core Policy 39 relates to the historic environment and states: <i>'The Council will work with landowners, developers, the community, Historic England and other stakeholders to:</i> 1. <i>ensure that new development conserves, and where possible enhances, designated heritage assets and non-designated heritage assets and their setting in accordance with national guidance and legislation'</i> The site is also in close proximity to a number of Listed Buildings.</p> <p>Leisure and Sports Facility Site is in North Hinksey parish which has a made neighbourhood Plan. The site is identified as a leisure and social facility (LF2 – Oxford Rugby Football Club and LF3 – Oxford Sports Lawn Tennis Club). Policy S11: Leisure and Social Facilities, states <i>"Developments involving a change of use or loss of function(s) at these locations will be refused unless at least one of the following applies: The proposed development is ancillary and complementary to the main use of the facility, and would not result in a negative visual impact on the site and surrounding area; and/or Replacement land and facilities / infrastructure suitable for carrying out the identified role of the site, of at least equal benefit to the local community in terms of scale, quality and accessibility would be provided elsewhere within North Hinksey Parish."</i></p>	No relevant planning history	<p>Green Belt</p> <p>Site sits just south of the North Hinksey Conservation area. Several Grade 2 listed buildings sit north of the site.</p> <p>Identified as a sports and leisure facility in the Neighbourhood plan, which is protected.</p> <p>Majority of the site has an existing sports use by Oxford Sports Lawn Tennis Club and Oxford Rugby Club.</p>
35	Seacourt Park and Ride	OCC	<p>Flood Risk Site is within Flood Zones 2 and 3 <ul style="list-style-type: none"> RE3 – Flood Zone 3. <i>'Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk'</i></p> <p><i>Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance. Planning permission will only be granted where the FRA demonstrates that:</i> <ul style="list-style-type: none"> d) <i>the proposed development will not increase flood risk on site or off site; and</i> e) <i>safe access and egress in the event of a flood can be provided; and</i> </p>	Planning applications relating to its current park and ride use.	<p>Primarily in Flood Zone 3, partially in Flood Zone 2.</p> <p>Adjacent to a designated Oxford City Wildlife Site</p>

			<p>f) details of the necessary mitigation measures to be implemented have been provided.</p> <p>Brownfield The site is brownfield and on the Council's Brownfield Register.</p> <p>Wildlife Site Site to the south-east of a Local Wildlife Site Policy G2: Protection of biodiversity and geo-diversity Development that results in a net loss of sites and species of ecological value will not be permitted. Sites and species important for biodiversity and geodiversity will be protected. Planning permission will not be granted for any development that would have an adverse impact on sites of national or international importance (the SAC and SSSIs), and development will not be permitted on these sites, save where related to and required for the maintenance or enhancement of the site's importance for biodiversity or geodiversity. Development proposed on land immediately adjacent to the SSSIs should be designed with a buffer to avoid disturbance to the SSSIs during the construction period. On sites of local importance for wildlife, including Local Wildlife Sites, Local Geological Sites and Oxford City Wildlife Sites, on sites that have a biodiversity network function, and where there are species and habitats of importance for biodiversity that do not meet criteria for individual protection, development will only be permitted in exceptional circumstances whereby: a) there is an exceptional need for the new development and the need cannot be met by development on an alternative site with less biodiversity interest; and b) adequate onsite mitigation measures to achieve a net gain of biodiversity are proposed; and c) where this is shown not to be feasible then compensation measures will be required, secured by a planning obligation. Compensation and mitigation measures must offset the loss and achieve an overall net gain for biodiversity. For all major developments proposed on greenfield sites or brownfield sites that have become vegetated, this should be measured through use of a recognised biodiversity calculator. To demonstrate an overall net gain</p>		
36	Oxpens	OCC	<p>Brownfield The site is brownfield and on the Council's Brownfield Register.</p> <p>Site Allocations Allocated Site for 450 dwellings within the Oxford City Local Plan. <i>Policy SP1 - Planning permission will only be granted for development on Oxpens where it enhances Oxpens Field to create a high quality open space, includes new high quality and well- located public realm, creates an active frontage along Oxpens Road, enhances connectivity to Osney Mead including future proofing the proposals so they do not prevent the landing of a foot/cycle bridge across the Thames and has regard to the Oxpens SPD. Planning applications for the Island Site and Oxpens site must be accompanied by a site- specific flood risk assessment and development should incorporate any mitigation measures.</i></p> <p>Flood Risk Site is within Flood Zones 2 and 3</p> <ul style="list-style-type: none"> • RE3 – Flood Zone 3. <p><i>'Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk'</i></p> <p><i>Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential</i></p>	<p>22/02955/FUL - Implementation of flood mitigation scheme and the reinstatement of the Oxpens Meadow, demolition and installation of interim boundary treatments including fencing, alongside ground works and installation of sheet piling to regrade areas of public realm, including works to the existing towpath to allow for outfall pipes.</p> <p>22/02954/OUT - Outline application (with all matters reserved except for access) for a mixed-use scheme comprising residential and student accommodation (Class C2, Class C3 and Sui Generis), commercial, business and service (Class E), and Hotel (Class C1) uses, with public realm, landscaping, associated infrastructure and works, including pedestrian and cycle routes (additional information)</p>	<p>Land allocated for residential development and live planning application for mixed use development.</p> <p>Height restrictions as within the Historic Core.</p> <p>Areas of flood zone 2 and 3.</p>

			<p>approach and exceptions test as set out in Planning Practice Guidance. Planning permission will only be granted where the FRA demonstrates that:</p> <ul style="list-style-type: none"> g) the proposed development will not increase flood risk on site or off site; and h) safe access and egress in the event of a flood can be provided; and i) details of the necessary mitigation measures to be implemented have been provided. <p>Heritage Within Historic Core area – Policy DH2 highlights that ‘the area within a 1,200 metre radius of Carfax tower (the Historic Core Area) contains all the buildings that comprise the historic skyline, so new developments that exceed 18.2 m (60 ft) in height or ordnance datum (height above sea level) 79.3 m (260 ft) (whichever is the lower) are likely to intrude into the skyline. Development above this height should be limited in bulk and must be of the highest design quality. Applications for proposed development that exceeds that height will be required to provide extensive information so that the full impacts of any proposals can be understood and assessed’</p> <p>PROW A footpath runs alongside the River Thames along the south-western boundary of the site.</p> <p>Availability Land to the south-east ‘Oxpens Meadow’ is protected by Fields in Trust and owned and managed by Oxford City Council.</p>		
37	Eastwyke Farm	OCC	<p>Green Belt Policy G3 Green Belt – ‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.’</p> <p>Green and Blue Infrastructure Network Policy G1 states: ‘Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8.’</p> <p>Flood Risk Site is within Flood Zones 2 and 3 <ul style="list-style-type: none"> • RE3 – Flood Zone 3. ‘Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk’</p> <p>Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance. Planning permission will only be granted where the FRA demonstrates that:</p> <ul style="list-style-type: none"> j) the proposed development will not increase flood risk on site or off site; and k) safe access and egress in the event of a flood can be provided; and l) details of the necessary mitigation measures to be implemented have been provided. <p>View Cone The southern end of the site is within a view cone. Policy DH2 states that ‘the City Council will seek to retain significant views both within Oxford and from outside, in particular to and from the historic</p>	No relevant planning history	<p>Green Belt</p> <p>Flood Zone 2 and 3</p> <p>Within View Cone</p> <p>HELAA identifies that the site is in use as a hotel and grounds and unavailable.</p>

			<p>skyline. Planning permission will not be granted for any building or structure that would harm the special significance of Oxford's historic skyline'.</p> <p>PROW A PROW runs along the site's eastern boundary, along the River Thames.</p> <p>Adjacent Land Uses The site is situated adjacent to residential development. Potential amenity, noise and lighting issues which would need to be carefully considered.</p> <p>Availability The site contains a hotel (Voco Oxford Spire). The 2022 HELAA identifies that the site is not suitable or available. The site is within Flood Zone 3b, within the GB and part of the GI network.</p>		
38	Land adjacent to Binsey Lane	OCC	<p>Green Belt The entire site is in the Green Belt. <i>Policy G3 Green Belt – 'Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.'</i></p> <p>Green and Blue Infrastructure Network Policy G1 states: '<i>Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8.</i>'</p> <p>Flood Risk Site is within Flood Zones 2 and 3 <ul style="list-style-type: none"> RE3 – Flood Zone 3. <i>'Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk'</i></p> <p><i>Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance. Planning permission will only be granted where the FRA demonstrates that:</i></p> <ul style="list-style-type: none"> <i>m) the proposed development will not increase flood risk on site or off site; and</i> <i>n) safe access and egress in the event of a flood can be provided; and</i> <i>o) details of the necessary mitigation measures to be implemented have been provided.</i> <p>Outdoor Sports The south-eastern parcel is identified as open space, indoor and outdoor recreation. Policy G5: Existing open space, indoor and outdoor sports and recreation facilities <i>"The City Council will seek to protect existing open space, sports and recreational buildings and land. Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use Outdoor sports facilities: Consideration will be given to the need for different types of</i></p>	No relevant planning history.	<p>Green Belt</p> <p>Flood Zone 3</p> <p>Parcels of land in use and protected for sports/recreation and allotments</p>

			<p>sports pitches as identified in the Playing Pitch Study. Any replacement provision should be provided in a suitable location equally or more accessible by walking, cycling and public transport, and accessible to local users of the existing site where relevant. Outdoor Sports facilities are shown on the Policies Map. The City Council will, where the opportunity to do so arises, seek public access to private and institutional facilities through sharing schemes and joint user agreements.”</p> <p>Allotments An area of land to the south of the site is allocated as allotments. Policy G4 states that ‘planning permission will not be granted for development that results in the loss of protected allotment sites or plots. Protected allotment sites are shown on the Policies Map.’</p> <p>HELAA The site is split into a number of land parcels (refs 469, 182, 217, 267 and 177). For all sites, it is concluded that they are not available or suitable given the location within flood zone 3b.</p>		
39	Land between River Cherwell and Northern Bypass	OCC	<p>Green Belt Policy G3 Green Belt – ‘Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map.’</p> <p>G1 – Green and Blue Infrastructure Network Policy G1 states: ‘Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8.’</p> <p>Outdoor Sports Policy G5 states ‘Existing open space, indoor and outdoor sports and recreational facilities should not be lost unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use</p> <p>Outdoor sports facilities: Consideration will be given to the need for different types of sports pitches as identified in the Playing Pitch Study. Any replacement provision should be provided in a suitable location equally or more accessible by walking, cycling and public transport, and accessible to local users of the existing site where relevant. Outdoor Sports facilities are shown on the Policies Map.’</p> <p>Flood Risk Parts of the site fall within Flood Zones 2 and 3</p> <p>PROW A PROW runs through the centre of the site.</p> <p>Adjacent Land Uses The site is situated adjacent to residential development. Potential amenity, noise and lighting issues which would need to be carefully considered.</p> <p>HELAA The 2022 HELAA (ref 311) concludes that the site is not suitable or available. A small section of the site is located within Flood Zone 3b. The site is part of the GI Network</p>	Historic planning applications associated with its existing use	<p>Green Belt</p> <p>Flood Zone 2 and 3</p> <p>Large proportion protected for outdoor sports and recreation (Sunnymead Recreation Ground to north-west). HELAA confirms site unavailable.</p> <p>PROW through the site.</p>

40	Stratfield Brake	CDC	<p>Green Belt Policy ESD 14 states <i>“The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:</i></p> <ul style="list-style-type: none"> • <i>Preserve the special character and landscape setting of Oxford;</i> • <i>Check the growth of Oxford and prevent ribbon development and urban sprawl</i> • <i>Prevent the coalescence of settlements</i> • <i>Assist in safeguarding the countryside from encroachment</i> • <i>Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</i> <p><i>Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt’s openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.’</i></p> <p>Heritage Oxford Canal Conservation Area to west of the Site.</p> <p>PROW The Oxford Canal Walk PROW runs north-south to the west of the site.</p> <p>Green Space The site is also designated as ‘Existing Green Space’. Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision protects these sites. The site is used by Kidlington Cricket Club, Kidlington Youth Football Club, Gosford All Blacks Rugby Football Club.</p> <p>Biodiversity The western end of the site is a ‘Conservation Target Area’. Policy ESD 11 looks for development within or adjacent to a Conservation Target Area to provide a biodiversity survey and report to identify constraints and opportunities for biodiversity enhancement. Development which would prevent the aims of a Conservation Target Area being achieved will not be permitted. There are also areas of NERC Act S41 Habitats to the north (traditional orchards) and to the west (standing waters).</p> <p>HELAA The 2018 HELAA (ref HELAA172) highlights that the site is considered to be unsuitable for development as the site is extremely well used and is a well maintained local facility. The site has seen considerable investment. The site also provides car parking and pedestrian access to the proposed Stratford Brake District Wildlife Site to the south.</p>		Green Belt Protected for open space, outdoor sport and recreation. Oxford Canal Conservation Area to west of the Site. Site is partly designated as a Conservation Target Area.
41	Red Barn Farm, Woodstock Road	CDC	<p>Green Belt Policy ESD 14: States <i>“The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:</i></p> <ul style="list-style-type: none"> • <i>Preserve the special character and landscape setting of Oxford;</i> • <i>Check the growth of Oxford and prevent ribbon development and urban sprawl</i> • <i>Prevent the coalescence of settlements</i> • <i>Assist in safeguarding the countryside from encroachment</i> • <i>Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</i> <p><i>Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt’s openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.’</i></p> <p>Heritage Oxford Canal Conservation Area to W of the Site. Listed buildings bordering the site. Grade 2 Listed towpath bridge at Dukes Lock to the southwest of the site, just outside the boundary. Grade 2 Listed oxford canal Dukes Lock to the southwest of the site, just outside the boundary.</p>	No relevant planning history	Green Belt Adjacent to Conservation Area and Listed Buildings HELAA identifies that the site is not suitable for development as it would result in a complete change in landscape setting. Western border of the site Flood Zone 2 and adjacent to Flood Zone 3. Local Wildlife Site to West.

			<p>PROW The Oxford Canal Walk PROW runs north-south to the west of the site.</p> <p>Flood Risk Small area of Flood Zone 2 to south-west of the site. West of the site is flood zone 2 and 3. <i>Site specific flood risk assessments will be required to accompany development proposals in the following situations:</i></p> <ul style="list-style-type: none"> • All development proposals located in flood zones 2 or 3 • Development proposals of 1 hectare or more located in flood zone 1 • Development sites located in an area known to have experienced flooding problems Development sites located within 9m of any watercourses. <p><i>Flood risk assessments should assess all sources of flood risk and demonstrate that:</i></p> <ul style="list-style-type: none"> • There will be no increase in surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event with an allowance for climate change (the design storm event) • Developments will not flood from surface water up to and including the design storm event or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site. <p>Biodiversity Local Wildlife Site to immediately west of the site which is also is designated a 'Conservation Target Area'. Policy ESD 11 looks for development within or adjacent to a Conservation Target Area to provide a biodiversity survey and report to identify constraints and opportunities for biodiversity enhancement. Development which would prevent the aims of a Conservation Target Area being achieved will not be permitted.</p> <p>HELAA The 2018 HELAA (ref HELAA160/165) concludes that there is low capacity for residential as it forms the landscape setting to the Oxford Canal which is a well-used recreational route and heritage asset. Development would result in the complete change in landscape setting. Low capacity for employment for the reasons above.</p>		
42	Medley Manor Farm, Botley	OCC	<p>Green Belt <i>Policy G3 Green Belt – 'Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy. The Green Belt Boundary is defined on the Policies Map</i></p> <p>Flood Risk Site is within Flood Zones 3</p> <ul style="list-style-type: none"> • RE3 – Flood Zone 3. <p><i>'Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land and it will represent an improvement for the existing situation in terms of flood risk'</i></p> <p><i>Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance. Planning permission will only be granted where the FRA demonstrates that:</i></p> <p><i>p) the proposed development will not increase flood risk on site or off site; and</i></p>	No relevant planning history	<p>Green Belt</p> <p>Flood Zone 3</p> <p>Grade II Listed Buildings relatively close to the site</p> <p>PROW to east</p> <p>Within close proximity to Port Meadow SAC</p>

		<p>q) <i>safe access and egress in the event of a flood can be provided; and</i></p> <p>r) <i>details of the necessary mitigation measures to be implemented have been provided.</i></p> <p>Heritage Grade II Listed Buildings sit to the north of the site.</p> <p>PROW A PROW runs along the river to the east of the site.</p> <p>HELAA The site forms part of a wider site considered within the 2022 HELAA (site 469). This highlights that the site is 90% in Flood Zone 3b (greenfield), has limited road access (farm access roads), and is within 200m of SSSI and SAC (Port Meadow). It concludes that the site is mostly within Flood Zone 3b, and performs important biodiversity/green infrastructure function, and is therefore not suitable.</p>		
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Allocated Sites

Site Ref.	Site Address:	LPA	Policy Context:	Site Constraints	Planning History	Savills Assessment	Ridge Planning Assessment
1	Osney Mead Industrial Estate	OCC	<p>Site Allocations</p> <p>The site is within West End and Osney Mead Area of Change (covered by Policy AOC1). The site is allocated under Policy SP2 'Osney Mead', which states: <i>'Planning permission will be granted for a mixed use development that includes employment uses, academic uses, student accommodation, employer-linked affordable housing and market housing. The development of an innovation quarter is encouraged. The development is expected to deliver around 247 homes. Other complementary uses will be considered on their merits. The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met. Planning permission will not be granted for development that prejudices the comprehensive development of the whole site. A masterplan approved by the City Council should be developed prior to any development, and all development should comply with the masterplan.'</i></p> <p>Heritage</p> <p>The eastern part of the site is within the Historic Core Area. Policy DH2 states <i>'the area within a 1,200 metre radius of Carfax tower (the Historic Core Area) contains all the buildings that comprise the historic skyline, so new developments that exceed 18.2 m (60 ft) in height or ordnance datum (height above sea level) 79.3 m (260 ft) (whichever is the lower) are likely to intrude into the skyline. Development above this height should be limited in bulk and must be of the highest design quality. Applications for proposed development that exceeds that height will be required to provide extensive information so that the full impacts of any proposals can be understood and assessed'</i>.</p> <p>The site is also within a View Cone. Policy DH2 states that <i>'the City Council will seek to retain significant views both within Oxford and from outside, in particular to and from the historic skyline. Planning permission will not be granted for any building or structure that would harm the special significance of Oxford's historic skyline'</i>.</p> <p>Flood Risk</p> <p>The Site is in Flood Zone 2 and 3.</p>	<p>Currently in use as an employment site</p> <p>Allocated for redevelopment.</p> <p>Flood Zones 2 and 3</p> <p>Historic Core where heights etc are restricted</p>	<p>Small scale applications associated with its existing use.</p>	<p>To be considered for further review</p>	<p>Allocated for an innovation quarter including residential accommodation, academic uses, employment uses. Stadium does not align with this.</p> <p>Currently in use for employment and availability in OUFCs timescales are unknown.</p> <p>Restrictions on height and design would limit what could be achieved.</p>
2	Cowley Centre District Centre	OCC	<p>Site Allocations</p> <p>The site is within Cowley Centre District Centre (covered by Policy AOC2). Policy AOC2 states: <i>Planning permission will be granted for new development within the area of change where it would take opportunities to deliver the following, where relevant:</i></p> <ul style="list-style-type: none"> • Enhance the public realm; • Improve connectivity across Between Towns Road; 	<p>Site partly retail use</p> <p>Allocated for retail led mixed use development</p> <p>In a District centre and therefore protected for retail use</p> <p>Adjacent to conservation areas.</p>	<p>No recent planning history</p>	<p>Below area requirement</p>	<p>Allocated for retail led mixed use development, including employment, commercial, community, leisure and residential uses. Stadium does not align with this abition.</p>

			<ul style="list-style-type: none"> • Make more efficient use of land by consolidating uses and through infill and taller development; • Improve access and visual links to the green space, enhance the existing public realm and look for opportunities to create new areas of well defined, attractive public open space • Introduce more residential development, including on the upper floors of existing commercial premises, other than existing offices that are protected; • Reduce the number of multi-storey car parks; • Increased heights along Between Towns Road; • Provide the range of retail units and type of environment that will attract high quality operators; additional quality cafés, restaurants and bars; attractive public realm; • Support new employment on upper floors; • Better reveal and enhance heritage assets and their setting <p>More specifically, Policy SP3: Cowley Centre states that 'planning permission will be granted for a retail-led mixed use development at Cowley Centre which should include residential development and could include the following uses:</p> <ul style="list-style-type: none"> • commercial leisure; • community facilities; • employment; <p>The minimum number of homes to be delivered is 226. Other town centre uses may also be appropriate. Planning permission will not be granted for development that prejudices the comprehensive development of the whole site. Regard should be had for any Cowley Centre masterplan. Development should achieve high standards of design in the public realm and should improve bus stopping facilities.'</p> <p>District Centre Policy V4: District and Local Centre Shopping Frontages states that planning permission will only be granted at ground floor level within District and Local Centre Shopping Frontages for the following uses: a) Class A1 (retail) uses; or b) Class A2 – A5 (financial and professional services, restaurant, pub and take-away) uses where the proposed development would not result in the proportion of units at ground floor level in Class A1 use falling below 60% of the total number of units within the defined Shopping Frontage; or c) Other town centre uses where the proportion of A1 does not fall below 60% of the total number of units within the defined Shopping Frontage and where the proportion of Class A uses does not fall below 85% of the total number of units defined within the Shopping Frontage.</p> <p>Heritage Adjacent to Temple Cowley and Beauchamp Lane Conservation Areas and potential of tall buildings to affect views out from St Mary's Tower</p>	Adjacent to residential areas.			In a District Centre which is protected for retail uses. Currently in use for retail.
3	Blackbird Leys Central Area	OCC	<p>Site Allocation The site is within an identified area of change allocated for infrastructure / connectivity improvements. Policy AOC3 applies – which notes that planning permission will be granted if it complies with the criteria set out, principally relating to infrastructure / connectivity improvements.</p>	A number of existing uses including a college, leisure centre, library and other community uses.	Request for a screening opinion under Regulation 6 - Proposed redevelopment of Blackbird Leys Central Area and proposed residential development at Knights Road. Ref. 21/01605/CONSLT. No information available.	To be considered for further review	Allocated for a retail/ community led scheme, as well as 200 dwellings. Live planning application which seeks to deliver he

			<p>Policy SP4 allocates Blackbird Leys Central Area for mixed use development highlighting that <i>'planning permission will be granted for a mixed use development that includes retail, start-up employment units, residential development and community facilities at the Blackbird Leys Central Area site. The minimum number of homes to be delivered is 200. Other uses should be appropriate to a district centre and could include education, live/ work units, sport and commercial leisure. Other complementary uses will be considered on their merits. Planning permission will not be granted for development that prejudices the comprehensive development of the whole site. Regard should be had for any regeneration plan for the Blackbird Leys area.'</i></p>	<p>Allocated for mixed uses.</p> <p>Adjacent to residential uses.</p>	<p>23/00405/OUTFUL - Hybrid application for the redevelopment of Blackbird Leys District Centre and land off Knights Road, Oxford. Full planning permission is sought for the erection of up to 210 apartments and up to 1,300sqm of retail and commercial space (Use Classes E and Sui Generis) across four buildings on Blackbird Leys Road and the erection of up to 84 dwellinghouses at Knights Road, all with associated demolition of existing buildings and the provision of vehicular accesses, highway improvements, public open space and associated necessary infrastructure. Outline planning permission is sought for the provision of a community centre and public open space surrounding the community centre (Use Classes F2 and E) and block A (community square and green) in the District Centre with all matters reserved except for the principle means of access. Approved October 2023.</p> <p>Applications to discharge conditions approved/pending consideration.</p>		<p>ambition of the allocation. The delivery of a stadium in this location does not align with this ambition.</p> <p>Currently in use by a number of occupiers and therefore availability within OUFCs timescales is unknown.</p>
4	Unipart	OCC	<p>Site Allocations</p> <p>The site is situated within an area of change (Policy AOC7: Cowley Branch Line). Policy SP7 also states that <i>'planning permission will be granted for B1, B2 and B8 employment uses at Unipart. Other complementary uses will be considered on their merits. Opportunities should be sought to enhance and promote more sustainable travel modes to the Unipart site'</i></p> <p>Protected Employment</p> <p>The site is also affected by Policy E1 – Category 1 Employment Sites. Policy E1 states: <i>'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'</i>.</p> <p>Furthermore, the LP states, that for Category 1 sites, <i>'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</i> a) residential development for staff linked to the employer (where this is permitted under Policy H3); or b) other complementary uses that support the successful economic function of the site.</p>	<p>Allocated for employment uses</p> <p>Existing employment site</p>	<p>A number of applications relating to its current use as an employment park</p>	To be considered for further review	<p>Site is protected for employment uses and allocated for B1, B2 and B8 employment floorspace. The delivery of a stadium in this location does not align with this ambition.</p> <p>Currently in use by Unipart and therefore unlikely to be available within OUFCs timescales.</p>

			<i>c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.'</i>				
5	The Oxford Science Park	OCC	<p>Site Allocations The site is situated within an area of change (Policy AOC7: Cowley Branch Line). Also allocated under SP9 which states: 'Planning permission will be granted for B1 employment uses that directly relate to Oxford's key sectors of research led employment at The Oxford Science Park. Other complementary uses will be considered on their merits'.</p> <p>Protected Employment The site is also affected by Policy E1 – Category 1 Employment Sites. Policy E1 states: 'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'.</p> <p>Furthermore, the LP states, that for Category 1 sites, 'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except: a) residential development for staff linked to the employer (where this is permitted under Policy H3); or b) other complementary uses that support the successful economic function of the site. c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.'</p> <p>Flood Risk Area of flood zone 2 and 3 along northern part of the site.</p>	<p>Allocated for employment uses</p> <p>Existing employment site</p> <p>Areas at risk of flooding</p>	<p>A number of applications relating to its current use as an employment park.</p> <p>Application for 3 new laboratory and office buildings in south-west corner of site (22/02168/FUL) approved October 2023.</p>	To be considered for further review	<p>Site is protected for employment uses and allocated for B1 employment uses directly related to research led employment. Recent planning applications highlight intent to deliver employment uses. The delivery of a stadium in this location does not align with this ambition.</p> <p>Currently in use by a number of occupiers and therefore availability within OUFCS timescales is unknown.</p>
6	Mini Plant	OCC	<p>Site Allocations The site is situated within an area of change (Policy AOC7: Cowley Branch Line). Also allocated under SP8 which states: <i>Planning permission will be granted for B1, B2 uses. B8 uses will be permitted where they directly support the employment uses at the site. Other complementary uses will be considered on their merits. Notwithstanding the requirement in Policy E1 for no loss of employment floorspace, increase in employment floorspace and jobs per hectare, planning permission will be granted for development on this site that results in a loss of employment floorspace or jobs per hectare where the land is retained for B1, B2 and B8 uses associated with operations at MINI Plant Oxford.</i> <i>Opportunities should be sought to enhance and promote more sustainable travel modes to the MINI Plant Oxford.</i></p> <p>Protected Employment</p>	<p>Allocated for employment uses</p> <p>Existing employment site</p>	<p>A number of applications relating to its current use</p>	Landowner not willing to sell	<p>Site is protected for employment uses and allocated for B1, B2 and B8 employment floorspace. The delivery of a stadium in this location does not align with this ambition.</p> <p>Currently in use by Mini and therefore unlikely to be available within OUFCS timescales.</p>

			<p>The site is also affected by Policy E1 – Category 1 Employment Sites. Policy E1 states: <i>'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'.</i></p> <p>Furthermore, the LP states, that for Category 1 sites, <i>'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</i> <i>a) residential development for staff linked to the employer (where this is permitted under Policy H3); or</i> <i>b) other complementary uses that support the successful economic function of the site.</i> <i>c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.'</i></p>				
7	Oxford Business Park	OCC	<p>Site Allocations Policy SP10: Oxford Business Park applies: 'Planning permission will be granted for B1 and B2 employment uses at Oxford Business Park. Other complementary uses will be considered on their merits. Opportunities should be sought to enhance and promote more sustainable travel modes to the business park. A biodiversity survey will be expected to assess the biodiversity value of the undeveloped plots on the site and it should be demonstrated how harm will be avoided, mitigated or compensated. The site is also affected by Policy E1. Policy E1 states: <i>'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'.</i> It also notes that <i>'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</i> <i>a) residential development for staff linked to the employer (where this is permitted under Policy H3); or</i> <i>b) other complementary uses that support the successful economic function of the site.</i> <i>c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.</i></p>	Existing business park Allocated for B1 and B2 uses	A number of applications relating to its current use as a business park. Request for Screening Opinion (23/00553/SCREEN) for development for up to 75,000sq.m of commercial floorspace consisting of lab-enabled office space (Use Class E(g)(i)/(g)(ii) and incorporate associated ancillary Use Class E including (but not limited) to cafe; restaurant; gym; children's day nursery; incubator space and events space	To be considered for further review	Site is protected for employment uses and allocated for B1 and B2 uses and Screening Opinion highlights intent to deliver an Innovation Campus. The development of the site for a stadium does not align with this ambition. Currently in use by a number of occupiers and therefore availability within OUFCs timescales is unknown.
8	Nuffield Orthopaedic Centre	OCC	<p>Site Allocations The site is in the Old Road Area of Change (Policy AOC9) which looks to enhance or support use of the area of medical and clinical research and practice. Policy SP20: Nuffield Orthopaedic Centre applies:</p>	Existing healthcare use Protected employment site	A number of applications associated with its existing healthcare use.	To be considered for further review	Site is protected for employment uses and allocated for healthcare related uses. The delivery of a stadium in this

			<p><i>'Planning permission will be granted for further healthcare facilities and medical research including staff and patient facilities at the Nuffield Orthopaedic Centre. Planning permission will also be granted for residential development and extra care accommodation, employer linked affordable housing that supports the main use of the site. Residential development could include employer-linked affordable housing in accordance with Policy H3. Other complementary uses will be considered on their merits.'</i></p> <p>Protected Employment The site is also affected by Policy E1. Policy E1 states: <i>'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'.</i> It also notes that <i>'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</i> <i>a) residential development for staff linked to the employer (where this is permitted under Policy H3); or</i> <i>b) other complementary uses that support the successful economic function of the site.</i> <i>c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.</i></p>	Allocated for healthcare facilities and medical research			location does not align with this ambition. Currently in an existing healthcare use and therefore unlikely to be available within OUFCs timescales.
9	Old Road campus, Churchill	OCC	<p>Site Allocations The site is in the Old Road Area of Change (Policy AOC9) which looks to enhance or support use of the area of medical and clinical research and practice. Policy SP21: Old Road Campus highlights that <i>'planning permission will be granted for additional medical teaching and research at Old Road Campus. Other complementary uses will be considered on their merits. The development will be expected to minimise car parking spaces on site, and there should be no increase. Applicants will be expected to demonstrate how the development mitigates traffic impacts and maximises access by alternative means of transport. Pedestrian and cycle access should be created across the whole site. Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan.'</i></p> <p>Protected Employment The site is also affected by Policy E1. Policy E1 states: <i>'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'.</i> It also notes that <i>'Planning permission will not be granted for</i></p>	Existing medical teaching a research use Protected employment site Allocated for medical teaching and research	A number of applications associated with its existing use.	To be considered for further review	Site is protected for employment uses and allocated for medical teaching and associated uses. The delivery of a stadium in this location does not align with this ambition. Currently in use and therefore unlikely to be available within OUFCs timescales.

			<p>development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</p> <p>a) residential development for staff linked to the employer (where this is permitted under Policy H3); or</p> <p>b) other complementary uses that support the successful economic function of the site.</p> <p>c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.</p>				
10	Warneford Hospital, Warneford Lane	OCC	<p>Site Allocations</p> <p>The site is in the Old Road Area of Change (Policy AOC9) which looks to enhance or support use of the area of medical and clinical research and practice. Policy SP22 states that <i>'planning permission will be granted for healthcare related facilities at Warneford Hospital and, provided adequate accommodation is provided for healthcare facilities, any of the following uses:</i></p> <ul style="list-style-type: none"> - residential development, including employer-linked affordable housing; - student accommodation; - hospital and medical research; - B1(a) and B1(b) provided that they have an operational link to hospital uses; - academic institutional; - education <p><i>Other complementary uses will be considered on their merits'</i></p> <p>Protected Employment</p> <p>The site is also affected by Policy E1. Policy E1 states: <i>'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'</i>. It also notes that <i>'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</i></p> <p>a) residential development for staff linked to the employer (where this is permitted under Policy H3); or</p> <p>b) other complementary uses that support the successful economic function of the site.</p> <p>c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.</p> <p>Heritage</p> <p>Grade II Listed Buildings on site.</p>	<p>Existing hospital use</p> <p>Protected employment site</p> <p>Allocated for a mix of uses related to healthcare</p> <p>Listed Building</p>	<p>There are a number of recent planning applications in relation to the existing hospital.</p> <p>23/01148/SCOPE – Scoping Opinion for the construction of a new mental health hospital; refurbishment and conversion of the current mental health hospital (for use as part of a new post-graduate college in the University of Oxford); construction of a new post-graduate college and association accommodation; construction of a new research facility</p>	To be considered for further review	<p>Site is protected for employment uses and allocated for a mix of uses, although these are closely related to healthcare related uses. The scoping opinion highlights the intent to deliver healthcare related uses. The delivery of a stadium in this location does not align with this ambition.</p> <p>Currently in use and therefore unlikely to be available within OUFCs timescales.</p>

11	Churchill Hospital site	OCC	<p>Site Allocations</p> <p>The site is in the Old Road Area of Change (Policy AOC9) which looks to enhance or support use of the area of medical and clinical research and practice. Policy SP19 allocates the Churchill Hospital Site, and states that permission will be granted for:</p> <ol style="list-style-type: none"> i. further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the Churchill Hospital Site. ii. Other suitable uses which must have an operational link to the hospital and are: <ul style="list-style-type: none"> • employment B1(b), B1(c) and B2; • patient hotel; • primary health care; • education; • academic institutional; • extra care accommodation, including elderly persons accommodation iii. Complementary acceptable uses: <ul style="list-style-type: none"> • Residential development • employer-linked affordable housing; • student accommodation; • small scale retail units provided that they are ancillary to the hospital <p>Other complementary uses will be considered on their merits. The site would only be suitable for academic institutional uses provided that the requirements of Policy H9 are met.</p> <p>Protected Employment</p> <p>The site is also affected by Policy E1. Policy E1 states: 'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'. It also notes that 'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</p> <ol style="list-style-type: none"> a) residential development for staff linked to the employer (where this is permitted under Policy H3); or b) other complementary uses that support the successful economic function of the site. c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site. 	<p>Existing hospital use</p> <p>Protected employment site</p> <p>Allocated for further hospital related uses</p>	<p>There are a number of recent minor applications relating to the existing hospital facility that have recently been approved.</p>	<p>To be considered for further review</p>	<p>Site is protected for employment uses and allocated for a mix of uses, although these must be operationally linked to the hospital site. The delivery of a stadium in this location does not align with this ambition.</p> <p>Currently in use and therefore unlikely to be available within OUFCs timescales.</p>
12	John Radcliffe Hospital Site	OCC	<p>Site Allocations</p> <p>Policy SP41 highlights that 'planning permission will be granted for:</p> <ol style="list-style-type: none"> i. further hospital related uses, including the redevelopment of existing buildings to provide improved facilities on the John Radcliffe Hospital Site. ii. Other suitable uses which must have an operational link to the hospital and are: <ul style="list-style-type: none"> • employment B1(b), B1(c) and B2; • patient hotel; 	<p>Existing hospital use</p> <p>Protected employment site</p> <p>Allocated for further hospital related uses</p>	<p>There are a number of recent minor applications relating to the existing hospital facility that have recently been approved.</p>	<p>To be considered for further review</p>	<p>Site is protected for employment uses and allocated for a mix of uses, although these must be operationally linked to the hospital site. The delivery of a stadium</p>

			<ul style="list-style-type: none"> • extra care accommodation, including elderly persons accommodation; • primary health care; • education; • academic institutional <p>iii. Complementary acceptable uses:</p> <ul style="list-style-type: none"> • residential development; • employer-linked affordable housing; • student accommodation; • small scale retail units provided that they are ancillary to the hospital <p>Other complementary uses will be considered on their merit</p> <p>Protected Employment</p> <p>The site is also affected by Policy E1. Policy E1 states: <i>'Planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects'.</i> It also notes that <i>'Planning permission will not be granted for development that results in any loss of employment floorspace on Category 1 sites. No other non-employment uses will be permitted on Category 1 sites except:</i></p> <p>a) residential development for staff linked to the employer (where this is permitted under Policy H3); or</p> <p>b) other complementary uses that support the successful economic function of the site.</p> <p>c) Start-up or incubator businesses will also be supported, if it can be demonstrated that they will not cause any negative impact on the main economic function of the site.</p>				<p>in this location does not align with this ambition.</p> <p>Currently in use and therefore unlikely to be available within OUFCs timescales.</p>
13	Thornhill Park	OCC	<p>Site Allocations</p> <p>Allocated for residential development in the Oxford City Local Plan. Policy SP47 states that <i>'planning permission will be granted for a residential-led mixed use redevelopment of the Thornhill Park site. This should include some employment use, given the strategic location of the site. Other complementary uses will be considered on their merits.</i></p> <p><i>The minimum number of homes to be delivered is 534 which includes the conversion of the existing building to residential.</i></p> <p><i>Opportunities should be taken to improve connectivity to and within the site for pedestrians and cyclists.</i></p> <p><i>The playing field must be retained unless its loss can be otherwise compensated for in line with the requirements of Policy G5. If an alternative site is found the City Council must be satisfied that it will be delivered.'</i></p>	Allocated for residential development	No recent planning applications	To be considered for further review	Site is allocated for residential development. The delivery of a stadium in this location does not align with this ambition.
14	Wheatley Campus	SODC	<p>Site Allocations</p> <p>Allocated for residential in the South Oxfordshire District Local plan. Policy STRAT14: Land at Wheatley Campus, Oxford Brookes University</p> <p><i>'Land within the strategic allocation at Wheatley Campus will be developed to deliver approximately 500 new homes within the plan period. Higher density development should be located in the eastern and central parts of the site with lower density development in the south western part.'</i></p>	<p>Allocated for residential development</p> <p>Scheduled Ancient Monument on site</p> <p>A number of TPO trees</p>	P17/S4254/O - Outline planning application, with all matters reserved for subsequent approval except details of vehicular access, for demolition of all existing structures and redevelopment of the site with up to 500 dwellings and associated works including; engineering operations, including site clearance, remediation,	To be considered for further review	Site is allocated for residential development and current planning applications highlight the intent to deliver the site for these uses. The delivery of a stadium in

		<p>Heritage Scheduled Ancient Monument on site (Moated site 580m south west of Church Farm).</p>		<p>remodelling and deposition of inert fill material arising from demolition on site; installation of new and modification of existing services and utilities; construction of foul and surface water drainage systems, including SuDS; creation of noise mitigation bund and fencing; creation of public open space, leisure, sport and recreation facilities including equipped play areas; ecological mitigation works; construction of a building for community/sport use and associated car parking; construction of internal estate roads, private drives and other highways infrastructure and construction of pedestrian footpaths. (As amended by plans received 12 October 2018, and amplified by additional arboricultural, biodiversity, design and access information received 12 October 2018, and amplified by EIA addendum received 12 October 2018. Allowed on Appeal.</p> <p>P23/S1407/RM - Reserved Matters application for the erection of 468 dwellings, including affordable housing together with sports facilities, associated infrastructure, internal roads, car parking, public open space and landscaping, pursuant to Outline Planning Permission P17/S4254/O. Pending consideration.</p> <p>P22/S3405/SCO - 'Environmental Impact Assessment Scoping Report in respect of proposed residential-led redevelopment of the Wheatley Campus, Oxfordshire'.</p> <p>P22/S3975/O - Outline planning application, with all matters reserved for subsequent approval except details of vehicular access, for; demolition of all existing structures and redevelopment of the site with up to 500 dwellings and associated works including; engineering operations, site clearance, remediation, remodelling and deposition of inert fill material arising from demolition on site; installation of new and modification of existing services and utilities; creation of noise mitigation bund and fencing; creation of public open space, leisure, sport and recreation facilities including equipped play areas; construction of foul and surface water drainage systems, including SuDS; ecological mitigation</p>		<p>this location does not align with this ambition.</p>
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					works; construction of a building for community/sport use and associated car parking; construction of internal estate roads, private drives, footways / cycleways and other highways infrastructure; construction of vehicular, pedestrian, and cycle accesses onto Waterperry Road, including associated engineering works and construction of pedestrian and cycle way to Holloway Road. Application pending decision. This application seeks permission for a revised masterplan, replacing the proposed western site access, with a second eastern access on Waterperry Road.		
15	Land south of Grenoble Road	SODC	Site Allocations Policy STRAT11: <i>'Land within the strategic allocation at Grenoble Road will be developed to deliver approximately 3000 new homes, 2,480 expected within this Plan period, provide at least 10 hectares of employment land incorporating an extension to the Oxford Science Park, a Park and Ride site adjacent to the A4074 and supporting services and facilities.'</i>	Allocated for residential development, extension to Oxford Science Park and a Park and Ride	P17/S1153/SCO Request for scoping opinion of South District Council in accordance with Regulation 13 of the Town and Country planning (Environmental Impact Assessment) Regulations 2011 (as amended) for the proposed South Oxford Science Village	To be considered for further review	Site is allocated for residential-led development. The delivery of a stadium in this location does not align with this ambition.
16	Northfield	SODC	Site Allocations Policy STRAT12: <i>'Land within the strategic allocation at Northfield will be developed to deliver approximately 1,800 new homes and supporting services and facilities within the plan period.'</i>	Allocated for residential development.	P21/S3647/SCO – Request for a Scoping Opinion and supporting Scoping Report for proposed development (1,800 dwellings, primary school, local centre and green infrastructure). Scoping Opinion dated September 2021	To be considered for further review	Site is allocated for residential development and scoping request highlights the intent to deliver the site for these uses. The delivery of a stadium in this location does not align with this ambition.
17	Land north of Bayswater Brook	SODC	Site Allocations Policy STRAT13: <i>'Land within the strategic allocation at Land North of Bayswater Brook will be developed to deliver approximately 1,100 new homes and supporting services and facilities within the plan period.'</i>	Allocated for residential development	P22/S3420/SCO - Scoping Report in respect of Land North of Bayswater Brook issued November 2022. Proposal highlights the intent to submit an application for up to 1450 dwellings as well as other uses. P22/S4618/O - Outline Planning permission for up to: 1. 1,450 new dwellings (Class C3), 2. 120 units of Assisted Living dwellings, with ancillary communal and care facilities (Class C2/C3), 3. 560 sq.m of new community use buildings (Class F2), 4. 500 sq.m of new commercial/business/service buildings/health provision (Class E), 5. 2,600 sq.m of new Primary School (Class F1),	To be considered for further review	Site is allocated for residential development and the outline planning application highlights the intent to deliver the site for these uses. The delivery of a stadium in this location does not align with this ambition.

					<p>6. Creation of areas of green infrastructure, including areas of open space, allotments, habitats, recreation facilities and public park areas,</p> <p>7. Associated transport, parking, access, surface water and utility infrastructure works.</p> <p>Full planning permission for:</p> <ol style="list-style-type: none"> 1. Change of Use to Class E and associated refurbishment works to the Main Barn and 3no. curtilage barns at Wick Farm, 2. Change of Use to Class F1 and associated refurbishment works to the Wick Farm Well House building, 3. Erection of New Build barn-style building (Class E), 4. Erection of New Build building containing back-of-house facilities for the Main Barn-style building (Class E), 5. Erection of New Build Community Space building (Class F2), 6. Associated transport, parking associated with the local centre, access and utility infrastructure works, 7. Demolition of identified buildings, 8. Associated landscaping, public realm and market garden. <p>P22/S4596/FUL - Erection of new A40 cycle and pedestrian bridge and associated pedestrian/cycle route connection works. Formation of new vehicular access onto Elsfield Lane and associated Elsfield Lane/Woodeaton Road/Marston Interchange access and highway improvement works. Formation of two new vehicular accesses onto Bayswater Road and associated highway improvement works on Bayswater Road. Formation of two new Public Transport crossing bridges over the Bayswater Brook with associated bus route connection works, including Public Transport-only accesses onto the A40 and Barton Village Road. Formation of five pedestrian/cycle bridges over the Bayswater Brook and associated pedestrian/cycle route connection works. Associated flood alleviation measures along sections of the Bayswater Brook. Associated landscape and infrastructure works.</p>		
18	North Oxford golf club, Land west of	CDC	<p>Site Allocations</p> <p>Allocated for residential development in the Cherwell District Local Plan Partial Review as PR6b for 670 dwellings as well as other associated uses.</p>	Allocated for residential development.	No planning history of relevance.	To be considered for further review	Site is allocated for residential development. The delivery of a stadium

	Oxford Road		Development Brief for Local Plan Partial Review site PR6b – Land West of Oxford Road, North Oxford approved by Planning Committee on 8 th September 2022.				in this location does not align with this ambition.
19	Land east of Oxford Road	CDC	<p>Site Allocations Allocated for residential development in the Cherwell District Local Plan Partial Review as PR6a for 690 dwellings.</p> <p>Development Brief for Local Plan Partial Review site PR6a – Land East of Oxford Road, North Oxford, approved by Planning Committee on 8th September 2022.</p>	Allocated for residential development.	23/01233/OUT - Outline application (with all matters except access reserved for future consideration) for the demolition of existing buildings and the erection of up to 800 dwellings (Class C3); a two form entry primary school; a local centre (comprising convenience retailing (not less than 350sqm and up to 500sqm (Class E(a))), business uses (Class E(g)(i)) and/or financial and professional uses (Class E(c)) up to 500sqm, café or restaurant use (Class E(b)) up to 200sqm; community building (Class E and F2); car and cycle parking); associated play areas, allotments, public open green space and landscaping; new vehicular, pedestrian and cycle access points; internal roads, paths and communal parking infrastructure; associated works, infrastructure (including Sustainable Urban Drainage, services and utilities) and ancillary development. Works to the Oxford Road in the vicinity of the site to include, pedestrian and cycle infrastructure, drainage, bus stops, landscaping and ancillary development. Application has a resolution to grant planning permission subject to S106 Agreement (7/12/23 planning committee).	To be considered for further review	Site is allocated for residential development and live planning application highlights the intent to deliver the site for these uses. The delivery of a stadium in this location does not align with this ambition.
20	Land south east of Kidlington	CDC	<p>Site Allocations Allocated in the Cherwell District Local Plan Partial Review as PR7a for 430 dwellings, as well as an extension to Kidlington Cemetery and 11 hectares of land to provide formal sports facilities for the development and for the wider community and green infrastructure within the Green Belt.</p>	Allocated for residential development	<p>Southern parcel of land - 22/00747/OUT - Outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road. Application has a resolution to grant planning permission subject to S106 Agreement (5/10/23 planning committee).</p> <p>Northern parcel of land - 22/03883/F - Development of 96 Dwellings (50% affordable housing), extension to Bicester Road Cemetery with associated access (from Bicester Road), open space, landscaping and infrastructure. Application has a resolution to grant planning permission subject to S106 Agreement (7/12/23 planning committee).</p>	Existing planning permission renders site unsuitable	Site is allocated for residential development and live planning application highlights the intent to deliver the site for these uses. It is noted that the allocation includes land for community sports use but the delivery of a stadium in this location does not align with this ambition.

21	Land at Stratfield Farm	CDC	<p>Site Allocations</p> <p>Allocated in the Cherwell District Local Plan Partial Review as PR7b for 120 dwellings, alongside the creation of a nature conservation area.</p> <p>Development Brief for PR7b Land at Stratfield Farm, dated November 2021</p>	Allocated for residential development	22/01611/OUT - Outline planning application for up to 118 no dwellings (all matters reserved except for access) with vehicular access from Oxford Road. Application has a resolution to grant planning permission subject to S106 Agreement (5/10/23 planning committee).	Existing planning permission renders site unsuitable	Site is allocated for residential development and live planning application highlights the intent to deliver the site for these uses. The delivery of a stadium in this location does not align with this ambition.
22	Land East of the A44	CDC	<p>Site Allocations</p> <p>Allocated in the Cherwell District Local Plan Partial Review as PR8 for a new 'urban neighbourhood' including 1,950 dwellings, expansion land for Begbroke Science Park and associated community uses including formal sports.</p>	Allocated for new urban neighbourhood.	<p>Southern parcel of land - 23/03307/OUT - Outline planning application for the residential development of up to 300 dwellings with associated infrastructure and open space (outline) and new access off the A44 (detailed). Application pending consideration.</p> <p>Main parcel of land: 22/03763/SCOP - Scoping Opinion with respect to the scope and methodology of the Environmental Impact Assessment (EIA) in relation to re-development proposals of approximately 170 hectares (Ha) land at the existing Begbroke Science Park and surrounding land.</p> <p>23/02098/OUT - Outline application, with all matters reserved, for a multi-phased (severable), comprehensive residential-led mixed use development comprising: Up to 215,000 square metres gross external area of residential floorspace (or c.1,800 homes which depending on the housing mix could result in a higher or lower number of housing units) within Use Class C3/C4 and large houses of multiple occupation (Sui Generis); Supporting social infrastructure including secondary school/primary school(s) (Use Class F1); health, indoor sport and recreation, emergency and nursery facilities (Class E(d)-(f)). Supporting retail, leisure and community uses, including retail (Class E(a)), cafes and restaurants (Class E(b)), commercial and professional services (Class E(c)), a hotel (Use Class C1), local community uses (Class F2), and other local centre uses within a Sui Generis use including public houses, bars and drinking establishments (including with expanded food provision), hot food takeaways, venues for live music performance, theatre, and cinema. Up to 155,000 net additional square metres (gross</p>	To be considered for further review	Site is allocated for a new urban neighbourhood and live planning applications highlight the intent to deliver the site for these uses. The delivery of a stadium in this location does not align with this ambition.

					<p>external area) of flexible employment uses including research and development, office and workspace and associated uses (Use E(g)), industrial (Use Class B2) and storage (Use Class B8) in connection with the expansion of Begbroke Science Park; Highway works, including new vehicular, cyclist and pedestrian roads and paths, improvements to the existing Sandy Lane and Begbroke Hill road, a bridge over the Oxford Canal, safeguarded land for a rail halt, and car and cycle parking with associated electric vehicle charging infrastructure; Landscape and public realm, including areas for sustainable urban drainage systems, allotments, biodiversity areas, outdoor play and sports facilities (Use Class F2(c)); Utility, energy, water, and waste water facilities and infrastructure; together with enabling, site clearance, demolition and associated works, including temporary meanwhile uses. The Proposed Development affects the setting of a listed building and includes potential alterations to public rights of way. Application pending consideration.</p>		
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5. STAGE 2: SUPPLEMENTARY ASSESSMENT

5.1 Following the above assessments, additional assessments have been undertaken by Fabrik, Cotswold Archaeology and Ridge and Partners LLP in respect of Green Belt, Landscape and Visual Impact, heritage impact and flood risk respectively. This work is set out in full in the following appendices:

- **Appendix 5:** Landscape and Visual Alternative Sites Assessment
- **Appendix 6:** Landscape and Visual Alternative Sites Assessment Addendum
- **Appendix 7:** Alternative Sites Heritage Analysis
- **Appendix 8:** Alternative Sites Flood Risk Review

5.2 The following table looks to summarise the assessment work undertaken by all parties, using the traffic light categorisation adopted by all consultants. A summary of the initial assessment undertaken by Savills (**Appendix 1**), and the Stage 1 Planning Appraisal (Section 4) is also included for completeness.

5.3 The allocated sites assessed above have not formed part of the Stage 2 Assessment due to their planned alternative uses. All sites are allocated for alternative purposes in order to meet an identified need and the majority of these are being actively used or pursued (through live planning applications) for alternative uses. The delivery of a stadium does not align with the ambitions for these sites.

Savills Ref	Site Address	LPA	Savills Assessment	Stage 1: Initial Planning Assessment Key Constraints	Fabrik Landscape and Visual Alternative Site Assessment (LVASA) and Addendum.	Cotswold Archaeology Heritage Assessment	Ridge Flood Risk Assessment
1	Land east of Grenoble Road	SODC	<p>Availability: Landowners intentions unknown</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: Potential abnormal costs associated with brownfield status and Flood Zone 3.</p> <p>Pros – single ownership, adjacent to existing settlement</p> <p>Cons - Poor access and connectivity, located in flood zone 3.</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Flood Zone 3b</p>			Significant flood risk constraints identified. Considered unsuitable for development from a flood risk perspective.
2	Oxford City Sports Park	OCC	<p>Availability: Landowners intentions unknown</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Single ownership, Adjacent to existing settlement, Similar existing use</p> <p>Cons - Loss of existing sports facilities would need to see new site identified or collaboration developed. Poor access and connectivity</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Unavailable – Existing sports use which has only recently been completed. It provides the training facilities for OUFC, as well as a community use. The ongoing use is required by OUFC for its training requirements (appendix 9), and whilst its not protected for outdoor sports/recreation, the site provides an important community use. As such, the site is not considered to be available.</p> <p>A number of SSSI's within the proximity of the site.</p>	<p>Stage 1:</p> <p>Within the green belt and has a rural fringe character. Reflected in its 'high' performance against 3 green belt purposes within the oxford green belt study (2015). Site consists of sports fields currently used by OUFC. Vegetation is confined to the tree belts and hedgerows along the boundaries of the site and associated with the rail corridor to the south.</p> <p>Views towards the site from the prov network to the north of the site around Brasenose wood SSSI and Shotover country park.</p> <p>Within an industrial townscape character area in which its open space is valued. It makes a contribution to the openness of the green belt in combination with the surrounding rural landscape to the north and east, although the surrounding large scale built form in Cowley to the south and west detract from this sense of openness.</p>		
3	Land to the north of Horspath Road	SODC	<p>Availability: Landowners intentions unknown</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p>	<p>Green Belt</p> <p>Archaeological constraint</p> <p>Unavailable - existing sports use and Oxford Quins Rugby Club confirmed to</p>	<p>Stage 1:</p> <p>Within Green Belt and has an edge of settlement character. Reflected in its 'high' performance against 2 Green Belt purposes within the Oxford Green Belt Study (2015). Site consists of relatively</p>		

			<p>Pros - Single ownership, Adjacent to existing settlement, Similar existing use</p> <p>Cons - Loss of existing sports facilities would need to see new site identified or collaboration developed. Poor access and connectivity</p> <p>To be considered for further review</p>	<p>O UFC that it is not available (appendix 10) However, not protected for outdoor sports/recreation.</p> <p>A number of SSSI's within the proximity of the site.</p> <p>PROW along northern boundary.</p>	<p>flat sports fields, athletics track and 3G pitch and in use by sports clubs. Vegetation confined to boundary tree belts and hedgerows. Views towards the site from the PROW network to the north around Brasenose Wood SSSI and from Shotover Country Park. Makes a contribution to Green Belt in combination with surrounding rural landscape to the north and east, although the industrial built form in Cowley is visible to the south and west.</p>		
4	Land east of Stratfield Brake	CDC	<p>Availability: Following discussions with OCC, the northern part of the site is potentially available to accommodate the football club, the suitability of the site is being explored by O UFC with OCC. OCC has confirmed that they are willing to lease the land to O UFC (Cabinet meeting 19th September).</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Good infrastructure links</p> <p>Cons - Awkward shape for stadium development, possibly not suitable.</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Trees through the site – priority habitat</p> <p>Site adjacent to a number of strategic development sites.</p>	<p>Stage 1: Least strongly performing parcel assessed within LVASA as identified by the Oxford Green Belt Study (2015), although housing allocations in the immediate surroundings has added pressure to the role of the Green Belt. Area of Woodland (designated under NERC S41) although woodland within the site inaccessible. Not within a Landscape Character identified as high value. Visually well enclosed and not publicly accessible. Makes a contribution to Green Belt in combination with surrounding landscape.</p> <p>Stage 2: Development would lead to further harm to the Green Belt but site forms part of the approach to the City. Woodland is a constraint. Vegetation is mixed quality and topography is flat. Not part of a defined view corridor Conclusion: <i>Overhead lines and site shape mean southern parcel is unsuitable. Potential for proposed development in northern half.</i></p>		
5	Land west of Marston	OCC	<p>Availability: Landowners intentions unknown. The area currently includes two residential development allocations so landowners may continue to pursue residential land values.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Relatively central location</p>	<p>Green Belt</p> <p>Eastern part of the site allocated for and being actively pursued for residential development.</p> <p>Predominantly flood zone 1 but small area to the west which is flood zone 3.</p> <p>Site immediately adjacent to Old Marston Conservation Area (which sits to the east).</p>		<p>Known Constraints - Site is within 'significant views' associated with Old Marston Conservation Area.</p> <p>Development has the potential to harm the significance of this Conservation Area through the loss of surrounding green space and changes to important views.</p>	<p>Potentially feasible for development from a flood risk perspective, however likely challenges with management of surface water flood risk/ overland flow routing and existing watercourse/s at the site.</p>

			<p>Cons - Sensitive location next to Marston conservation area. Poor connectivity and access</p> <p>To be considered for further review</p>				
6	Land behind Ruskin College	OCC Headington NDP Area	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: Potential abnormal costs associated with topography</p> <p>Pros - Relatively central location</p> <p>Cons - sloping site and possibly not wide enough. Multiple landownerships. Poor access and connectivity</p> <p>To be considered for further review</p>	<p>Site consists of a number of small fields with established field boundaries.</p> <p>Western part of site allocated for academic institution use and expansion of these uses.</p> <p>Within Conservation Area and identified as an important green setting to the village. Site within a locally important key view. Grade II Listed Building to S of the site.</p> <p>PROW through site.</p>		<p>Major Known Constraints - Site comprises an important area of green space within Old Headington Conservation Area.</p> <p>Development would likely result in considerable change to the character and appearance of the Conservation Area, likely resulting in a high degree of harm to its heritage significance and that of its associated Listed Buildings.</p>	
7	Land north of Thornhill Park & Ride	SODC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Good road links</p> <p>Cons – Adjacent to open countryside</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>PROW running through the site.</p> <p>Landowner confirmed unavailable.</p>	<p>Stage 1:</p> <p>One of the more strongly performing parcels assessed within LVASA as identified by the Oxford Green Belt Study (2015).</p> <p>Makes a contribution to Green Belt in combination with surrounding landscape.</p> <p>Key characteristics of the Landscape Character Area include references to open and exposed character with prominent skylines and high intervisibility, as well as elevated and expansive character with long views.</p> <p>Visually sensitive site and also visible for Oxford Greenbelt Way LDWR.</p>		<p>Potentially feasible for development from a flood risk perspective, however likely challenges with management of surface water flood risk/ overland flow routing and existing watercourse/s at the site. Historic flood events have been noted in the SFRA.</p>
8	Land south of Thornhill Park & Ride	SODC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Good road links</p> <p>Cons – Adjacent to open countryside</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>PROW to west of the site</p> <p>Potential significant landscape harm and harm to the setting of the Registered Park and Garden to east. Potential archaeological constraints.</p>	<p>Stage 1:</p> <p>The most strongly performing parcels assessed within LVASA as identified by the Oxford Green Belt Study (2015).</p> <p>Makes a contribution to Green Belt in combination with surrounding landscape.</p> <p>Key characteristics of the Landscape Character Area including a 'landscape typically fragmented and intruded upon by roads and built development'.</p> <p>Visible from Oxford Greenbelt Way LDWR, from within Shotover Country Park, and from PROW within Shotover</p>	<p>Known Constraints - Site forms part of the setting of Shotover Grade I Registered Park and Garden.</p> <p>Development would likely result in considerable change to the setting of the Registered Park and Garden, potentially resulting in harm to its heritage significance. Also has the potential to alter the setting of Forest Hill Conservation Area. High potential for significant archaeological remains to occur within the Site.</p>	

					Grade I Listed Park and Garden to the east of the site. It is considered to contribute towards setting of heritage asset.		
9	Land between the A40 and M40	SODC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Good road links, Logical infill between A40 and M40</p> <p>Cons - Distance from Oxford, Poor rail connectivity</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>PROW running through site</p> <p>Large area of flood risk to the north of the site.</p>	<p>The site forms part of the Green Belt and has a rural character. This is reflected in its 'high' performance against Green Belt purpose 3 (safeguarding the countryside from encroachment), although the parcel scores low or makes no contribution to the other purposes as identified in the Oxford Green Belt Study (2015).</p> <p>Relatively flat agricultural fields that form part of the River Thames floodplain. There is evidence of historic ridge and furrow agricultural practices in the western part of the site, and its surroundings. The eastern part of the site appears more intensively farmed in desktop analysis but the potential for further ridge and furrow evidence cannot be discounted at this stage. This evidence elevates the historic value of the landscape. Vegetation is confined to the boundaries of the site. A PRow runs through the site and has open views across the site in all directions.</p> <p>The site is within a landscape character area identified for its 'open, denuded and exposed character with high visibility'. It makes a contribution to the openness of the Green Belt in combination with the surrounding landscape, although there are detracting features in the immediate surroundings.</p>		<p>Potentially feasible for development from a flood risk perspective, however northern areas of the site are at risk of fluvial and reservoir flooding (historic flood event also recorded). The fluvial flooding extents would also increase into the site once climate change flood levels are taken into account. Furthermore, ground conditions suggest groundwater flooding/ waterlogging is potentially an issue at the site – likely due to close proximity to River Thames.</p>
10	Sandy Lane Sports Ground, Blackbird Leys	OCC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Central location</p> <p>Cons- Loss of existing open space and sports facilities. Poor access and connectivity</p>	<p>The site is an existing public open space in use for formal sports provision. Within an Area of Change and allocated for residential use within the Local Plan.</p>	<p>Stage 1:</p> <p>The site is an existing public open space in use for formal sports provision. It is subject to a strategic allocation under Policy SP11 for residential development of up to 120 new homes with two full size football pitches and one junior pitch retained on site. This policy position, and its current/proposed use as public open space alongside the proximity to existing residential uses prevent this site from being considered suitable from a landscape and visual perspective.</p>		

			To be considered for further review				
11	Land off Henley Road, Sandford on Thames	SODC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node, although Park and Ride proposed immediately east (timescales unknown)</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Currently protruding into countryside but will align with Land to the South of Grenoble Rd allocation in due course.</p> <p>Cons - Poor connectivity and whilst a Park and Ride is planned for the area, the timing of delivery is uncertain.</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>A number of Listed Buildings in close proximity to the site to the north and south. Scheduled Monument to South.</p> <p>PROW within site</p> <p>Adjacent to strategic development and a potential park and ride.</p>	<p>Stage 1:</p> <p>Site 11 makes a contribution to the openness of the Green Belt in combination with the surrounding landscape due to its exposed location on rising ground and its lack of enclosure due to gappy hedgerow field boundaries. The site therefore is exposed to long distance views to the south, with views from Long Distance Walking Routes and to the scarp of the North Wessex Downs AONB in the distance. There is also a possible visual relationship in the setting of a Scheduled Monument immediately south of the site, and the Grade I Registered Park and Garden of Nuneham Courtenay approximately 2.7km to the south. These are both national level designations.</p> <p>The site is within a landscape character area with key characteristics including 'open, denuded and exposed character, with prominent skylines and high intervisibility; distinctive elevated and expansive character on ridges and higher ground, with dominant sky and long views. Predominantly rural character but some intrusion of main roads, overhead power lines and build development'. These characteristics confer a visually sensitive site, which is also visible from the PROW Network.</p>	<p>No Known Constraints - No evidence to suggest that development would result in heritage harm.</p> <p>To south of several listed buildings but it is considered possible that development could be achieved without harming their significance.</p>	
12	Land to the east of Heyford Hill Lane	SODC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: Within 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p>	<p>Green Belt</p> <p>Unavailable – Being promoted for residential development and is therefore unavailable.</p>	<p>Stage 1:</p> <p>Forms part of the Green Belt separating Oxford and Kennington. One of the more strongly performing parcels identified in the Oxford Green Belt Study (2015). Makes a contribution to the openness of the Green Belt in</p>		

			<p>Pros – Good road links</p> <p>Cons – Sensitive landscape – proximity to River Thames</p> <p>To be considered for further review</p>		<p>combination with the surrounding landscape due to westerly sloping topography.</p> <p>Within a landscape character area with key characteristics including ‘open, denuded and exposed character, with prominent skylines and high intervisibility; distinctive elevated and expansive character on ridges and higher ground, with dominant sky and long views’. The site is in close proximity to 2 SSSI with Littlemore Railway Cutting opposite the NE corner of the site and Iffley Meadows approximately 600m to NW. Overhead power lines cross through centre of site and there are open views from the surrounding road network, PROW and nearby residential properties.</p>	
13	Pembroke College Sports Ground and land adjoining	OCC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: Multiple landowners - potential for complications for collaborating</p> <p>Pros - Central location</p> <p>Cons - Currently within flood plain but may come out of flood zone once Environment Agency Flood Alleviation Scheme is concluded.</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Part of the site is protected for indoor and outdoor sports use.</p> <p>Part of the site is within the Historic Core where building heights are restricted and also within a View Cone.</p> <p>Flood Zone 3</p>		<p>Significant flood risk constraints identified and likely challenges with management of existing watercourse/s at the site. Considered unsuitable for development from a flood risk perspective.</p>
14	Grandpoint recreational Outdoor Basketball Court	OCC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: Within 2km of sustainable transport mode.</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros – Central Location</p> <p>Cons - Land currently forms school playing fields and so would require relocation or combined use.</p> <p>To be considered for further review</p>	<p>The site is protected for indoor and outdoor sports use.</p> <p>Areas of flood zone 2.</p> <p>Green and Blue Infrastructure Network.</p> <p>Part of the site is allocated for residential use (SP39).</p> <p>Within the Historic Core where building heights are restricted</p>	<p>Stage 1: Not within the Green Belt and currently in use as a recreation ground. Protected under Policy G5.</p> <p>Site is in close proximity to the River Thames and there are views from the surrounding open spaces, Whitehouse Road and residential dwellings to east. Also considered to form part of a number of identified view cones from Boar’s Hill and other viewpoints to the south. It therefore forma an important part of the perception of Oxford and its historic centre from the surrounding landscape.</p>	<p>Significant flood risk constraints identified. Considered unsuitable for development from a flood risk perspective.</p>

15	Land behind Botley School	VWHDC	<p>Availability: Landowners intentions unknown. Option agreement in place to Persimmon Homes. OUFC assumption that this renders the site unavailable, pending confirmation from landowner.</p> <p>Accessibility: Partially within 2km of sustainable transport mode.</p> <p>Viability: Potential abnormal costs associated with topography</p> <p>Pros - Well contained within surrounding infrastructure and housing</p> <p>Cons - Shape of site potentially unsuitable. Very steep sloping gradient will significantly increase build cost. Option Agreement in place to Persimmon Homes</p> <p>Land may not be available due to option agreement but to be considered for further review.</p>	<p>Green Belt</p> <p>Important Viewpoint across site</p> <p>Wildlife Corridor across site</p> <p>Potential access issues as well as pylon buffer zone.</p>	<p>Stage 1:</p> <p>One of the least strongly performing parcels assessed within LVASA as identified by the Oxford Green Belt Study (2015). Makes a contribution to Green Belt in combination with surrounding landscape, but is segregated from the wider designation by the A420.</p> <p>Wytham Woods SSSI approximately 300m north of the site.</p> <p>Key characteristics of the Landscape Character Area include the busy A34 and A420 edging the area to the east and south, the slopes providing a northerly backdrop to Botley, and the wooded slopes are prominent in the cone of views from Oxford to the east and views to Oxford in the opposite direction. Overhead lines cross the site.</p> <p>Stage 2:</p> <p>Development would be difficult to achieve due to the topography of the site and the easements from the overhead lines. The view is prominent to and from Oxford and the site is considered to be <i>highly visually sensitive and an inappropriate location for the proposed development.</i></p>		
16	Burgess Field	OCC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: Partially within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros – central location</p> <p>Cons - Very unlikely to come forward as the site falls within the sensitive landscape of Port Meadow - Poor road access</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Part of the site is within a view cone</p> <p>Site is enveloped by land designated as an SAC and SSSI, Scheduled Monument, Blue and Green Infrastructure. It is also at risk of flooding.</p> <p>Site is in recreational use and not available for development. HELAA confirms unavailable.</p>			<p>Potentially feasible for development from a flood risk perspective, however given the site is predicted to be isolated by fluvial and reservoir flood extents, this introduces challenges for safe access/ egress of users in times of flood. Groundwater flooding is also possible based on the anticipated water table level and proximity to the River Thames.</p>
17	Land north of the B4495	OCC	<p>Availability: Landowners intentions unknown.</p>	<p>Green Belt</p>		<p>Known Constraints - Site is within 'significant views' associated with Old Marston Conservation Area.</p>	

			<p>Accessibility: More than 2km from sustainable transport node Viability: No reason to believe the site is not viable to develop</p> <p>Pros – central location</p> <p>Cons - Proximity to Marston conservation area. Poor connectivity</p> <p>To be considered for further review</p>	<p>Within the setting of Old Marston Conservation Area. Conservation Area Appraisal identifies Significant View Lines into/out of the site.</p>		<p>Development has the potential to harm the significance of this Conservation Area, by altering the character of important views associated with it.</p>	
18	Land south of the B4495	OCC	<p>Availability: Landowners intentions unknown. Accessibility: More than 2km from sustainable transport node Viability: No reason to believe the site is not viable to develop</p> <p>Pros – central location</p> <p>Cons - Proximity to Marston conservation area. Poor connectivity</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Within the setting of Marston Conservation Area</p> <p>Not available for development according to HELAA due to land being in use for school sports field and landowner objection to development of the land.</p>		<p>Known Constraints - Site is within 'significant views' associated with Old Marston Conservation Area.</p> <p>Development has the potential to harm the significance of this Conservation Area</p>	
19	Land off Mill Road, Abingdon	VWHDC	<p>Availability: Landowners intentions unknown. Accessibility: More than 2km from sustainable transport node Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Large open area on edge of Abingdon</p> <p>Cons - Despite proximity to A34 road access is likely to require new access road or new junction on A34. Poor connectivity</p> <p>To be considered for further review</p>	<p>'Sutton Wick settlement site' Scheduled Ancient Monument within the site.</p> <p>Land parcels safeguarded for:</p> <ul style="list-style-type: none"> - Strategic Highways Improvements - Reservoir - Wilts and Berks Canal <p>Therefore majority not available for development.</p>		<p>Major Known Constraints - Site contains a Scheduled Monument and there is evidence of non-designated archaeological remains of high significance.</p> <p>Development would likely result in harm to the Scheduled Monument – either through physical effects or changes to its setting – potentially resulting in a high degree of harm to its heritage significance. High potential for significant archaeological remains to occur within the Site.</p>	
20	Dalton Barracks, Abingdon	VWHDC	<p>Availability: It is understood that the MOD are promoting the allocated land at Dalton Barracks and that the unallocated greenfield land abutting the allocation and bordering much of the A34 could be a necessary element of the wider site. Not aware of the landowners intentions. Accessibility: More than 2km from sustainable transport node Viability: Multiple landowners - potential for complications for collaborating</p>	<p>Green Belt</p> <p>Part of the site allocated for residential development and other land not expected to be fully decommissioned until 2028/29. Airfield still in use and therefore unavailable. Will not be available within the timescales required by OUFC.</p>			

			<p>Pros - Large brownfield development with potential capacity for a stadium development.</p> <p>Cons - Timing of bringing forward wider promotion may not align with OUFC time constraints.</p> <p>To be considered for further review</p>	<p>The site contains Dry Sandford Pit SSSI and Gozzards Ford Local Wildlife Site. It also is close to Cothill Fen SAC and SSSI and Barrow Farm Fen SSSI. As such, part of the sites are heavily constrained and would not be suitable.</p>		
21	Land between Sugworth Lane and the A34, Abingdon	VWHDC Radley Neighbourhood Area	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Oxfordshire CC have planned highways upgrades to include full north and southbound junction accessibility. This would enhance the location with regards to road access.</p> <p>Cons - The location is relatively flat and a stadium would have significant visual impact. Poor connectivity</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Southern and eastern boundaries safeguarded for highways. Development would need to ensure that development does not prejudice highways improvements.</p>	<p>Stage 1: Forming part of the Green Belt separating Abingdon and Oxford is reflected in its 'high' performance against Green Belt Purpose 3 (Safeguarding the countryside from encroachment) and 4 (preserve the setting and special character of historic towns), although the parcel scores as 'low' or 'no contribution' for the other purposes as identified in the Oxford Green Belt Study (2015). The site makes a contribution to the openness of the Green Belt in combination with the surrounding landscape.</p> <p>The site is representative of the key characteristics of the LCA, including 'a relatively rural area, with rolling topography and layers of vegetation aiding the sense of peace and tranquility in parts of the character area. However, a variety of human influences limit the sense of remoteness across large parts of the character area'</p> <p>The site is enclosed but the proposed development would have a significant impact on the residential properties on Sugworth Lane to the north. The site is also in close proximity to Sugworth SSSI which lies approximately 225m to the north-east. Sugworth SSSI is designated for its early interglacial deposits which are "extremely rare in Britain." Sugworth is "at present the only presumed Cromerian site associated with Thames deposits, and it is therefore a locality of major significance."</p>	

22	Land to the east of Pen Lane and to the north of the A34, Abingdon	VWHDC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros- Oxfordshire CC have planned highways upgrades to include full north and southbound junction accessibility. This would enhance the location with regards to road access.</p> <p>Cons - The location is relatively flat and a stadium would have significant visual impact. Poor connectivity</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Eastern parcel of land safeguarded for park and ride and therefore unavailable.</p>	<p>Stage 1: Forming part of the Green Belt separating Abingdon and Oxford is reflected in its 'high' performance against Green Belt Purpose 3 (Safeguarding the countryside from encroachment) and 4 (preserve the setting and special character of historic towns), although the parcel scores as 'low' or 'no contribution' for the other purposes as identified in the Oxford Green Belt Study (2015). The site makes a contribution to the openness of the Green Belt in combination with the surrounding landscape.</p> <p>Representative of the key characteristics of the LCA LM25, including: countryside within the Character Area forms the setting to a number of adjacent settlements, and provides separation between Abingdon and the surrounding villages. The Character Area also forms the immediate rural setting to listed buildings associated with Beaulieu Court Farm located on high ground at the eastern edge of Sunningwell, to the north-west of the Character Area". The policy commitment to highways improvements with Park and Ride facility under Policy CP12 within the site confers a change in landscape setting to the site should this be delivered. This would also mean that any development within the site would be pushed closer to Sunningwell and its associated listed buildings. The site is visually open and any development of significant scale could be visible from a number of visual receptors, potentially including identified scenic viewpoints within the North Wessex Downs AONB and affect the landscape settings of listed buildings within Sunningwell.</p>		
23	Land to the east of Oxford Road and to the south of	VWHDC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p>	<p>Green Belt</p> <p>Would need to be mindful of impact on Grade II Listed Milestone within site</p> <p>PROW runs through the site</p>	<p>Stage 1: Forming part of the Green Belt separating Abingdon and Oxford is reflected in its 'high' performance against Green Belt Purpose 2 (preventing neighbouring towns</p>	<p>No Known Constraints - No evidence to suggest that development would result in heritage harm.</p>	

	the A34, Abingdon		<p>Pros - Oxfordshire CC have planned highways upgrades to include full north and southbound junction accessibility. This would enhance the location with regards to road access.</p> <p>Cons - The location is relatively flat and a stadium would have significant visual impact. Poor connectivity</p> <p>To be considered for further review</p>		<p>merging into one another), although scores 'medium' against purpose 3, 'low' against purpose 4 and 'no contribution' to the other purposes, as identified in the Oxford Green Belt Study (2015). The site makes a contribution to the openness of the Green Belt in combination with the surrounding landscape.</p> <p>Representative of the key characteristics of the LCA including 'countryside within the character area forms the setting to a number of adjacent settlements, and provides separation between Abingdon and the surrounding villages. A double tree line avenue is orientated east-west along the top of the local ridge feature between Lodge Hull and Radley College and forms part of the northern backdrop in views from Abingdon.'</p> <p>The site has an association with Radley Park, whilst this isn't a Registered Park and Garden, the landscape character assessment identifies that parts of it were designed by Capability Brown and therefore the site is considered to have some elevated heritage value in landscape terms. Overhead power lines cross through the centre of the site and would be a major constraint to development unless removed. The site is located within the rural landscape between Abingdon and Kennington. Whilst this landscape is well defined by the tree belts associated with the A34 and Radley Park, it has a distinctly rural, undeveloped character in combination with the landscape to the north east.</p>	<p>Provided Grade II Listed Milestone is retained as part of a development, its significance is unlikely to be harmed.</p>
24	Land West of Oxford Airport	CDC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Open and level ground.</p>	<p>Green Belt</p> <p>Site sits to the north of Begbroke conservation area and identified within the Conservation Area Appraisal as within its setting where views to/from should be protected.</p> <p>PROW crossing the site.</p>		<p>Major Known Constraints - Site is within the setting of a Grade I Registered Park and Garden (Blenheim Palace, also a World Heritage Site) and is also located within important views from Begbroke and Bladon Conservation Areas.</p> <p>Development within the Site would likely result in considerable change to the setting of Blenheim Palace and</p>

			<p>Cons - Proximity to Oxford Airport likely to create conflict due to building height. Poor connectivity</p> <p>To be considered for further review</p>			<p>Bladon and Begbroke Conservation Areas, potentially resulting in harm to their significance. High potential for significant archaeological remains to occur within the Site.</p>
25	Oxford Greyhound Stadium		<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: Potential abnormal costs associated with brownfield status</p> <p>Pros – Brownfield</p> <p>Cons - Neighbouring landowners required to create larger parcel. Not viable in isolation due to access issues and its size. Poor rail connectivity. We understand from OUFC that the land is currently let on a 10 year lease for Greyhound and Speedway racing.</p> <p>Below area requirement</p>	<p>Site is allocated for use as a stadium for greyhound racing/speedway, or residential use should this not be viable.</p> <p>Site within Oxford Stadium Conservation Area and is locally significant.</p> <p>HELAA identifies that part of the site is still in use as a greyhound stadium and therefore the whole site is not available.</p>		<p>Major known constraints - The Site comprises the Oxford Stadium Conservation Area. The Oxford Stadium: Conservation Area Appraisal describes the character and appearance of the Conservation Area.</p> <p>Development within the Site would likely result in considerable change to the character and appearance of the Conservation Area, likely resulting in a high degree of harm to its heritage significance and that of its associated historic structures.</p>
26	Oxford City Football Club, Marsh Lane	OCC	<p>Availability: - Oxford City Council have turned down historic approaches by OUFC. The two clubs would need to share facilities, or Oxford City would need to be relocated.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: Multiple landowners - potential for complications for collaborating</p> <p>Pros – similar land use to existing</p> <p>Cons – Understood from OUFC that the site is not viable due to issues relating to access, its size and traffic. Poor rail connectivity. Oxford City FC would potentially need to be relocated. Adjacent to Marston conservation area</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Protected for outdoor sports/recreation - currently in use by Oxford City Football Club and also has other existing sports uses (e.g. netball, gym). Landowner confirmed to OUFC that it is not available (appendix 11).</p> <p>Within a view cone and restrictions on height and design would limit what could be achieved</p>		<p>Known Constraints - Site forms part of the setting of Old Marston Conservation Area.</p> <p>Development within this Site therefore has the potential to harm the significance of this Conservation Area due to impact on key views.</p>
27	Kassam Stadium	OCC	<p>Availability: Allocated for alternative development. Landowner has confirmed to OUFC they are not willing to sell.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: Considered viable given current use as a stadium</p>	<p>Site situated within an area of change and allocated for residential development, alongside the stadium. Policy highlights that the football stadium should remain (unless it has been replaced elsewhere in Oxford or in proximity to Oxford).</p>		

			<p>Pros – Existing Stadium</p> <p>Cons - Poor road and rail connectivity. Landowner confirmed not willing to allow continued use or sell.</p> <p>Landowner not willing to sell.</p>	<p>PROW through site.</p>			
28	Land north of Oxford Parkway Station	CDC	<p>Availability: Understood from OUFC that an approach has been refused by the landowners</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Well located with good transport links</p> <p>Cons – unwilling landowners</p> <p>Landowner not willing to sell</p>	<p>Green Belt</p> <p>Areas at risk of flooding within the site</p>	<p>Stage 1</p> <p>A moderately performing parcel assessed within LVASA as identified by the Oxford Green Belt Study (2015). Not within a landscape character identified as high value. Visually open due to its flat nature and the surrounding flood plain topography. Makes a contribution to Green Belt in combination with surrounding landscape. Not publicly accessible but viewed from Oxford Parkway Park and Ride and the wider PRow Network to east.</p> <p>Stage 2:</p> <p>Development would lead to further harm to the Green Belt between Oxford and Kidlington but also introduce development of significant scale into the largely rural Cherwell Valley to the east. Boundary vegetation is limited and the topography is flat. The site is not part of a defined view corridor but development would be highly visible from the PRow Network to the east, including the Oxford Greenbelt Way. Site has visual relationship with the Grade II Listed Middle Farmhouse leading to potential impacts on its landscape setting.</p> <p><i>There could be potential for the proposed development in the western half of the site.</i></p>		
29	Land near to Marston	SODC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: Abnormal costs associated with Flood Zone 3.</p>	<p>Green Belt</p> <p>Large areas at risk of flooding.</p> <p>Land to the east proposed for access improvements and POS as part of Bayswater Brook development.</p>			<p>Potentially feasible for development from a flood risk perspective, however likely challenges with management of surface water flood risk.</p>

			<p>Pros - Adjacent to forthcoming Bayswater residential led allocation to the east. Includes elements of brownfield land.</p> <p>Cons - Inadequate connectivity by road and rail. Partly within flood zone 3.</p> <p>To be considered for further review.</p>	PROW through site			
30	Land near to Pear Tree Park and Ride	CDC and OCC	<p>Availability: Merton College have confirmed that a disposal to OUFC would not be considered.</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop, subject to access</p> <p>Pros - Good infrastructure links</p> <p>Cons - Not available for purchase. Query whether third party collaboration required</p> <p>Landowner not willing to sell - have confirmed that a disposal to OUFC would not be considered.</p>	<p>PROW running through site</p> <p>Priority Habitat along northern boundary.</p> <p>Listed Building to west</p>	<p>Stage 1:</p> <p>It was assessed as one of the more highly performing parcels in the Oxford GBS. However, the site was subsequently removed from the Green Belt and therefore this is no longer a constraint. The site is not within a Landscape Character Area assessed as high value. It is visually enclosed by boundary vegetation along A34 and within North Oxford Golf Course and the built form to the south. The site is publicly accessible via a PROW through the centre of the site.</p> <p>Stage 2:</p> <p>Development would introduce development of significant scale into the open fields of the site. The boundary vegetation would provide some enclosure and screening of views from the A34 to the west. The site is not part of a defined view corridor but development would be highly visible from the PROW within the site, which would likely need to be realigned. There could be potential for the proposed development in the site.</p>		
31	Land near to the Science Centre, Culham	SODC	<p>Availability: Landowners intentions unknown.</p> <p>Accessibility: Located within close proximity to Culham Train Station which could help facilitate sustainable travel.</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Rail links</p> <p>Cons - The site is both remote and removed from Oxford. There are access limitations</p>	<p>Green Belt</p> <p>Mineral safeguarding area where development should be directed away from.</p> <p>There is a Grade 2 listed building on site and within in the setting of a conservation area.</p> <p>Area of flood zone 2 in the south-western corner of the site</p>		<p>Known Constraints - Site forms part of the setting of a Grade II Listed Building and Scheduled Monument.</p> <p>Development has the potential to harm the significance of these designated heritage assets through changes to their setting.</p>	<p>Potentially feasible for development from a flood risk perspective, however south-western area of the site is at risk of fluvial flooding (historic flood event also recorded).</p>

			Unsuitable location – outside 7 mile radius			
32	Land at Oxford Airport	CDC	<p>Availability: Landowners have confirmed to OUFC that alternative development use is being progressed.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p> <p>Pros - Large open site under two ownerships</p> <p>Cons - Stadium not viable as it would disrupt the flightpath. Noise and light would be an issue for airport operation</p> <p>Landowner not willing to sell - have confirmed to OUFC that alternative development use is being progressed</p>	<p>Green Belt</p> <p>PROW to south</p> <p>Airport flight path</p>	<p>Stage 1:</p> <p>Site has an open character due to its field pattern and flat topography. Low hedgerow boundaries to the north and west allow views north across airport runway and west towards Bladon and Blenheim Palace Registered Park and Garden from the NW of the site, although there is no visual connectivity with the palace itself.</p> <p>The SE part of the site is similar in character but slightly more enclosed by its surrounding residential and industrial land uses. Rushy meadows SSSI is located in close proximity to this part of the site with the oxford canal and its associated conservation area beyond. A PROW runs along the southern boundary providing open views across the site.</p> <p>This site forms part of the Green Belt and contributes towards the sense of openness, although it is a less highly performing parcel compared to others within the LVASA. Whilst the scale of built form in the industrial areas and airport are more in keeping with the character of a football stadium, the proximity to the airport and its flight path are visual issues that negatively impact this site's potential. The open nature of the site and views north and west are considered important alongside views from the residential properties surrounding the site and the proximity to Rushy Meadows SSSI.</p>	
33	Frieze Farm, near to Oxford parkway	CDC	<p>Availability: Landowners intentions unknown. The land is allocated to relocate the golf course from PR6b and is therefore may not be available for redevelopment</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p>	<p>Green Belt</p> <p>Site contains Grade II Listed Building and adjacent to Conservation Area.</p> <p>Land safeguarded for a potential golf course, unless it is not required.</p> <p>PROW crossing and adjacent to the site.</p>	<p>Stage 1:</p> <p>Green Belt</p> <p>One of the more strongly performing parcels assessed within LVASA as identified by the Oxford Green Belt Study (2015).</p> <p>Not within a Landscape Character identified as high value.</p> <p>Visually open due to its flat nature and large scale field pattern.</p>	<p>Major Known Constraints - Site includes a Grade II Listed Building and forms part of the setting of the Oxford Canal Conservation Area.</p> <p>Development would likely result in considerable change to the setting of both of these designated heritage assets (or physical harm to the Listed Building), potentially resulting in a high</p>

			<p>Pros - Good infrastructure links. Well located in relation to Oxford</p> <p>Cons - Allocated for use as a golf course to replace the loss of the North Oxford Golf Course</p> <p>To be considered for further review</p>		<p>Makes a contribution to Green Belt in combination with surrounding landscape.</p> <p>Adjacent to Oxford Canal Conservation Area which has open views across the site.</p> <p>Safeguarded for new golf course.</p> <p>Stage 2: Development would lead to high harm to the Green Belt.</p> <p>Stratfield Brake Woodland to north and Oxford Canal to west are key constraints.</p> <p>Rural character and limited association with Oxford due to topography and major transport corridors creating a sense of separation</p> <p>Boundary vegetation mixed quality.</p> <p>Not part of a defined view corridor but open views from Oxford Canal Walk and Conservation Area.</p> <p><i>Conclusion: Site is not suitable for the proposed development.</i></p>	<p>level of harm to their heritage significance.</p>	
34	South Hinksey	VWHDC	<p>Availability: Landowners intentions unknown, however relocation or sharing of existing sports facilities could enable development</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: Potential abnormal costs associated with Flood Zone 3.</p> <p>Pros - Existing sports use. Potential direct access to A34</p> <p>Cons - Partly included within the floodplain. Existing rail connectivity not good and timeframe for improvement would be reliant on the Environment Agency flood alleviation scheme being created, timings for which are uncertain.</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Site sits just south of the North Hinksey Conservation area. Several Grade 2 listed buildings sit north of the site.</p> <p>Identified as a sports and leisure facility in the Neighbourhood plan, which is protected.</p> <p>Majority of the site has an existing sports use by Oxford Sports Lawn Tennis Club and Oxford Rugby Club.</p>	<p>Stage 1: One of the most strongly performing parcels assessed within LVASA as identified by the Oxford Green Belt Study (2015).</p> <p>Makes a contribution to Green Belt in combination with surrounding landscape but has well defined boundaries by existing vegetation and A34.</p> <p>Currently in use for sports.</p> <p>Landscape Character Area identified as falling within an identified view of the city from the west.</p>	<p>Known Constraints - Site forms part of the setting of North Hinksey Conservation Area, as well as a Grade II* Listed Building and Scheduled Monument.</p> <p>Development has the potential to harm the significance of these designated heritage assets through changes to their setting. High potential for significant archaeological remains to occur within the Site.</p>	
35	Seacourt Park and Ride	OCC	<p>Availability: Landowners intentions unknown</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: Potential abnormal costs associated with brownfield status and flood zone 3.</p>	<p>Primarily in Flood Zone 3, partially in Flood Zone 2.</p> <p>Adjacent to a designated Oxford City Wildlife Site</p>			<p>Significant flood risk constraints identified. Considered unsuitable for development from a flood risk perspective</p>

			<p>Pros - Good infrastructure links</p> <p>Cons - Existing use important for Oxford's public transport services. Falls within the floodplain as does the surrounding land making development less viable</p> <p>Below area requirement.</p>			
36	Oxpens	OCC	<p>Availability: OUFC confirm the landowner is not willing seller</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: Potential abnormal costs associated with brownfield status and Flood Zone 3. Multiple landowners – potential for complications for collaborating.</p> <p>Pros - Good infrastructure links</p> <p>Cons - Competition with high value alternative development uses</p> <p>Landowner not willing to sell – confirmed to OUFC</p>	<p>Land allocated for residential development and live planning application for mixed use development.</p> <p>Height restrictions as within the Historic Core.</p> <p>Areas of flood zone 2 and 3.</p>	<p>Stage 1:</p> <p>The site is not within the Green Belt and is considered to be partly brownfield. Current use is part public car park and part open space known as Oxpens Meadow. Some other areas of the site are fenced off and in a derelict state. Oxford Ice Rink is located centrally to the site but outside the site boundary. The site is in close proximity to the River Thames and there are views from the associated PRowWs and from the A420.</p> <p>Will form part of a number of identified view cones in Oxford City Council policy from Raleigh Park and Boar's Hill to the south of the site. It therefore forms an important part of the perception of Oxford and its historic centre from the surrounding landscape.</p> <p>Stage 2:</p> <p>No harm to Green Belt.</p> <p>The site is located close to the city centre and forms part of the designated view cones from the south of the City. It therefore contributes to the historic setting of the city centre.</p> <p>Development would result in the loss of areas of existing open space in the form of Oxpens Meadow and would be a scale that would diminish the prominence of the city centre spires.</p> <p><i>The site is therefore not considered to be suitable for the proposed development due to its visual sensitivities.</i></p>	<p>Significant flood risk constraints identified and likely challenges with management of existing watercourse/s at the site. Considered unsuitable for development from a flood risk perspective.</p>
37	Eastwyke Farm	OCC	<p>Availability: Landowners intentions unknown</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop</p>	<p>Green Belt</p> <p>Flood Zone 2 and 3</p> <p>Within View Cone</p>		<p>Significant flood risk constraints identified and likely challenges with management of existing watercourse/s at the site. Considered unsuitable for development from a flood risk perspective</p>

			<p>Pros - Good infrastructure links</p> <p>Cons - Sensitive, central Oxford location- Flood zone</p> <p>To be considered for further review</p>	<p>HELAA identifies that the site is in use as a hotel and grounds and unavailable.</p>			
38	Land adjacent to Binsey Lane	OCC	<p>Availability: Landowners intentions unknown</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: Potential abnormal costs associated with brownfield status and Flood Zone 3.</p> <p>Pros - Good infrastructure links-. Close to the city centre</p> <p>Cons - Flood zone 3. Sensitive landscape</p> <p>To be considered for further review.</p>	<p>Green Belt</p> <p>Flood Zone 3</p> <p>Parcels of land protected for sports/recreation and allotments.</p>			<p>Significant flood risk constraints identified and likely challenges with management of existing watercourse/s at the site. Considered unsuitable for development from a flood risk perspective.</p>
39	Land between River Cherwell and Northern Bypass	OCC	<p>Availability: Landowners intentions unknown but considered unlikely due to current land use.</p> <p>Accessibility: More than 2km from sustainable transport node</p> <p>Viability: Potential abnormal costs associated with Flood Zone 3.</p> <p>Pros – Located within the ring road</p> <p>Cons – Existing use as community asset. High level of biodiversity. Poor connectivity</p> <p>To be considered for further review</p>	<p>Green Belt</p> <p>Flood Zone 2 and 3</p> <p>Large proportion protected for outdoor sports and recreation (Sunnymead Recreation Ground to north-west)</p> <p>PROW through the site. HELAA confirms site unavailable.</p>			<p>Significant flood risk constraints identified, including central areas of the site located within floodplain and predicted reservoir flooding extents. High surface water flood risk and likely challenges with management of existing watercourse/s at the site. Considered unsuitable for development from a flood risk perspective.</p>
40	Stratfield Brake	CDC	<p>Availability: OCC entered discussions regarding the sale of the land to OUFC but Cabinet confirmed in January 2023 that the land was not suitable or deliverable, agreeing to enter into discussions regarding an alternative site (the northern part of Site 4).</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop.</p> <p>Pros - Good infrastructure links. Well located relative to Oxford</p>	<p>Green Belt</p> <p>Protected for open space, outdoor sport and recreation.</p> <p>Oxford Canal Conservation Area to west of the Site.</p> <p>Site is partly designated as a Conservation Target Area.</p>	<p>Stage 1: Moderately performing parcel assessed within LVASA as identified by the Oxford Green Belt Study (2015), although allocations have added pressure to the role of the Green Belt between Oxford and Kidlington.</p> <p>Area of Woodland (allocated under NERC S41).</p> <p>Not within a Landscape Character Area identified as high value and visually well enclosed.</p> <p>Makes a contribution to Green Belt in combination with surrounding landscape.</p>	<p>Known Constraints - Site forms part of the setting of the Oxford Canal Conservation Area and a Grade II Listed Building.</p> <p>Development has the potential to harm the significance of these designated heritage assets through changes to their setting.</p>	

			<p>Cons - Existing land uses require relocation</p> <p>Site determined unavailable following discussions with landowner</p>		<p>Western part of the site open to views from Oxford Canal Trail and could be considered to contribute to the setting of the Oxford Canal Conservation Area.</p>		
41	Red Barn Farm	CDC	<p>Availability: Merton and St Johns have confirmed that a disposal to OUFC would not be considered.</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: No reason to believe the site is not viable to develop.</p> <p>Pros - Good infrastructure links</p> <p>Cons - Pedestrian connectivity to Rail is not in place. Not available for purchase.</p> <p>Landowner not willing to sell</p>	<p>Green Belt</p> <p>Adjacent to Conservation Area and Listed Buildings</p> <p>HELAA identifies that the site is not suitable for development as it would result in a complete change in landscape setting.</p> <p>Western border of the site Flood Zone 2 and adjacent to Flood Zone 3.</p> <p>Local Wildlife Site to West.</p>	<p>Stage 1:</p> <p>Moderately performing parcel assessed within LVASA as identified by the Oxford Green Belt Study (2015).</p> <p>Not within a Landscape Character Area identified as high value due to its flat nature and large scale field pattern.</p> <p>Makes a contribution to openness of the Green Belt in combination with surrounding landscape.</p> <p>Adjacent to the Oxford Canal Conservation Area along its western boundary, from which there are open views across the site from the Oxford Canal LDWR. The site is segregated from the city by the A34 and A44. Pixey and Yarnton SSSI is located approximately 400m to the west. A Local Wildlife Site is adjacent to the western boundary.</p> <p>Stage 2:</p> <p>Development would lead to high harm to the Green Belt between Oxford and Kidlington/Yarnton. The Oxford Canal Conservation Area to the west is a key constraint. The site has a rural character and limited associated with Oxford due to its westerly sloping topography and the major transport corridors creating a sense of separation. Boundary vegetation of mixed quality.</p> <p>Not part of a defined view corridor but there are open views from the Oxford Canal Walk and the Conservation Area.</p> <p><i>The site therefore contributes to its setting and is not considered suitable for the proposed development.</i></p>	<p>Known constraints - The western Site boundary is formed by the Oxford Canal Conservation Area. The Council's Appraisal identifies the Site as an 'important open space' with a 'positive vista' extending across it from the south. A 'Visual Stop' extends along the northern Site boundary and a 'Positive Landmark' (Duke's Lock) exists on the western boundary of the Site.</p> <p>Development within the Site would likely result in considerable change to the setting of these designated heritage assets, potentially resulting in a level of harm to their heritage significance.</p>	
42	Medley Manor Farm, Botley		<p>Availability: Landowner intentions unknown</p> <p>Accessibility: Within 2km of sustainable transport node</p> <p>Viability: Multiple landowners - potential for complications for collaborating</p> <p>Potential abnormal costs associated with Flood Zone 3</p>	<p>Green Belt</p> <p>Flood Zone 3</p> <p>Grade II Listed Buildings relatively close to the site</p> <p>PROW to east</p>		<p>Known constraints - It is located c.175m to the west of the Jericho Conservation Area and the Central Oxford (University and City) Conservation Area, and likely forms part of their setting. It is also located in the vicinity of the 'Swing bridge, LNWR Station' Scheduled</p>	<p>Significant flood risk constraints identified and likely challenges with management of existing watercourse/s at the site. Considered unsuitable for development from a flood risk perspective.</p>

			<p>Pros - Good rail infrastructure links and central Oxford location</p> <p>Cons - Flood zone 3</p> <p>To be considered for further review.</p>	<p>Within close proximity to Port Meadow SAC</p>		<p>Monument and the Grade II Listed Medley Manor Farmhouse.</p> <p>Proposed development within this Site has the potential to harm the significance of these designated heritage assets through changes to their setting.</p>	
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6. STAGE 3 ASSESSMENT: KEY QUESTIONS

6.1 As set out in Section 2, there is no planning policy requirements or specific guidance for assessing alternative sites. However, the Brighton and Hove Albion appeal decision provides a useful benchmark for assessing alternative sites. It provides the most in-depth analysis of all case law, and an Inquiry took place solely on the approach to assessing alternative sites, with the Secretary of State setting out key criteria to be considered. As such, this example has informed the site analysis undertaken in this case.

6.2 Following the Stage 1 and Stage 2 Planning Assessments, the assessment work has been pulled together with a conclusion made in respect of each of the questions highlighted above:

1. Is the site acquisition a realistic proposition?
2. Is the site large enough for a 16,000 capacity stadium and required parking/circulation?
3. Can a stadium be built without incurring unaffordable development costs?
4. Are there any overriding site specific planning issues?
5. Is the site accessible by sustainable modes of transport?
6. Can a stadium be built on the site without any unacceptable environmental or visual impact?

6.3 The approach to assessment against these criteria is set out in Section 3, with a traffic light system adopted: green is where this is likely to be met, red is where it is unlikely to be met and yellow is where further investigation is required.

Criteria	Key Questions	Likely to be met	Possible/subject to further investigation	Unlikely to be met
1. Is the site acquisition a realistic proposition?	<p>Is the site available? Is there confidence that there are no legal or ownership impediments to development?</p> <p>Is site acquisition considered to be a realistic proposition within the time period to meet the needs of OUFC?</p>	Discussions with OUFC indicate site acquisition is possible.	Landowner intention unknown, but potentially possible.	<p>Landowner has confirmed to OUFC they are not willing to sell.</p> <p>In active use and no indication that the site is available for development.</p>
2. Is the site large enough for a 16,000 capacity stadium and required	Does the site meet the minimum size requirements of 3.8 ha and does the shape allow for the	Site is at least 3.8 ha	N/A	The site is below area requirement

parking/circulation?	development of a Stadium?			
3. Can a stadium be built without incurring unaffordable development costs?	Are there any key factors that could affect the viability of the site?	No reason to believe the site is not viable	Possibility of factors that may affect viability, although extent unknown.	There are factors that are likely to incur unacceptable costs to the Club in terms of land acquisition and development.
4. Are there any overriding site specific planning issues?	From a review of national and local policy, are there any overriding planning constraints that would preclude development of the site? Is there potential to overcome these constraints? ¹²	Free from overriding planning designations/ constraints and where relevant, planning constraints can be overcome through appropriate masterplanning/ design.	More significant planning constraints (e.g. Green Belt) although potentially suitable, depending on mitigation/ masterplanning and overcoming the relevant policy tests.	Where sites are allocated or protected for alternative forms of development, those with overriding planning constraints (e.g. flood zone 3, unachievable access), where there are multiple layers of planning constraints that would make development difficult to achieve within the timescales required by OUFC, or where mitigation would become difficult, problematic or overly costly. This also includes sites where further technical assessment has concluded that the site is unsuitable.
5. Is the site accessible by sustainable modes of transport?	Is the site within walking distance (2km) of a major sustainable transport node? Can the development of the site promote walking and cycling such that there are reasonable alternatives from the private car?	The site is within 2km of a major sustainable transport node – train station, bus station or park and ride and is therefore accessible by sustainable transport modes.	N/A	Greater than 2km from a sustainable transport mode. Poor connectivity by sustainable modes of transport and any development of the site would likely be reliant on high levels of car borne journeys.
6. Can a stadium be built on the site without any unacceptable environmental or visual impact?	What are the environmental and visual effects of development of the site? Would these effects be so adverse to preclude the development of	Visual impact is unlikely to be significant and landscape, environmental and historic constraints are relatively minor in	Subject to investigation, there could be significant visual impact or significant impact on landscape, environmental or historic designations	Likely to have significant visual impact or significant impact on landscape, environmental or historic designations that would be

¹² Assisted where relevant by the work undertaken by specialist consultants.

	the site for a stadium use? Is there potential to overcome these constraints through mitigation?	nature and capable of being mitigated.	as a result of the development, although these are likely to be able to be mitigated to an acceptable level, or overcome.	difficult to overcome.
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6.4 The summary table provides an overall conclusion as to the suitability and availability of each site. The table also provides a comparison against the application site (part of Site 4 – Land East of Stratfield Brake), in order to consider if there are any other feasible, practical and realistic alternatives to The Triangle.

Site ref	Site Address	Is the site acquisition a realistic proposition?	Is the site large enough for the stadium and required parking/circulation?	Can a stadium be built without incurring unaffordable development costs?	Any overriding site-specific planning issues?	Is the site accessible by sustainable modes of transport?	Can a stadium be built without any unacceptable environmental or visual impact?	Overall Assessment
1	Land east of Grenoble Road							<p>Conclusion Site is in the Green Belt and significant flood risk constraints identified; therefore not suitable for development. The site is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 1 has the overriding constraint of being situated within Flood Zone 3. The site is also less accessible by sustainable modes of transport.</p>
2	Oxford City Sports Park							<p>Conclusion The site is owned by Oxford City Council and is currently OUFC's training facility as well as providing community facilities for football. It is therefore not available for development. The landscape assessment identifies that the site is sensitive from a landscape perspective. The site is also in the Green Belt and not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 2 is not available for development. It is also less accessible by sustainable modes of transport.</p>
3	Land to the north of Horspath Road							<p>Conclusion This site is currently home to Oxford Harlequins RFC and a number of other sports clubs all of which would have to be relocated and there are no other sites available. Correspondence with the Club has confirmed that the site is not available. The site is also in the Green Belt, and not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 3 is not available for development. It is also less accessible by sustainable modes of transport.</p>

4	Land east of Stratfield Brake	Green	Green	Green	Yellow	Green	Yellow	<p>Conclusion</p> <p>Whilst the site is within the Green Belt, and Very Special Circumstances would need to be demonstrated, this is the only real planning constraint. The site is within walking distance (2km) of a major sustainable transport mode and is available for development. Further assessment undertaken in relation to landscape has highlighted that there is potential for development in the northern parcel (the Triangle). The southern parcel is unsuitable from a landscape perspective.</p>
5	Land west of Marston	Yellow	Green	Green	Yellow	Red	Yellow	<p>Conclusion</p> <p>The site is within the Green Belt and adjacent to Old Marston Conservation Area which sits to the east. The heritage assessment has highlighted that development has potential to harm the significance of the Conservation Area. Part of the site would be unavailable as it is being actively pursued for residential development. The site is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 5 has a greater number of constraints, and it has been deemed that there would be potential harm to the significance of the Conservation Area to the east. It is also less accessible by sustainable modes of transport.</p>
6	Land behind Ruskin College	Yellow	Green	Yellow	Red	Red	Red	<p>Conclusion</p> <p>The site is within the Green Belt and an important area of green space within Old Headington Conservation Area. The Heritage Assessment has demonstrated that the site has the potential to lead to a high degree of harm to the Conservation Area. Part of the site is allocated for institutional uses and it is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 6 has a greater number of constraints and it has been deemed that there would be potential for a high degree of harm to the Conservation Area. It is also not all available for development and is less accessible by sustainable modes of transport.</p>
7	Land north of Thornhill Park & Ride	Red	Green	Green	Yellow	Green	Red	<p>Conclusion</p> <p>The site is in the Green Belt. The Landscape Assessment highlights that it is a strongly performing parcel which is visually sensitive and therefore is considered unsuitable. It is within walking distance (2km) of a major sustainable transport node. Furthermore the landowner has confirmed to OUFC that is not available.</p>

								<p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 7 has been deemed to be visually sensitive and therefore unsuitable for development. Discussions with OUFC have also indicated that the site is unavailable.</p>
8	Land south of Thornhill Park & Ride							<p>Conclusion</p> <p>The site is in the Green Belt. The Landscape Assessment highlights that it is a strongly performing parcel which is visually sensitive and therefore is considered unsuitable as it could result in significant landscape harm. Heritage Assessment identifies that the site has the potential to lead to considerable change to the setting of the Registered Park and Garden, setting of Forest Hill Conservation and high archaeological remains. Whilst it is within walking distance (2km) of a sustainable transport node, it is not suitable for development.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, it has been deemed that Site 8 is visually sensitive and that development could lead to significant landscape harm, as well as considerable change to the setting of a Registered Park and Garden to the east.</p>
9	Land between the A40 and M40							<p>Conclusion</p> <p>Site is in the Green Belt. The Landscape Assessment work concludes that the site has historic value in the landscape, and that there are open views across the site in all directions. Site makes a contribution to the openness of the Green Belt and therefore is not suitable. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 9 has been deemed to be visually sensitive and therefore unsuitable for development. It is also less accessible by sustainable modes of transport.</p>
10	Sandy Lane Sports Ground, Blackbird Leys							<p>Conclusion</p> <p>The site is in use as formal sports provision and is allocated for residential development within the Local Plan. Also in close proximity to existing residential uses. The site has been deemed unsuitable from a landscape and visual perspective. The site It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Whilst the site is within an Area of Change identified within policy, it is allocated for residential use and is therefore not available for the</p>

								Proposed Development. Despite its location within the City, it is not within walking distance of a major sustainable transport node.
11	Land off Henley Road, Sandford on Thames							<p>Conclusion</p> <p>The site is in the Green Belt. The Landscape Assessment work concludes that the site exposed with lack of enclosure. The site is visually sensitive, which is also visible from the PRow Network and is therefore unsuitable. It is also not within walking distance (2km) of a major sustainable transport node, although it is noted that there is the potential for a Park and Ride in the future so the accessibility may improve.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 11 has been deemed to be visually sensitive and therefore unsuitable for development. It is also currently less accessible by sustainable modes of transport.</p>
12	Land to the east of Heyford Hill Lane							<p>Conclusion</p> <p>The site is within the Green Belt. The Landscape Assessment highlights that it is a strongly performing parcel which is visually sensitive and therefore is considered unsuitable. It is within walking distance (2km) of a major sustainable transport node. The landowner has confirmed that the site is being actively promoted for residential development with an option agreement in place, and therefore the site is unavailable.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 12 has been deemed to be visually sensitive and therefore unsuitable for development. Crucially, the site is not available for the proposed development as it is being promoted for residential use.</p>
13	Pembroke College Sports Ground and land adjoining							<p>Conclusion</p> <p>The site is within the Green Belt and significant flood risk constraints have been identified and therefore it is not suitable for development. Part of the site is protected for sports/recreation and it is also restricted by the Historic Core and View Cone. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 13 has the overriding constraint of being situated within Flood Zone 3. It is also partly protected for outdoor sports and is less accessible by sustainable modes of transport.</p>

14	Grandpoint recreational Outdoor Basketball Court							<p>Conclusion The site is protected for sports use and part of the site is allocated for residential development. It is also within the Historic Core where building heights are restricted, and partly in flood zone 2. The site is close proximity to the River Thames and there are views from the surrounding open spaces and residential dwellings, rendering it unsuitable from a landscape perspective. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 The site is protected for sports use and partly allocated for residential development, and therefore not deemed to be suitable for development. Furthermore, the site forms an important part of the perception of Oxford and its historic centre from the surrounding landscape and is unsuitable from a landscape perspective.</p>
15	Land behind Botley School							<p>Conclusion It is understood that the site is not available for development as there is an option agreement in place to Persimmon Homes. The site is in the Green Belt and deemed unsuitable within the Landscape Assessment work due to the topography of the site and the easements from the overhead lines. It is also seemed to be highly visually sensitive and an inappropriate location for the proposed development. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 15 has been deemed to be visually sensitive and therefore unsuitable for development. Irrespective of these constraints, the site is not available for development.</p>
16	Burgess Field							<p>Conclusion The site is within the Green Belt and is understood to be in recreational use. The 2022 HELAA (ref 183) highlights that the site is not available or suitable as it performs important green infrastructure function. It also identifies that the site is currently occupied for recreational/open public space and is within a very sensitive location adjacent to Port Meadow SSSI and SAC. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Site 16 is currently in recreational use and is therefore unavailable for the proposed development. Whilst both sites are constrained by the Green Belt designation, Site 16s location adjacent to Port Meadow SSSI and SAC renders the site to be unsuitable.</p>
17	Land north of the B4495							<p>Conclusion The site is in the Green Belt and within the setting of Old Marston Conservation Area. The Heritage Assessment Heritage Assessment</p>

								<p>has concluded it has the potential to harm the significance of the Conservation Area by altering the character of important views. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 17 has additional constraints and development of the site has the potential to result in harm to the significance of the Conservation Area. It is also less accessible by sustainable modes of transport.</p>
18	Land south of the B4495							<p>Conclusion</p> <p>According to the Council's HELAA, the site is not available due to land being in use for school sports field and landowner objection to development of the land. The site is in the Green Belt and within the setting of Old Marston Conservation Area. The Heritage Assessment Heritage Assessment has concluded it has the potential to harm the significance of the Conservation Area by altering the character of important views. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. The Council has identified that the site is not available. Irrespective of this, whilst both sites are constrained by the Green Belt designation, Site 18 has additional constraints and development of the site has the potential to result in harm to the significance of the Conservation Area. It is also less accessible by sustainable modes of transport.</p>
19	Land off Mill Road, Abingdon							<p>Conclusion</p> <p>The site contains a number of land parcels that are safeguarded for alternative uses and therefore the majority of the site would not be unavailable for development. Furthermore, the Heritage Assessment has concluded that there are major known constraints. Development would likely lead to high degree of harm to Scheduled Monument and archaeology. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Whilst both have planning constraints which would need to be addressed, Site 19 is safeguarded for a number of alternative uses and therefore the majority would not be available for development. Irrespective of this, development of Site 19 would likely result in a high degree of harm to the Scheduled Monument on site. It is also less accessible by sustainable modes of transport.</p>

20	Dalton Barracks, Abingdon							<p>Conclusion Part of the site is allocated for residential development and other land not expected to be fully decommissioned until 2028/29. Airfield still in use and therefore unavailable for development. The site is within the Green Belt and also contains Dry Sandford Pit SSSI and Gozzards Ford Local Wildlife Site, and therefore parts of the site are likely to be unsuitable. It also is close to Cothill Fen SAC and SSSI and Barrow Farm Fen SSSI. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Whilst both have planning constraints which would need to be addressed, Site 20 is unavailable for development within the timescales required by OUFC. Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are within the Green Belt, Site 20 has the additional constraint of sensitive ecological designations. It is also less accessible by sustainable modes of transport.</p>
21	Land between Sugworth Lane and the A34, Abingdon							<p>Conclusion The site is within the Green Belt. The Landscape Assessment work highlights that there would be significant impact on properties along Sugworth Lane and also potential impact on the Sugworth SSSI. It is also not within walking distance (2km) of a major sustainable transport node. Finally, the southern and eastern boundaries are safeguarded for highways. Development would need to ensure that development does not prejudice highways improvements.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, development of Site 21 has been deemed to result in significant impact on nearby properties and an SSSI. It is also less accessible by sustainable modes of transport.</p>
22	Land to the east of Pen Lane and to the north of the A34, Abingdon							<p>Conclusion The site is within the Green Belt. The Landscape Assessment work highlights that the site is visually open and any development of significant scale could be visible from a number of visual receptors, potentially including identified scenic viewpoints within the North Wessex Downs AONB and affect the landscape settings of listed buildings within Sunningwell. It is also not within walking distance (2km) of a major sustainable transport node, although it is noted that the eastern parcel of land is safeguarded for a Park and Ride and therefore the accessibility could improve.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be</p>

								achievable. Whilst both sites are constrained by the Green Belt designation, Site 22 has been deemed to be visually sensitive, and development has been predicted to affect the landscape setting of Listed Buildings. It is also currently less accessible by sustainable modes of transport.
23	Land to the east of Oxford Road south of the A34, Abingdon							<p>Conclusion</p> <p>The site is within the Green Belt. The Landscape Assessment work highlights that the site has a distinctly rural, undeveloped character. Site has elevated heritage value in landscape terms due to proximity of Radley Park and overhead power lines represent key constraint. It is concluded that the site is unsuitable. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 23 has been deemed to be more visually sensitive. It is also currently less accessible by sustainable modes of transport.</p>
24	Land West of Oxford Airport							<p>Conclusion</p> <p>The site is within the Green Belt and the Heritage Assessment has concluded that there are major known constraints. Development of the Site would lead to considerable change to the setting of the Grade I Registered Park and Garden (Blenheim Palace, also a World Heritage Site) and Begbroke and Bladon Conservation Area. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 24 has a greater number of constraints, and it has been deemed that there would be potential for a considerable change to the setting of a Grade I Registered Park and Garden and Begbroke and Bladon Conservation Area. It is also less accessible by sustainable modes of transport</p>
25	Oxford Greyhound Stadium							<p>Conclusion</p> <p>The site does not meet the minimum size requirements for a stadium and the HELAA also identifies that the site is still in use as a greyhound stadium and it is therefore unavailable. It is also allocated for use as a stadium for greyhound racing/speedway, or residential use. It is also within the Oxford Stadium Conservation Area and identified as being locally significant. Despite its City location, It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Whilst both have planning constraints which would need to be addressed, Site 25 is in use as a greyhound stadium and is allocated for</p>

								<p>this use, or residential use should this be found to be unviable. The site is sensitive from a heritage perspective, and is identified as being locally significant. More importantly, the site is also not of a sufficient size for the development. Despite its location within the City, it is less accessible by sustainable modes of transport.</p>
26	Oxford City Football Club, Marsh Lane							<p>Conclusion</p> <p>The site is currently in sports use and used by Oxford City Football Club and other sports clubs. It is protected for outdoor sports and recreation and the landowner has confirmed that the site is not available. Site is in the Green Belt and Heritage Assessment concludes that development within this Site has the potential to harm the significance of Marston Conservation Area due to impact on key views. The site is also within a view cone, where restrictions on height and design would limit what could be achieved. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 26 is not available for development. Site 26 has additional heritage constraints, and it has been identified that development of the site has the potential to harm the significance of Marston Conservation Area. It is also less accessible by sustainable modes of transport.</p>
27	Kassam Stadium							<p>Conclusion</p> <p>The site is currently in use by OUFC and has relatively limited planning constraints. The site is allocated for residential development alongside the stadium but it also allows for the complete redevelopment for residential if the stadium has been relocated. The landowner has confirmed that they are not willing to allow continued use of the stadium. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Whilst Site 27 is the current location of the Stadium, and despite the fact there are relatively limited planning constraints, the site is not available for development. This is explained in Section 2 above. It is also less accessible by sustainable modes of transport.</p>
28	Land north of Oxford Parkway Station							<p>Conclusion</p> <p>OUFC has confirmed that the landowner is unwilling to sell and therefore the site is unavailable. The site with within the Green Belt. The Landscape Assessment has concluded that the site is not part of a defined view corridor but development would be highly visible from the PRoW Network to the east, including the Oxford Greenbelt Way. Site has visual relationship with the Grade II Listed Middle Farmhouse leading to potential impacts on its landscape setting. However, it is concluded that there is potential for the proposed development in the</p>

								<p>western half of the site. It is also within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, namely the Green Belt designation, the landscape assessment work has identified that both sites have potential for the proposed development in specific locations. They are also accessible by sustainable modes of transport. The landowner is unwilling to sell, and the site is therefore unavailable. Even if the site were available, the site constraints of both sites are comparable and therefore Site 28 would not be sequentially preferable.</p>
29	Land near to Marston							<p>Conclusion The site is within the Green Belt and has large areas of flood risk within and adjacent to the site. Land to the east is unavailable as it is proposed for access improvements and POS as part of the allocated site to the east. Footpaths cross the site. It is also not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 29 is more constrained in terms of flood risk. It is also less accessible by sustainable modes of transport.</p>
30	Land near to Pear Tree Park and Ride							<p>Conclusion Despite historically being identified as highly performing Green Belt parcel, the site is no longer in the Green Belt and is relatively free of planning constraints. It is also within walking distance (2km) of a major sustainable transport node. However, the landowner has confirmed that they are not willing to sell.</p> <p>Comparison with Site 4 Despite the fact that Site 30 has relatively limited planning constraints, the site is not available for development.</p>
31	Land near to the Science Centre, Culham							<p>Conclusion Site is in the Green Belt and the Heritage Assessment highlights that has the potential to harm the significance of the Grade II Listed Building and Scheduled Monument through changes to its setting. The site is within a mineral safeguarding area where development should be directed away from. It is within walking distance (2km) of a major sustainable transport node. Fundamentally, it is outside the 7 mile search area so the EFL are unlikely to find the location acceptable.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be</p>

								achievable. Whilst both have planning constraints which would need to be addressed, Site 31 is within a mineral safeguarding area and therefore is not immediately suitable for development. Site 31 has additional heritage constraints and it has been identified that development of the site has the potential to harm the significance of a Grade II Listed Building and Scheduled Monument. Both sites are accessible by sustainable transport modes. Fundamentally, it is outside the 7 mile search area so the EFL are unlikely to find the location acceptable.
32	Land at Oxford Airport							<p>Conclusion</p> <p>The landowner has confirmed that they are not willing to sell and therefore the site is unavailable. The site is within the Green Belt, in close proximity to residential development. It is also identified as being within an airport flight path where restrictions may be in place. It is not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, the site is within the airport flight path and within close proximity to residential development. It is also less accessible by sustainable modes of transport.</p>
33	Frieze Farm, near to Oxford parkway							<p>Conclusion</p> <p>The site is safeguarded for a potential golf course and therefore is unavailable for development. Site is within the Green Belt and the Landscape Assessment highlights that the site is not suitable for the proposed development as it would result in high harm to the Green Belt, as well as the impact on open views from the Conservation Area to the west. The Heritage Assessment also identified that there are major known constraints and development has the potential to result in a high level of harm to the Grade II Listed Building on site and Oxford Canal Conservation Area through changes to their setting. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>The site is safeguarded for a potential golf course and therefore is not readily available. Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are constrained by the Green Belt designation, Site 33 has been identified to be unsuitable for development as a result of the landscape and heritage assessments undertaken. Both sites are accessible by sustainable transport modes.</p>
34	South Hinksey							<p>Conclusions</p> <p>The site has an existing sports use and is used to Oxford Sports Lawn Tennis Club and Oxford Rugby Club. It is protected for sports use within the Neighbourhood Plan and is therefore unavailable. The site is within the Green Belt and the Landscape Assessment highlights that the site</p>

								<p>is a high performing parcel in the Green Belt. It is within an identified view of the city to the west and therefore unsuitable. The Heritage Assessment also identified that development has the potential to result in harm to the significance of the North Hinksey Conservation Area and Grade II* Listed building. As such, the site is not suitable for development. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 The site is in an existing sports use and protected for this use within the Neighbourhood Plan. Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are within the Green Belt, Site 34 has been deemed to be unsuitable for development from a landscape and heritage perspective.</p>
35	Seacourt Park and Ride							<p>Conclusion The site is in use as a Park and Ride and is therefore important for Oxford's public transport services. It also does not meet the minimum size requirement to deliver a stadium. As such, the site is not readily available. The Site is in the Green Belt and significant flood risk constraints have been identified; therefore it is not suitable for development. It is also adjacent to a Wildlife Site. The site is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 35 has the overriding constraint of being situated within Flood Zone 3. The site is also less accessible by sustainable modes of transport. The site is also not of a sufficient size for the development.</p>
36	Oxpens							<p>Conclusions The site is allocated for residential development and there is a live planning application for mixed-use development. Furthermore, it has been confirmed that the landowner is not willing to sell. The site is therefore unavailable. The Landscape Assessment concludes that the site is not suitable due to its visual sensitivities. The site is also within the historic core, and therefore there would be height restrictions for any development. In addition, the site contains areas at risk of flooding, as well as Oxpens Meadow which is in recreational use. The site is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Whilst both have planning constraints which would need to be addressed, Site 36 is heavily constrained in terms of landscape and historic impact, as well as flood risk. The site is allocated and is coming forward for residential development and is therefore unavailable.</p>

37	Eastwyke Farm							<p>Conclusions</p> <p>The Councils HELAA identifies that the site is in use as a hotel and grounds and is therefore unavailable. It also does not meet the minimum size requirement to deliver a stadium. Irrespective of this, the site is within the Green Belt and also within Flood Zones 2 and 3. The site is also within a view cone, where restrictions on height and design would limit what could be achieved. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Whilst both have planning constraints which would need to be addressed, Site 37 is unavailable for development and does not meet the minimum size requirement. Irrespective of this, both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Site 37 also has additional constraints above and beyond its Green Belt designation, namely flood risk and its location within a view cone.</p>
38	Land adjacent to Binsey Lane							<p>Conclusions</p> <p>The Site is within the Green Belt and also within Flood Zones 2 and 3, with significant flood risk constraints identified. It is therefore considered unsuitable for development from a flood risk perspective. The site is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 38 has the overriding constraint of being situated within Flood Zone 3. Both sites are accessible by sustainable transport modes.</p>
39	Land between River Cherwell and Northern Bypass							<p>Conclusions</p> <p>A large proportion of the site within an existing recreational use and the site is protected for outdoor sports and recreation and is therefore considered unavailable. Irrespective of this, the site is within the Green Belt and also within Flood Zone 3, with significant flood risk constraints identified. It is therefore considered unsuitable for development from a flood risk perspective. The site is not within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>The site is not readily available due to its existing recreational use. Irrespective of this, both sites have planning constraints which would need to be addressed. Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. However, Site 39 has the overriding constraint of being situated within Flood Zone 3. The site is also less accessible by sustainable transport modes.</p>

40	Stratfield Brake							<p>Conclusions</p> <p>The site is protected for outdoor sports and recreation. Furthermore, OCC entered discussions regarding the sale of the land to OUFC but Cabinet confirmed in January 2023 that the land was not suitable or deliverable, agreeing to enter into discussions regarding an alternative site (the northern part of Site 4). As such, the site is not available, Irrespective of this, the Site is within the Green Belt and within a moderately performing parcel within Green Belt Assessments. The Landscape Assessment concludes that the site is not suitable for development and the Heritage Assessment concludes that development has the potential to harm the significance of the Oxford Canal Conservation Area and a Grade II Listed building through changes to their setting. The site is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>The site is in an existing sports use and protected for this use. Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are within the Green Belt, Site 40 has been deemed to be unsuitable for development from a landscape and heritage perspective. Both sites are accessible by sustainable transport modes.</p>
41	Red Barn Farm							<p>Conclusions</p> <p>It has been confirmed that the landowner is not willing to sell and therefore the site is unavailable for development. The site is within the Green Belt and the Landscape Assessment concludes that development would lead to high harm to the Green Belt, and open views from the Conservation Area to the west. The assessment concludes that the site is not considered suitable for the proposed development. This is supported by the Councils HELAA which says that the site is not suitable as it would result in a complete change in landscape setting. The site is also adjacent to areas at risk of flooding and a Local Wildlife Site. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4</p> <p>Site 41 is not available for development. Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both sites are within the Green Belt, Site 41 has additional constraints and has been deemed to be unsuitable for development from a landscape and perspective. Both sites are accessible by sustainable transport modes.</p>
42	Medley Manor Farm, Botley							<p>Conclusions</p> <p>The Site is within the Green Belt and also within Flood Zones 3, with significant flood risk constraints identified. It is therefore considered unsuitable for development from a flood risk perspective. The site is also within close proximity to Port Meadow SAC and Grade II Listed</p>

								<p>Buildings which add an additional sensitivity. It is within walking distance (2km) of a major sustainable transport node.</p> <p>Comparison with Site 4 Both sites are situated in the Green Belt and therefore Very Special Circumstances would need to be demonstrated for development to be achievable. Whilst both have planning constraints which would need to be addressed, Site 42 has the overriding constraint of being situated within Flood Zone 3. The site also has additional constraints.</p>
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7. CONCLUSIONS OF ASSESSMENT

7.1 This Alternative Site Assessment (ASA) has been prepared by Ridge and Partners LLP on behalf of Oxford United Football Club (OUFC) in support of a planning application for a new stadium development at Land to the east of Stratfield Brake and west of Oxford Parkway Station, known as 'The Triangle'. This ASA has been prepared to assess a number of site options in order to establish whether they could provide a commercially sustainable, long-term home for the Club, and provide justification for The Triangle, which is the clubs identified location for stadium and ancillary facilities.

7.2 This assessment has undertaken a review of relevant planning policy and Case Law for other stadium applications and sets out how this has informed the assessment. The case of Brighton and Hove Albion Football Club is particularly relevant as the Secretary of State in that case set out key criteria for assessing alternatives. Whilst these criteria do not form planning policy or guidance, they are useful in providing a benchmark for undertaking a similar exercise. As such, key questions that have been asked within this assessment are as follows:

1. Is the site acquisition a realistic proposition?
2. Is the site large enough for a 16,000 capacity stadium and required parking/circulation?
3. Can a stadium be built without incurring unaffordable development costs?
4. Are there any overriding site specific planning issues?
5. Is the site accessible by sustainable modes of transport?
6. Can a stadium be built on the site without any unacceptable environmental or visual impact?

7.3 In terms of methodology, in order for consent to be granted by the English Football League (EFL) for a new stadium, it needs to be within or in a close proximity to the city of Oxford given OUFC's intrinsic links with the City. This has informed the area of search. Further parameters for the assessment include:

- Area - Sites must be a minimum of 9.4 acres (3.8 hectares) so they are able to accommodate the stadium and associated elements;
- Location – Sites should be highly accessible and therefore within a maximum distance of 2km radius, an acceptable walking distance, from a major sustainable transport node (train/bus station/Park and Ride sites). However, it is noted that sites outside this area have also been included for completeness.
- Landowner intention – willingness to dispose of the land.

7.4 A phased approach to the assessment has been undertaken to ensure that all key considerations are fully assessed. The phases included:

- Initial Savills Assessment – this assessment provided an initial review of sites within the area of search defined by the EFL Requirements. This assessed a total of 64 sites (42 non-allocated and 22 allocated sites) and considered the site area, landowner intention, accessibility, viability and any key constraints. Where sites were considered to be worthy of further investigation, this was identified.
- An initial planning appraisal was then undertaken which reviewed the planning policy context and planning history of each site.
- Where specific constraints were identified, further assessment work was undertaken by specialist consultants in respect of these issues, namely landscape and visual impact, heritage impact and flood risk.
- Finally, the assessment work has been pulled together with a conclusion made in respect of a series of questions, informed by the Brighton and Hove Albion case highlighted above. An overall conclusion as to the suitability and availability of each site is also made, which also includes a comparison to the application site at Land east of Stratfield Brake.

7.5 The assessment has identified that of the 42 sites, 34 are situated within the Green Belt. For all of these sites, the proposed development would represent inappropriate development in the Green Belt and therefore would require Very Special Circumstances to be demonstrated. The majority of the other sites are either protected or allocated/safeguarded for other uses, and therefore are identified to meet a certain need, or not available for the stadium development. No viable or available brownfield sites have been identified.

7.6 The only site that is considered to be suitable, available and feasible for the development is Site 4 - Land East of Stratfield Brake, Kidlington. It is owned by Oxfordshire County Council and discussions have been ongoing regarding a possible acquisition of the site. It is noted that this site is washed over by the Green Belt designation, although this is the only real planning constraint. The landscape work has discounted the southern site as not being suitable and therefore development should be limited to the northern parcel only. The application site forms the northern parcel of this site and is known as The Triangle.

7.7 In terms of alternatives, whilst there are less constrained sites from a planning perspective that do not fall within the Green Belt (Sites 27 and 30), these are not available for development. Site 28 is comparable to the application site in that the Green Belt is its key constraint; however, the same policy constraints exist and therefore this is not sequentially preferable, and importantly, it is not available for development. As such, it is concluded that there are no other feasible, practical and

realistic alternatives to accommodate a proposed stadium development within the area of search identified through discussions with the EFL.

- 7.8 There is an existential need to deliver a new stadium by 2026 and the only viable option, which is suitable, available and capable of delivering a well-connected, sustainable stadium within the necessary timeframe for OUFC is the application site.

Appendix 1:
Alternative Sites Report (Savills)

Alternative Sites Report

Review of potential alternative stadium sites for
Oxford United Football Club



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Appendix 1 – Email correspondence containing guidance from EFL

Appendix 2 – Schedule of Sites Identified



1. Introduction

Alternative Sites Report

Oxford Site Search



1.1. Brief

Savills has been instructed by Oxford United Football Club (OUFC) to carry out a site searching exercise in the Oxford area to identify possible sites for a new stadium and associated infrastructure. The Savills Oxford Development team's expertise is in the consultancy, agency, and valuation of development land. The department has a strong and longstanding presence in the Oxford development land market, making us well placed to undertake this review.

In accordance with our instructions we have set out the key search criteria used to identify potential sites. Our methodology in accordance with English Football League (EFL) relocation requirements, and OUFC site specific requirements, is set out in the following section.

Our analysis of sites once identified will include:

- review of ownership
- the site area
- existing land uses
- review of connectivity
- description of general topography
- perceived availability
- any salient pros and cons

Please note that in accordance with our instructions we have sought to identify sites which meet the above criteria. We have not considered their suitability from a planning or technical development perspective, and understand that a more detailed assessment will be carried out by your consultant team. We have also not discussed the sites with landowners as part of this review.

Within the key search criteria we have identified 64 sites in the Oxford area. The identification process has included those sites previously identified by OUFC, sites allocated for development in Local Plans, and sites identified by Savills with no formal planning status. We acknowledge that there remains potential for other options such as a land amalgamation scheme which we have not explored further at this stage. Such schemes are difficult to identify and of a higher risk given the level of collaboration required from multiple landowners to bring a viable site forward. Our search process thus focuses on the list of 64 sites produced from our search criteria.

1.2. Oxford Overview

Oxford's physical landscape and landscape designations have historically made it a City that has, until recently, not breached the settlement boundary in any significant way. The constraining factors have primarily been Green Belt, topography and flood plain related, factors which still exist, albeit some removal of land from the Green Belt has now taken place, allowing for residential led development to assist in meeting Oxford's 'unmet housing need'.

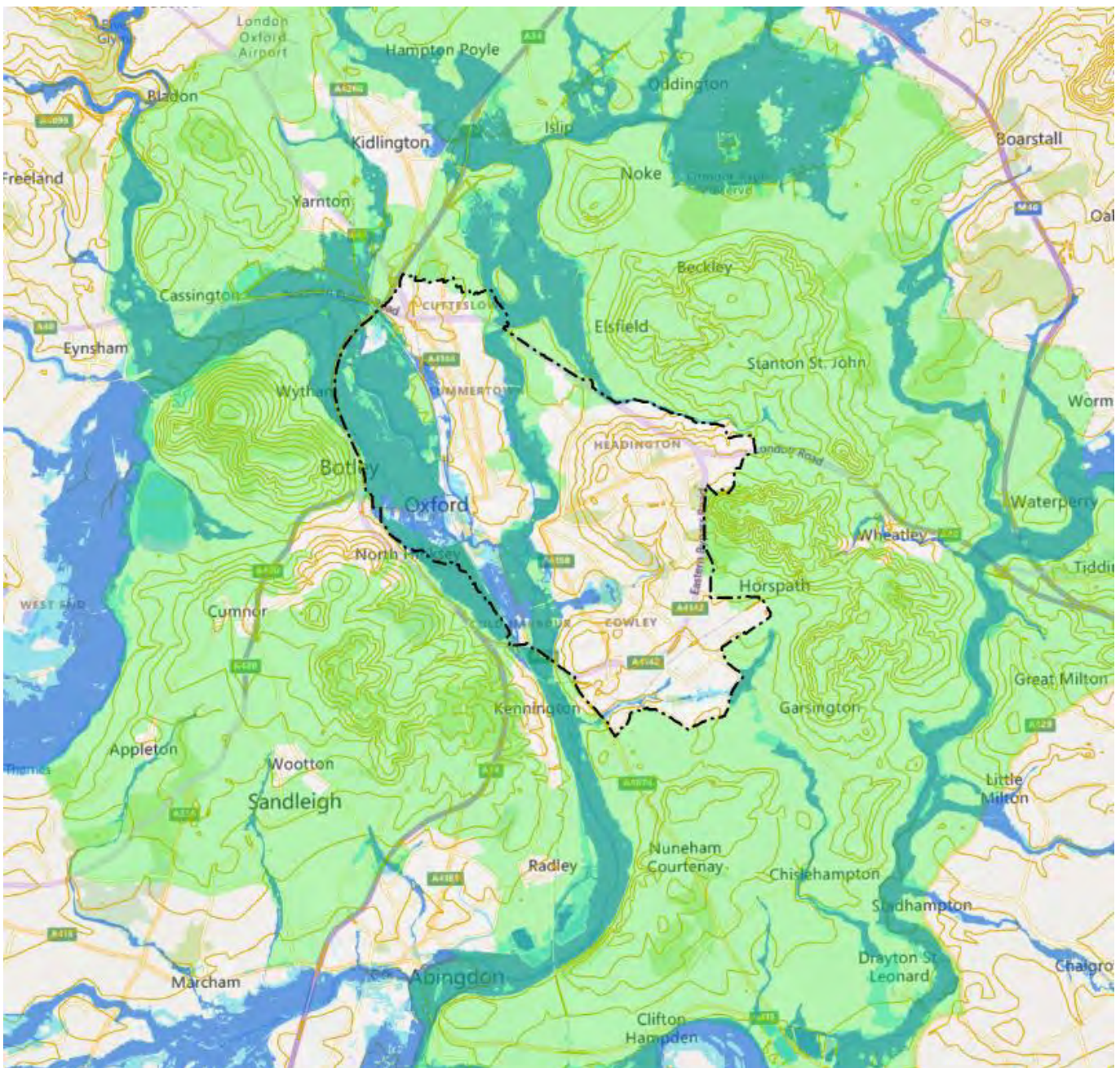
Alternative Sites Report

Oxford Site Search



The below plan shows the Green Belt (shaded green), contour lines (coloured orange), and zone 3 flood risk (shaded blue). This plan highlights the physical constraints to developing on much of Oxford's eastern and western boundaries, not only from a construction perspective with flood risk and topography, but also from a visibility perspective. The surrounding elevated landscape benefits from views over Oxford's skyline and so development of a large and high structure is likely to be controversial if located within much of the northern half of Oxford City Council's Local Authority boundary (marked black below).

Plan of Oxford showing Green Belt, Flood Zone 3, and topography constraints:





2. Methodology and sites identified



2.1. Methodology

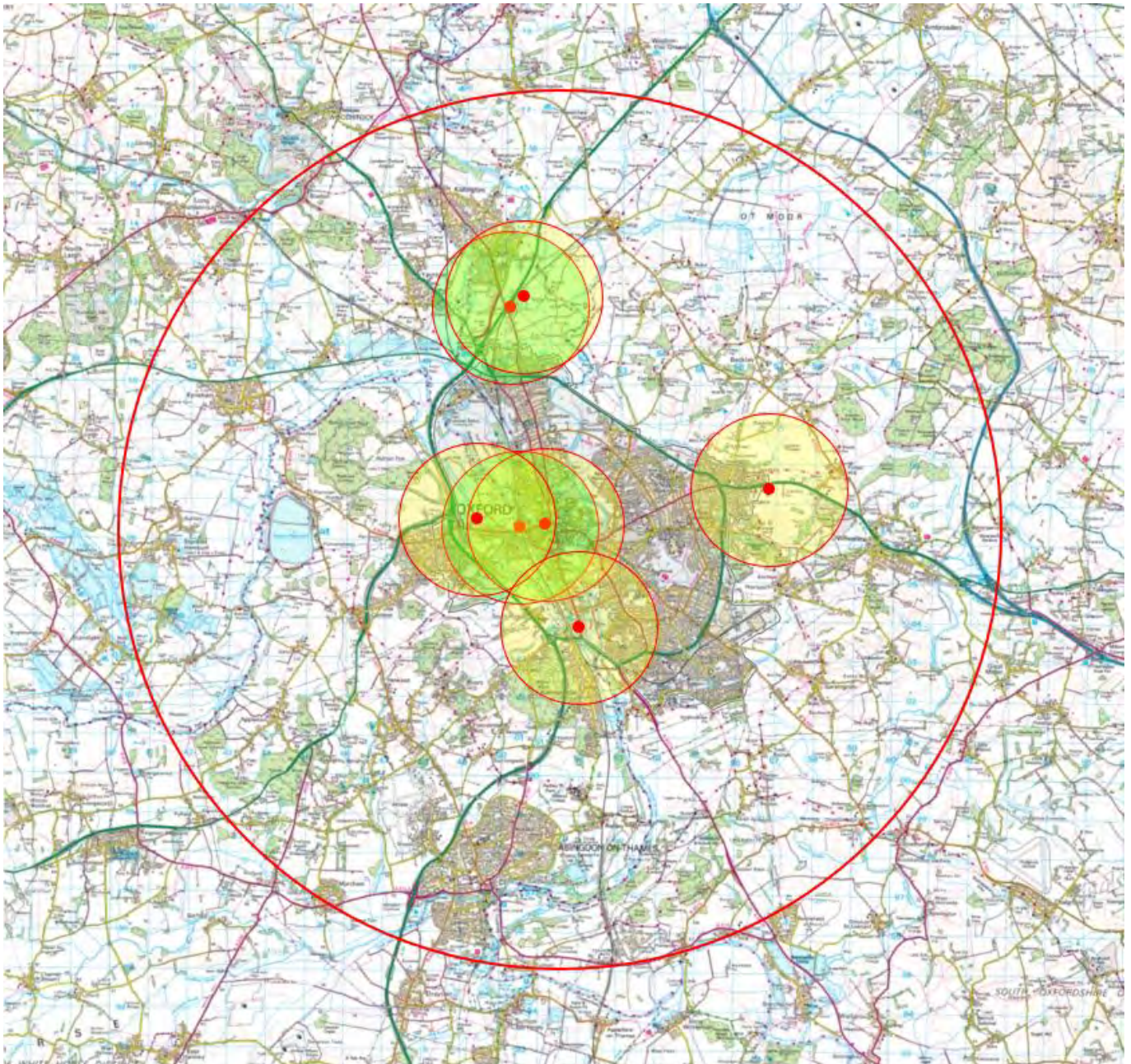
An initial site search exercise was completed by Savills in October 2022. This was based on a brief from OUFC which was broadly based on the Club's existing facilities at Kassam Stadium, and an aspiration for the new Stadium to be located in an accessible location. Additional advice was later sought from the consultant team and in order to ensure a more robust assessment, the site selection criteria have been expanded. Savills initial site search exercise has been amended to reflect the expansion of the site selection criteria.

Our methodology in searching for sites has been developed to ensure that OUFC is able to comply with the EFL Regulations. The EFL will take into account the location before any consent for a new stadium is granted and in the case of OUFC, there is a requirement that the stadium remains linked to the City of Oxford. OUFC have sought additional guidance from the EFL, with correspondence from them helping to clarify their requirements. A copy of this correspondence is provided as **Appendix 1**.

OUFC will need to obtain approval from the Board of the EFL for any relocation of the club's Stadium to a new site. Based on the requirements of the EFL, we conducted a search for sites within the area circled red on the plan provided overleaf.

Alternative Sites Report

Oxford Site Search



The red circle depicted on the plan above represents a search radius of approximately 7 miles from the centre of Oxford. As per correspondence with the EFL, 7 miles is the furthest distance from a city centre that a football club has been permitted to move without changing its club name. It also clearly states that if OUFC proposed a site that was not in the city of Oxford or was not within close proximity to the city of Oxford, it is unlikely that consent would be granted by the EFL.

Our methodology has also taken into account the site requirements provided to us by OUFC. These requirements have been expanded since the date of our initial report. OUFC have instructed Savills to adopt the below search criteria. This reflects the changes that have been made to the search criteria since our first instruction.

- **Area** – Sites must be a minimum of 9.4 acres (3.8 hectares) so they are able to accommodate the stadium and associated elements such as parking, spectator facilities a hotel and hospitality;
- **Location** – Sites should be highly accessible and it is preferable they are within a maximum distance of 2km radius, an acceptable walking distance, from a major transport nodes;
- **Landowner intention** – where known we have stated the Landowners willingness to dispose of the land. Note we have included sites allocated in the Local Plan for further planning consideration due to the landowner and LPA intentions to allow some form of development on the land.

OUFC have stated their preference for the relocation of the stadium within a 2km radius of major transport nodes. Following clarification as to what constitutes a major transport node, our report has considered this to mean either one of the train stations in Oxford, Oxford Station or Oxford Parkway, or any one of the Park & Rides; Oxford Parkway Park & Ride; Peartree Park & Ride; Seacourt Park & Ride; Redbridge Park & Ride and Thornhill Park & Ride. Our report also considers Oxford Bus Station to be a major transport node.

With reference to the plan provided above, we have prioritised sites that fall within any of the coloured circles. The circles tinted green are intended to represent 'zones' that are within a radius of approximately 2km from either of the two train stations, as per OUFC's search criteria. The circles tinted yellow represent an approximate 2km radius from the Park & Rides and Oxford Bus Station. Sites identified within these zones will be considered favourably due to their accessibility, providing that they meet other aspects of the search criteria.

Using this desktop approach we have collated a schedule of sites we consider may have potential for a stadium development, subject to planning, land availability and a detailed technical review. Given the extent of the search area it is extremely difficult to be conclusive when finalising a schedule of potential sites. The site identification process we have undertaken has involved a thorough review of the search area which is narrowed down by the natural landscape, namely steep topography and flood zones. It is worth noting that a significant proportion of the area falls within the Oxfordshire Green Belt. Whilst this is a planning constraint which would need to be addressed by demonstrating 'very special circumstances', given the extent of the designation within the area, this assessment includes sites within the Green Belt for completeness. This initial identification process has provided a long list of sites, some of which can be discounted with relative ease, others warrant further consideration from a planning perspective, and ultimately an understanding of the landowner's willingness to dispose of the land.

The table provided as Appendix 2 is a schedule of the sites that warrant further consideration from a planning perspective. Each site has been assigned a reference number, site address and a site plan has been provided to demonstrate the indicative boundary of the area identified as potentially suitable for the new stadium. It is worth noting that the site plan is not necessarily representative of the title boundary of the site. The site plan may only form part of or encompass more than one title ownership.

The table sets out information that we consider relevant to the suitability of each site. This includes information regarding the legal ownership, site area, existing land use, connectivity, topography and perceived availability of the sites identified. The table also provides a high level assessment of the 'pros and cons' of each site, in line with the criteria provided to us by OUFC and informed by EFL, and a 'physical viability' column where any obvious threats to the viability to develop a stadium has been identified. This information has helped to inform the final column of the table, which is an assessment of the extent to which the site satisfies the criteria of OUFC and EFL overall.

Alternative Sites Report

Oxford Site Search



As a visual aid to highlight our perception of the suitability of site we have marked sites in the final column of the table as either red, amber, or green. The below table sets out the basis of our interpretation for this colour coding. This thorough review of the search area, which has been peer reviewed with colleagues with considerable experience of the Oxford market, is felt to be comprehensive.

	Green sites are considered to be worthy of further investigation from a planning, delivery, and ownership perspective and relatively speaking appear to be the most appropriate of the sites from a locational perspective as they fall within a 2km distance from transport nodes.
	Amber sites are considered to be less attractive for reasons such as multiple landownership, topography and constraints that may affect delivery but still warrant consideration. Some of the sites may satisfy the search criteria but have been colour coded in amber because they are allocated for alternative land uses. Finally we have also been instructed to colour code sites falling outside of the 2km distance from transport nodes as amber.
	Red sites fall outside the stated search criteria due to being below OUFC's minimum area requirement. We have also been instructed to colour code sites where the landowner has informed OUFC they are unwilling to sell their land in red.

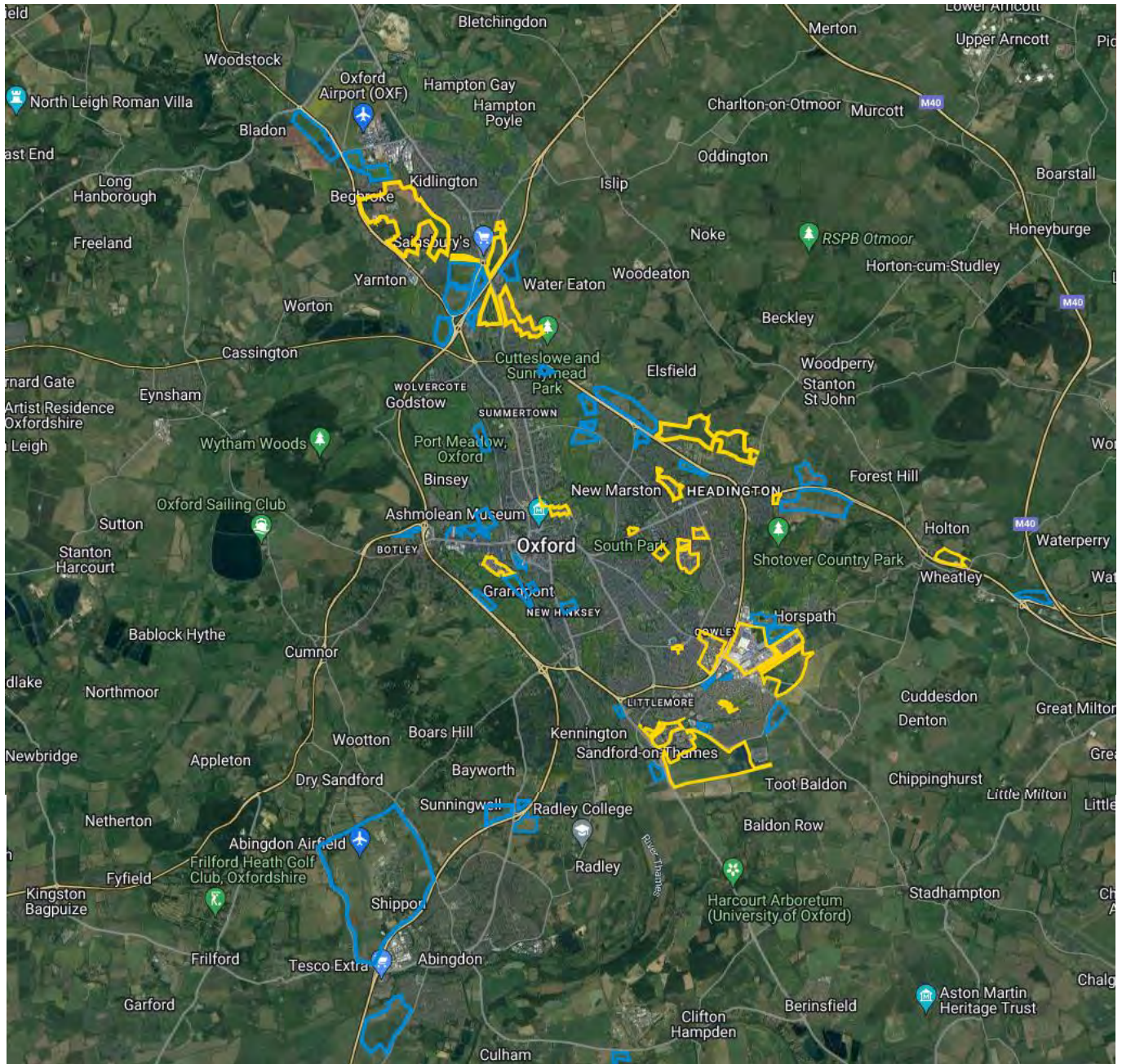
The sites identified have been plotted onto the below map, colour coded in the following two categories:

1. Blue – Sites with prospects for development in accordance with the agreed search criteria.
2. Yellow – Sites Allocated within Local Plans for various forms (primarily residential led) of either green or brownfield development.

Our schedule of sites, provided as **Appendix 2**, corresponds with the numbering on the plans on the following pages. The plan provided on the following page shows all of the sites identified in context of one another. The preceding maps are extracts from the map and show the sites numbered and closer in image.

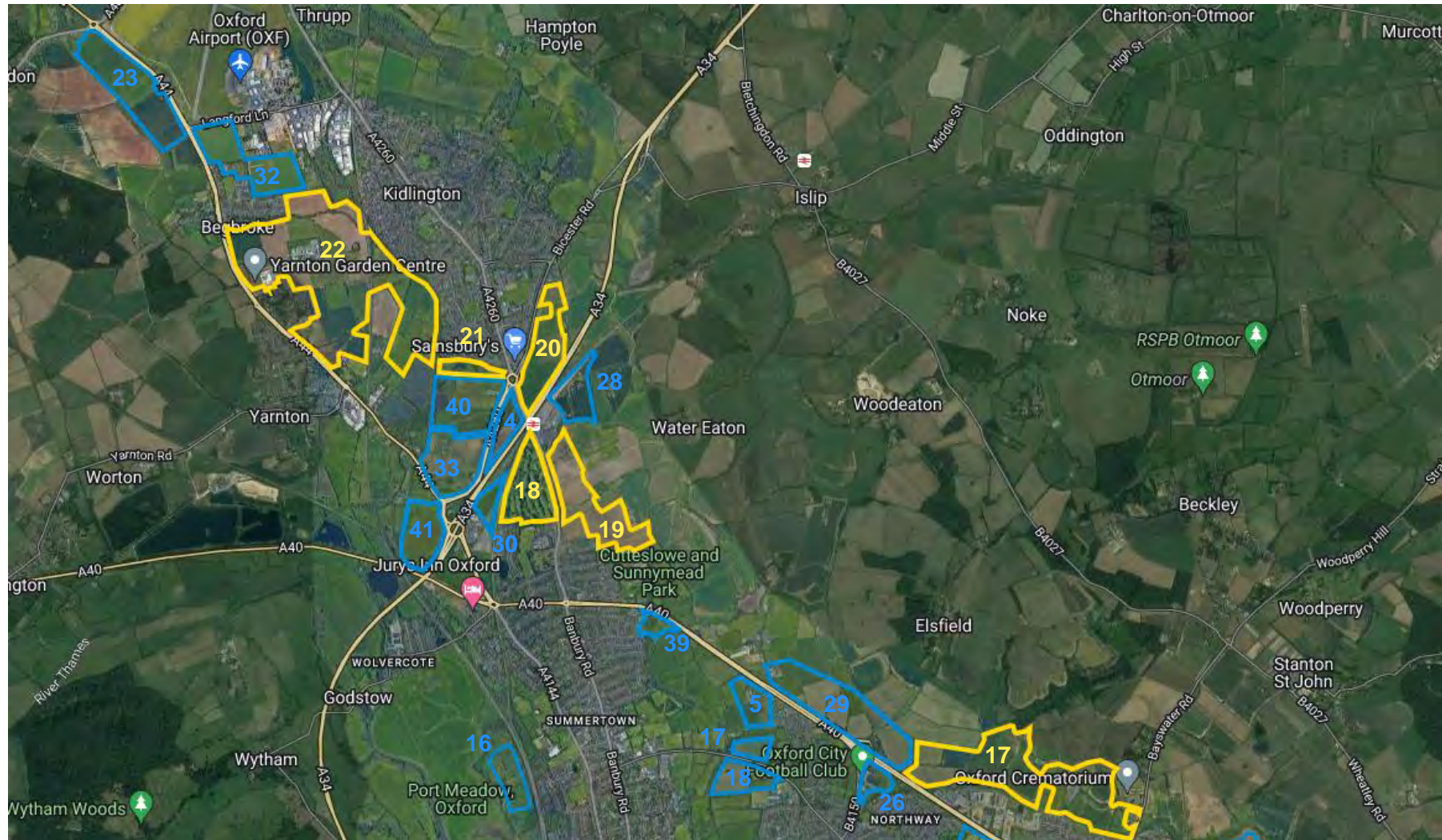
Alternative Sites Report

Oxford Site Search



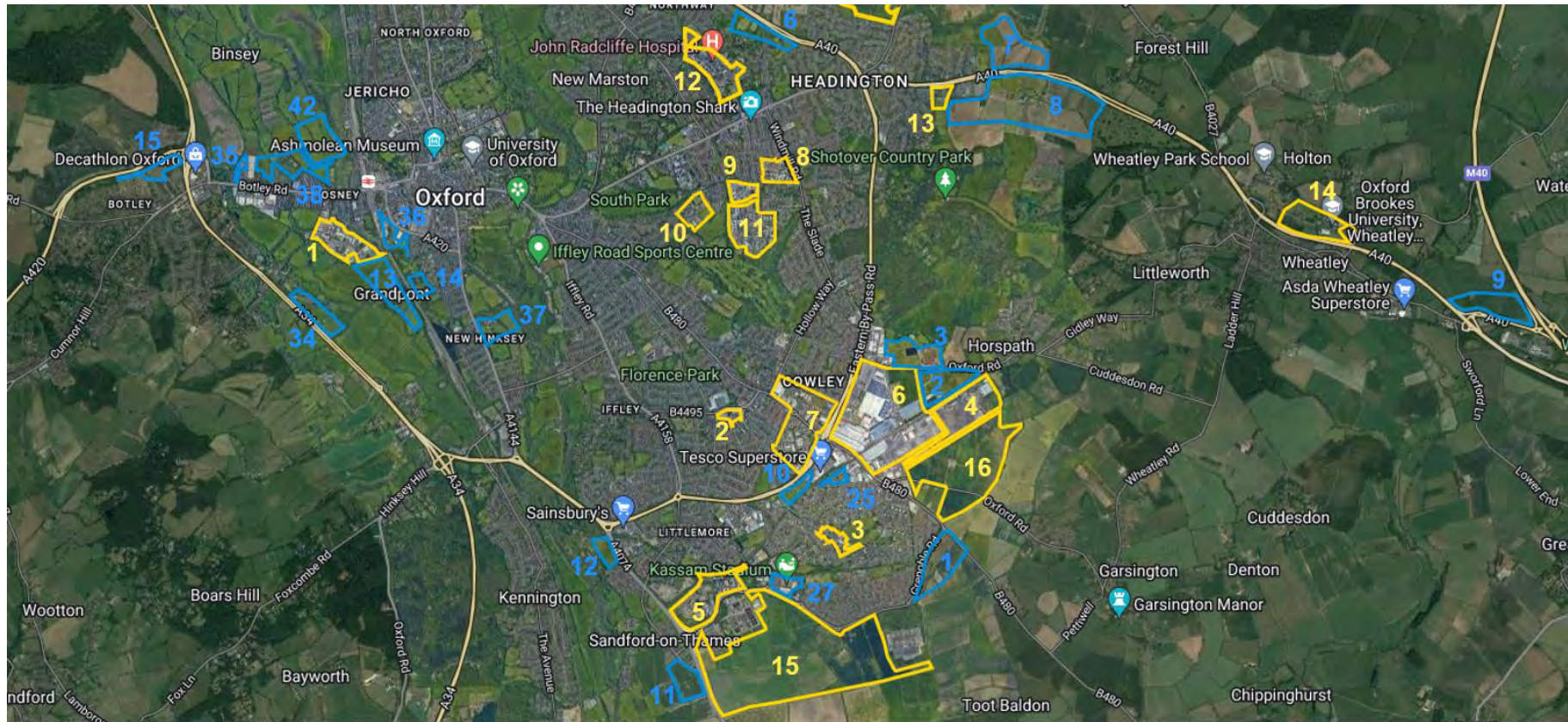
Alternative Sites Report

Oxford Site Search



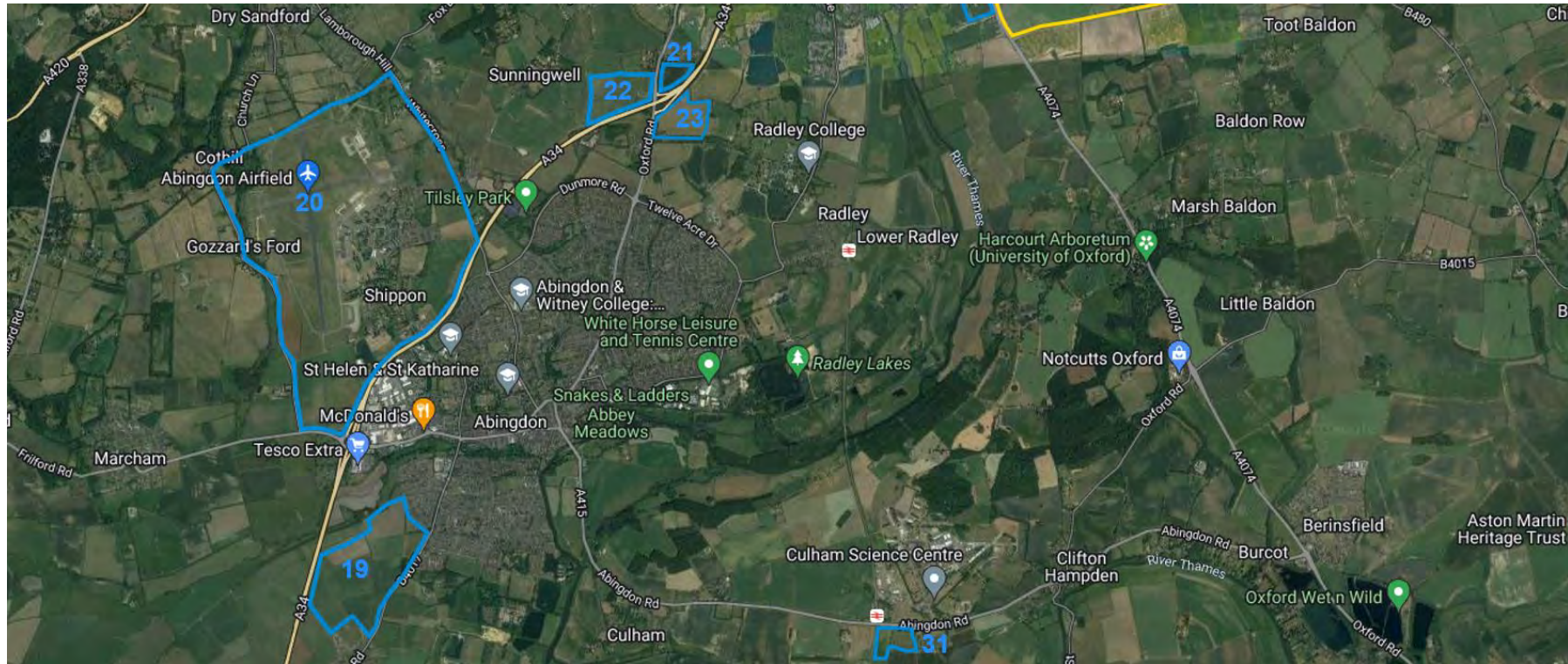
Alternative Sites Report

Oxford Site Search



Alternative Sites Report

Oxford Site Search





3. Conclusion



3.1. Conclusion

Savills has undertaken a comprehensive site search and identification process seeking opportunities within and around the Oxford area. We have analysed all identified sites for their potential to meet the key criteria set by OUFC and detailed in the above report, which is understood to be necessary to support a new stadium.

As you can see from the schedule at **Appendix 2**, there are opportunities and constraints on all sites. We must also highlight that all sites will face planning risk, as gaining planning on a stadium scheme is likely to be challenging. Build cost should also be a consideration as a recurring constraint is likely to be the significant development costs including infrastructure works and in some instances flood defences.

At this point in time we have not considered any of the sites identified on the following basis:

1. We have not considered the potential land value nor have we discounted any of the sites for their potential to have a high land value.
2. We have not carried out financial viability assessments.
3. We have not considered the sites from a planning perspective and it is our understanding that this will be reviewed separately.

Whilst the schedule of sites gives consideration to the perceived availability of those identified, it is worth noting that landowner intentions are not understood for the majority of the sites.



Appendix 1.0

Email correspondence containing guidance from EFL

RE: Oxford City Boundary

Nick Craig <NCraig@efl.com>

Fri 19/08/2022 16:01

To: Jacob Rickett <JRickett@oufc.co.uk>; Niall McWilliams <nmcwilliams@oufc.co.uk>

Jacob

Thank you for your email.

Unless otherwise stated all references to regulations in this note are to the EFL Regulations for the 2022/23 Season (a copy of which are available at <https://www.efl.com/-more/governance/efl-rules--regulations/efl-regulations/>).

Under Regulation 13.6 a Club is required to obtain prior approval for any relocation to a new stadium.

The EFL's current regulations were adopted following the controversial relocation of Wimbledon FC to Milton Keynes. See: ["Rule changes from League's AGM"](#).

The regulations were updated to include a list of criteria that the League's Board must consider, and the board must be reasonably satisfied that the criteria are met before it can grant consent.

The regulation requires that the EFL Board must be satisfied that the granting of permission:

13.6.1 would be consistent with the objects of The League as set out in the Memorandum of Association;

13.6.2 would be appropriate having in mind the relationship (if any) between the locality with which by its name or otherwise the applicant Club is traditionally associated and that in which such Club proposes to establish its ground;

13.6.3 would not adversely affect such Club's Officials, players, supporters, shareholders, sponsors and others having an interest in its activities;

13.6.4 would not have an adverse effect on visiting Clubs;

13.6.5 would not adversely affect Clubs having their registered grounds in the immediate vicinity of the proposed location; and

13.6.6 would enhance the reputation of The League and promote the game of association football generally.

It should be noted that the current Regulation has been the subject of recent comment in the Fan Led Review, with the Government's White Paper due to be published in September. It is likely that the legislation will impose stricter requirements.

Outside of the Milton Keynes example (which ultimately led to a change of rules as identified above), the furthest a club has been provide consent to relocate its stadium was in the case of Bolton. The University of Bolton Stadium was completed in 1997, located in Middlebrook replacing the club's old ground, Burnden Park. This was approximately 7 miles from the old ground site and 5 to 6 miles from the city centre of Bolton.

In the case of Oxford United Football Club ('**OUFC**') the main aspects relevant to consider are:

- the relationship between the locality with which by its name or otherwise the applicant Club is traditionally associated and that in which such Club proposes to establish its ground (Regulation 13.6.2); and
- if any proposed location would adversely affect such Club's Officials, players, supporters, shareholders, sponsors and others having an interest in its activities (Regulation 13.6.3).

OUFC is a professional football Club in the city of Oxford, England. OUFC was originally founded in 1893 as Headington United, Oxford United adopted its current name in 1960. It joined the Football League in 1962 after winning the Southern Football League, reaching the Second Division in 1968. After relegation in 1976, between 1984 and 1986 the Club earned successive promotions into the First Division and won the League Cup in 1986. Relegation from the topflight in 1988 began an 18-year decline which saw the Club relegated to the Conference in 2006, becoming the first winners of a major trophy to be relegated from the Football League. After four seasons, Oxford returned to League Two in 2010 via the play-offs, and six seasons later achieved promotion to League One, after finishing second in League Two in 2016. Throughout all of OUFC's history it has always in its history played home matches within the city of Oxford. OUFC developed and played at the Manor Ground between 1925 and 2001. Since 2001 OUFC has played at the Kassam Stadium. OUFC lease the Kassam Stadium which is due to expire in 2026. OUFC has approached Oxfordshire County Council ('OCC') to seek an agreement for land for the development of a new 18,000 capacity football stadium with ancillary leisure and commercial facilities to include hotel, retail, conference, and training/community grounds on land at Stratfield Brake near Kidlington on the outskirts of the city of Oxford. On 18 January 2022, OCC recommended an engagement exercise be carried out first to gather feedback from the local community. Negotiations and engagement continue. In the interim, OUFC sought the EFL's consent for the proposed move, and after considering the application in the context of regulation 13, the EFL Board granted indicative approval in January 2022.

OUFC is intrinsically linked with the city of Oxford. This is evident from:

1. The Club's name – OUFC has been called Oxford United since 1960. Association Football Club names are a part of the sports culture, reflecting century-old traditions. Club names may reflect the geographical, cultural, religious or political affiliations – or simply be the brand name of a Club's primary sponsor. There is no doubt the OUFC's name is based on its location and history in the City of Oxford.
2. Home Stadium – OUFC has always played home matches in the city of Oxford. OUFC developed and played at the Manor Ground between 1925 and 2001. Since 2001 OUFC has played at the Kassam Stadium.
3. Its Club crest – the OUFC crest depicts an Ox and various versions have also included the Ox appearing above a ford. This is to symbolise the location. It reflects the name and history of the city, as Oxford was originally a market town situated near to a ford on the River Isis which was used by Cattle.
4. It's support – it is no surprise having existed and always played in Oxford, OUFC has a strong local fan base. Oxford have a number of independent supporters' Clubs and groups such as OxVox (the Oxford United Supporters' Trust) with a current membership of over 400, and the Oxford United Exiles.
5. Community Links – OUFC uses the power of football to inspire the people and communities of Oxfordshire to have positive aspirations for their futures and the health, wellbeing, self-confidence, opportunities and resources to achieve them. OUFC operates numerous community programmes across the City of Oxford and Oxfordshire in the name of Oxford United.
6. Training facilities – OUFC has secured a long-term tenure of training facilities within the City of Oxford and operates community projects and programmes at the training facilities.

Considering the factors that will need to be considered:

13.6.2 *..... the relationship between the locality with which by its name or otherwise the applicant Club is traditionally associated and that in which such Club proposes to establish its ground*

It is clear from the factors and brief history set out above OUFC is intrinsically linked with the city of Oxford. On this basis the Board of the EFL could only be reasonably satisfied that the location is appropriate to provide consent if any proposed location is in or in a close proximity to the city of Oxford. The proposed site at Stratfield Brake is in close proximity to the city of Oxford and the Board

was satisfied this location is appropriate to the name of the Club 'Oxford United Football Club'. The EFL Board noted that Bolton Wanderers FC, which had been inextricably linked with the town of Bolton, was permitted to move a similar distance, to Horwich, and that move was a success and stands as an existing precedent.

If OUFC proposed a site that was not in the city of Oxford or was not within close proximity to the city of Oxford, the EFL Board would be unlikely to provide consent given the significant risk that the Board could not be reasonably satisfied the location is appropriate having regard to the Club name applying regulation 13.6.2.

13.6.3 would not adversely affect such Club's Officials, players, supporters, shareholders, sponsors and others having an interest in its activities;

Given the links that OUFC has to the local Community and local independent supporters' groups, it is likely that if the Club was relocated to a site that was not in or in close proximity to the city of Oxford it would have an adverse impact on supporter and supporters' groups. The precedent can be seen in the case of Milton Keynes Dons which resulted in the tighter regulation of ground relocation. If OUFC is unable to secure a home ground that is in, or is in close proximity to, the city of Oxford the Club's membership of the EFL would be at risk. That is because relocations away would result in the Club losing its identity, it is unlikely to be accepted by supporters' group, would likely have to be renamed, it would lose its geographical link. Sedation of membership would result in the Club reforming and starting again at the bottom of the pyramid, just as with AFC Wimbledon in 2004.

The proposed site at Stratfield Brake is in close proximity to the city of Oxford and the Board was satisfied this location would not adversely affect Club Officials, players, supporters, shareholders, sponsors and others having an interest in its activities.

If OUFC proposed a site that was not in the city of Oxford or was not within close proximity to the city of Oxford, the EFL Board would be unlikely to provide consent given the significant risk that the Board could not be reasonably satisfied the location is appropriate having regard to the adverse impact this would have on supporters and supporters' groups applying regulation 13.6.3.


I hope this information assists but should you have any further queries please do not hesitate to contact us.

Kind regards

Nick

Nick Craig
Chief Operating Officer
EFL



 [01772 325832](tel:01772325832)

 NCraig@efl.com

Please note our staff are working flexibly from home and the office – please continue to contact us via telephone and email.



Appendix 2.0 Schedule of Sites Identified



Alternative Sites Report
Oxford Site Search

	Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFCA search criteria
Identified sites	1	Land east of Grenoble Road		Title no: ON10094 Owner: Oxford City Council	20 ha	Agricultural and brownfield open storage	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Single ownership - Adjacent to existing settlement	- Poor access and connectivity - Located in Flood Zone 3	Potential abnormal costs associated with brownfield status and Flood Zone 3	To be considered for further review
	2	Oxford City Sports Park		Title no: ON293530 Owner: Oxford City Council	16 ha	Sports pitches	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Single ownership Adjacent to existing settlement - Similar existing use	- Loss of existing sports facilities would need to see new site identified or collaboration developed. - Poor access and connectivity	No reason to believe the site is not viable to develop	To be considered for further review
	3	Land to the north of Horspath Road		Title no: ON292328 Owner: Oxford City Council	15.6 ha	Athletics Track	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	Single ownership Adjacent to existing settlement Similar existing use	- Loss of existing sports facilities would need to see new site identified or collaboration developed. - Poor access and connectivity	No reason to believe the site is not viable to develop	To be considered for further review
	4	Land to the east of Stratfield Brake		Title no: ON261250 and ON277649 Owner: Oxfordshire County Council and Exeter College	13.6 ha	Agricultural	Road: Good Rail: Good Within 2km of transport node.	Flat	- Following discussions with OCC, the northern part of the site is potentially available to accommodate the football club, the suitability of the site is being explored by OUFCA with OCC. OCC has confirmed that they are willing to lease the land to OUFCA (Cabinet meeting 19th September).	- Good infrastructure links	- Awkward shape for stadium development, possibly not suitable.	No reason to believe the site is not viable to develop	To be considered for further review
	5	Land west of Marston		Title no: ON253489 and ON292152 Owner: MK Dogar Limited and Oxford City Council	15.1 ha	Agricultural	Road: Average Rail: Poor More than 2km from transport node.	Flat	Unknown. The area currently includes two residential development allocations so landowners may continue to pursue residential land values.	- Relatively central location	- Sensitive location next to Marston conservation area. - Poor connectivity and access	No reason to believe the site is not viable to develop	To be considered for further review
	6	Land behind Ruskin College		Title no: Multiple Owner: Multiple including Ruskin College	12 ha	Greenfield	Road: Average Rail: Poor More than 2km from transport node.	Sloping	- Landowner's intentions unknown	- Relatively central location	- Sloping site and possibly not wide enough. - Multiple landownerships. - Poor access and connectivity	Potential abnormal costs associated with topography	To be considered for further review





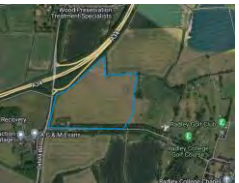

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFc search criteria
7	Land north of Thornhill Park & Ride		Title no: ON296964 Owner: Lincoln College	23.6 ha	Agricultural	Road: Good Rail: Poor Within 2km from transport node.	Gently undulating.	- Landowner's intentions unknown	- Good road links	- Adjacent to open countryside	No reason to believe the site is not viable to develop	To be considered for further review
8	Land south of Thornhill Park & Ride		Title no: ON266513 Owner: Private owner	70.3 ha	Agricultural	Road: Good Rail: Poor Within 2km from transport node.	Gently undulating.	- Landowner's intentions unknown	- Good road links	- Adjacent to open countryside	No reason to believe the site is not viable to develop	To be considered for further review
9	Land between the A40 and M40		Title no: Multiple Owner: Welcome Break Group Limited and others	18.2 ha	Agricultural	Road: Good Rail: Poor More than 2km from transport node.	Gently undulating.	- Landowner's intentions unknown	- Good road links - Logical infill between A40 and M40	- Distance from Oxford - Poor rail connectivity	No reason to believe the site is not viable to develop	To be considered for further review
10	Sandy Lane Sports Ground, Blackbird Leys		Title no: ON15401 Owner: Oxford City Council	5.49 ha	Recreational grounds	Road: Average Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Central location	- Loss of existing open space and sports facilities. - Poor access and connectivity	No reason to believe the site is not viable to develop	To be considered for further review
11	Land off Henley Road, Sandford on Thames		Title no: ON219697 and ON272841 Owner: Magdalen College	11.2 ha	Agricultural	Road: Good Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Currently protruding into countryside but will align with Land to the South of Grenoble Rd allocation in due course.	- Poor connectivity and whilst a Park and Ride is planned for the area, the timing of delivery is uncertain.	No reason to believe the site is not viable to develop	To be considered for further review
12	Land to the east of Heyford Hill Lane		Title no: ON234793 Owner: The Minister an Twelve Poor Men of the Hospital of Queen Elizabeth in Donnington (The Charity)	5.46 ha	Agricultural	Road: Good Rail: Poor Within 2km from transport node.	Flat	- Landowner's intentions unknown	- Good road links	- Sensitive landscape - proximity to River Thames.	No reason to believe the site is not viable to develop	To be considered for further review





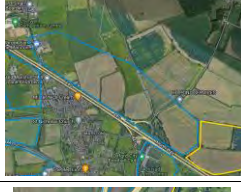

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUF search criteria
13	Pembroke College Sports Ground and land adjoining		Title no: Multiple titles and partially unregistered Owner: Multiple	19.7 ha	Greenfield land and sports grounds	Road: Poor Rail: Good Within 2km from transport node.	Flat	- Landowner's intentions unknown	- Central location	- Currently within flood plain but may come out of flood zone once Environment Agency Flood Alleviation Scheme is concluded.	Multiple landowners - potential for complications for collaborating	To be considered for further review
14	Grandpoint recreational Outdoor Basketball Court		Title no: ON47364 and ON4725 Owner: Oxfordshire County Council and Oxford City Council	4.84 ha	Basketball court and playing fields	Road: Poor Rail: Good Within 2km of transport node.	Flat	- Landowner's intentions unknown	- Central location	- Land currently forms school playing fields and so would require relocation or combined use.	No reason to believe the site is not viable to develop	To be considered for further review
15	Land behind Botley School		Title no: ON270960, ON308473 and ON270960 Owner: The University of Oxford and Persimmon Homes	8.56 ha	Agricultural	Road: Average Rail: Poor Partially within 2km of transport node.	Steep sloping	- Landowner's intentions unknown - Option agreement in place to Persimmon Homes, OUF search assumption that this renders the site unavailable, pending confirmation from landowner.	- Well contained within surrounding infrastructure and housing	- Shape of site potentially unsuitable. - Very steep sloping gradient will significantly increase build cost. - Option Agreement in place to Persimmon Homes	Potential abnormal costs associated with topography	Land may not be available due to option agreement but to be considered for further review
16	Burgess Field		Title no: ON292790 Owner: Oxford City Council	16.1 ha	Greenfield	Road: Poor Rail: Good Partially within 2km distance from transport node.	Flat	- Landowner's intentions unknown	- Central location	- Very unlikely to come forward as the site falls within the sensitive landscape of Port Meadow - Poor road access	No reason to believe the site is not viable to develop	To be considered for further review
17	Land North of B4496		Unregistered	8.12 ha	Greenfield	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Central location	- Proximity to Marston conservation area - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review
18	Land South of B4496		Up to unregistered, part owned by Brasenose College	17.4 ha	Greenfield	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Central location	- Proximity to Marston conservation area - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFCA search criteria
19	Land off Mill Road, Abingdon		Title no: Multiple Owner: Caudwell Sons Ltd and Vale of White Horse DC	88.3 ha	Greenfield	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Large open area on edge of Abingdon	- Despite proximity to A34 road access is likely to require new access road or new junction on A34 - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review
20	Dalton Barracks, Abingdon		Title no: Multiple Owner: Secretary of State for Defence, Abingdon Town Council, various private entities and private landowners	526 ha	Brownfield and Greenfield	Road: Good Rail: Poor More than 2km from transport node.	Flat	- We understand that the MOD are promoting the allocated land at Dalton Barracks and that the unallocated greenfield land abutting the allocation and bordering much of the A34 could be a necessary element of the wider site. We are not aware of the landowner's intentions.	- Large brownfield development with potential capacity for a stadium development.	- Timing of bringing forward wider promotion may not align with OUFCA time constraints.	Multiple landowners - potential for complications for collaborating	To be considered for further review
21	Land between Sugworth Lane and the A34, Abingdon		Title no: ON193355 Owner: Radley College	7.1 ha	Greenfield	Road: Good Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Oxfordshire CC have planned highways upgrades to include full north and southbound junction accessibility. This would enhance the location with regards to road access.	- The location is relatively flat and a stadium would have significant visual impact. - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review
22	Land to the east of Pen Lane and to the north of the A34, Abingdon		Title no: Multiple Owner: Oxfordshire County Council	25.9 ha	Greenfield	Road: Good Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Oxfordshire CC have planned highways upgrades to include full north and southbound junction accessibility. This would enhance the location with regards to road access.	- The location is relatively flat and a stadium would have significant visual impact. - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review
23	Land to the east of Oxford Road and to the south of the A34, Abingdon		Title no: ON193355 Owner: Radley College	19.1 ha	Greenfield	Road: Good Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Oxfordshire CC have planned highways upgrades to include full north and southbound junction accessibility. This would enhance the location with regards to road access.	- The location is relatively flat and a stadium would have significant visual impact. - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review
24	Land to the west of Oxford Airport		Title no: ON259913 Owner: Vanbrugh Trustees Ltd	19.1 ha	Greenfield	Road: Average Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Open and level ground.	- Proximity to Oxford Airport likely to create conflict due to building height - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review





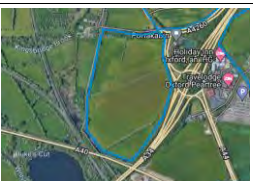
Alternative Sites Report
Oxford Site Search

	Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFCA search criteria
1. Previously reviewed sites	25	Oxford Greyhound Stadium		Title no: ON211121 Owner: Cowley Property Investment Limited	3.48 ha	Previously used as Greyhound Stadium.	Road: Average Rail: Poor More than 2km from transport node.	Flat	- Landowner's intentions unknown	- Brownfield	- Neighbouring landowners required to create larger parcel - Not viable in isolation due to access issues and its size - Poor rail connectivity - We understand from OU that the land is currently let on a 10 year lease for Greyhound and Speedway racing.	Potential abnormal costs associated with brownfield status	Below area requirement
	26	Oxford City Football Club, Marsh Lane		Title no: ON292163, ON296019, ON296013 Owner: Oxford City Council, Oxford City Youth Football Club Limited, Oxford Football Partnership	9.53 ha	Sports club	Road: Average Rail: Poor More than 2km from transport node.	Flat	- Oxford City Council have turned down historic approaches by OUFCA - The two clubs would need to share facilities, or Oxford City would need to be relocated	- Similar land use to existing	- We understand from OU that the site is not viable due to issues relating to access, its size and traffic - Poor rail connectivity - Oxford City FC would potentially need to be relocated - Adjacent to Marston conservation area	Multiple landowners - potential for complications for collaborating	To be considered for further review
	27	Kassam Stadium		Title no: ON230592 Owner: Firoka Limited and Oxford City Council	6.09 ha	Football Stadium	Road: Average Rail: Poor More than 2km from transport node.	Flat	- Allocated for alternative development - Landowner has confirmed to OUFCA they are not willing to sell	- Existing stadium	- Poor road and rail connectivity - Landowner confirmed not willing to allow continued use or sell.	Considered viable given current use as stadium	Landowner not willing to sell
	28	Land north of Oxford Parkway Station		Title no: Unregistered Owner: Unregistered	19.5 ha	Agricultural land and aggregate storage	Road: Good Rail: Good Within 2km of a transport node.	Flat	- We understand from Oxford United that an approach has been refused by the landowners	- Well located with good transport links	- Unwilling landowners	No reason to believe the site is not viable to develop	Landowner not willing to sell
	29	Land near to Marston		Title no: Multiple Owner: Christchurch and private landowners	34.5 ha	Agricultural	Road: Average Rail: Poor More than 2km from transport node.	Gently undulating	- Landowner's intentions unknown	- Adjacent to forthcoming Bayswater residential led allocation to the east - Includes elements of brownfield land	- Inadequate connectivity by road and rail - Partly within flood zone 3	Potential abnormal costs associated with Flood Zone 3	To be considered for further review
	30	Land near to Pear Tree Park and Ride		Title no: ON274170 Owner: Merton College	9.55 ha	Agricultural and service station	Road: Good Rail: Good Within 2km of a transport node.	Flat	- Merton College have confirmed that a disposal to OUFCA would not be considered.	- Good infrastructure links	- Not available for purchase. - Query whether third party collaboration required.	No reason to believe the site is not viable to develop, subject to access	Landowner not willing to sell

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUF search criteria
31	Land near to the Science Centre, Culham		Title no: Multiple Owner: Unknown	11.1 ha	Agricultural	Road: Poor Rail: Good Located within close proximity to Culham Train Station which could help facilitate sustainable travel.	Flat	- Landowner's intentions unknown	- Rail links	- The site is both remote and removed from Oxford - There are access limitations	No reason to believe the site is not viable to develop	Unsuitable location - falls outside 7 mile zone
32	Land at Oxford Airport		Title no: ON259913 Owner: Vanbrugh Trustees Ltd	38.8 ha	Agricultural and brownfield coach storage	Road: Good Rail: Poor More than 2km from transport node.	Flat	- Landowner's have confirmed to OUF that alternative development use is being progressed	- Large open site under two ownerships	- Stadium not suitable as it would disrupt the flightpath - Noise and light would be an issue for airport operation	No reason to believe the site is not viable to develop	Landowner not willing to sell
33	Frieze Farm, near to Oxford parkway		Title no: ON227649 Owner: Exeter College	32.7 ha	Agricultural	Road: Good Rail: Good Within 2km of a transport node.	Flat	- Landowner's intentions unknown. - The land is allocated to relocate the golf course from PR6b and is therefore may not be available for redevelopment	- Good infrastructure links - Well located in relation to Oxford	- Allocated for use as a golf course to replace the loss of the North Oxford Golf Course	No reason to believe the site is not viable to develop	To be considered for further review
34	South Hinksey		Title no: Multiple Owner: St Peters College and private landowners	11.8 ha	Sports Club	Road: Average Rail: Poor Within 2km of a transport node.	Flat	- Unknown however relocation or sharing of existing sports facilities could enable development	- Existing sports use - Potential direct access to A34	- Partly included within the floodplain - Existing rail connectivity not good and timeframe for improvement would be reliant on the Environment Agency flood alleviation scheme being created, timings for which are uncertain.	Potential abnormal costs associated with Flood Zone 3	To be considered for further review
35	Seacourt Park and Ride		Title no: ON281186 Owner: Oxford City Council	2.72 ha	Car park and bus station	Road: Good Rail: Good Within 2km of a transport node.	Flat	- Landowner's intentions unknown	- Good infrastructure links	- Existing use important for Oxford's public transport services - Falls within the floodplain as does the surrounding land making development less viable	Potential abnormal costs associated with brownfield status and Flood Zone 3	Below area requirement
36	Opens		Title no: ON293667 and ON345185 and ON305227 Owner: Oxford West End Development Limited and Oxford City Council	6.84 ha	Brownfield and public open space	Road: Good Rail: Good Within 2km of a transport node.	Flat	- OUF confirm the landowner is not willing seller	- Good infrastructure links	- Competition with high value alternative development uses	Potential abnormal costs associated with brownfield status and Flood Zone 3 Multiple landowners - potential for complications for collaborating	Landowner not willing to sell

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUF search criteria
37	Eastwyke Farm		Title no: ON335404 Owner: University College	10 ha	Historic pasture and hotel	Road: Good Rail: Good Within 2km distance from transport node.	Flat	- Unknown	- Good infrastructure links	- Sensitive, central Oxford location - Flood zone	No reason to believe the site is not viable to develop	To be considered for further review
38	Land adjacent to Binsey Lane		Title no: Multiple Owner: Christ Church and Oxford City Council	15.8 ha	Pasture and recreation	Road: Average Rail: Good Within 2km of a transport node.	Flat	- Landowner's intentions unknown	- Good infrastructure links - Close to the city centre	- Within Flood Zone 3 - Sensitive landscape	Potential abnormal costs associated with brownfield status and Flood Zone 3	To be considered for further review
39	Land between River Cherwell and Northern Bypass		Title no: ON24995 Owner: Oxford City Council	7.9 ha	Public Open Space	Road: Average Rail: Poor Outside of 2km distance from transport node.	Flat	- Unknown but considered unlikely due to current land use	- Located within the ring road	- Existing use as community asset - High level of biodiversity - Poor connectivity	Potential abnormal costs associated with Flood Zone 3	To be considered for further review
40	Stratfield Brake (Gosford Farm, Kidlington)		Title no: ON261250 Owner: Oxfordshire County Council	33.8 ha	Rugby grounds	Road: Good Rail: Good Within 2km of a transport node.	Flat	- OCC entered discussions regarding the sale of the land to OUF but Cabinet confirmed in January 2023 that the land was not suitable or deliverable, agreeing to enter into discussions regarding an alternative site (the northern part of Site 4).	- Good infrastructure links - Well located relative to Oxford	- Existing land uses require relocation	No reason to believe the site is not viable to develop	Site determined unviable following discussions with landowner
41	Red Barn Farm, Woodstock Road		Title no: Multiple Owner: St Johns and Merton colleges and Blenheim	25 ha	Agricultural	Road: Good Rail: Good Within 2km of a transport node.	Flat	- Merton and St Johns have confirmed that a disposal to OUF would not be considered.	- Good infrastructure links	- Pedestrian connectivity to Rail is not in place - Not available for purchase.	No reason to believe the site is not viable to develop	Landowner not willing to sell
42	Medley Manor Farm, Botley		Title no: ON285 Owner: Private	17.8ha	Agricultural	Road: Poor Rail: Good Within 2km of a transport node.	Flat	- Unknown	- Good rail infrastructure links and central Oxford location	- Within Flood Zone 3	Multiple landowners - potential for complications for collaborating Potential abnormal costs associated with Flood Zone 3	To be considered for further review

Alternative Sites Report
Oxford Site Search

	Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFCA search criteria
Allocated sites	1	Osney Mead Industrial Estate		Title no: Multiple Owner: Several landowners including the University of Oxford	17.4 ha	Employment	Road: Poor Rail: Poor Within 2km of a transport node.	Flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan for mixed use development.	- Good infrastructure links - Well located in central Oxford	- The loss of employment on the site would need to be compensated for - A collaboration would be difficult to reach given the number of landowners	Multiple landowners - potential for complications for collaborating Potential abnormal costs associated with brownfield status	To be considered for further review
	2	Cowley Centre District Centre		Title no: Multiple Owner: Multiple	3.65 ha	Mixed use	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowners intentions unknown. - The site has been allocated in the Oxford City Local Plan for mixed use development. A stadium would not be acceptable on this site.	- Central urban location	- Considerable distance from the train station and difficult road access.	Potential abnormal costs associated with brownfield status	Below area requirement
	3	Blackbird Leys Central Area		Title no: Multiple Owner: Several including Oxford City Council, Oxfordshire Council and Oxford and Cherwell Valley College	8.10 ha	Mixed use	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowners intentions unknown. - The site has been allocated in the Oxford City Local Plan for mixed use development	- Central urban location.	- Integral public open space and leisure facilities for Blackbird Leys community - Considerable distance from the train station and difficult road access.	Multiple landowners - potential for complications for collaborating Potential abnormal costs associated with brownfield status	To be considered for further review
	4	Unipart		Title no: ON21949 Owner: Unipart Group	30.63 ha	Employment	Road: Good Rail: Poor More than 2km from transport node.	Relatively flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan for employment uses	- Road access	- Loss of employment land - Considerable distance from the train station	Potential abnormal costs associated with brownfield status	To be considered for further review
	5	The Oxford Science Park		Title no: Multiple Owner: Magdalen College & Oxford City Council	27.1 ha	Science park	Road: Good Rail: Poor More than 2km from transport node.	Relatively flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan for employment uses	- Road access	- Development allocated for research led employment uses with proposals currently being advanced and potentially trading at very high land values.	Potential abnormal costs associated with brownfield status	To be considered for further review
	6	Mini Plant		Title no: ON53224 Owner: BMW	82.13 ha	Car plant	Road: Good Rail: Poor More than 2km from transport node.	Relatively flat	- BMW have confirmed to OUFCA they are not willing sellers. - Allocated in the Oxford City Local Plan for employment uses	- Road access	- Designated for employment uses - BMW have confirmed to OUFCA they are unwilling to sell.	Potential abnormal costs associated with brownfield status	Landowner not willing to sell


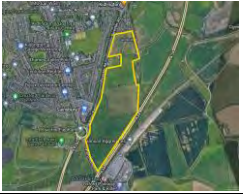
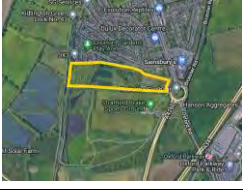

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFCA search criteria
7	Oxford Business Park		Title no: Multiple Owner: Goodman	35.4 ha	Vacant brownfield land	Road: Good Rail: Poor More than 2km from transport node.	Relatively flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan for employment uses	- Road access	- Designated for employment uses	Potential abnormal costs associated with brownfield status	To be considered for further review
8	Nuffield Orthopaedic Centre		Title no: ON146056 Owner: Oxford University Hospitals NHS Trust	8.37 ha	Hospital, medical research, vacant previously developed land	Road: Poor Rail: Poor More than 2km from transport node.	Relatively flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan and owned by Oxford University Hospitals NHS Trust who require the asset.	- Central urban location	- Planning permission will be limited to further healthcare facilities or medical research	Potential abnormal costs associated with brownfield status	To be considered for further review
9	Old Road campus, Churchill		Title no: ON170911 and ON188439 Owner: University of Oxford	6.41 ha	Medical research	Road: Poor Rail: Poor More than 2km from transport node.	Flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan and owned by Oxford University who require the asset.	- Central location	- Planning permission will be limited to additional medical related development	Potential abnormal costs associated with brownfield status	To be considered for further review
10	Warneford Hospital, Warneford Lane		Title no: ON170906 Owner: Oxford Health NHS Foundation Trust	8.78 ha	Hospital, research, playing fields	Road: Poor Rail: Poor More than 2km from transport node.	Relatively flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan for mixed use healthcare led redevelopment	- Central location	- Planning permission will be limited to residential and healthcare related facilities	Potential abnormal costs associated with brownfield status	To be considered for further review
11	Churchill Hospital site		Title no: Multiple Owner: Oxford University Hospitals NHS Trust	22.73 ha	Hospital	Road: Poor Rail: Poor More than 2km from transport node.	Steep in parts	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan and owned by Oxford University Hospitals NHS Trust who require the asset.	- Central location	- Planning permission will be limited to healthcare related facilities	Potential abnormal costs associated with brownfield status and topography	To be considered for further review
12	John Radcliffe Hospital Site		Title no: ON171331 Owner: Oxford University Hospitals NHS Trust	27.75 ha	Hospital	Road: Good Rail: Poor More than 2km from transport node.	Steep	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan and owned by Oxford University Hospitals NHS Trust who require the asset.	- Central urban location	- Planning permission will be limited to healthcare related facilities	Potential abnormal costs associated with brownfield status and topography	To be considered for further review

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFCA search criteria
13	Thornhill Park		Title no: ON337634, ON337633 and ON322822 Owner: Shaviram Group	4.84 ha	Employment	Road: Good Rail: Poor More than 2km from transport node.	Generally flat	- Landowners intentions unknown. - Allocated in the Oxford City Local Plan with planning forthcoming for residential development	- Road access	Residential development is considered to be the most appropriate use here	Potential abnormal costs associated with brownfield status	To be considered for further review
14	Wheatley Campus		Title no: ON259982 Owner: Oxford Brookes University	21.4 ha	Vacant	Road: Good Rail: Poor More than 2km from transport node.	Gradually falls in level from west to east	- Currently being marketed with planning for 500 residential units in place. - Allocated for residential in the South Oxfordshire District Local plan	- Good infrastructure links	- The site has been granted outline planning permission for demolition of all existing structures and redevelopment of the site with up to 500 dwellings creating a strong land value - Distance from Oxford	Potential abnormal costs associated with brownfield status	To be considered for further review
15	Land south of Grenoble Road		Title no: Multiple Owner: Oxford City Council, Magdalen College and Thames Water	153 ha	Agricultural	Road: Average Rail: Poor More than 2km from transport node.	Relatively flat	Allocated in the South Oxfordshire District Local Plan, and taken out of the greenbelt, with the intention of helping to meet Oxford's unmet housing need.	- Large land area	- Unlikely to be considered for use as a stadium as land specifically released from greenbelt with sole intention of providing housing numbers. - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review
16	Northfield		Title no: ON326006, ON16781 and ON326006 Owner: King's College and The Oxfordshire County Council	68 ha	Agricultural	Road: Average Rail: Poor More than 2km from transport node.	Flat	- Landowners intentions unknown. - Allocated in the South Oxfordshire District Local Plan	- Adjacent to tall industrial / employment buildings which help reduce landscape sensitivity.	- Unlikely to be considered for use as a stadium as land specifically released from greenbelt with sole intention of providing housing numbers. - Poor connectivity	No reason to believe the site is not viable to develop	To be considered for further review
17	Land north of Bayswater Brook		Title no: Multiple Owner: Christ Church	110 ha	Agricultural and caravan park	Road: Good Rail: Poor More than 2km from transport node.	Small incline	- Landowners intentions unknown. - Allocated in the South Oxfordshire District Local Plan	- Large land area	- Development agreement already in place between the landowner and Dorchester	No reason to believe the site is not viable to develop	To be considered for further review
18	North Oxford golf club, Land west of Oxford Road		Title no: ON358771 and ON282322 Owner: North Oxford Golf Club Limited and Checker Hall Company Limited	32.7 ha	Golf course and clubhouse	Road: Good Rail: Good Within 2km of a transport node.	Relatively flat	- Landowners intentions unknown. - Allocated for residential development in the Cherwell District Local Plan as PR6b	- Good infrastructure links	- Planning application expected in 2023	No reason to believe the site is not viable to develop	To be considered for further review

Alternative Sites Report
Oxford Site Search

Site reference	Site address	Site outline	Legal ownership	Site area	Existing land uses	Review of connectivity	Topography	Perceived availability	Pros	Cons	Physical Viability	Extent to which site satisfies EFL and OUFCA search criteria
19	Land east of Oxford Road		Title no: ON335083 and ON252511 Owner: Christ Church and one other	47.4 ha	Agricultural	Road: Good Rail: Good Within 2km of a transport node.	Gently undulating	- Landowners intentions unknown. - Allocated in the Cherwell District Local Plan as PR6a	- Good infrastructure links	- Allocated for residential development to meet Oxford's unmet housing need	No reason to believe the site is not viable to develop	To be considered for further review
20	Land south east of Kidlington		Title no: ON285386 and ON259281 Owner: The City of Oxford Charity Limited and one other	34.4 ha	Agricultural	Road: Good Rail: Good Within 2km of a transport node.	Gently undulating	- Landowners intentions unknown. - Allocated in the Cherwell District Local Plan as PR7a and being promoted by Barwood for residential development	- Good infrastructure links	- Allocated for residential development to meet Oxford's unmet housing need - Resolution to Grant planning permission for residential development secured	No reason to believe the site is not viable to develop	Existing planning permission renders site unsuitable
21	Land at Stratfield Farm		Title no: ON321509 Owner: Private	10.5 ha	Agricultural	Road: Good Rail: Good Within 2km of a transport node.	Gently undulating	- Landowners intentions unknown. - Allocated in the Cherwell District Local Plan as PR7b	Good infrastructure links	- Allocated for residential development to meet Oxford's unmet housing need - Resolution to Grant planning permission for residential development secured	No reason to believe the site is not viable to develop	Existing planning permission renders site unsuitable
22	Land East of the A44		Title no: Multiple Owner: Multiple	191 ha	Agricultural	Road: Good Rail: Good Within 2km of a transport node.	Gently undulating	- Landowners intentions unknown. - Allocated in the Cherwell District Local Plan as PR8	- Good infrastructure links	- Allocated for residential development to meet Oxford's unmet housing need	Multiple landowners - potential for complications for collaborating	To be considered for further review

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Appendix 2:
Site Area Assessment

SITE AREA ASSESSMENT: MINIMUM SITE SIZE

This assessment has been prepared by Ridge and Partners LLP with input from AFL Architects, in order to set out the minimum area required for a 16,000 capacity stadium and supporting facilities.

This Statement highlights key guidance and regulations which determine the size of the stadium and associated infrastructure which is required to deliver a stadium of this size. Technical advice from Ridge and Partners' Transport Consultant has also been sought in respect of access and parking requirements.

This report concludes that a minimum site size of **3.8ha** is required for a stadium of this size. It must be noted that this figure does not include additional areas which are likely to be required with the development of any modern stadium, including areas of landscaping and additional public realm (e.g. Fan Zones). As such, this should be seen as an absolute minimum.

1.1. Design Drivers for Stadium Site Size

OUFC Business Case

In determining the project brief, OUFC has engaged with Legends International who has undertaken demand analysis; this has identified an optimum stadium size of 16,000 capacity. This provides the right balance between ensuring that fan numbers are not restricted, whilst still delivering a matchday experience. Legends have also been working with Colliers International on the business case and financial appraisal and identified ideal facilities which benefit both the club and the community. This contributes to the financial sustainability of the stadium, whilst also enhancing the offering to the local and national community around Oxford and the surrounding area. The proposed stadium therefore looks to deliver the 16,000 capacity stadium, as well as a 180 bed hotel, and a variety of commercial/community spaces including public restaurant, bar, health and wellbeing facilities, gym and OUFC Shop. These additional facilities are deemed to be necessary for the project to work and therefore must be included in the calculation of area required.

The Green Guide

The Green Guide is also known as The Guide to Safety at Sports Grounds. It is recognised worldwide as best practice for the design and planning, and the safety management and operation of sport grounds. It has been written by the Sports Ground Safety Authority (SGSA) which is the UK Government's advisor on safety at sports grounds and a world leader in safety.

The Green Guide provides guidance on a number of areas including calculating the safe capacity of a sports grounds; management responsibility and planning for safety; circulation, including ingress, egress, vertical, concourses and vomitories, barriers and separating elements; seating accommodation; standing accommodation; demountable structures; fire safety; communications and control; mechanical and electrical installations; medical and first aid provision and media provision.

The Green Guide provides minimum space provisions for spectators within the stadium. It also recognises the crucial part that areas outside of the ground play in the safe arrival and departure of spectators, referred to in the Guide as Zone Ex.

UEFA Stadium Infrastructure Regulations

UEFA Stadium Infrastructure Regulations govern the minimum structural criteria to be fulfilled by a stadium in order for it to be classified as its retrospective UEFA category. The higher the category the more numerous the criteria. The aspiration for the new stadium is to meet Category 4, which will allow for growth of the Club, and allow the stadium to be considered as a venue for UEFA competitions in the future. Category 4 is the minimum standard for European matches as possible international matches at younger age groups.

In order to be classified as a Category 4 Stadium, certain requirements need to be met in respect of:

- Field of Play
- Changing facilities
- Floodlighting
- Minimum seating capacity
- Spectator facilities including toilets
- Media areas including TV studios, interview positions, press conference space and outside broadcasting
- Parking

The specific requirements of the Green Guide and UEFA Stadium Infrastructure Requirements are highlighted below when specific area requirements are set out.

1.2. Area Requirements

Stadium Specific Requirements

Taking the above guidance into account, the minimum stadium size has been calculated as **24,750 sqm**. This is broken down as follows:

<u>Breakdown of Stadium Areas</u>	<u>Size (sqm)</u>	<u>Reasoning</u>
Field of Play	9300	The pitch is required to be 68m x 105m in accordance with the UEFA Regulations, with a 6m buffer.
Spectator Facilities	8750	<p>Ideal space utilisation and space factors have been utilised to provide approximate areas required for both General Admission and Previous General Admission, as below:</p> <ul style="list-style-type: none"> - General Admission: <ul style="list-style-type: none"> o 13,850 people o Ideal concourse ratio of 0.25 (based on a space factor 0.5m²/person and ideal concourse utilisation of 50%) o Concourse area required – 3,462.5 sqm o GA Concourse Support (e,g, concessions and toilets) are equal in area to the concourse area itself = 3462.5 sqm - Premium GA <ul style="list-style-type: none"> o 1,000 people o Ideal concourse ratio of 0.7 (based on a space factor 0.7m²/person and ideal concourse utilisation of 100%)

		<ul style="list-style-type: none"> o Concourse area required – 700 sqm o Premium GA Support (e.g. concessions and toilets) are 50% of the concourse area itself – 350 sqm - This area excludes turnstiles, corridors and vomitory access, of which approximately 10% is added.
Commercial	2300	2300sqm (as briefed by Legends and Colliers to support the business case)
Players and Officials	800	This includes team changing rooms, medical facilities and space for managers and officials for both home and away teams.
Hotel and Hospitality	600	This is the minimum area to provide entrances and stair-cores to the hotel and hospitality above
Plant and Venue Operations	3000	Venue operations includes facilities for ground staff, staff changing, offices as well as bin stores.

External Concourse

It is important to ensure the flow of spectators around the stadium is controlled and safe. Taking the above guidance into account, the minimum area for the external concourse is calculated as **6,500 sqm**. This is a 10m wide zone around the perimeter of the stadium building (650m x 10m).

Outside Broadcast

The requirements for outside broadcasting are a key consideration as TV rights are a commercial consideration for football clubs. Article 36 of the UEFA Stadium Infrastructure Regulations state that Stadiums must have a secure area that can be used as a TV compound for parking TV companies' outside broadcast vans. The area for Category 4 Stadiums must be at least 1,000 sqm. The Regulations go on to state that compound must:

- a. be located adjacent to the stadium, ideally on the same side as the main camera platform, and with a power supply available;
- b. provide a clear, solid and flat parking area for large and heavy vehicles (i.e. 43 tons trucks);
- c. have sufficient drainage such that no cables, equipment or vehicles are in danger of being in contact with standing water;
- d. be free of any obstructions, such as trees, buildings and curbs, and offer unimpeded access to emergency vehicles;
- e. either provide a clear, unobstructed view of the southwestern to the southeastern horizon, or be within 50m of a separate satellite uplink area (measured from the edge of the TV compound).

Access and Parking Requirements

Parking Requirements

UEFA Article 15 notes the minimum number of parking spaces required in a safe and secure area, for VIPs, other guests and staff. A UEFA Category 4 stadium requires a minimum of 150 spaces. The minimum area required to accommodate the above parking requirements is calculated as **4,000 sqm**.

Access and Movement

A stadium of this size would generally require two access/egress points: a main access to the site as well as an emergency access. The area required for access/egress is very site specific due to a number of factors,

including but not limited to, speed limit, type of road, number of lanes, type of junctions in the vicinity, and vehicle requirements. These factors influence the type and scale of access provided.

The area required for access also depends upon the site location, for example, whether it is in a central urban location with close proximity to public transport services or edge of town where special event/match day transport will need to operate. Some stadiums will require significant on-site public transport and taxi interchange facilities or smaller complementary interchange facilities. These facilities would include queuing space for people waiting for public transport and taxis.

An area is also required for segregated pedestrian access and cycle parking, as well as for servicing, deliveries and emergency access.

It is considered that the minimum area requirement for just a primary and emergency access into a stadium would be **1,250 sqm**, but with the consideration of segregated pedestrian access, cycle parking, public transport and taxi interchange facilities and provision for deliveries, the area requirement in most cases would be significantly higher.

1.3. Stadium Calculations

The table below includes the above minimum requirements for a 16,000 capacity stadium and supporting facilities, and sets out that the minimum area to accommodate these elements.

<u>Elements Required</u>	<u>Area (sqm)</u>
Stadium Total	24,750
Field of Play	9300
Spectator facilities	8750
Commercial	2300
Players and Officials	800
Hotel and Hospitality	600
Plant and Venue Operations	3000
External Concourse	6500
Outside Broadcast	1000
Parking	4000
Access Points	1250
Total	37500
Hectares	3.8 ha (3.75ha rounded)



This concludes that the minimum site size that is required to construct a Category 4 Stadium would be **3.8 ha**. However, it is important to note that whilst this figure includes the compulsory elements required for stadium design, this does not include additional elements that would be expected to be delivered as part of any development of this scale, including areas of hard and soft landscaping, and areas to achieve biodiversity enhancement. Modern stadiums also generally include a Fan Zone which is an additional area to the external concourse and provides a meeting area/hub for fans before and after a match. In order to achieve good design and a landmark stadium for the Club, all of these elements would be expected to be delivered as part of any development. These elements would demand additional land above and beyond the minimum 3.8 ha identified, and therefore this figure should be seen as an absolute minimum.

Appendix 3: Walking Distance Study

PROJECT	Oxford United Football Club, New Stadium Development
PROJECT NO.	5018932
CLIENT	OUFC
DATE	September 2023
SUBJECT	Site Search – Walking Distances
PREPARED BY	Bidur Rajbhandari and Chris Long
REVIEWED BY	Chris Long

1. INTRODUCTION

- 1.1.1. Ridge and Partners LPP are instructed by OUFC to provide transport planning consultancy services in support of their emerging proposals for a new stadium at Kidlington in Oxfordshire.
- 1.1.2. This note sets out a review of guidance on walking distances in relation to the Site Search being undertaken by Savills on behalf of OUFC. It considers the maximum walking distances that site users would consider walking to a site from a transport node (Bus Stop, Bus Station, National Railway Station or Public Transport Interchange in particular to a Stadium or other leisure type land use).
- 1.1.3. At the time of writing there is no formal Government Planning Policy Guidance on walking distances. This note considers historic guidance that set walking distances, current Transport Planning Professional best practice and recent similar planning applications to ensure a robust approach to assessment is adopted.

2. NATIONAL GUIDANCE

Policy Background

- 2.1.1. National Policy Guidance on walking distances is currently a grey area, with no prescribed National Guidance on ‘acceptable’ walking distances. However, the published guidance makes some suggestions based on the National Travel Survey or other national studies into walking speeds and responses to how far the UK population are prepared to walk.
- 2.1.2. Historically, guidance was provided by Planning Policy Guidance 13 (PPG13), which was withdrawn in 2012. PPG 13 used a 2km / 2,000m distance for many years to define the areas within which facilities are considered accessible on foot. However, PPG13 did not provide any rationale or evidence to support the selection of 2km / 2,000m as an appropriate distance.

Manual for Streets (2007)

- 2.1.3. In Section 4 of the Government’s 2007 Manual for Streets guidance under walkable neighbourhoods at section 4.4.1 the following applies:

‘Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a

reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'

- 2.1.4. It is noted that this aligns with the withdrawn PPG13 but reflects walking distances would replace car trips under 2km.

Gear Change: A Bold Vision for Cycling and Walking 2020

- 2.1.5. The Department for Transport published 'Gear Change: A bold vision for cycling and Walking' in 2020. This is the closest document we currently have to National Guidance, although it did not set prescriptive distances for walking it noted the following:

'More people are walking further and more often. The percentage of walking trips has fluctuated since 2002 but has been increasing since 2014. In 2018, 27% of all trips were made by walking, covering 3% of all distance travelled' The references for this statement are the 2018 National Travel Survey, so this shows an upwards trend in walking.

National Travel Survey 2015

- 2.1.6. Turning back to Nationally published data, the National Travel Survey (NTS) undertaken by the Government since 1988 and published by the Department for Transport looks at trends in personal travel collected as part of a household survey. This is the data that a transport professionals we tend to use in place of specific National guidance.
- 2.1.7. The 2015 NTS identifies that 80% of all trips under 1.6km are made on foot. This was broadly similar to those put forward in the IHT 'Planning for Walking' document (see below) thereby verifying the results and hence used by transport planners to establish sustainable accessibility of a development site.

National Travel Survey 2021

- 2.1.8. Looking at more recent data, the National Travel Survey (NTS) 2021 identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 19 minutes. At a speed of 1.4m/s this equates to 1,596m. The NTS 2021 also identified that 82% of all trips under 1.6km are made on foot.

3. PROFESSIONAL TRANSPORT PLANNING GUIDANCE

- 3.1.1. Turning to professional transport planning bodies, *Guidelines for Providing for Journeys on Foot* published by the Institution for Highways and Transportation in 2000 produced a table of suggested acceptable walking distances as set out in **Table 1** (overleaf).
- 3.1.2. This table aligned with PPG13 at the time before it was withdrawn in 2012. These distances are still accepted by the majority of local highway authorities as a basepoint for pedestrian accessibility.

Table 1: Walking Distances (m)

MODE	TOWN CENTRE	COMMUTING / SCHOOL / SIGHTSEEING	ELSEWHERE
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.1.3. Guidelines for providing for journeys on foot was superseded by Planning for Walking again published by the Institution for Highways and Transportation in 2015. This guidance by a professional transport planning body noted that: *Most people will only walk if their destination is less than a mile away*, so in meters or kilometres 1,600m or 1.6km is the approximate distance that people are prepared to walk.

3.1.4. On this basis, historic National Guidance suggests that an acceptable walking distance is up to 2,000m while transport planning professional bodies suggest that the distance is up to 2,000m but more likely to be around 1,600m or approximately a mile.

PTRC Discussion Paper 2015

3.1.5. Following the 2015 National Travel Survey two transport planning professionals looked further at the data collected, Gareth Wakenshaw and Dr Nick Bunn published *How Far do People Walk* as a discussion paper to the PTRC the educational body of the Chartered Institute of Logistics and Transport in 2015. This discussion paper considered regional variation, location, gender and journey purpose. In summary the findings concluded that the 85th percentile distances:

- for walking as a main mode of transport for the UK excluding London was 1,600m.
- for Urban locations was 1,950m and rural locations 1,600m.
- for leisure the walking distance was 1,950m.

3.1.6. Therefore, the accepted professional research and guidance suggests that an acceptable walking distance is between 1,600m and 1,950m depending on regional variation and trip purpose. Urban leisure purposes suggesting the longer distance of 1,950m.

20 minute Neighbourhoods and Walkable Neighbourhoods

3.1.7. The 20 minute Neighbourhood Guide (Town and Country Planning Association, March 2021) states that:

“research shows that 20 minutes (roughly 10 minutes out and the same to return home) is generally the threshold time-period that people are willing to walk to access key destinations. The distance covered in a 20 minute round trip, by walking, will vary according to multiple conditions and factors. The quality of surrounding environment, the different circumstances, age and ability of individuals and their communities, the location, and the topography, are contributory factors in the distance people are willing or able to travel actively to access service.”

3.1.8. Sustrans in their 2022 publication *‘Walkable Neighbourhoods - Building in the right places to reduce car dependency’* considered:

'that most people walk. 800m, or approximately half a mile, is generally considered a standard walkable distance as it typically takes approximately 10 minutes to walk, and a 20 minute walking trip (1,600m total) has been found to be the longest distance a majority of people are willing to walk to meet their daily needs''.

- 3.1.9. Again although the Town and Country Planning Association and Sustrans have considered 1,600m the maximum distance (out and back) the distances considered aligns with the NTS findings.

4. STADIUM SPECIFIC STUDIES

- 4.1.1. Looking at specific research into football stadiums, Campaign for Better Transport's Door to Turnstile Report: Improving Travel Choices for football Fans (2013) states that:

'Whilst only 7% of home fans make the whole journey to the football ground by foot, 14% stated they walk at least one stage of their trip and walking reasonably long distances to the ground from other forms of transport is clearly popular among many fans. For away fans, given the distances involved, it is not surprising that local forms of transport including walking and cycling play a much smaller part in travel to and from a match.'

- 4.1.2. So the findings of this study were that fans are prepared to walk reasonably long distances to the ground from other forms of transport. This aligns with the findings in the *How far do People Walk* study using the National Travel Survey Data in terms of Leisure trips.

5. RECENT STADIUM PLANNING APPLICATIONS

- 5.1.1. This section of the Technical Note considers other recent stadium applications to see which walking distances were used for assessment. In each case a summary is provided below.

Luton Town Football Club – Power Court

- 5.1.2. Planning Application for a replacement Stadium for Luton Town Football Club at Power Court in Luton (application reference 16/01400). The Transport Assessment submitted with the application set out that: *'a walking distance of 2km is an industry standard distance for encouraging journeys to be undertaken by foot'*.

Brighton and Hove Albion

- 5.1.3. Planning Application for a replacement Stadium for Brighton and Hove Albion Football Club at Falmer, East Sussex (application reference BH2010/01976). The application had a planning condition linked to a walking distance of 1.5km. It should be noted that the Stadium is an out of town location adjacent to the A27 but within 200m of Falmer railway station.

Everton Football Club

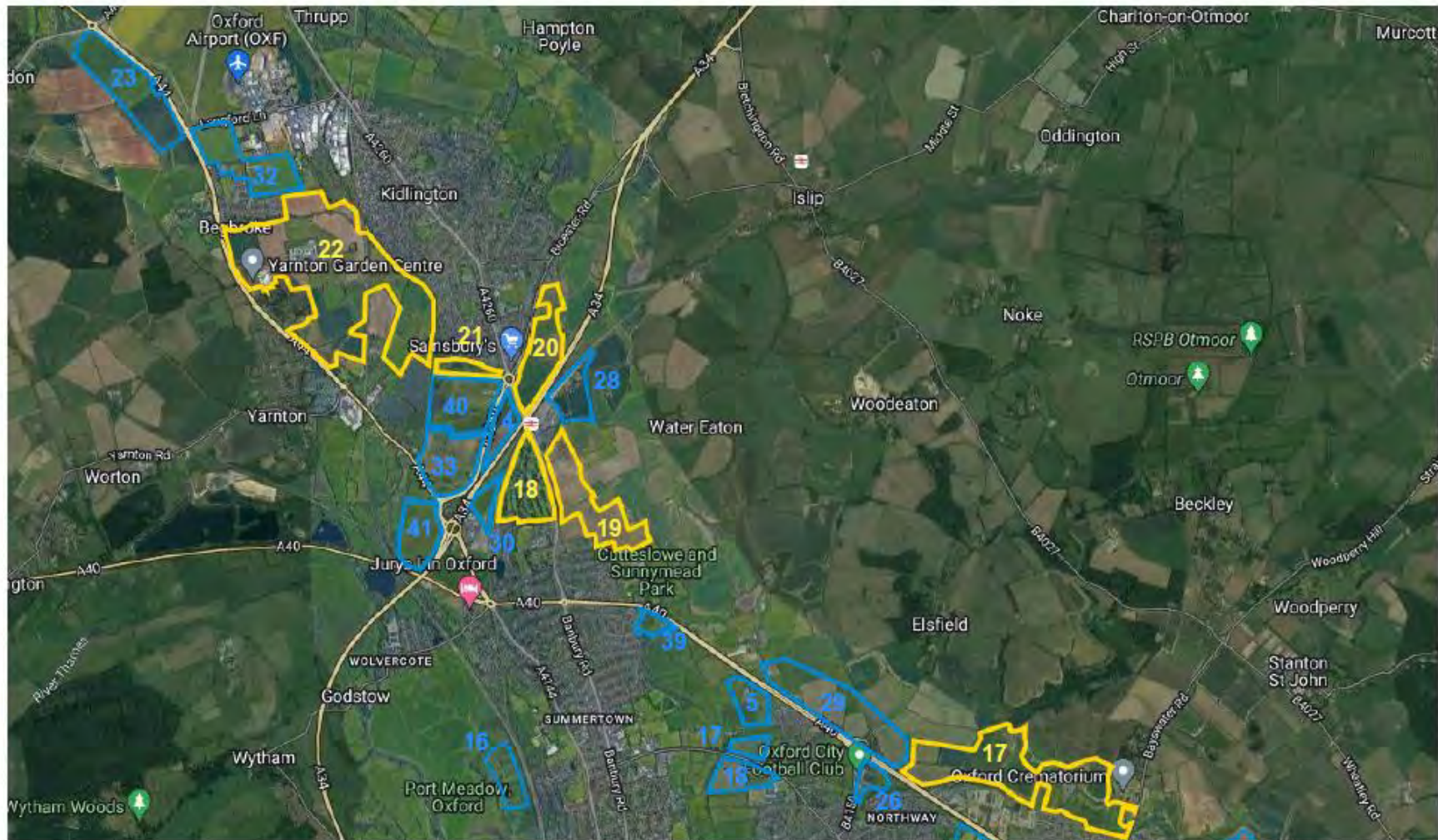
- 5.1.4. Within the Site Search submitted with the Planning Application for a new Stadium for Everton Football at Vauxhall in Liverpool (application reference 20F/0001). The Site Search discussed 'Site Accessibility' on a site by site basis and appears to have taken 2km as a maximum when considering a suitable a walking distance to public transport notes.
- 5.1.5. On review these applications considered that between 1,500m and 2,000m are acceptable walking distances for football stadiums. In each case these distances were accepted by the local highway authority.

6. CONCLUSION

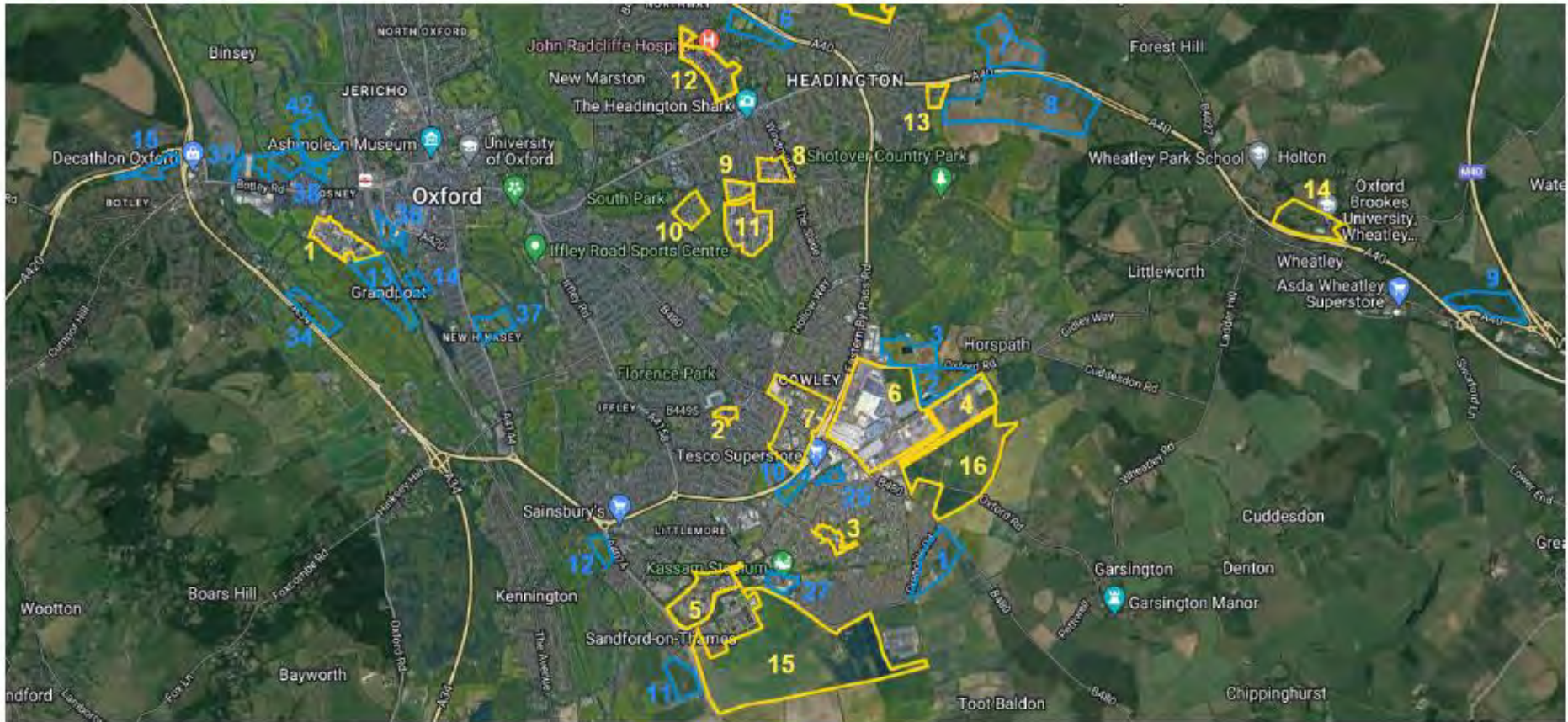
- 6.1.1. Based on the historic policy position, National Travel Survey and transport professional bodies guidance it is considered that the Site Search should consider a distance of up to 2,000m (2km) from a transport node to be robust.
- 6.1.2. The accepted distance that fans (or site users) will generally walk being between 1,600m (1.6km) and 2,000m (2km), therefore this is a robust position for the Site Search to adopt and which would align with any future pedestrian accessibility analysis.

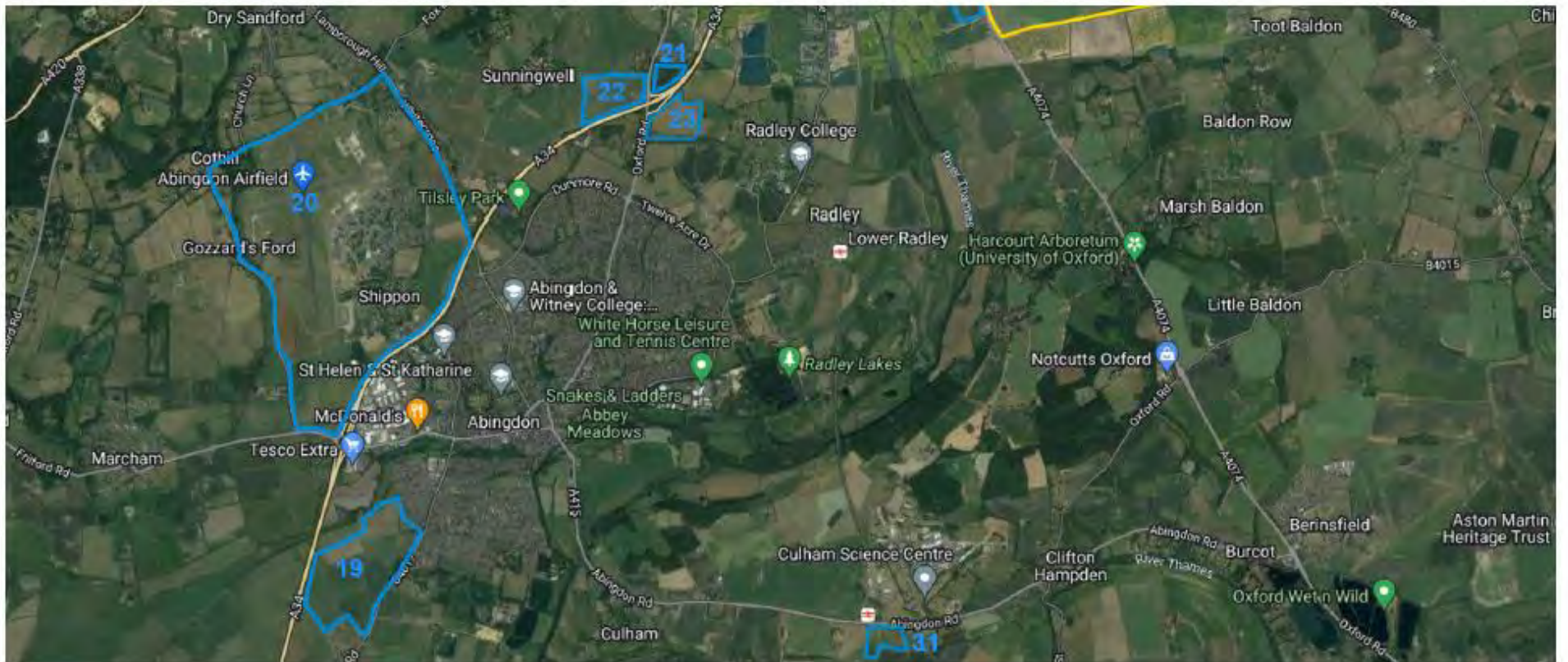
Appendix 4:
Site Location Maps

APPENDIX 4: SITE LOCATION MAPS¹



¹ As taken from Savills Report





Appendix 5:
Landscape and Visual Alternative Site Assessment

OUFC STADIUM, OXFORD

LANDSCAPE AND VISUAL ALTERNATIVE SITES ASSESSMENT (A3 DOUBLESIDED)
DECEMBER 2023

ISSUE SHEET

JOB NAME: OUFU NEW STADIUM
JOB NUMBER: D3263
CLIENT: OXFORD UNITED FOOTBALL CLUB

REVISION	DATE	REVISION DETAILS	PREPARED BY	CHECKED BY	APPROVED BY
1	24/04/2023	DRAFT FOR INTERNAL REVIEW	SR	AS	AS
2	27/04/2023	INTERNAL COMMENTS ADDRESSED - DRAFT FOR TEAM REVIEW	SR	AS	AS
3	06/07/2023	MINOR UPDATES FOR CONSISTENCY WITH ADDENDUM	SR	AS	AS
4	25/08/2023	ASSESSMENT UPDATE AND COMMENTS ADDRESSED	SR	AS	AS
5	03/11/2023	ASSESSMENT UPDATE	SR	AS	AS
6	04/12/2023	FINAL ISSUE	SR	AS	AS

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PROJECT NUMBER: D3263
VERSION: 6
VERSION DATE: DECEMBER 2023
COMMENT: ISSUE

EXECUTIVE SUMMARY

fabrik Chartered Landscape Architects have been appointed by Oxford United Football Club to prepare this Landscape and Visual Alternative Sites Assessment (LVASA) to support the search for a suitable site for a new circa 16,000 seater football stadium.

This document builds upon the Alternative Sites Assessments produced by Savills and Ridge and Partners LLP and feeds into the balance of the overall feasibility conclusions for each site included within the Ridge and Partners LLP Assessment. It provides a two stage assessment. Stage 1 consists of a high-level, desktop-based appraisal of the landscape related policy background, Green Belt Assessments, landscape character and sensitivity assessments and visual sensitivities for a shortlist of potential sites, derived from the findings of the previous reports. This analysis informs the selection of a number of preferred sites for further analysis at Stage 2 through field based assessment. The document concludes by establishing the most appropriate sites in landscape and visual terms to inform the consideration of other Alternative Site Assessment conclusions from other technical and environmental disciplines.

The Stage 1 LVASA considered the following landscape and visual matters in relation to 13 sites:

- National and local level landscape designations;
- County level Green Belt Assessment;
- Local Landscape Character Assessments; and
- Visual sensitivities

The consideration of the above criteria has resulted in an overall assessment of each site being set out as Red, Amber or Green. These ratings are defined as:

- **Green:** The site is either outside of the Green Belt or within a weakly performing parcel (no high ratings against NPPF purposes in the Oxford Green Belt Study). The site is not subject to any landscape designations of national or local significance. It may contribute to the landscape setting of local views or landmarks.
- **Amber:** The site is located within a moderately performing Green Belt parcel (minimum one high rating against NPPF purposes in Oxford Green Belt Study). The site may be subject to other local landscape designations. It may contribute to the landscape setting of local views or landmarks defined in policy.
- **Red:** The site is located within a highly performing Green Belt parcel (minimum three high ratings against NPPF purposes in Oxford Green Belt Study), and/or is subject to national and/or local landscape designations and/or is considered to contribute to the landscape setting of a national landscape or heritage designation. The site may be in current use as public open space or for sport and recreation.

Of the 13 sites assessed, one has been assessed as Green (Site 30), six have been assessed as Amber (Sites 4, 15, 28, 33, 36 and 41), and six as Red (Sites 7, 8, 12, 14, 34 and 40).

The seven sites identified as Green/Amber (Sites 4, 15, 28, 30, 33, 36 and 41) are considered to be worthy of further field based assessment. Of the seven sites assessed in the Stage 2 LVASA, four are not considered to be suitable for the proposed development and three are considered to be potentially suitable. Of the five sites located within the Green Belt, all are considered to lead to a “high level of harm” as described by the relevant district Green Belt Assessments should they be developed. The exception being the northern half of Site 4, which is not assessed in a published document. However, this LVASA considers that development of this part of Site 4 would also be at odds with the purposes of the Green Belt.

Site 36 is not within the Green Belt, however, its proximity to the historic centre of Oxford, its prominence in designated view cones of the city centre and the large scale of the proposed stadium mean that the visual sensitivities and constraints of this site are considered too much for this to be viable as a non-Green Belt alternative. Site 15 has also been discounted due to its visual sensitivities, its prominence in views from the surrounding Green Belt and its contribution to the setting of the city, as well as its topography and utilities constraints.

Sites 33 and 41 are considered to have a rural character and lack a clear association with the city due to the westerly sloping topography and the severance caused by the A4260 Frieze Way and A34 road corridors and their associated tree belts. The Oxford Canal is designated as a Conservation Area and the Towpath forms part of the Oxford Canal Walk Long Distance Walking Route. There are open views from this route across both of these sites and therefore these sites are considered to contribute to the rural, relatively undeveloped setting to the Conservation Area in this locality. In addition the proposed development would be wholly out of character with the rural setting and these sites are therefore considered unsuitable from a landscape and visual perspective.

The three sites considered potentially suitable for the proposed development from a landscape and visual perspective are Sites 4, 28 and 30. All of these sites are located within Cherwell District and within the same landscape character type/area - Oxfordshire LCT: Vale Farmland / LCA F: Peartree Hill. Sites 4 and 28 are within the Green Belt.

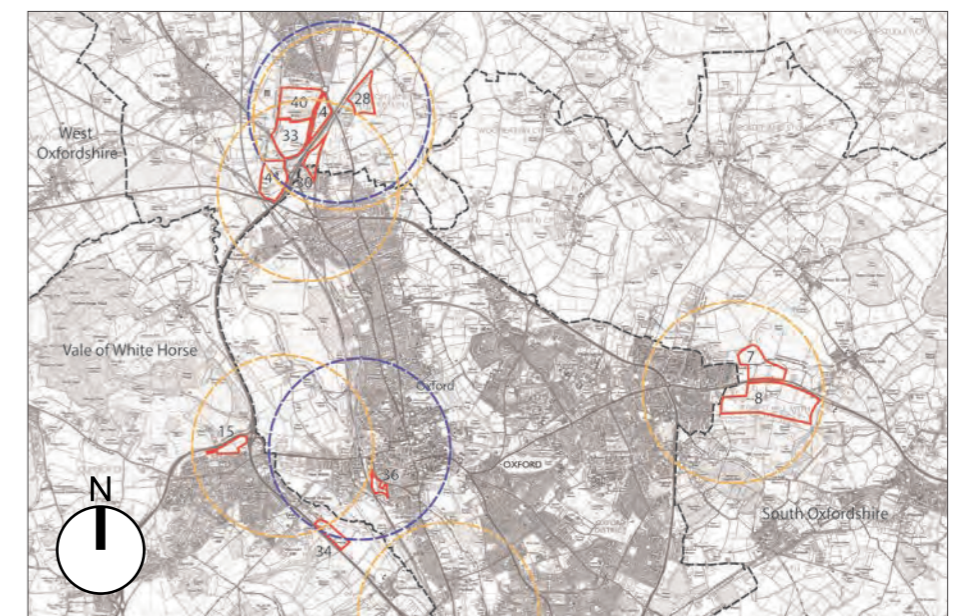
The landscape character area relevant to these three sites is not identified as high value within the character assessment. The character area has been considered suitable for new development as evidenced through the Cherwell Local Plan and OCC Local Plan site allocations, however, this has added pressure to the remaining open areas within the surrounding landscape (including the sites) in maintaining the purpose of the Green Belt between Oxford and Kidlington and/or in retaining the wider rural landscape setting to the city to the north and east.

Siting the proposed development within either Site 4 or Site 28 is considered by this LVASA Stage 2 assessment to potentially be at odds with the purposes of the Green Belt between Oxford and Kidlington. Despite the Cherwell District Green Belt Study considering sites for residential development, the identified development scenarios are still considered to be relevant to the potential stadium development. The issues relevant to the Green Belt are considered to arise from a loss of openness due to the massing and scale of a stadium proposal for Sites 4 and 28. Additionally for Site 4, there would be a reduced sense of openness between Oxford and Kidlington and a potential impact on the Priority Habitat woodland within the Site. Stratfield Brake Sports Ground to the west of the Site and the emerging proposals for sports pitches to the east of the Site within the residential allocation are creating an emerging sport and recreation character to the local landscape. Site 4 is considered to present a key opportunity for the stadium development to further enhance this character and become a focal point of a new north Oxford sports hub. For Site 28 there would be the introduction of a large scale building into an open, rural river valley landscape that contributes to the historic setting to the city.

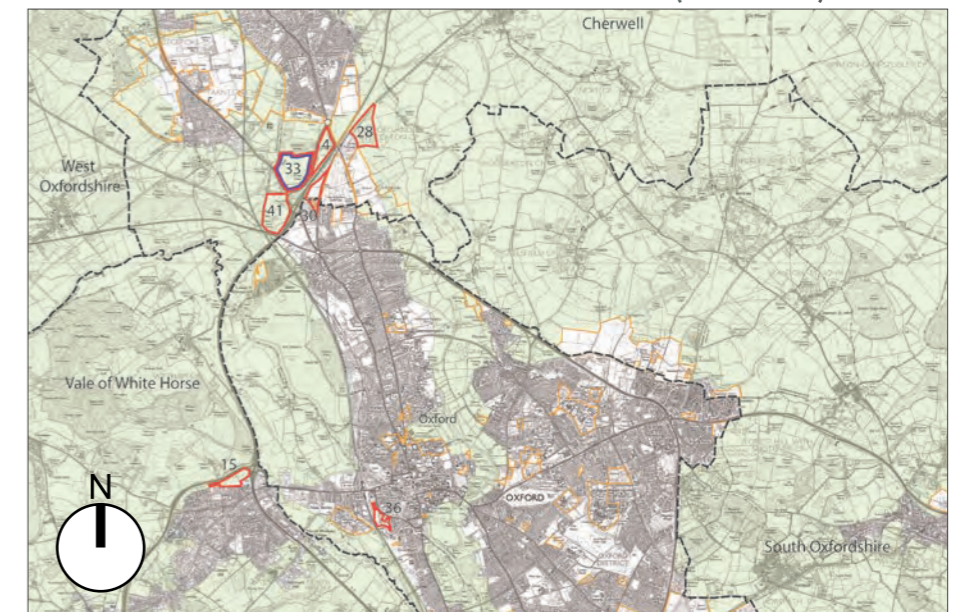
Site 30 would not cause harm to the Green Belt, however, development within it is likely to have significant impacts on views from the PRoW within the site, which would require diversion. The constrained boundaries of the A34 and railway line to the east and west would also have potential implications for any development coming forward on the Site in terms of physical and visual constraint to access. This site is considered

suitable for the proposed development from a landscape and visual perspective.

Considering the analysis set out in the Stage 2 LVASA, it is considered that Sites 4, 28 and 30 could potentially accommodate the proposed development from a landscape and visual perspective, if designed sensitively in response to their identified constraints and context. The findings of this LVASA should be weighed up against the comparable work produced in relation to other technical and environmental disciplines to inform the selection of a preferred site.



EXTRACT OF FIGURE 2.2 - STAGE 1 LVASA SITE LOCATION PLAN (FABRIK 2023)



EXTRACT OF FIGURE 4.1 - STAGE 2 LVASA SITE LOCATION PLAN (FABRIK, 2023)

1.0 INTRODUCTION

1.1 INTRODUCTION

fabrik Chartered Landscape Architects have been appointed by Oxford United Football Club to prepare this Landscape and Visual Alternative Sites Assessment (LVASA) to support the search for a suitable site for a new circa 16,000 seater football stadium. This document is intended to inform pre-application discussions with the relevant Local Planning Authorities.

This document builds upon the Alternative Sites Assessments produced by Savills and Ridge and Partners LLP and feeds into the balance of the overall feasibility conclusions for each site included within the Ridge and Partners LLP Assessment. The sites considered by Savills and Ridge are shown on Figure 1.1 opposite.

This document provides a two stage assessment. Stage 1 consists of a high-level, desktop-based appraisal of the landscape related policy background, Green Belt Assessments, landscape character and sensitivity assessments and visual sensitivities for a shortlist of potential sites, derived from the findings of the other reports. This analysis informs the selection of a number of preferred sites for further analysis at Stage 2 through field based assessment. The document concludes by establishing the most appropriate sites in landscape and visual terms to be considered alongside the other Alternative Site Assessment conclusions from other technical and environmental disciplines.

LEGEND

- POTENTIAL SITES MATCHING SEARCH CRITERIA
- LOCAL PLAN ALLOCATION SITES MATCHING SEARCH CRITERIA

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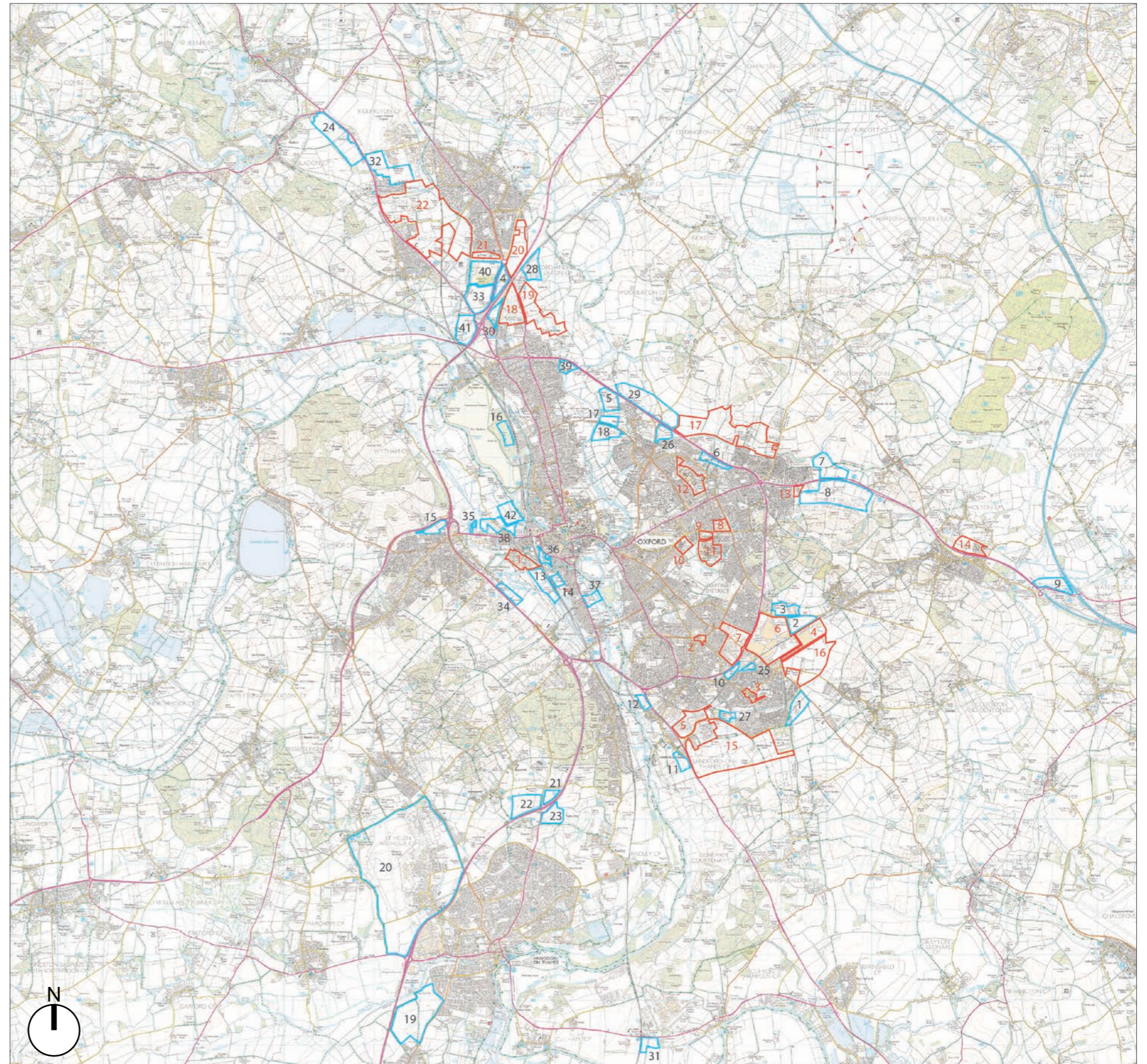


FIGURE 1.1 – STUDY AREA PLAN AND SUMMARY OF SITES CONSIDERED BY SAVILLS AND RIDGE (FABRIK, 2023)

2.0 SCOPE OF ASSESSMENT AND METHODOLOGY

2.1 PREVIOUS ASSESSMENTS

ALTERNATIVE SITES REPORT, SAVILLS (NOVEMBER 2023)

Savills were instructed by Oxford United Football Club (OUFC) to carry out a site searching exercise in the Oxford area to identify possible sites for a new stadium and associated infrastructure. Savills identified 64 sites in the Oxford area, based on sites previously identified by OUFC, sites allocated for development within Local Plans, and sites identified by Savills with no formal planning status. The parameters for identifying potential sites are shown on Figure 2.1 and listed below:

- “a search radius of 7 miles from Oxford City Centre in red;
- A site within a 2km radius of major transport nodes... considered to mean either one of the train stations in Oxford, Oxford Station or Oxford Parkway (green circles), or any one of the Park & Rides; Oxford Parkway Park & Ride; Peartree Park & Ride; Seacourt Park & Ride; Redbridge Park & Ride and Thornhill Park & Ride (yellow circles). Our report also considers Oxford Bus Station to be a major transport node.”

The search criteria seeks to ensure Oxford United Football Club is able to comply with the English Football League (EFL) Regulations and requirements and to consider appropriate access and transport requirements. OUFC’s requirements adopted through this assessment were:

- Site Area: a minimum of 9.4 acres/3.8 hectares is required.
- Location: Highly accessible from a major sustainable transport node (2km).
- Landowner intention: The landowner’s willingness to dispose of the land (where known). Sites allocated within Local Plans have been included due to the landowner and Local Planning Authority’s intentions to allow some form of development on the land.

A Red/Amber/Green (RAG) method was used to assess the 64 sites. The ratings are defined as:

- **Green:** “considered to be worthy of further investigation from a planning, delivery, and ownership perspective and relatively speaking appear to be the most appropriate of the sites from a locational perspective as they fall within a 2km distance from transport nodes.”
- **Amber:** “considered to be less attractive for reasons such as multiple landownership, topography and constraints that may affect delivery but still warrant consideration. Some of the sites may satisfy the search criteria but have been colour coded in amber because they are allocated for alternative land uses. Finally we have also been instructed to colour code sites falling outside of the 2km distance from transport nodes as amber.”
- **Red:** “Red sites fall outside the stated search criteria due to being below OUFC’s minimum area requirement. We have also been instructed to colour code sites where the landowner has informed OUFC they are unwilling to sell their land in red.”

Of the Savills identified sites (blue boundaries Figure 1.1), 5 were assessed as Green, 27 as Amber and 10 as Red. Of the allocated sites within Local Plans (red boundaries Figure 1.1), zero were assessed as Green, 18 as Amber and 4 as Red.

ALTERNATIVE SITE ASSESSMENT, RIDGE AND PARTNERS LLP (NOVEMBER 2023)

The Alternative Site Assessment produced by Ridge assesses, from a planning



FIGURE 2.1: SUMMARY OF SITES CONSIDERED IN SAVILLS ASA (SAVILLS 2022)

perspective, the 64 sites identified in the Savills report as a “Stage 1 Assessment”. Key planning policies, planning constraints and planning history were considered across Oxford City Council, Cherwell District Council, South Oxfordshire District Council and Vale of White Horse District Council where relevant to each site. Key designations and constraints considered include: existing use, allocations within Development Plans, Green Belt, protected sites within the Development Plan (e.g. Green Infrastructure, open space/recreation, employment sites, or land safeguarded for potential uses), known ecological constraints - designated sites within or close to the site, areas at risk of flooding, heritage assets – site’s containing or within the setting of Listed Buildings, containing or close to Scheduled Ancient Monuments, and sites within the setting of the Conservation Area, and mineral safeguarding areas.

A RAG method was also used with consistent site reference numbering to the Savills assessment. The ratings are defined as:

- **Green:** “Sites that are free from overriding planning designations/constraints and where relevant, planning constraints can be overcome through appropriate masterplanning/design.”
- **Amber:** “These sites generally contain more significant planning constraints (e.g. Green Belt) but are otherwise available for development, and potentially suitable, depending on other policy constraints and appropriate masterplanning. Further investigation on whether constraints could be overcome would be useful.”
- **Red:** “These sites are allocated or protected for alternative forms of development, where there are overriding planning constraints (e.g. flood zone 3) or where there are multiple layers of planning designations/multiple constraints that would make development difficult to achieve within the timescales required by OUFC.”

The RAG assessment was presented in conjunction with the Savills assessment for each site and is summarised in Table 2.1 below:

Table 2.1: Summary of Savills and Ridge ASAs

Savills RAG Rating	Ridge RAG Rating	Sites identified in blue on Figure 1.1	Total	Sites identified in red on Figure 1.1 (Local Plan allocations)	Total
Green	Green	N/A	0	N/A	0
Green	Amber	4, 7, 8, 12	4	N/A	0
Green	Red	14	1	N/A	0
Amber	Amber	2, 3, 5, 9, 11, 15, 17, 18, 20, 21, 22, 23, 24, 29	14	N/A	0
Amber	Red	1, 6, 10, 13, 16, 19, 26, 33, 34, 37, 38, 39, 42	13	1, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 22	18
Red	Green	27, 30	2	N/A	0
Red	Amber	28, 32	2	N/A	0
Red	Red	25, 31, 35, 36, 40, 41	6	2, 6, 20, 21	4

2.2 SCOPE OF LANDSCAPE AND VISUAL ALTERNATIVE SITES ASSESSMENT

This LVASA intends to build upon the previous work by Savills and Ridge. It aims to provide an assessment of the Green Belt and landscape and visual related matters for a shortlist of sites that has been derived from the list of 64 sites identified in the previous assessments. The findings of this LVASA will feed into the overall conclusions drawn together by Ridge as part of their “Stage 2 Assessment”.

The sites considered in this LVASA must meet the requirements of OUFC and the EFL in terms of proximity to Oxford City (within 7 miles), a minimum operational size of 9.4 acres/3.8 hectares, and be within 2km of a major sustainable transport hub. For the purposes of this assessment these are considered to be Oxford Central and Oxford Parkway Stations, Oxford Bus Station and the Park and Ride hubs to the north, east, south and west of the city as used in the Savills report and defined on Figure 2.2. In order to define a suitable list of sites to assess in landscape and visual terms, the landowner intention criteria has been discounted for the scoping exercise. Sites subject to an allocation for housing or mixed use development within adopted Local Plans have also been discounted due to their planned alternative uses. This process has identified 13 potential sites. Figure 2.2 on the following page sets out their reference numbers and locations.

2.3 METHODOLOGY

STAGE 1 LVASA

Consists of a high-level, desktop-based appraisal of the landscape related national and local policy background, Green Belt Assessments, landscape character and sensitivity assessments and visual sensitivities for the 13 potential sites. The purpose of Stage 1 is to establish a shortlist of potential sites in landscape and visual terms

2.0

SCOPE OF ASSESSMENT AND METHODOLOGY

for further analysis. The consideration of the above criteria results in an overall assessment of each site being set out as Red, Amber or Green. These ratings are defined as:

- **Green:** The site is either outside of the Green Belt or within a weakly performing parcel (no high ratings against NPPF purposes in the Oxford Green Belt Study). The site is not subject to any landscape designations of national or local significance. It may contribute to the landscape setting of local views or landmarks.
- **Amber:** The site is located within a moderately performing Green Belt parcel (minimum one high rating against NPPF purposes in Oxford Green Belt Study). The site may be subject to other local landscape designations. It may contribute to the landscape setting of local views or landmarks defined in policy.
- **Red:** The site is located within a highly performing Green Belt parcel (minimum three high ratings against NPPF purposes in Oxford Green Belt Study), and/or is subject to national and/or local landscape designations and/or is considered to contribute to the landscape setting of a national landscape or heritage designation. The site may be in current use as public open space or for sport and recreation.

The findings for each site have been presented in a tabulated format with a reference plan and a summary box depicting the category each site is considered to fall within.

STAGE 2 LVASA

The short listed potential sites from Stage 1 have been further assessed through field based work to create a more detailed analysis of the landscape and visual constraints and opportunities for each site. This provides a light touch baseline assessment of each site, based on the Guidelines for Landscape and Visual Impact Assessment (GLVIA3). The analysis of each site has been presented in a tabulated format, with a location plan and image to support the analysis where necessary. Conclusions on each site have been set out in written format and summarised to identify the preferred sites in landscape and visual terms.

2.4 DESKTOP RESEARCH AND FIELD BASED ASSESSMENTS

The desktop survey carried out as part of the LVASA has included the review of Ordnance Survey maps, interactive policy maps, aerial photography, published landscape character and sensitivity assessment documents and planning policy documents for the relevant Local Authorities. A review of the Savills ASA and Ridge ASA has also been carried out as part of the desktop survey.

The initial field work was carried out on 28th March 2023 and recorded the existing landscape elements, the contextual landscape elements and identified a series of key visual receptors for each of the Stage 2 sites. The visual assessment element includes a photographic survey of the sites taken from a series of representative key views from publicly accessible locations where possible. These have considered a range of locations including both public and private views, distances and directions around the sites. The field work was carried out before deciduous vegetation came into leaf and is therefore considered to represent “winter conditions” in line with best practice. The weather conditions were overcast. Additional field work was carried out on the 20th July 2023 to supplement that carried out in March. This survey reflected “summer conditions”.

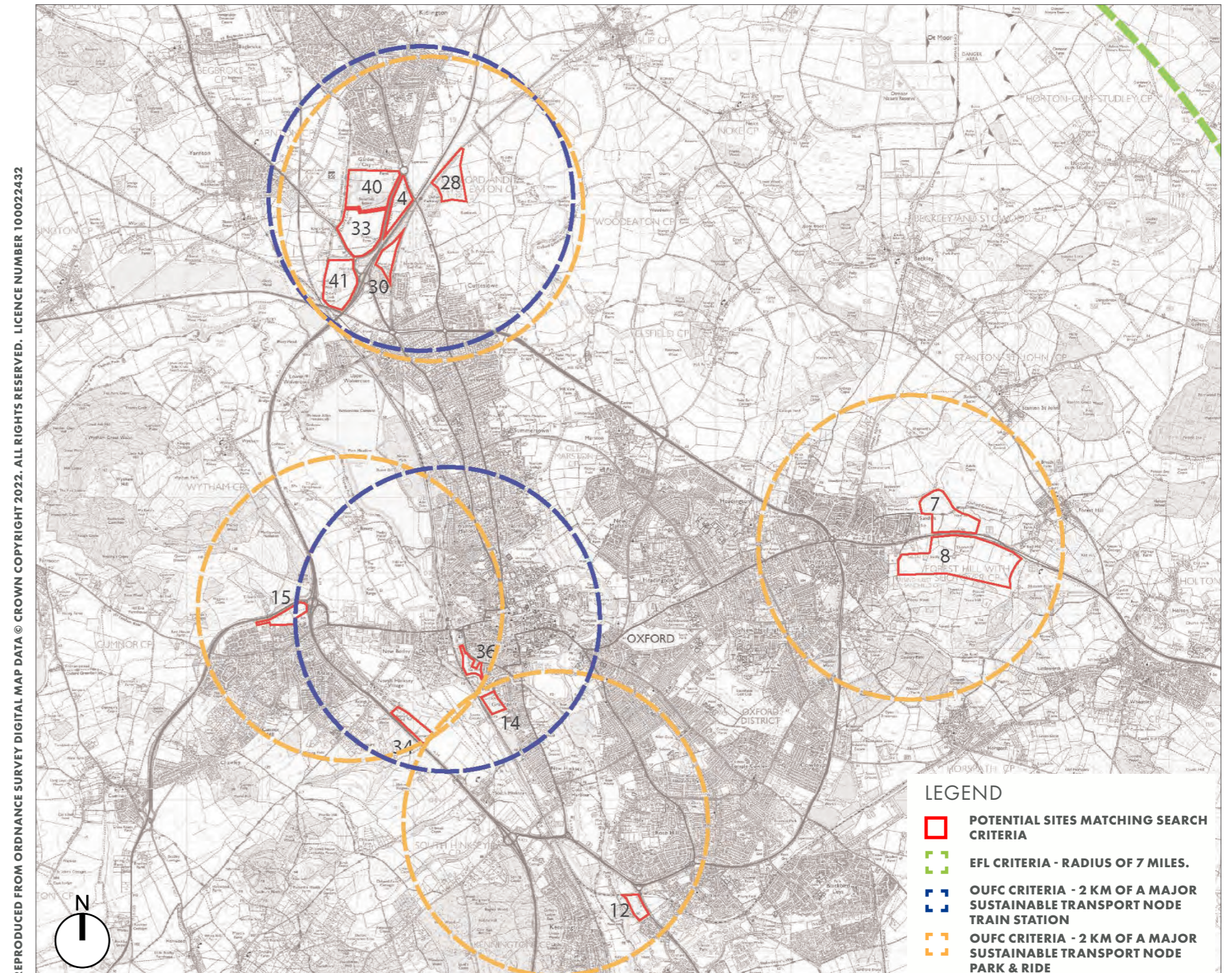


FIGURE 2.2 – SUMMARY OF ALTERNATIVE SITES TO BE CONSIDERED WITHIN THIS LANDSCAPE AND VISUAL ASA (FABRIK, 2023)

3.0

STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

3.1 INTRODUCTION

The 13 sites assessed in Stage 1 of this report have been selected based on an analysis of the outcomes of the initial ASA Reports produced by Savills and Ridge. The sites are located within the administrative areas of Oxford City Council, Cherwell District Council, South Oxfordshire District Council and Vale of White Horse District Council. The following pages present the national and local level policies of relevance to the sites to inform the LVASA presented in section 3.6. Figure 3.1 illustrates the relevant landscape designations and policies within the study area.

3.2 SUMMARY OF NATIONAL LEVEL POLICIES AND DESIGNATIONS

GREEN BELT

National Planning Policy Framework - Green Belt

Protecting the Green Belt is the subject of Section 13. Para 137 states that: *“The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.”* Paragraph 138 goes on to set out the five purposes of the Green Belt as:

- a to check the unrestricted sprawl of large built-up areas;
- b to prevent neighbouring towns merging into one another;
- c to assist in safeguarding the countryside from encroachment;
- d to preserve the setting and special character of historic towns; and
- e to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”

Proposals affecting the Green Belt are covered by Paragraphs 147 - 151. Paragraph 147 states that: *“Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”*

Paragraph 148 covers ‘Very Special Circumstances’ and states: *“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”*

National Planning Practice Guidance - Green Belt

The guidance on Green Belt is set out at Section ID: 64-001-20190722 (Revision date 22 July 2019). Paragraph 001 covers the factors that can be taken into account when considering the potential impact of development on the openness of the Green Belt. It states: *“Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:*

- openness is capable of having both spatial and visual aspects – in other words, the

visual impact of the proposal may be relevant, as could its volume;

- *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
- *the degree of activity likely to be generated, such as traffic generation.”*

Paragraph 002 covers how plans might set out ways in which the impact of removing land from the Green Belt can be offset by compensatory improvements. It states: *“Where it has been demonstrated that it is necessary to release Green Belt land for development, strategic policy-making authorities should set out policies for compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. These may be informed by supporting evidence of landscape, biodiversity or recreational needs and opportunities including those set out in local strategies, and could for instance include:*

- *new or enhanced green infrastructure;*
- *woodland planting;*
- *landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);*
- *improvements to biodiversity, habitat connectivity and natural capital;*
- *new or enhanced walking and cycle routes; and*
- *improved access to new, enhanced or existing recreational and playing field provision.*

CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

National Planning Policy Framework - Conserving and Enhancing the Natural Environment

Paragraph 174 states that: *“Planning policies and decisions should contribute to and enhance the natural and local environment by:*

- a *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- c *maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- d *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- e *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.”*

Paragraph 180 covers habitats and biodiversity. It states: *“When determining planning applications, local planning authorities should apply the following principles:*

- a *if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
- b *development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
- c *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and*
- d *development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”*

Paragraph 181 goes on to state *“The following should be given the same protection as habitats sites:*

- a *potential Special Protection Areas and possible Special Areas of Conservation;*
- b *listed or proposed Ramsar sites; and*
- c *sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.”*

HERITAGE

National Planning Policy Framework - Heritage

Paragraph 200 states that: *“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*

- a *grade II listed buildings, or grade II registered parks and gardens, should be exceptional;*
- b *assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and grade II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”*

DESIGN QUALITY

National Planning Policy Framework - Achieving Well Designed Places

Section 12 sets out the requirements for achieving well-designed places. Paragraph

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

126 states that: “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...”

Paragraph 127 states that: “Design policies should be developed with local communities so that they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics.”

Paragraph 130 goes on to state that: “Planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and resilience.”

3.3 SUMMARY OF LOCAL LEVEL POLICIES AND DESIGNATIONS

The local level policies and designations of relevance to the Stage 1 sites are set out within the development plans for Oxford City Council (OCC), Cherwell District Council (CDC), South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC). The relevant policy documents reviewed for this LVASA are:

- The Cherwell Local Plan 2011-2031 (July 2015) and Local Plan Partial Review - Oxford’s Unmet Housing Need (September 2020)
- Oxford City Council Local Plan 2036 (June 2020)
- South Oxfordshire Local Plan 2011-2035 (December 2020)
- Vale of White Horse Local Plan 2031 Parts 1 and 2 (December 2016/October 2019)

The local policies and designations of relevance to the Stage 1 sites are detailed below and have been grouped around common themes where possible.

GREEN BELT

- Relevant Policies and Designations:
- CDC Policy PR3: The Oxford Green Belt

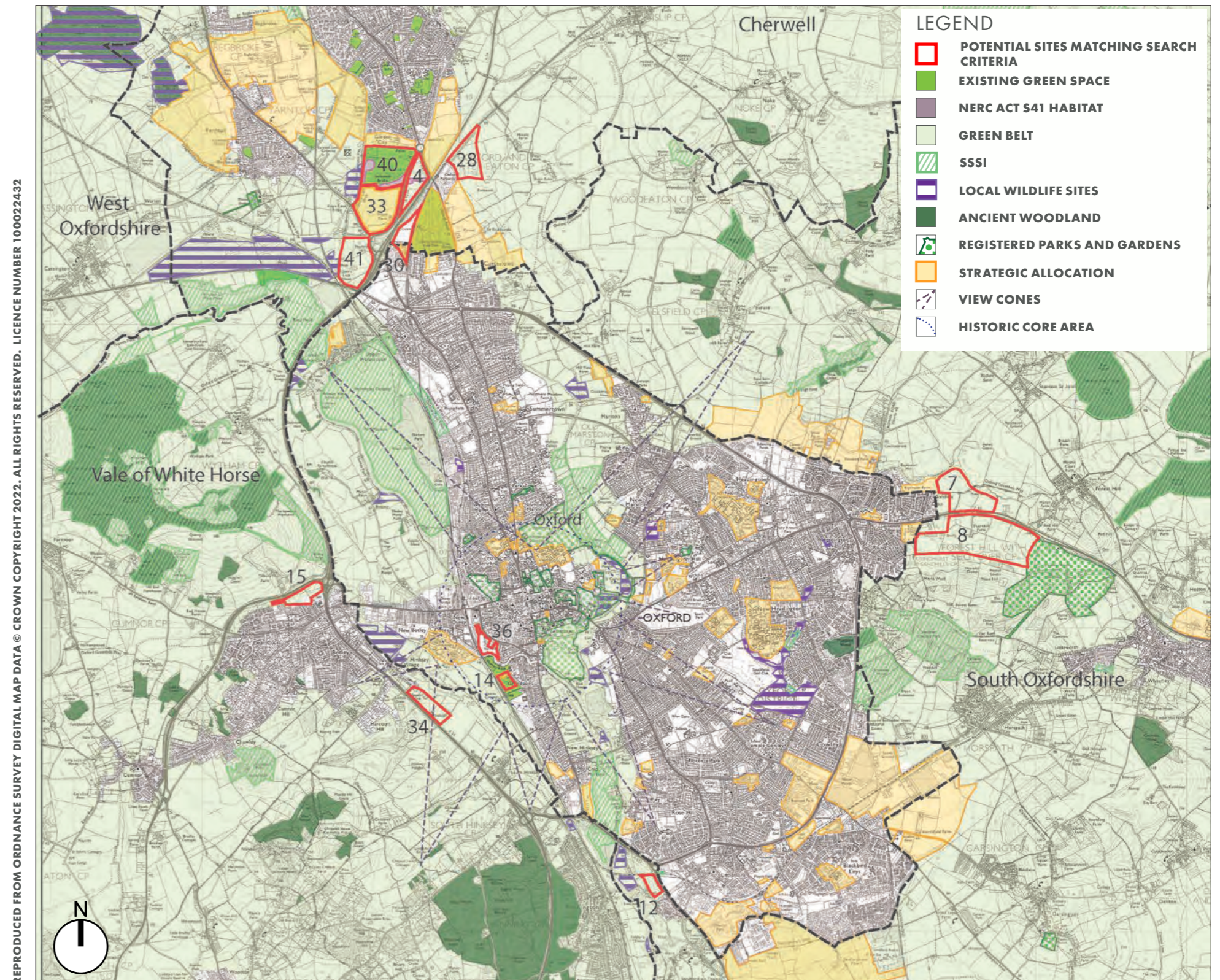


FIGURE 3.1 – SUMMARY OF LANDSCAPE POLICIES AND DESIGNATIONS RELEVANT TO THE LANDSCAPE AND VISUAL ASA (FABRIK, 2023)

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

- SODC Policy Strat 6: Green Belt
- VOWH Policy CP13: The Oxford Green Belt

The local Green Belt policies listed above all aim to protect the Green Belt to “maintain its openness and permanence” in line with the NPPF (September 2023). All local Green Belt policies identify that “Proposals for inappropriate development will not be approved except in very special circumstances...” and that “very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations” in line with the NPPF.

Summary of Local Green Belt Assessments

With the exception of Sites 14 and 36, all Stage 1 sites are located within the Green Belt, which has been subject to numerous assessments at both the county and district level. The county level assessment - The Oxford Green Belt Study (LUC, 2015) had an overall aim to: “assess the extent to which the land within the Oxford Green Belt performs against the purposes of Green Belts, as set out in... the National Planning Policy Framework (NPPF)”. The brief for this study did “not advise on the suitability or potential of land in the Oxford Green Belt for development” but has considered the performance of the Oxford Green Belt as a whole against the NPPF purposes. The district level assessments provide more detailed assessments of individual parcels and sites relating to the proposed site allocations within the relevant Local Plans, after the publication of the Oxford Green Belt Study (LUC, 2015).

The high-level, strategic nature of the county level study is considered to be an appropriate level of assessment for the purposes of Stage 1 of this LVASA. The district level assessments have been scoped out of this stage as they do not provide an appropriate assessment of all the Stage 1 sites assessed within this document. A notable exception to this is Site 30, which was assessed within the Oxford Green Belt Study but has since been removed from the Green Belt through the adoption of the Cherwell Local Plan and is no longer within the Green Belt. The Stage 1 assessment reflects this position.

Summary of Oxford Green Belt Study (2015) Findings

The Oxford Green Belt Study assessed the performance of the identified parcels within the Oxford Green Belt against Green Belt purposes 1-4 set out in the NPPF. Purpose 5: “To assist in urban regeneration, by encouraging the recycling of derelict and other urban land” has not been assessed. Table 3.1 below sets out how the ratings used were defined:

Table 3.1: Summary of Criteria Ratings

High	Parcel performs well.
Medium	Parcel performs moderately well.
Low	Parcel performs weakly.
No Contribution	Parcel makes no, or a negligible contribution.

LEGEND		HIGH RATING
SITE BOUNDARIES		MEDIUM RATING
GREEN BELT PARCEL BOUNDARIES		LOW RATING
GREEN BELT BROAD AREA BOUNDARIES		NO CONTRIBUTION RATING

The Green Belt Parcels of relevance to the Stage 1 sites and a summary of the LUC assessment against Purposes 1-4 are set out in Table 3.2 on the following page and illustrated on Figures 3.2-3.6 opposite:

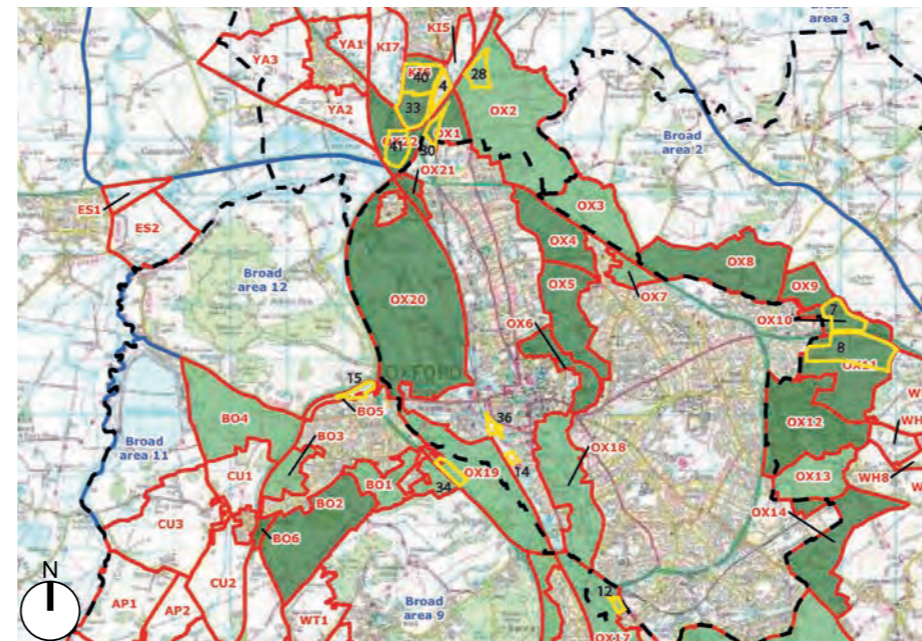


FIGURE 3.2 – PERFORMANCE AGAINST GREEN BELT PURPOSE 1A (LUC, 2015)

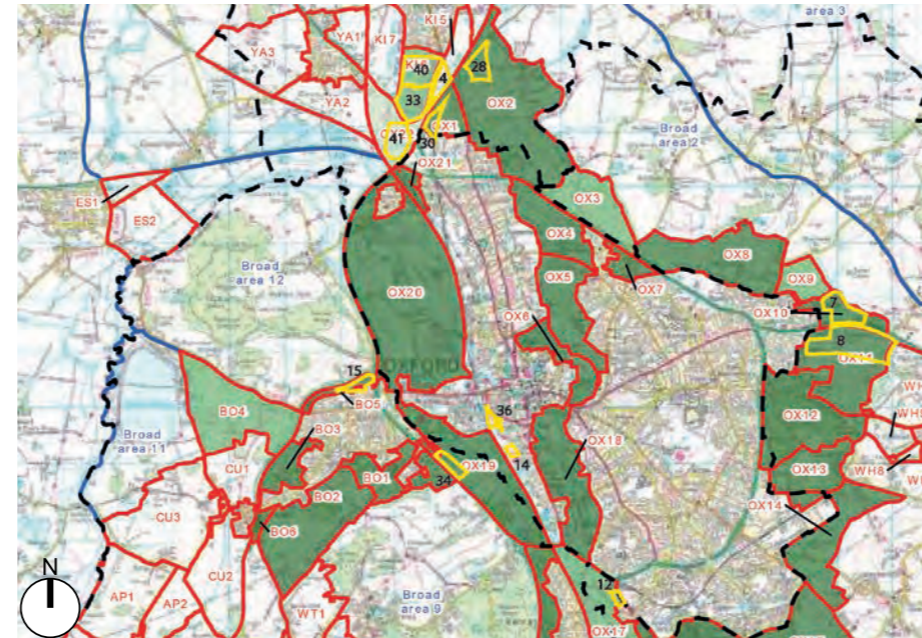


FIGURE 3.3 – PERFORMANCE AGAINST GREEN BELT PURPOSE 1B (LUC, 2015)

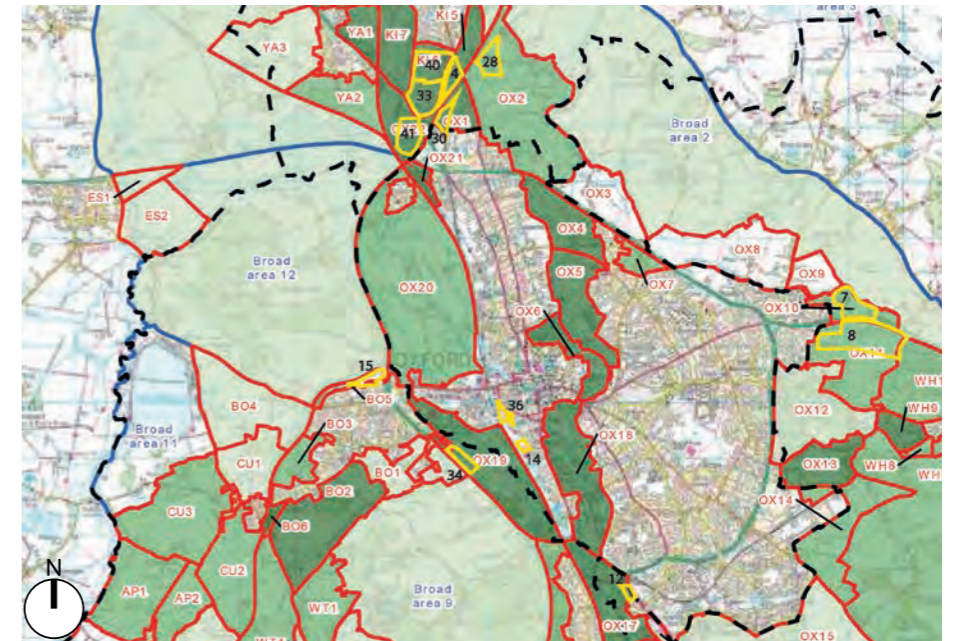


FIGURE 3.4 – PERFORMANCE AGAINST GREEN BELT PURPOSE 2 (LUC, 2015)

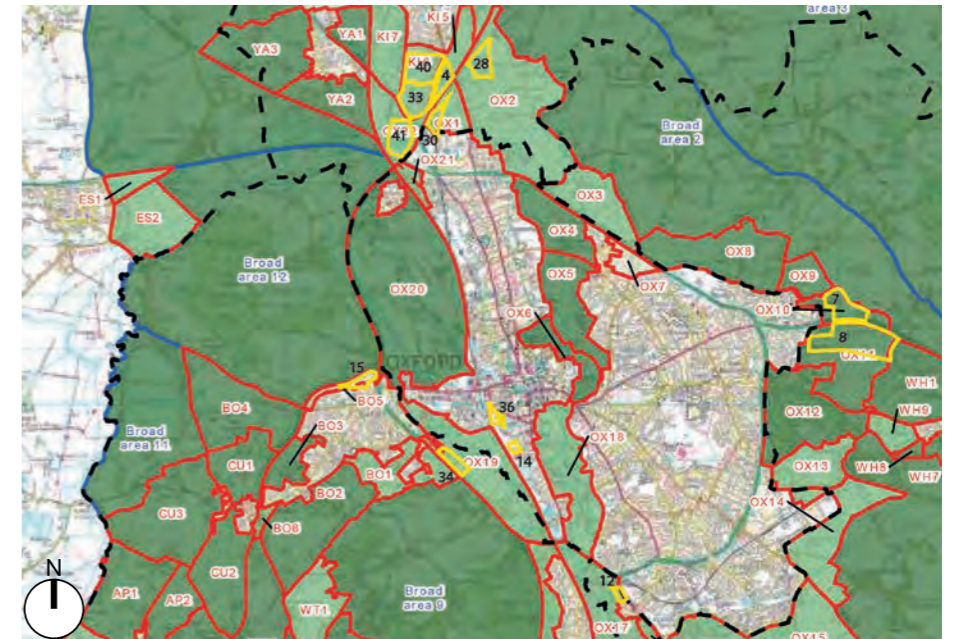


FIGURE 3.5 – PERFORMANCE AGAINST GREEN BELT PURPOSE 3 (LUC, 2015)

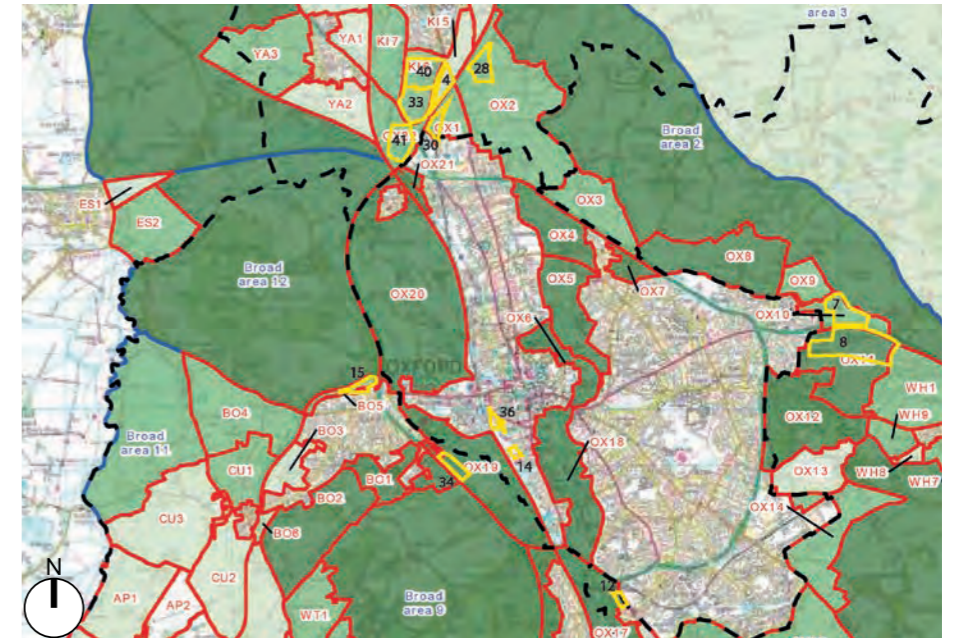


FIGURE 3.6 – PERFORMANCE AGAINST GREEN BELT PURPOSE 4 (LUC, 2015)

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

Table 3.2: Summary of Oxford Green Belt Study Findings

Oxford GBS Parcel Reference	Stage 1 Site Reference	Purpose 1 - Issue 1a	Purpose 1 - Issue 1b	Purpose 2	Purpose 3	Purpose 4
BO 5	15	Low	High	N/C	Low	Medium
KI 5	4	N/C	N/C	High	Medium	Low
KI 6	33, 40	High	Medium	High	Medium	Medium
OX 1	30*	High	High	High	Medium	Medium
OX 2	28	Medium	High	Medium	Medium	Medium
OX 10	7	High	High	Medium	High	Medium
OX 11	8	High	High	Medium	High	High
OX 17	12	Medium	Medium	High	Medium	High
OX 19	34	Medium	High	High	Medium	High
OX 22	41	High	Low	High	Medium	Medium

*Denotes site that has since been removed from the Green Belt through the adoption of a District Plan after the publication of the Oxford Green Belt Study 2015. The Green Belt Study findings have therefore been discounted.

The above assessment demonstrates that of the 11 Stage 1 sites within the Green Belt, all sit within a wider Green Belt parcel that is considered to perform well against at least one of the NPPF Green Belt Purposes.

Parcel OX11 is rated “High” against four of the five Purposes and therefore could be considered the most sensitive Green Belt parcel for the purposes of this LVASA. Parcels OX10 and OX19 are rated “High” against three of the five Purposes with two “Mediums”. Parcels KI6, OX17 and OX22 both have two “Highs” with KI6 and OX17 having three “Mediums” and OX22 two “Mediums” and one “Low”. Parcel BO5 has one “High”, one “Medium”, two “Lows” and one “No Contribution”. Parcel KI5 has one “High”, one “Medium”, one “Low” and two “No Contributions”.

Whilst the Oxford Green Belt Study provides a general analysis of the performance of land parcels against the Green Belt Purposes. It does not take into account the district level assessments. The level of detail outlined on this page is considered sufficient for the Stage 1 LVASA and the district level context will be considered during the Stage 2 LVASA where relevant to the selected sites.

HABITATS AND BIODIVERSITY

Relevant Policies and Designations:

- CDC Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment, including NERC Act S41 Habitat - Stratfield Brake
- CDC Policy ESD 11 - Conservation Target Areas
- SODC Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species

Stratfield Brake within Cherwell District is an 18.3 hectare site to the south of Kidlington and north of Oxford that is managed by the Woodland Trust. The site includes areas of mature woodland, newly planted woodland and wetlands adjacent to the Oxford Canal. A network of footpaths provide public access to some areas of

the site. The designation is located within sites 33 and 40 with the publicly accessible areas and wetlands within Site 40. Stratfield Brake woodland in Site 40 is also identified as Priority Habitat woodland. This designation extends over Frieze Way to a smaller section of woodland within Site 4, which is located to the east of Stratfield Brake. Sites of Special Scientific Interest are designated at a national level but also referred to in local biodiversity policies. Site 12 is in close proximity to two SSSIs.

Conservation Target Areas defined under CDC Policy ESD 11 aim to protect and enhance biodiversity. “Development which would prevent the aims of a Conservation Target Area being achieved will not be permitted”.

Under SODC Policy ENV 2: development proposals that impact on local nature designations will only be permitted where:

- “the need for, and benefits of the development in the proposed location outweigh the adverse effect on the interests;
- it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the interests; and
- measures will be provided (and secured through planning conditions or legal agreements), that would avoid, mitigate or as a last resort, compensate for the adverse effects resulting from development.”

This policy is of relevance to Sites 7 and 8.

HERITAGE

Relevant Policies and Designations:

- CDC Policy ESD 15: Oxford Canal Conservation Area
- OCC Policy DH3: Designated Heritage Assets
- SODC Policy ENV 10: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes
- VOWH Policy DP 37: Conservation Area

The policies identified above all aim to protect the heritage and character of their respective districts. This includes the settings to designations such as Conservation Areas and Historic Park and Gardens.

CDC Policy ESD 15 requires that new development contributes “positively to an area’s character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting”. The Oxford Canal is designated as a Conservation Area and of relevance to Sites 33, 40 and 41.

SODC Policy ENV 10: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes states that “Proposals should conserve or enhance the special historic interest, character or setting of a battlefield, or park or garden on the Historic England Registers of Historic Battlefields or Register of Historic Parks and Gardens of Special Historic Interest in England.” This policy is of relevance to Sites 7 and 8.

With regard to conservation areas, Policy DP 37 of the VoWHDC Local Plan requires that “Proposals for development within or affecting the setting of a Conservation Area

must demonstrate that it will conserve or enhance its special interest, character, setting and appearance.” This policy is of relevance to Site 34.

OCC Policy DH3 covers designated heritage assets and ensures “great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance.” This is of relevance to Site 36.

DESIGN QUALITY

Relevant Policies and Designations:

- CDC Policy PR6c: Land at Frieze Farm (reserved for Golf Course)
- CDC Policy PR6c: Land at Frieze Farm: Reserved site for replacement golf course
- CDC Policy PR7a: Land South East of Kidlington
- CDC Policy PR7b: Land at Stratfield Farm
- OCC Policy DH1: High Quality Design and Placemaking
- OCC Policy DH2: Views and Building Heights

Design Quality is covered throughout the local development plans via site allocation policies, which provide a spatial designation, and other general development management policies. Within Cherwell District, site allocation policies PR6 and PR7 are of relevance to Sites 4, 33, 40 and 41 through their proximity.

Within Oxford City, Policy DH1 states that “planning permission will only be granted for development of high quality design that creates or enhances local distinctiveness.”

Policy DH2 looks to protect the visual character of the city and its heritage. it states that: “The City Council will seek to retain significant views both within Oxford and from outside, in particular to and from the historic skyline. Planning permission will not be granted for any building or structure that would harm the special significance of Oxford’s historic skyline.”

These policies are of relevance to Sites 14 and 36 within the OCC administrative area, but the visual aspects of Policy DH2 are also of relevance to site 34 due to its location with an identified view cone on the policy map, despite being within the VoWH district.

ACCESS AND OPEN SPACE

Relevant Policies and Designations:

- CDC Policy BSC 10: Existing Green Space
- CDC Policy ESD 16: Oxford Canal Trail
- OCC Policy M1: Prioritising Walking, Cycling and Public Transport
- Public Rights of Way

Site 40 within Cherwell District is located within an existing green space as defined under CDC Policy BSC 10. Site 34 within the VoWH is also partially within an existing sports ground and site 36 within the OCC boundary currently includes an indoor sports facility. Policy protects these facilities and any losses would require sufficient compensation and potential delivery of alternative facilities.

Sites 33, 40 and 41 within Cherwell District lie adjacent to the Oxford Canal. CDC

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

Policy ESD 16 states:

“We will protect and enhance the Oxford Canal corridor which passes south to north through the District as a green transport route, significant industrial heritage, tourism attraction and major leisure facility through the control of development. The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted. The biodiversity value of the canal corridor will be protected.”

All sites either have a Public Right of Way within them/adjacent to them, or are visible from parts of the surrounding PRow network. All sites have the potential to contribute towards prioritising walking, cycling and public transport to some degree.

3.4 SUMMARY OF LANDSCAPE CHARACTER ASSESSMENTS

The desktop analysis has focused on the local level Landscape Character Assessments of relevance to the sites. These are:

- Cherwell DC: Landscape Character, Sensitivity and Capacity Assessment (WYG, 2017)
- Oxford City Council: A Character Assessment of Oxford in its Landscape Setting 2022 Update, Addendum Report (Chris Blandford Associates, 2022)
- South Oxfordshire DC: Landscape Character Assessment for the Local Plan 2033 (Lepus Consulting, 2017)
- Vale of White Horse DC: Landscape Character Assessment (HDA, 2017)

The Landscape Character Areas of relevance to the Sites are illustrated on Figure 3.7 on page 13 and summarised below.

CHERWELL DC: LANDSCAPE CHARACTER, SENSITIVITY AND CAPACITY ASSESSMENT (WYG, 2017)

The Cherwell DC Landscape Character, Sensitivity and Capacity Assessment (WYG, 2017) relies on the Oxfordshire Wildlife and Landscape Study (OWLS) and the Landscape Character Types/Areas defined within this study. The LCT/LCAs of relevance to the Stage 1 sites and their key characteristics are:

LCT 17: Vale Farmland

Sites 4, 28, 30, 33, 40 and 41 fall within LCT 17: Vale Farmland. This LCT is described as: *“a vale landscape defined by regularly-shaped, arable fields enclosed by hawthorn hedges and hedgerow trees. A nucleated settlement pattern is also a characteristic feature of the landscape type.”* The key characteristics are identified as:

- A gently rolling landscape associated with clay soils.
- Medium to large regularly-shaped arable fields and more localised smaller grass fields.
- A well-defined hedgerow pattern with characteristic hedgerow trees.
- Occasional ditches and minor streams bordered by crack willows and ash.

- A nucleated pattern of small, compact villages.

LCA F: Peartree Hill

Within LCT 17, the sites are identified as being within LCA F: Peartree Hill. The landscape character of which is described as:

“This area, between Oxford and Kidlington, is largely characterised by medium to large-sized arable fields and pastureland. The hawthorn and elm hedges are generally in poor condition and often gappy and fragmented. The main structural landscape elements are the thinly-distributed hedgerow trees of oak, dead elm and ash, as well as some tree belts surrounding farmhouses. Stratfield Brake is a significant block of semi-natural deciduous woodland to the south of Kidlington.”

Its biodiversity value is described as: *“It is the deciduous woodland, and hedgerows and hedgerow trees which are the most locally important habitats. Part of the Oxford Canal also adds to the interest. There are no recorded priority habitats.”*

The landscape strategy for this LCT is to: *“conserve and enhance the well-defined pattern of hedgerows, hedgerow trees and tree-lined watercourses. Minimise the impact of built development through appropriate location, choice of building materials, and the use of locally characteristic tree and shrub species.”*

The biodiversity strategy for the LCT is to: *“ensure that all surviving priority habitats are safeguarded, in favourable condition and management, and enhanced to satisfy the actions and targets identified within the relevant habitat and species action plans. Safeguard, maintain and enhance all locally important habitats in a way that is appropriate to the landscape character of the area. Promote agri-environment schemes which will benefit biodiversity in general and protected species and farmland birds in particular.”*

The key recommendations are:

- Safeguard and enhance landscape character of the hedgerow network and tree-lined watercourses.
- Ensure that all priority habitats are in favourable condition and management.

OXFORD CITY COUNCIL: A CHARACTER ASSESSMENT OF OXFORD IN ITS LANDSCAPE SETTING 2022 UPDATE, ADDENDUM REPORT (CHRIS BLANDFORD ASSOCIATES, 2022)

The landscape and townscape character of Oxford City is set out within A Character Assessment of Oxford in its Landscape Setting 2022 Update, Addendum Report (Chris Blandford Associates, 2022).

Townscape Character: Historic Fringe

The Townscape Character Type (TCT) and Area (TCA) of relevance to site 36 is TCT 2: Historic fringe and TCA 2B: Western Fringe. The key characteristics of which are described as:

- Areas bordering the historic core of Oxford
- Larger scale layout than the historic core

- Often contain modern infill or redevelopment
- Typically have a large amount of greenspace

Site 36 forms part of the area identified as representative of the *“negative/weak characteristics and features”*. These are described as:

“This part of the city is one where change has been incremental and some of this is poorly integrated into the older fabric and context of the historic city. Despite its proximity to the historic core, this area has a confusing street and block pattern and poor legibility. It is not an easy area to get around on car, bicycle or foot and there is little open space and poor visibility/connectivity with the watercourses that flow through this part of the city. There are areas of neglect, particularly along the west/south sides of Oxpens Road.”

It is an area considered to be sensitive to change for the following reasons:

“This area has some sensitivity to change as a result of its historic time depth and its gateway location, and proximity, to the historic core. It also lies within the view cones of the key viewpoints identified from Raleigh Park and Boar’s Hill and this heightens its sensitivity to tall built elements. This area has undergone many changes over the years, that has led to a loss of clarity of the urban form in part.”

Landscape Character: Pastoral Floodplains

The LCT and LCA of relevance to Sites 14 and 36 is LCT 9: Pastoral Floodplains and LCA 9E: Hinksey/Bulstake Streams. The key characteristics of which are described as:

- Flat, wide alluvial floodplains between the hills that enclose Oxford
- Tranquil pastoral floodplains with cattle often a feature of the scene
- Boathouses, locks and pubs are landmarks
- Allotments, playing fields and recreational buildings are often found in the open floodplain
- Views across the open landscape to adjacent urban areas
- Recent expansion of the settlement edge into the floodplain, particularly in area 9C

The Hinksey / Bulstake Streams character area (9E) *“forms part of the wider flat, alluvial floodplain of the southern part of the River Thames, comprising the streams and tributaries that border the southwest of Oxford.”*

Positive and negative characteristics of LCA 9E are identified. The positive/strong characteristics are described as:

“The area has an important role in the setting of the city of Oxford, providing a sense of rural landscape in proximity to the urban area, with good survival of floodplain features. The area is critical in the iconography of Oxford, forming part of a much painted and documented view from Boar’s Hill and North Hinksey. The area retains a strong visual and cultural unity and vast areas of tranquil, rural countryside.”

The Negative/weak characteristics and features are described as:

“Detracting features include the pylons and transmissions lines and railway that transect the area. There is some encroachment of built development along the settlement edges with the floodplain and some intrusion of traffic on the busy main

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

roads around the periphery.”

This LCA is identified as “highly sensitive to change due to its historic interest, rich biodiversity and open character. Its location within the Western Hills view cones heighten its sensitivity to change, particularly associated with tall built elements and mis-management of vegetation.”

SOUTH OXFORDSHIRE DC: LANDSCAPE CHARACTER ASSESSMENT FOR THE LOCAL PLAN 2033 (LEPUS CONSULTING, 2017)

Sites 7, 8 and 12 are identified within LCA 1: Oxford Heights in the SODC Landscape Character Assessment. This LCA is described as: “focused upon the northerly, higher hills of the Mid-Vale Ridge which surround Oxford to the east. It includes the fringing lowlands of Otmoor and the Rivers Ray and Thame.”

Sites 7 and 12 are identified as lying within LCT 13: Open Farmed Hills and Valleys. The key characteristics of which are:

- Rolling landform of hills and valleys.
- Large-scale farmland, mostly in arable cultivation.
- Typically large fields, with rectilinear pattern of field boundaries (predominantly hedgerows).

LEGEND

POTENTIAL SITES MATCHING SEARCH CRITERIA

CHERWELL DC: LANDSCAPE CHARACTER

- RIVER MEADOWLANDS
- ESTATE FARMLANDS
- CLAY VALE
- LOWLAND VILLAGE FARMLANDS
- WOODED ESTATELANDS
- WOODED FARMLAND
- FARMLAND HILLS
- ROLLING FARMLAND
- ALLUVIAL LOWLAND
- VALE FARMLAND

WEST OXFORDSHIRE DC: LANDSCAPE CHARACTER

- EYNSHAM VALE
- LOWER WINDRUSH VALLEY AND EASTERN THAMES FRINGES
- EASTERN PARKS AND VALLEYS

SOUTH OXFORDSHIRE DC: LANDSCAPE CHARACTER

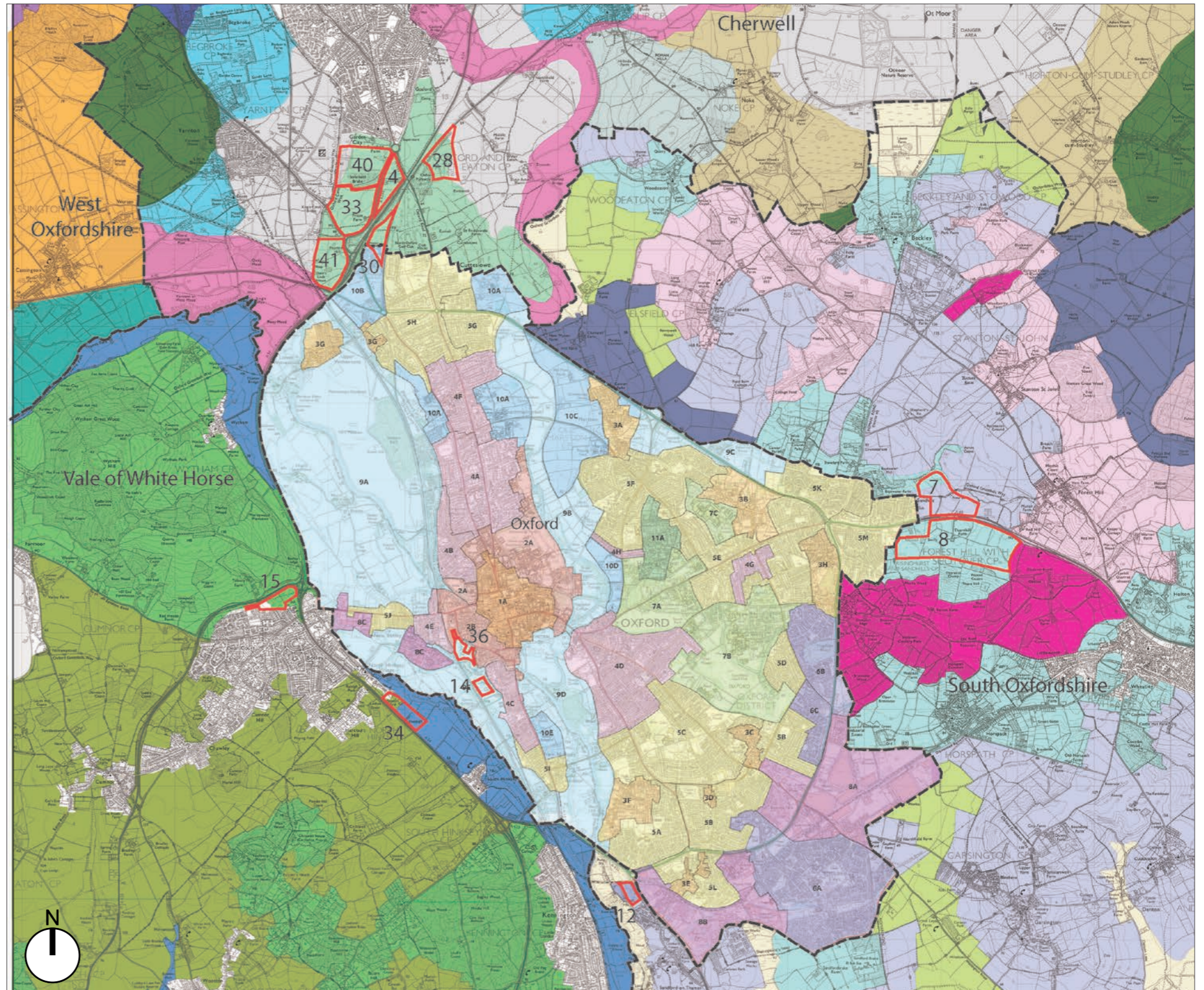
- 24. WOODED HILLS AND VALLEYS
- 17. SEMI-ENCLOSED FARMED HILLS AND VALLEYS
- 15. PARKLAND AND ESTATE FARMLAND
- 13. OPEN FARMED HILLS AND VALLEYS
- 5. FLAT FLOODPLAIN PASTURE
- 6. FLAT OPEN FARMLAND
- 7. FLAT, SEMI-ENCLOSED FARMLAND

VALE OF WHITE HORSE DC: LANDSCAPE CHARACTER

- RF: RIVER FLOODPLAIN
- LW: WOODED CORALLIAN LIMESTONE RIDGE
- LM: CORALLIAN LIMESTONE RIDGE WITH WOODLAND

OXFORDSHIRE CC: LANDSCAPE / TOWNSCAPE CHARACTER

- 2 HISTORIC FRINGE - 2B WESTERN FRINGE
- 9 PASTORAL FLOODPLAINS - 9E HINKSEY/BULSTAKE STREAMS



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FIGURE 3.7 – SUMMARY OF LANDSCAPE CHARACTER AREAS RELEVANT TO THE LANDSCAPE AND VISUAL ASA (FABRIK, 2023)

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- Weak structure of tightly clipped or gappy hedgerows, with few hedgerow trees.
- Open, denuded and exposed character, with prominent skylines and hillsides and high intervisibility.
- Distinctive elevated and expansive character on ridges and higher ground, with dominant sky and long views.
- Predominantly rural character but some localised intrusion of main roads (including M40/A40), overhead power lines and built development.

Site 8 is identified as lying within LCT 17: Semi-Enclosed Farmed Hills and Valleys. The key characteristics of which are:

- Similar to the open farmed hills and valleys landscape type but with a stronger structure of hedgerows and trees which provide clearer definition of field pattern.
- Occurs mostly in association with settlements and steeper hillsides, where a smaller-scale field pattern and the hedgerow structure remains more intact.
- Predominantly intensive arable land use but some pockets of permanent pasture occur, particularly around settlements and on steep hillsides.
- Landscape typically fragmented and intruded upon by roads and built development particularly around Wheatley and Oxford fringes, although it retains a predominantly rural character.
- Landform and landscape structure create enclosure and reduce intervisibility but long views possible from hillsides and higher ground across lower-lying vales (e.g. from Beckley towards Otmoor).

The assessment sets out a series of recommendations to “protect, conserve, enhance and restore the landscape qualities of South Oxfordshire” in relation to a set of identified “forces for change”. The most relevant force for change to the OUFC Stadium is “inappropriate built form, development, expansion and infilling of settlements”. The relevant guidelines/mitigation suggested for this are:

- “Minimise the visual impact of intrusive land uses, such as industrial estates, barns, new houses at the fringes of towns and villages with the judicious planting of tree and shrub species characteristic of the area. This will help to screen the development and integrate it more successfully with its surrounding countryside.
- Avoid inappropriate development within the open and exposed hills where it would be intrusive.”

VALE OF WHITE HORSE DC: LANDSCAPE CHARACTER ASSESSMENT (HDA, 2017)

Wooded Corallian Limestone Ridge

The LCT and LCA of relevance to site 15 is LCT LW: Wooded Corallian Limestone Ridge and LCA LW2: Wytham Hill. The key characteristics of which are described as:

- “The Character Area consists of extensive tracts of oak and ash woodland interspersed with areas of parkland and medium to large scale arable fields, located prominently on Wytham Hill, above the Thames Vale to the north, east and west.
- The landform reaches a maximum height of approximately 165m AOD towards the centre of the Character Area, and falls to meet the Thames to the north-east and north-west.
- The majority of the woods are recorded as ancient woodland, with areas likely to date from Saxon times.

- There are occasional intact hawthorn hedges, along arable field boundaries outside areas of woodland.
- The Wytham Woods are designated as a Site of Special Scientific Interest consisting of a complex of ancient woodland, wood pasture, common land and old limestone grassland on a variety of soils. The site has an exceptionally rich flora and fauna.
- The busy A34 and A420 edge the area to the east and south.
- The slopes also provide a northern backdrop to Botley. The wooded slopes are prominent in the cone of views from Oxford to the east, and there are views across to Oxford in the opposite direction.
- The Oxford Greenbelt Way Long Distance Path cross through the northern part of the area, however there are no public rights of way through the woodland. The woods are open to the public by permit.
- The area has a combination of post medieval and modern fieldscapes.
- The tree cover creates a sense of intimacy, and away from human influences there is a keen sense of peace and tranquillity.”

The Landscape Strategy for LCT LW is: “to conserve and enhance the large tracts of woodland, including ancient woodland and the special habitats of the SSSIs. The sense of peace and quiet in unsettled areas should be maintained, and further low density residential development resisted elsewhere.”

River Floodplain

The LCT and LCA of relevance to site 34 is LCT RF: River Floodplain and LCA RF5: North Hinksey to Radley Thames. The key characteristics of which are described as:

- The Character Area includes a strip of flat river floodplain, confined by the rising ground of the Limestone Corallian Ridge to the west, and the District boundary to east, which broadly follows a combination of the Hogacre Ditch, Hinksey Stream and the River Thames.
- The area predominately consists of pastoral fields drained by ditches, with varying boundary vegetation, but with some significant tree cover generally, including hedges and mature trees along fields boundaries, riparian vegetation along ditches and meandering watercourses, and small tree groups and young plantations. Tree species include crack willow, hawthorn, ash and poplar.
- The Character Area contains part of the Iffley flood meadows which are managed traditionally as hay meadow and permanent pasture.
- There are allotments near the centre of the area, and lines of pylons run along the length of the Character Area.
- The A423 dissects the Character Area, near the junction with the A34, which runs along the western edge of the area.
- A section of the Cherwell Valley railway passes through the southern portion of the Character Area, and along its western edge.
- There is very limited settlement internally, however, the Character Area wraps around the western edge of South Hinksey and abuts North Hinksey to the north. The surrounding pasture provides part of the immediate setting to the conservation area and listed buildings within North Hinksey and the listed buildings with South Hinksey. Boundary vegetation encloses the settlement edges.
- Significant vegetation along both sides of the railway separates the Character Area from Kennington to the west of the southern portion of the area.
- Layers of vegetation obscure views, but help maintain the separation between settlements within the District and the Oxford conurbation outside the District to the east.
- Part of the Thames Path National Trail passes through the Character Area, with a

connection to Sandford Lock just outside the Character Area, although there are few other public rights of way or roads. Sustrans Route 5 passes north-south down the eastern side of Kennington.

- Iffley Meadows are designated as a Site of Special Scientific Interest, for their rich grassland flora.
- Tree cover, particularly to the south of the area helps provide a degree of peace and tranquillity, however urban influences such as pylons, settlement and roads are detracting feature elsewhere.

The Landscape Strategy for LCT RF is: “to conserve the rural, secluded areas of landscape with its river channels, pasture, and wetlands, and resist further encroachment of development along the edges of the Thames and Ock towards the east of the District. Restoration of gravel workings should continue and managed to assimilate into the surrounding landscape character.”

SUMMARY OF LANDSCAPE CHARACTER FOR STAGE 1 LVASA

The landscape and townscape character areas described in this section describe the characteristics, sensitivities and development guidelines that are of relevance to the sites assessed within the Stage 1 LVASA set out in Table 3.3 on the following pages. The relevant LCAs are identified within Table 3.3 and the detail set out here has influenced the summaries set out against each site as part of this LVASA.

3.5 LANDSCAPE SENSITIVITY/CAPACITY ASSESSMENTS

The desktop analysis has included a high level review of the local level Landscape Sensitivity and/or Capacity Assessments of relevance to the sites. These are:

- Cherwell DC Landscape Character, Sensitivity and Capacity Assessment (WYG, 2017)
- South Oxfordshire DC Landscape Assessment Update (HDA, 2018)
- Vale of White Horse Landscape Capacity Study (HDA, 2017)

The Landscape Sensitivity and Capacity judgements set out within the above documents focus on the potential site allocations within the relevant District Plans and do not provide an overall judgement on the landscape sensitivity and capacity of the wider Landscape Character Types or Areas. Therefore, the relevance of these assessments to the sites considered within this LVASA is limited. On that basis, these criteria have been scoped out of the Stage 1 assessment.

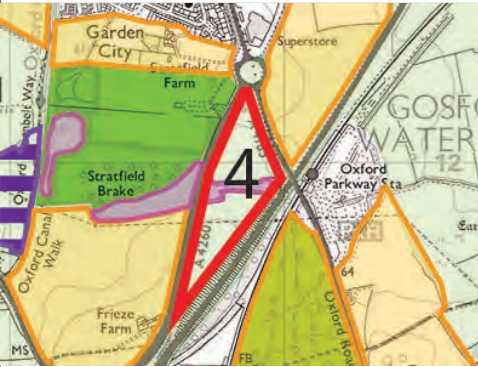

3.6 STAGE 1: DESKTOP LVASA

The following pages set out a summary of the landscape and visual considerations for each of the Stage 1 sites in Table 3.3. The consideration of the relevant landscape policies and designations, Green Belt parcels, landscape character areas and visual sensitivities informs a conclusion on the development potential of the site in landscape and visual terms. This conclusion is presented as Red, Amber or Green alongside the previous findings of the Savills and Ridge ASAs.

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT


TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 4: LAND EAST OF STRATFIELD BRAKE									
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>CHERWELL DISTRICT</p> 	GREEN BELT	NERC ACT S41 HABITAT - DECIDUOUS WOODLAND CDC POLICY PR3: THE OXFORD GREEN BELT	GREEN BELT PARCEL K15 PURPOSE 1A - N/C PURPOSE 1B - N/C PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - LOW	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL	VISUALLY WELL ENCLOSED BY BOUNDARY VEGETATION. POSSIBLE VIEWS FROM: PROW TO EAST. VIEWS FROM SOUTHERN EDGE OF KIDLINGTON AND STRATFIELD BRAKE. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - OXFORD ROAD, A4260 FRIEZE WAY, BICESTER ROAD. OPENNESS OF GREEN BELT.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH OF THE CITY AND FORMS PART OF THE GREEN BELT SEPARATING OXFORD AND KIDLINGTON. IT IS THE LEAST STRONGLY PERFORMING PARCEL RELEVANT TO THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015), ALTHOUGH SUBSEQUENT HOUSING ALLOCATIONS WITHIN GB PARCEL K15 AND THE IMMEDIATE SURROUNDINGS HAVE ADDED PRESSURE TO THE ROLE OF THE GREEN BELT BETWEEN OXFORD AND KIDLINGTON. THE WOODLAND WITHIN SITE 4 IS DESIGNATED UNDER NERC ACT S41 AS PRIORITY HABITAT ALONGSIDE THE WOODLAND WITHIN STRATFIELD BRAKE TO THE WEST OF FRIEZE WAY. STRATFIELD BRAKE PLAYING FIELDS PROVIDE A RECREATIONAL ASPECT TO THE LANDSCAPE. THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE. THE SITE IS VISUALLY WELL ENCLOSED AND IS NOT CURRENTLY PUBLICLY ACCESSIBLE. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE.			
SITE 7: LAND NORTH OF THORNHILL PARK & RIDE									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>SOUTH OXFORDSHIRE DISTRICT</p> 	GREEN BELT	SODC POLICY STRAT 6: GREEN BELT	GREEN BELT PARCEL OX10 PURPOSE 1A - HIGH PURPOSE 1B - HIGH PURPOSE 2 - MEDIUM PURPOSE 3 - HIGH PURPOSE 4 - MEDIUM	SODC LCA 1: OXFORD HEIGHTS SODC LCT 13: OPEN FARMED HILLS AND VALLEYS	STRONG FIELD BOUNDARIES BUT OPEN, RURAL CHARACTER. POSSIBLE VIEWS FROM: PROW NETWORK WITHIN IMMEDIATE SURROUNDINGS - OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTE, PROW ON RED HILL TO EAST. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - A40 LONDON ROAD. OPENNESS OF GREEN BELT.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE EAST OF THE CITY AND FORMS PART OF THE GREEN BELT SEPARATING OXFORD AND WHEATLEY. IT IS ONE OF THE MORE STRONGLY PERFORMING PARCELS RELEVANT TO THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS WITHIN A LANDSCAPE CHARACTER AREA WITH KEY CHARACTERISTICS INCLUDING AN "OPEN, DENUDED AND EXPOSED CHARACTER, WITH PROMINENT SKYLINES AND HILLSIDES AND HIGH INTERVISIBILITY", AND "DISTINCTIVE ELEVATED AND EXPANSIVE CHARACTER ON RIDGES AND HIGHER GROUND, WITH DOMINANT SKY AND LONG VIEWS." THESE KEY CHARACTERISTICS CONFER A VISUALLY SENSITIVE SITE, WHICH IS ALSO ANTICIPATED TO BE VISIBLE FROM THE OXFORD GREENBELT WAY LDWR.			

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

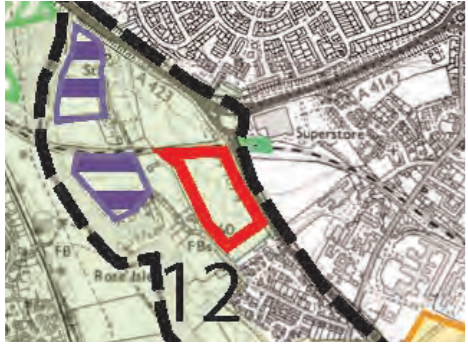
TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 8: LAND SOUTH OF THORNHILL PARK & RIDE									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
SOUTH OXFORDSHIRE DISTRICT 	GREEN BELT SHOTOVER GRADE I LISTED PARK AND GARDEN ADJACENT TO EASTERN BOUNDARY	SODC POLICY STRAT 6: GREEN BELT SODC POLICY ENV2: CONSERVATION TARGET AREAS - ADJACENT TO BOUNDARY, POTENTIAL SETTING ISSUE SODC POLICY ENV10: REGISTERED PARK AND GARDENS - ADJACENT TO BOUNDARY, POTENTIAL SETTING ISSUE	GREEN BELT PARCEL OX11 PURPOSE 1A - HIGH PURPOSE 1B - HIGH PURPOSE 2 - MEDIUM PURPOSE 3 - HIGH PURPOSE 4 - HIGH	SODC LCA 1: OXFORD HEIGHTS SODC LCT 17: SEMI-ENCLOSED FARMED HILLS AND VALLEYS	STRONG FIELD BOUNDARIES BUT OPEN, RURAL CHARACTER. POSSIBLE VIEWS FROM: PROW NETWORK WITHIN IMMEDIATE SURROUNDINGS - OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTE, PROW ON RED HILL TO NORTH EAST. VIEWS FROM SHOTOVER COUNTRY PARK AND VISUAL CONTRIBUTION TO SETTING OF SHOTOVER GRADE I LISTED PARK AND GARDEN. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - A40 LONDON ROAD AND THORNHILL PARK AND RIDE. OPENNESS OF GREEN BELT.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE EAST OF THE CITY AND FORMS PART OF THE GREEN BELT SEPARATING OXFORD AND WHEATLEY. IT IS THE MOST STRONGLY PERFORMING PARCEL RELEVANT TO THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS WITHIN A LANDSCAPE CHARACTER AREA WITH KEY CHARACTERISTICS INCLUDING A "LANDSCAPE TYPICALLY FRAGMENTED AND INTRUDED UPON BY ROADS AND BUILT DEVELOPMENT PARTICULARLY AROUND WHEATLEY AND OXFORD FRINGES, ALTHOUGH IT RETAINS A PREDOMINANTLY RURAL CHARACTER". THE SITE IS VISIBLE FROM THE OXFORD GREENBELT WAY LDWR WITHIN SITE 7 AND WITHIN SHOTOVER COUNTRY PARK ON HIGHER GROUND TO THE SOUTH. THE SITE IS ALSO VISIBLE FROM A PROW WITHIN SHOTOVER, A GRADE I LISTED PARK AND GARDEN LOCATED IMMEDIATELY EAST OF THE SITE. PART OF THE SITE THEREFORE IS CONSIDERED TO CONTRIBUTE TO THE SETTING OF THIS HERITAGE ASSET.			

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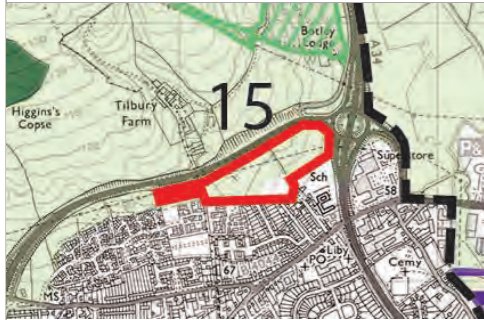
STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 12: LAND TO THE EAST OF HEYFORD HILL LANE									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
SOUTH OXFORDSHIRE DISTRICT 	GREEN BELT SSSI TO EAST AND NORTH WEST	SODC POLICY STRAT 6: GREEN BELT SODC POLICY ENV2: BIODIVERSITY - DESIGNATED SITES, PRIORITY HABITATS AND SPECIES FOR SSSI AND LOCAL WILDLIFE SITE TO WEST	GREEN BELT PARCEL OX17 PURPOSE 1A - MEDIUM PURPOSE 1B - MEDIUM PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - HIGH	SODC LCA 1: OXFORD HEIGHTS SODC LCT 13: OPEN FARMED HILLS AND VALLEYS	VISUALLY WELL ENCLOSED BY BOUNDARY VEGETATION. POSSIBLE VIEWS FROM: A4074 TO EAST AND HEYFORD HILL LANE TO WEST. PROW AROUND THE EASTERN AND SOUTHERN BOUNDARY. RESIDENTIAL USES TO THE EAST, SOUTH AND WEST.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE SOUTH OF THE CITY AND FORMS PART OF THE GREEN BELT SEPARATING OXFORD AND KENNINGTON. IT IS ONE OF THE MORE STRONGLY PERFORMING PARCELS RELEVANT TO THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE DUE TO ITS WESTERLY SLOPING TOPOGRAPHY. THE SITE IS WITHIN A LANDSCAPE CHARACTER AREA WITH KEY CHARACTERISTICS INCLUDING AN "OPEN, DENUDED AND EXPOSED CHARACTER, WITH PROMINENT SKYLINES AND HILLSIDES AND HIGH INTERVISIBILITY", AND "DISTINCTIVE ELEVATED AND EXPANSIVE CHARACTER ON RIDGES AND HIGHER GROUND, WITH DOMINANT SKY AND LONG VIEWS." THE SITE IS IN CLOSE PROXIMITY TO TWO SSSI WITH LITTLEMORE RAILWAY CUTTING OPPOSITE THE NORTH EASTERN CORNER OF THE SITE AND IFFLEY MEADOWS LOCATED APPROXIMATELY 600M TO THE NORTH WEST. OVERHEAD POWER LINES CROSS THROUGH THE CENTRE OF THE SITE AND THERE ARE OPEN VIEWS FROM THE SURROUNDING ROAD NETWORK, PROW AND RESIDENTIAL PROPERTIES TO THE EAST, SOUTH AND WEST.			

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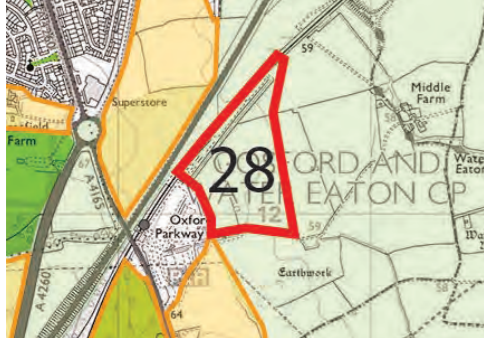
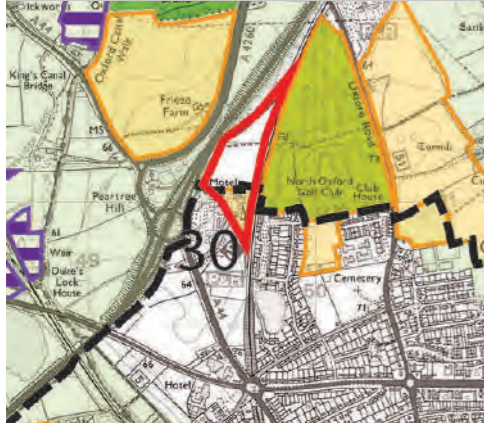
STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS									
SITE 14: GRANDPOINT RECREATIONAL OUTDOOR BASKETBALL COURT									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
OXFORD CITY COUNCIL 	N/A	OCC POLICY G1: PROTECTION OF GREEN AND BLUE INFRASTRUCTURE NETWORK OCC POLICY G5: EXISTING OPEN SPACE, INDOOR AND OUTDOOR SPORTS AND RECREATION FACILITIES	N/A	OCC: LCT 9: PASTORAL FLOODPLAINS/ LCA 9E: HINKSEY/ BULSTAKE STREAMS	THE BOUNDARY VEGETATION PROVIDES A LEVEL OF VISUAL ENCLOSURE BUT THE SITE CONTRIBUTES TO THE CHARACTER OF WIDER HISTORIC VIEWS OF THE CITY FROM HIGHER GROUND IN THE SURROUNDING AREA. POSSIBLE VIEWS FROM: VIEW CONES OF THE KEY VIEWPOINTS IDENTIFIED FROM BOAR'S HILL AND SOUTHERN VIEWPOINTS IN OCC POLICY. WHITEHOUSE ROAD TO THE EAST. GRANDPONT RECREATION GROUND, DEAN'S HAM MEADOW AND GRANDPONT NATURE PARK	THE SITE IS NOT WITHIN THE GREEN BELT AND IS CURRENTLY IN USE AS A RECREATION GROUND PROTECTED UNDER POLICY G5. THE SITE IS IN CLOSE PROXIMITY TO THE RIVER THAMES AND THERE ARE VIEWS FROM THE SURROUNDING OPEN SPACES AS WELL AS WHITEHOUSE ROAD AND THE RESIDENTIAL DWELLINGS TO THE EAST. THE SITE IS ALSO CONSIDERED TO FORM PART OF A NUMBER OF IDENTIFIED VIEW CONES IN OXFORD CITY COUNCIL POLICY FROM BOAR'S HILL AND OTHER VIEWPOINTS TO THE SOUTH OF THE SITE. THE SITE THEREFORE FORMS AN IMPORTANT PART OF THE PERCEPTION OF OXFORD AND ITS HISTORIC CENTRE FROM THE SURROUNDING LANDSCAPE.			
SITE 15: LAND BEHIND BOTLEY SCHOOL									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
VALE OF WHITE HORSE DISTRICT 	GREEN BELT	VOWH POLICY CP13: OXFORD GREEN BELT	GREEN BELT PARCEL BO5 PURPOSE 1A - LOW PURPOSE 1B - HIGH PURPOSE 2 - N/C PURPOSE 3 - LOW PURPOSE 4 - MEDIUM	VOWH LCT LW: WOODED CORALLIAN LIMESTONE RIDGE/ LCA LW2	VISUALLY ENCLOSED CHARACTER DUE TO BOUNDARY VEGETATION. POSSIBLE VIEWS FROM: SURROUNDING ROAD NETWORK - A34/A420, SURROUNDING RESIDENTIAL AREAS TO THE SOUTH. OPENNESS OF GREEN BELT	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE WEST OF THE CITY ON THE NORTHERN EDGE OF BOTLEY. IT IS ONE OF THE LEAST STRONGLY PERFORMING PARCELS RELEVANT TO THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE BUT IS SEGREGATED FROM THE WIDER DESIGNATION BY THE A420. WYTHAM WOODS SSSI IS LOCATED APPROXIMATELY 300M NORTH OF THE SITE AT ITS NEAREST POINT. THE SITE IS WITHIN A LANDSCAPE CHARACTER AREA WITH KEY CHARACTERISTICS INCLUDING A "THE BUSY A34 AND A420 EDGE THE AREA TO THE EAST AND SOUTH. THE SLOPES ALSO PROVIDE A NORTHERN BACKDROP TO BOTLEY. THE WOODED SLOPES ARE PROMINENT IN THE CONE OF VIEWS FROM OXFORD TO THE EAST, AND THERE ARE VIEW ACROSS TO OXFORD IN THE OPPOSITE DIRECTION." OVERHEAD TRANSMISSION LINES CROSS THROUGH THE SITE.			

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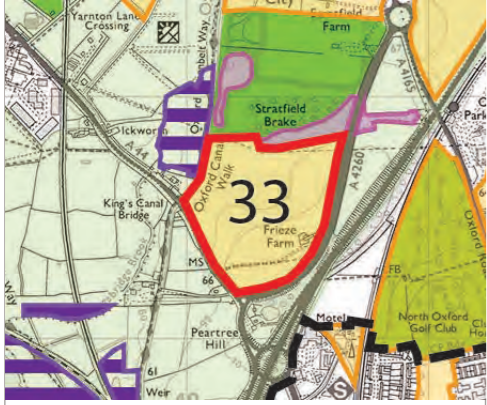
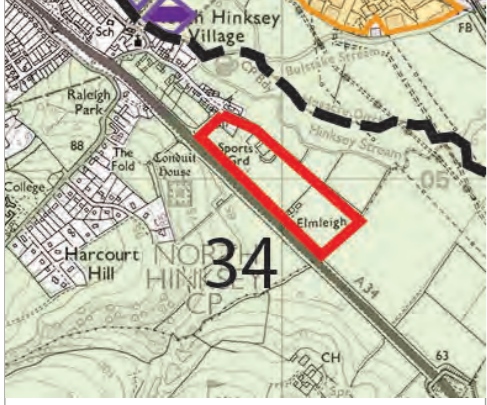
STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 28: LAND NORTH OF OXFORD PARKWAY STATION									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
CHERWELL DISTRICT 	GREEN BELT	CDC POLICY PR3: THE OXFORD GREEN BELT	GREEN BELT PARCEL OX2 PURPOSE 1A - MEDIUM PURPOSE 1B - HIGH PURPOSE 2 - MEDIUM PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL.	STRONG FIELD BOUNDARIES BUT OPEN, RURAL CHARACTER. POSSIBLE VIEWS FROM: OXFORD PARKWAY PARK AND RIDE CAR PARK. PROW NETWORK TO SOUTH AND EAST INCLUDING OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTE. OPENNESS OF GREEN BELT	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH EAST OF THE CITY. IT IS A MODERATELY PERFORMING PARCEL IN THE CONTEXT OF THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE. THE SITE IS VISUALLY OPEN DUE TO ITS FLAT NATURE AND THE SURROUNDING FLOODPLAIN TOPOGRAPHY. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS NOT PUBLICLY ACCESSIBLE BUT IS VIEWED FROM OXFORD PARKWAY PARK AND RIDE AND THE WIDER PROW NETWORK TO THE EAST.			
SITE 30: LAND NEAR TO PEAR TREE PARK AND RIDE									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
CHERWELL DISTRICT 	N/A	PUBLIC RIGHT OF WAY	GREEN BELT PARCEL OX1 PURPOSE 1A - HIGH PURPOSE 1B - HIGH PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM *SUBSEQUENTLY REMOVED FROM THE GREEN BELT IN THE CHERWELL LOCAL PLAN. THIS OXFORD GREEN BELT STUDY FINDINGS ARE THEREFORE DISCOUNTED TO REFLECT ITS CURRENT NON GREEN BELT STATUS.	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL.	VISUALLY WELL ENCLOSED BY BOUNDARY VEGETATION. POSSIBLE VIEWS FROM: A34 TO WEST AND RAILWAY LINE TO EAST. HOTELS TO THE SOUTH OF THE SITE. PROW WITHIN THE SITE	THE SITE IS LOCATED TO THE NORTH OF THE CITY. IT WAS ASSESSED AS ONE OF THE MORE HIGHLY PERFORMING PARCELS IN THE CONTEXT OF THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015), HOWEVER THE SITE WAS SUBSEQUENTLY REMOVED FROM THE GREEN BELT IN THE CHERWELL LOCAL PLAN AND THEREFORE THE GREEN BELT IS NO LONGER A CONSTRAINT FOR THIS SITE. THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE. THE SITE IS VISUALLY ENCLOSED BY THE BOUNDARY VEGETATION ALONG THE A34 AND WITHIN NORTH OXFORD GOLF COURSE AND THE BUILT FORM TO THE SOUTH. THE SITE IS PUBLICLY ACCESSIBLE VIA A SINGLE PROW WHICH RUNS THROUGH THE CENTRE OF THE SITE.			

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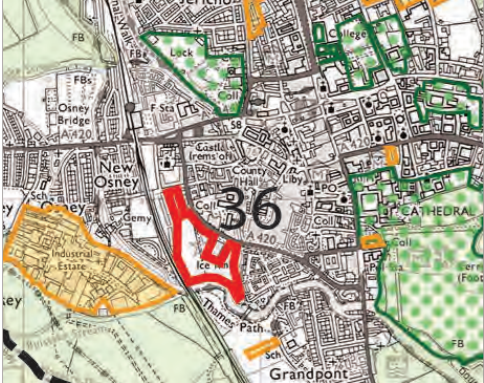
STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS									
SITE 33: FRIEZE FARM, NEAR TO OXFORD PARKWAY									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
CHERWELL DISTRICT 	GREEN BELT	CDC POLICY PR6C - LAND AT FRIEZE FARM: RESERVED SITE FOR REPLACEMENT GOLF COURSE CDC POLICY PR3: THE OXFORD GREEN BELT CDC POLICY ESD11 CONSERVATION TARGET AREA PUBLIC RIGHT OF WAY	GREEN BELT PARCEL KI6 PURPOSE 1A - HIGH PURPOSE 1B - MEDIUM PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL.	POSSIBLE VIEWS FROM: PROW WITHIN SITE AND TO WEST, INCLUDING OXFORD CANAL WALK AND OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTES. OXFORD CANAL CONSERVATION AREA SETTING. VIEWS FROM SOUTHERN EDGE OF KIDLINGTON AND STRATFIELD BRAKE. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - OXFORD ROAD, A4260 FRIEZE WAY, A44 WOODSTOCK ROAD. OPENNESS OF GREEN BELT.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH WEST OF THE CITY. IT IS ONE OF THE MORE HIGHLY PERFORMING PARCELS IN THE CONTEXT OF THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE. THE SITE IS VISUALLY OPEN DUE TO ITS FLAT NATURE AND LARGE SCALE FIELD PATTERN. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS ADJACENT TO THE OXFORD CANAL CONSERVATION AREA ALONG ITS WESTERN BOUNDARY, FROM WHICH THERE ARE OPEN VIEWS ACROSS THE SITE FROM THE OXFORD CANAL LDWR. THE SITE IS SAFEGUARDED FOR A POTENTIAL NEW GOLF COURSE WITHIN THE CDC LOCAL PLAN.			
SITE 34: SOUTH HINKSEY									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
VALE OF WHITE HORSE DISTRICT 	GREEN BELT	VOWH POLICY CP13: OXFORD GREEN BELT VOWH POLICY DP37: CONSERVATION AREA	GREEN BELT PARCEL OX19 PURPOSE 1A - MEDIUM PURPOSE 1B - HIGH PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - HIGH	VOWHDC LCT RF: RIVER FLOODPLAIN, LCA RF5: NORTH HINKSEY TO RADLEY THAMES RIVER FLOODPLAIN	VISUALLY WELL ENCLOSED BY BOUNDARY VEGETATION. POSSIBLE VIEWS FROM: A34. EXISTING SPORTS USES. OPENNESS OF GREEN BELT. SITE LIES PARTIALLY WITHIN OCC VIEW CONE POLICY. IDENTIFIED VIEW OF THE CITY FROM THE VOWH DISTRICT TO THE WEST.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE WEST OF THE CITY ON THE EASTERN EDGE OF NORTH HINKSEY VILLAGE. IT IS ONE OF THE MOST STRONGLY PERFORMING PARCELS RELEVANT TO THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE BUT HAS WELL DEFINED BOUNDARIES BY EXISTING VEGETATION AND THE A34. THE SITE IS CURRENTLY IN USE FOR SPORT AND RECREATION WITH FOOTBALL, RUGBY AND TENNIS CLUBS WITH ASSOCIATED CHANGING FACILITIES PRESENT. THE LANDSCAPE CHARACTER AREA IS IDENTIFIED AS FALLING WITHIN AN IDENTIFIED VIEW OF THE CITY FROM THE WEST AND THEREFORE COULD BE CONSIDERED TO CONTRIBUTE TO ITS HISTORIC LANDSCAPE SETTING.			

3.0

STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 36: OXPENS									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>OXFORD CITY COUNCIL</p> 	N/A	<p>OCC POLICY: AREAS OF CHANGE OCC: LOCAL CYCLE CONNECTION ROUTES SETTING OF CONSERVATION AREA</p>	N/A - OUTSIDE GREEN BELT DESIGNATION	<p>OCC: TCT HISTORIC FRINGE/TCA 2B WESTERN FRINGE AND LCT 9: PASTORAL FLOODPLAINS/LCA 9E: HINKSEY/BULSTAKE STREAMS</p>	<p>VISUALLY WELL ENCLOSED BY SURROUNDING BUILT FORM AND RAILWAY LINE. PART BROWNFIELD SITE WITH CAR PARKING AND SURROUNDING ICE RINK AND EMPLOYMENT/ INDUSTRIAL USES. POSSIBLE VIEWS FROM: VIEW CONES OF THE KEY VIEWPOINTS IDENTIFIED FROM RALEIGH PARK AND BOAR'S HILL. PROW ALONG RIVER THAMES INCLUDING THAMES PATH LONG DISTANCE WALKING ROUTE. A420 TO NORTH SURROUNDING BUILT FORM AND RESIDENTIAL AREAS. OXPENS MEADOWS.</p>	<p>THE SITE IS NOT WITHIN THE GREEN BELT AND IS CONSIDERED TO BE A PART BROWNFIELD SITE CLOSE TO THE CITY CENTRE. ITS CURRENT USE IS PART PUBLIC CAR PARK, PART PUBLIC OPEN SPACE KNOWN AS OXPENS MEADOW. SOME OTHER AREAS OF THE SITE ARE FENCED OFF AND IN A DERELICT STATE. OXFORD ICE RINK IS LOCATED CENTRALLY TO THE SITE BUT OUTSIDE THE SITE BOUNDARY. THE SITE IS IN CLOSE PROXIMITY TO THE RIVER THAMES AND THERE ARE VIEWS FROM THE ASSOCIATED PROWS AND FROM THE A420 TO THE NORTH. THE SITE IS ALSO CONSIDERED TO FORM PART OF A NUMBER OF IDENTIFIED VIEW CONES IN OXFORD CITY COUNCIL POLICY FROM RALEIGH PARK AND BOAR'S HILL TO THE SOUTH OF THE SITE. THE SITE THEREFORE FORMS AN IMPORTANT PART OF THE PERCEPTION OF OXFORD AND ITS HISTORIC CENTRE FROM THE SURROUNDING LANDSCAPE.</p>			