




**Vale
of White Horse**

District Council

Publication Version
October 2017



Local Plan 2031

Part 2

Detailed Policies and
Additional Sites

TOPIC PAPER 2

Site Selection

This paper is one of six topic papers, listed below, which form part of the evidence base in support of the Publication Version of the Vale of White Horse Local Plan 2031 Part 2.

These topic papers have been produced to present a coordinated view of the evidence that has been considered in drafting the Local Plan 2031 Part 2. It is intended these papers will make it easier to understand how the council has reached conclusions on specific matters.

The council published topic papers alongside the Preferred Options Local Plan 2031 Part 2 for consultation in March 2017. Following the consultation, the topic papers have been updated.

The papers are available to view and access from the council website:

www.whitehorsedc.gov.uk/LPP2

Topic Papers are as follows:

1. Duty to cooperate
2. Site selection
3. Building healthy and sustainable communities
4. Supporting economic prosperity
5. Supporting sustainable transport and accessibility
6. Protecting the environment and responding to climate change

Contents

1.0	INTRODUCTION	1
2.0	POLICY AND EVIDENCE CONTEXT	3
	NATIONAL POLICY	3
	LOCAL POLICY	6
3.0	SITE SELECTION METHODOLOGY	10
	STAGE 1: IDENTIFICATION AND INITIAL ASSESSMENT OF SITES	11
	STAGE 2: INITIAL SITE FILTERS	12
	STAGE 3: DETAILED ASSESSMENT OF CONSTRAINTS AND OPPORTUNITIES	13
	STAGE 4: DETAILED EVIDENCE TESTING, INFORMAL CONSULTATION AND SUSTAINABILITY APPRAISAL	15
	STAGE 5: IDENTIFICATION OF PREFERRED SITES	17
4.0	SPATIAL REQUIREMENTS FOR LOCAL PLAN 2031 PART 2	26
5.0	SUMMARY OF PREFERRED OPTIONS CONSULTATION	33
6.0	CONCLUSION	36

APPENDICES

Appendix A: Summary of Shortlisting Process

Appendix B: Detailed Testing of Sites (Stage 4)

1.0 INTRODUCTION

- 1.1 This topic paper provides a summary of how the Council has selected development sites for inclusion within the Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites (hereafter referred to as the Part 2 plan).
- 1.2 The Part 2 plan will sit alongside the Local Plan 2031 Part 1 (hereafter referred to as the Part 1 plan) which was adopted in December 2016. The Part 1 plan includes the strategic priorities for the district to deliver sustainable development. It identifies the number of new homes and jobs to be provided in the area over the plan period, 2011 to 2031. It also identifies a number of district wide policies which provide strategic guidance on a number of topics.
- 1.3 The Part 2 plan includes policies and locations for housing to meet the agreed quantum of Oxford's unmet housing need to be addressed within the Vale of White Horse District. The Part 2 plan also includes policies for the part of Didcot Garden Town that lies within the district, detailed development management policies to complement the Part 1 plan and allocates additional development sites for housing.
- 1.4 This topic paper is published alongside the Publication Version of the Part 2 plan for consultation. The aim of this topic paper is to explain the process the Council has undertaken in identifying sites for inclusion within the Publication version of the plan. Preferred site options have emerged through a site selection process, which commenced in summer 2016. Site selection has been an iterative process, with technical work and informal consultation informing the process at key stages. This topic paper has been updated following consultation on the Preferred Options Part 2 plan (9 March to 4 May 2017).
- 1.5 Reasonable site options have been tested through the Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment and Habitats Regulations Assessment. Both of these are legislative requirements of the plan making process and have taken place alongside the preparation of the plan. The SA helps to identify preferred options to inform the preparation of the plan.
- 1.6 The structure of this topic paper is as follows:
 - **Section 2: Policy and Evidence Context** – provides a summary of relevant national policies, local policies and key evidence base studies that provide policy and guidance on site selection.
 - **Section 3: Site Selection Methodology** – explains the methodology for identifying preferred sites for inclusion within the Part 2 plan.
 - **Section 4: Spatial Requirements** – explains the spatial context for site selection reflecting the specific housing needs to be met in the Part 2 plan.
 - **Section 5: Summary of Preferred Options Consultation** – provides a summary of the consultation responses received regarding site selection.
 - **Section 6: Conclusion** – identifies the preferred sites for inclusion within the Part 2 plan.

- 1.7 The detailed outcomes of site selection are shown in the council's Housing and Economic Land Availability Assessment (HELAA) and Appendices A-B of this topic paper. **Appendix A** provides a summary of the site selection process. This includes a summary of when and why sites were discounted from the selection process. **Appendix B** provides a detailed assessment of those sites considered reasonable for potential development.

2.0 POLICY AND EVIDENCE CONTEXT

National Policy

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how they are expected to be applied. At its heart is the need to ensure planning contributes towards the delivery of sustainable development, which should encompass economic, social and environmental considerations in equal measure.

2.2 The NPPF identifies core planning principles that should underpin plan making, this includes that planning should:

“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities”¹

2.3 In relation to plan-making the NPPF states:

“Crucially, local plans should:

- indicate broad locations for strategic development on a key diagram and land use designations on a proposals map, and
- allocate sites to promote development and the flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate”².

2.4 The NPPF sets out the need for local planning authorities to significantly boost housing supply, this includes:

“identifying key sites which are critical to the delivery of the housing strategy over the plan period ... identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements ... to ensure choice and competition in the market for land' and 'identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15”³.

¹ CLG (2012) The National Planning Policy Framework, Paragraph 17

² CLG (2012) The National Planning Policy Framework, Paragraph 157

³ CLG (2012) The National Planning Policy Framework, Paragraph 47

- 2.5 The NPPF sets out that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities⁴.
- 2.6 The NPPF states local planning authorities should have a clear understanding of housing needs in their area. This includes preparing a

“Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period”⁵.

- 2.7 A Local Plan should be based on adequate, up-to-date and relevant evidence and that assessments of and strategies for housing, employment and other uses are integrated, full account of relevant market and economic signals⁶.

Planning Practice Guidance (PPG)

- 2.8 The Planning Practice Guidance (PPG) section on ‘housing and economic land availability assessment’ is of particular relevance to this topic paper⁷. The ‘housing and economic land availability assessment’ section guides councils in identifying appropriate land to meet development needs.
- 2.9 In line with the NPPF paragraph 47, it states that an assessment of land availability is required to identify the future supply of land that is ‘suitable, available and achievable, for housing and economic development uses over the plan period⁸’. The PPG states the assessment will form a key component of the evidence base to underpin policies in development plans, including supporting the delivery of land to meet identified need for these uses through pro-actively choosing sites to go forward in development plans⁹.
- 2.10 In particular, the guidance explains that an assessment of land availability should:
- identify sites and broad locations with potential for development
 - assess their development potential, and
 - assess their suitability for development and the likelihood of development coming forward (their availability and achievability).
- 2.11 Although the assessment is a key evidence source to inform plan making, it does not itself determine whether a site should be allocated. It is the role of the assessment to provide information on a range of sites which are available

⁴ CLG (2012) The National Planning Policy Framework, Paragraph 52

⁵ CLG (2012) The National Planning Policy Framework, Paragraph 159

⁶ CLG (2012) The National Planning Policy Framework, Paragraph 158

⁷ CLG (2013) Planning Practice Guidance: section on “Housing and economic land availability assessment”

⁸ CLG (2013) Planning Practice Guidance, Reference ID:3-001-20140306

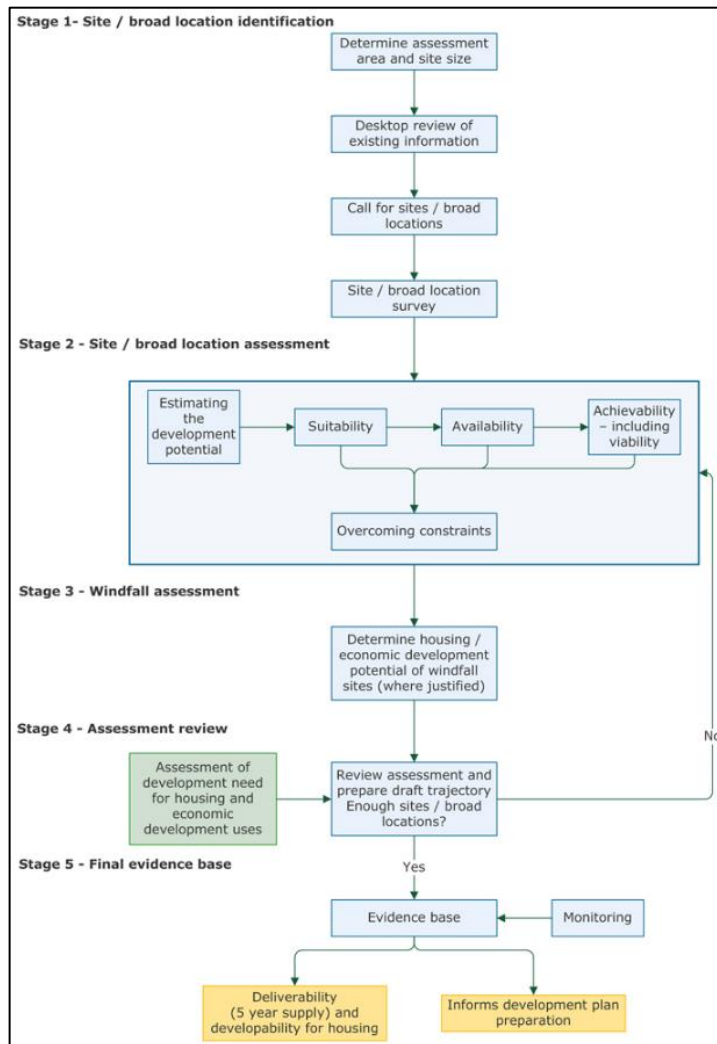
⁹ CLG (2013) Planning Practice Guidance, Reference ID 3-002-20140306

to meet the need but it is for the development plan to determine which of those sites are the most suitable to meet those needs¹⁰.

2.12 The PPG provides an indication of the inputs and processes that should lead to a robust assessment of land availability. It states plan makers should have regard to the guidance in preparing their assessments and the assessment should be thorough but proportionate, building where possible on existing information sources outlined within the guidance¹¹.

2.13 The guidance sets out a broad methodology for undertaking the assessment and provides a flow chart, shown in Figure 2.1 below. The methodology includes five stages. The PPG is clear that the detail required should be proportionate ensuring a robust assessment. The assessment will need to be more detailed where sites are considered to be realistic candidates for development¹².

Figure 2.1: PPG Housing and Economic Land Availability Assessment Flow Chart



¹⁰ CLG (2013) Planning Practice Guidance, Reference ID 3-003-20140306

¹¹ CLG (2013) Planning Practice Guidance, Reference ID 3-005-20140306

¹² CLG (2013) Planning Practice Guidance, Reference ID 3-015-20140306

Local Policy

Local Plan 2031 Part 1: Strategic Sites and Policies (the Part 1 plan), Adopted December 2016

- 2.14 The Part 1 plan was adopted in December 2016. It sets the overall development strategy for the district for the period to 2031. It includes strategic policies as well as locations for strategic housing and employment sites. It also provides the policy context for Neighbourhood Development Plans¹³.
- 2.15 The Part 1 plan sets out the Spatial Strategy for the district, “Building on our strengths”. It directs the location of housing, employment and identifies where new infrastructure and services will be required. The three main strands to the spatial strategy are:
- focus sustainable growth within the Science Vale area
 - reinforce the service centre roles of the main settlements across the district, and
 - promote thriving villages and rural communities whilst safeguarding the countryside and village character.
- 2.16 Core Policy 4 sets out the housing needs for the district, it shows the majority of the housing needs for the district will be met through a combination of existing completions, known commitments and strategic allocations. It identifies a figure of 1,000 dwellings to be addressed through the Part 2 plan, but notes that this figure will be reduced where dwellings are allocated in Neighbourhood Development Plans or come forward through the development management process.
- 2.17 The Council's approach to addressing unmet housing need arising from other Oxfordshire authorities in the plan period is explained in Core Policy 2. It states:
- “To ensure Oxford’s unmet need is addressed, the Council will allocate sites to contribute towards Oxford’s unmet housing need within the Local Plan 2031: Part 2, to be submitted to the Secretary of State, within two years of adoption of the Local Plan 2031: Part 1. This will ensure that unmet need is considered and planned for in a timely manner and is tested through a robust plan-making process in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) Environmental Assessment of plans and Programmes Regulations and the Habitats Regulations Assessment (HRA)”.*¹⁴

¹³ Vale of White Horse Local Plan 2031 Part 1: Strategic Sites and Policies, available at: <http://www.whitehorsedc.gov.uk/lpp1>

¹⁴ Vale of White Horse Local Plan 2031 Part 1: Strategic Sites and Policies, Core Policy 2, available at: <http://www.whitehorsedc.gov.uk/lpp1>

Memorandum of Co-operation between the local authorities in the Oxfordshire Housing Market Area: Meeting the Objectively Assessed Need for Housing in Oxfordshire. September 2016

- 2.18 The memorandum of co-operation was agreed and signed by the leaders of five of the six local authorities in Oxfordshire at a Growth Board meeting held on the 26 September 2016¹⁵. The memorandum sets out how much of the unmet housing need from Oxford City is to be apportioned among the four district councils and Oxford City Council.
- 2.19 For the Vale of White Horse District Council, the agreed proportion was 2,200 dwellings. This figure forms the agreed quantum of unmet housing need to be addressed through the Part 2 plan, as set out in Core Policy 2 and subject to the plan making process.
- 2.20 The memorandum explains that the respective local authorities will be responsible for the allocation of housing sites to meet their apportionment:

“The Programme does not seek to identify, propose or recommend any site or sites for additional housing within any district. Each LPA will remain responsible for the allocation of housing sites within its own district and through its own Local Plan process.”¹⁶

Oxford Spatial Options Assessment 2016

- 2.21 The Oxfordshire Growth Board commissioned Land Use Consultants (LUC) in December 2015 to carry out a spatial options assessment for meeting Oxford City’s unmet housing need up to 2031. The purpose of this study was to inform the Growth Board’s decision concerning how Oxford’s unmet need would be apportioned between the neighbouring districts.
- 2.22 The overall aim of the spatial options assessment was to provide a criteria-based analysis of spatial options that could assist in meeting Oxford’s unmet housing need. There were a total of 36 spatial options tested which were identified and agreed for consideration.
- 2.23 The spatial options assessment assessed site options that were above 500 dwellings and included an assessment of the sustainability of each option, as well as an assessment of their deliverability and viability. This assessment was important in informing the apportionment. A number of studies such as the Strategic Oxford Green Belt Assessment, and the Transport and Education Assessments were undertaken as part of the post SHMA work programme to inform the Oxford Spatial Options Assessment. A significant focus of the assessment was regarding the sites relationship with Oxford.

¹⁵ <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/MemorandumofCooperation.pdf>

¹⁶ Oxfordshire Growth Board, Memorandum of Co-operation, paragraph 3.6

- 2.24 The assessment has assessed sites individually however the cumulative impact has not been assessed. The assessment makes it clear that it does not:

"Make specific recommendations about which option should or should not be taken forward' and that 'it will be the role of subsequent Local Plan reviews to allocate specific development sites'"¹⁷.

- 2.25 Specifically in relation to Green Belt, the assessment has included the overall performance of each site against the aims and purposes of the Green Belt, as assessed in the Strategic Oxford Green Belt Assessment, however the assessment is clear that:

"the detailed findings of the Oxford Green Belt Study will need to be taken into account by the authorities when deciding which spatial options to take forward. This will include consideration of the reasons for the ratings given and the overall performance of each land parcel/broad area."¹⁸

- 2.26 This is consistent with the agreement in the memorandum of co-operation, as highlighted above. It is important that the Vale's apportionment of unmet need is tested through a robust plan making process in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) of Plans and Programmes Regulations, and the Habitats Regulations Assessment (HRA).

- 2.27 The Oxford Spatial Options Assessments informed the Oxfordshire Growth Board's decision on the apportionment of Oxford's unmet need, which is set out in the Post SHMA Work Programme Report to Oxfordshire Growth Board on the 26 September 2016. Appendix 1 of that Report sets out the detail of the Programme, the work streams which were commissioned; how the findings were considered and the conclusions which were reached. This states that:

"in assessing the conclusions of the LUC Spatial Options Assessment Project, the Project Team has drawn on the first 9 criteria as a key reference. This was because those criteria relate the most to an area of searches relationship to Oxford (such as the relationship to key employment sites in the City and to the Universities)"¹⁹

The first 9 criteria all relate to the spatial relevance of options to Oxford. The following criteria (10 to 26) relate to social, economic and environmental criteria including impacts on landscape, and Green Belt.

- 2.28 In the Vale, ten sites were assessed with three of the sites being considered deliverable, with all of these sites located in the Green Belt. These sites formed the basis for the Vale's apportionment of 2,200 dwellings. They were:

¹⁷ LUC (2016) Oxford Spatial Options Assessment

¹⁸ LUC (2016) Oxford Spatial Options Assessment

¹⁹ Oxfordshire Growth Board Post SHMA Work Programme Report and Appendices (section 125), September 2016

- Land at Abingdon-on-Thames (North), for 1,100 dwellings,
- Land at Botley, for 550 dwellings, and
- Land at Cumnor, for 550 dwellings.

2.29 The detailed outcomes are set out in Appendix 3 of the report prepared by LUC²⁰.

²⁰ LUC (2016) Oxford Spatial Options Assessment

3.0 SITE SELECTION METHODOLOGY

- 3.1 This section of the topic paper briefly summarises the site selection methodology. The methodology is based on the approach taken to inform the Part 1 plan and follows a five-stage process, as shown in Table 3.1. The work undertaken to identify development sites for inclusion in the Part 1 plan provided an up-to-date baseline for identifying sites for inclusion in the Part 2 plan. The evidence supporting the Part 1 plan has therefore provided a starting point for this site selection process.
- 3.2 The Council has undertaken a site selection process that includes the processes and inputs required to ensure a robust and proportionate assessment has been undertaken. Table 3.1 provides a summary of the site selection process.

Table 3.1: Site Selection Methodology

Stage	Description of process
Stage 1	Identification and Initial Assessment of Sites <ul style="list-style-type: none"> • Identification of potential sites informed by existing evidence, a call for sites and other sources, including those sites assessed in the Oxford Spatial Options Assessment. • Identification of high level suitability, availability and achievability of sites. • Outcomes are detailed in the Housing and Economic Land Availability Assessment (HELAA). • Those sites assessed as suitable for further consideration were taken forward to Stage 2. Those sites that had planning permission were not taken forward.
Stage 2	Initial Site Filters <ul style="list-style-type: none"> • Two filters were applied to sites suitable for further consideration, as follows: <ul style="list-style-type: none"> ◦ Site capacity threshold of less than 50 dwellings ◦ Sites within the Western Vale²¹ • Those sites that met either of the filters were excluded from Stage 3.
Stage 3	Detailed Assessment of Constraints and Opportunities <ul style="list-style-type: none"> • Detailed assessment of constraints (desktop) • Identification of potential opportunities • High level assessment of whether constraints could be overcome • Assessment of whether the sites are in accordance with the Development Plan including emerging policies. • Those sites that were considered to have reasonable potential for development to meet the specific housing needs in the Part 2 plan were taken forward to Stage 4.
Stage 4	Detailed Evidence Testing, Informal Consultation and Sustainability Appraisal <ul style="list-style-type: none"> • Detailed evidence testing of sites, including: <ul style="list-style-type: none"> ◦ Landscape Capacity Study

²¹ Those sites located in the Western Vale Sub Area adjoining either the South East Vale Sub Area or the Abingdon and Oxford Fringe Sub Area were not excluded from the assessment

Stage	Description of process
	<ul style="list-style-type: none"> ○ Evaluation of Transport Impacts ○ Water Cycle Study ○ Strategic Flood Risk Assessment ○ Viability Assessment ○ Green Belt Assessment ● Engagement with prescribed bodies, key stakeholders and infrastructure providers ● Sites assessment from Sustainability Appraisal (SA) ● Sites assessment from Habitat Regulations Assessment (HRA) ● Sites taken forward where evidence has demonstrated they are the most sustainable options
Stage 5	Identification of Preferred Sites <ul style="list-style-type: none"> ● List of preferred sites. These sites are identified to: <ul style="list-style-type: none"> ○ fully meet the agreed quantum of unmet housing need for Oxford to be addressed within the Vale ○ support the Councils 'Spatial Strategy' to support Science Vale, and ○ include sites capable of delivering homes in the first five years to contribute towards the five-year housing land supply.

3.3 All sites have been through this process. New sites or revised sites that were submitted during the Preferred Options consultation have also been through this process. Where new information was provided on existing sites this has been taken into account. In addition to this, where key infrastructure providers have provided comments through the consultation these have been taken into account.

3.4 The detailed outcomes of site selection are shown in the council's Housing and Economic Land Availability Assessment (HELAA) and Appendices A and B of this topic paper. **Appendix A** provides a list and summary of those sites considered suitable for consideration from the HELAA through the site selection process. This includes details on when and why sites were discounted from the selection process. **Appendix B** provides a detailed assessment of those sites considered reasonable for potential development.

Stage 1: Identification and Initial Assessment of Sites

3.5 The first stage of site selection is to identify all potential sites in the district and undertake a high level assessment of suitability, availability and achievability of all sites through a Housing and Economic Land Availability Assessment (HELAA). This HELAA is required at an early stage of plan preparation and its purpose is to identify sites that may be available in the district to meet current and future needs²². Sites that have capacity to deliver 5 dwellings or more are considered in the HELAA²³.

3.6 The HELAA provides information on a range of sites concluding whether a site is suitable for consideration and therefore should be taken forward to

²² Government's Guidance is available at:

<http://planningguidance.communities.gov.uk/blog/guidance/housing-and-economic-land-availability-assessment/>

²³ National Planning Practice Guidance: Reference ID: 3-010-20140306

Stage 2 of the site selection process. Those sites that have absolute constraints reflecting national or local designations, are excluded from further assessment. This includes where a site is predominately or wholly containing a European Nature Conservation Area, Site of Special Scientific Area, Scheduled Monument, or the site lies wholly or mostly within Flood Zone 2 or 3. It is considered these sites have no potential for housing development and therefore are not taken forward to Stage 2.

- 3.7 The Preferred Options HELAA (March 2017) identified approximately 419 potential sites. 14 sites were excluded from the assessment as they were unable to deliver 5 or more dwellings. A total of 10 sites were considered unsuitable for development due to the absolute constraints explained above. Therefore a total of 395 sites were considered suitable for further consideration.
- 3.8 Following the Preferred Options consultation, the number of all potential sites identified in the HELAA reduced from 419 to 401 sites. This revised number of potential sites reflects an update to the number of sites with planning permission, review of evidence including evidence submitted through the consultation with some HELAA sites being consolidated, and 9 new sites. A high level assessment of suitability, availability and achievability of the new sites has been undertaken.
- 3.9 From 401 sites, 13 sites were excluded as they were unable to deliver 5 or more dwellings. A total of 8 sites were considered unsuitable for development due to the absolute constraints explained above. The HELAA concluded that there were 380 sites which are suitable for further consideration. This demonstrates there is sufficient land available in the district to meet the requirements of Local Plan 2031 Part 2.
- 3.10 Further detail can be found in the Publication Version of the HELAA. Details of the sites that were discounted at Stage 1 can be found at **Appendix A** of this topic paper.

Stage 2: Initial Site Filters

- 3.11 The HELAA provided 380 sites that were considered suitable for further consideration. Before further detailed assessment could take place, the Council applied two filters to establish which sites could be reasonably taken forward:
 - **Site Size Threshold of 50 dwellings:** the site selection methodology informing the Part 1 plan set a threshold of 200 or more dwellings for allocations. This filter identifies a lower threshold, and therefore sites of less than 200 dwellings were assessed. The Council recognises that smaller sites can contribute significantly to supporting housing delivery as they can deliver quickly and thus help to maintain a five-year supply of housing land. The threshold of sites having capacity to accommodate

50²⁴ plus dwellings, both alone or in combination with adjacent sites has enabled a range of sites to be assessed and expands on the number of sites considered through the Part 1 plan process. The Council considers that Neighbourhood Plans provide an appropriate approach for planning for sites less than 50 dwellings.

- **Exclusion of Sites in the Western Vale Sub Area:** A key aim of the Part 2 plan is to identify sites to meet the Vale's proportion of Oxford's unmet need and allocate additional sites. In allocating sites to meet Oxford's unmet need, it is considered they need to relate well with Oxford. In addition to allocating sites to meet this need, the Council also considers allocating further housing in the South East Vale Sub Area will support a key strand of the Spatial Strategy in supporting growth in the Science Vale area. Allocating housing in the Western Vale Sub Area will not help to meet either of these aims. In addition to this, the housing requirement for the Western Vale Sub Area has been fully met by the Part 1 plan. It is therefore considered there is no need to allocate or assess sites in the Western Vale Sub Area. However where sites are located within the Western Vale Sub Area and adjoin either the Abingdon and Oxford Fringe Sub Area or the South East Vale Sub Area, the Council took a reasonable approach and did include these within the assessment.

- 3.12 Following the initial site filters, 235 sites were taken forward to Stage 3 with 145 sites being discounted. Details of the sites discounted at Stage 2 can be found at **Appendix A** of this Topic Paper.

Stage 3: Detailed Assessment of Constraints and Opportunities

- 3.13 The initial site filters resulted in 226 sites going through the detailed assessment of constraints and opportunities. This stage focused on the detailed assessment of constraints, the identification of opportunities, high level assessment of whether constraints could be overcome and whether the sites were in accordance with the district's Development Plan.
- 3.14 Detailed assessment of constraints based on existing evidence, opportunities and a high level of assessment of whether constraints could be overcome included the following:
- relationship to the built-up area of nearby/adjacent settlements
 - impact on important open gaps between settlements
 - capacity to provide new services, facilities or infrastructure alongside housing development
 - whether the site is greenfield in the North Wessex Downs Area of Outstanding Natural Beauty outside of the built-up area of a settlement

²⁴ Based on a gross density of 25 dwellings per hectare (dph) for the majority of sites. Specific local circumstances resulted in a small number of sites being based on either a higher gross density of 40 dph or lower gross density of 20 dph densities.

- Landscape impacts²⁵
- proximity to a Listed Building
- designated as a Historic Park or Garden
- contains or adjacent to any other wildlife designations (e.g. Conservation Target Areas)
- contains or adjacent to Ancient Woodland
- within or adjacent to archaeological constraints
- safeguarded for mineral reserves
- on-site physical constraints, including electricity pylons and small watercourse
- where airfield safeguarding zones apply
- whether the site includes community forest
- whether the site contains Grade 1 or 2 agricultural land
- area of site within gas pipeline consultation area
- whether it is likely to be possible to provide access to the site

3.15 An assessment of whether the sites were in accordance with the district's Development Plan including the emerging Part 2 plan, was undertaken. Of particular significance was the Spatial Strategy, Core Policies 3 and 4 and the purposes of the Part 2 plan, which are explained in Section 4 of this paper. A key consideration is the need for the Part 2 plan to focus on meeting the Vale's proportion of Oxford's unmet need and thus the need for sites to be well located and accessible to Oxford.

3.16 The data collected on the constraints and opportunities of each site was undertaken through a desktop assessment including using evidence that informed the Part 1 plan, and planning decisions including appeal decisions. The Oxfordshire Spatial Options Assessment and associated technical evidence studies were also used as a key evidence to assist in this process.

3.17 The reasoning for sites being excluded for further consideration at Stage 4, related mainly to the following:

- the site was a greenfield site in the North Wessex Downs Area of Outstanding Natural Beauty
- impact on the open gap between settlements and potentially leading to coalescence
- impact on landscape
- the scale of development would not be sufficient to enhance a settlement's limited range of services and facilities and would not viably be able to provide new or expanded services and facilities
- site is within the Conservation Area and/or impacts on the special qualities, and
- cumulative constraints which result in insufficient developable area to deliver 50 dwellings.

²⁵ This principally includes evidence prepared as part of Local Plan 2031 Part 1 or where submitted through a planning application.

- 3.18 This stage resulted in a long list of sites, 235 sites being assessed with 138 sites being discounted. This resulted in 97 sites, taken forward to Stage 4. Details of the sites discounted at Stage 3 can be found at **Appendix A** of this topic paper. Of the sites assessed through the Oxford Spatial Options Assessment, 8 of the 10 sites were taken forward to Stage 4.
- 3.19 To assist with Stage 4, the Council considered whether the 95 sites could be considered in combination with other sites that relate well to one another and would provide sufficient dwelling capacity if combined to provide infrastructure on site. Reflecting this, the 97 sites were combined to form 33 sites for detailed testing purposes at Stage 4. **Appendix A** explains which sites were combined for the Stage 4 assessment.
- 3.20 Following the detailed assessment of the sites, the Council undertook an assessment of whether all broad areas in the district had been covered by the assessment. This resulted in the identification of one large area of search being taken forward to Stage 4 for detailed testing. This area of search is bounded by the A420 to the south, the A415 to the west the River Thames to the north and the Oxford Green Belt to the east. Therefore 34 sites were taken forward to Stage 4 for detailed testing.

Stage 4: Detailed Evidence Testing, Informal Consultation and Sustainability Appraisal

- 3.21 This stage focused on detailed testing of 34 sites. The testing was based on a number of technical evidence base studies that assessed sites impact or capacity to accommodate the development. The studies also considered any mitigation and/or compensation measures that were likely to be required as part of development on a site. The Council has published a series of evidence base studies demonstrating this, including:
- Landscape Capacity Study and Addendum Study: these studies consider the landscape sensitivity, value and capacity of a number of individual potential housing sites. The addendum reconsiders evidence for sites where updated information and/or revised site boundaries were received during and following Preferred Options consultation. The addendum also considers the landscape capacity of any new sites submitted.
 - Evaluation of Transport Impacts: this study assessed the impact of various spatial options on the highway network cumulatively
 - Viability Assessment: assessed the viability aspects of deliverability of the sites
 - Water Cycle Assessment – assessed sites in relation to water supply capacity, wastewater capacity and environmental capacity. Any water quality issues and associated water infrastructure upgrades that may be required and potential constraints have been identified.
 - Strategic Flood Risk Assessment – assessed the flood risk of the sites.
 - Green Belt Assessment – assessed the contribution of those sites located in the green belt against the aims and purposes of the Green

Belt and whether the release of these sites would harm the integrity of the Green Belt as a whole.

- 3.22 The majority of these evidence base studies were published alongside the Preferred Options Part 2 plan in draft form. These studies have been finalised ensuring relevant site options have been assessed and are published alongside the Publication Version of the Part 2 plan for consultation. The detailed testing of sites through plan preparation has been an iterative process.
- 3.23 The Council also undertook informal consultation with infrastructure providers and key stakeholders to identify any potential issues or 'showstoppers', which may prevent any of the sites being allocated for development. This included consultation with the Environment Agency, Natural England, Historic England, Thames Water and Oxfordshire County Council²⁶.
- 3.24 The Council undertook two rounds of engagement during the preparation of the Preferred Options Part 2 plan. The first round was undertaken in September 2016 and provided stakeholders the opportunity to review and provide comments on detailed assessment of all of the sites at Stage 4. This enabled stakeholders the opportunity to identify and inform the Council of any sites they considered were not deliverable. These comments were taken into account and another round of engagement took place in November 2016. This provided stakeholders with the list of preferred site options for inclusion in the Preferred Options Part 2 plan and provided another opportunity for commenting. The Council also circulated draft site development templates for the preferred sites for comment. The draft site development templates include all the site specific requirements development will need to deliver for that site. These templates are provided at **Appendix A** of the Part 2 plan. Feedback was considered and fed into the draft templates. This ensured key infrastructure requirements for each of the preferred site options was identified.
- 3.25 Following the Preferred Options consultation, the Council undertook another round of engagement with stakeholders which took place in July 2017. The Council circulated revised site development templates reflecting consideration of the Preferred Options consultation comments. In addition to this, the Council also sought feedback on the detailed assessment of an additional site which was promoted through the preferred options consultation that was taken forward to Stage 4.
- 3.26 Throughout the site selection process, the Council worked with the consultants AECOM to ensure reasonable site options were tested through Sustainability Appraisal (SA). The SA helped to identify both positive and negative impacts of developing the sites under consideration. A Habitats Regulations Assessment (HRA) was also prepared to identify if any aspects of the plan, including development sites, may have a likely significant effect on designated European sites.

²⁶ Further detail is included in the Duty to Cooperate Topic Paper

- 3.27 The evidence base studies and SA include an assessment of the individual impact of the sites. In addition to this, relevant studies and the SA have assessed the cumulative impact of sites. This included not only assessing the preferred site options in their entirety as a site package but also other differing site packages. The differing site packages ranged from a small number of larger sites to a larger number of smaller sites. This ensured different approaches to housing delivery were tested, along with reasonable options.
- 3.28 Following the detailed evidence testing, SA and engagement, 27 sites were discounted with 7 sites identified as preferred sites for inclusion in the Publication Version of the Part 2 Plan. Details of the sites discounted at Stage 4 can be found at **Appendix B** of this Topic Paper. The key issues arising through evidence gathering and the rounds of engagement have been summarised in pro formas for each of the 34 sites, which can be found at **Appendix B** of this topic paper. **Appendix B** also provides detail of whether the assessment for the site has differed between Preferred Options and Publication.

Stage 5: Identification of Preferred Sites

- 3.29 The site selection process for the Preferred Options Part 2 plan concluded 9 sites were the most sustainable and all 9 were included in the Preferred Option plan for consultation. Following the consultation, and the assessment of new or revised sites including any new evidence and consideration of comments, the site selection process concluded 7 sites were the most sustainable. Table 3.2 sets out the lists of sites included in each version of the plan.

Table 3.2. Preferred Site Options

Preferred Options Part 2 plan (March 2017)		Publication Version Part 2 plan (October 2017)	
Site	No. Dws	Site	No. Dws
Harwell Campus	1,000	Harwell Campus	600
Dalton Barracks	1,200	Dalton Barracks	1,200
East of Kingston Bagpuize with Southmoor	600	East of Kingston Bagpuize with Southmoor	600
North-West of Grove	300	North-West of Grove	400
North-East of Marcham	400	South-East of Marcham	90
South-East of Marcham	120	North of East Hanney	80
West of Harwell	100	North-East of East Hanney	50
North of East Hanney	80		
North-East of East Hanney	50		

Summary of Preferred Sites

- 3.30 The detailed assessment of all of the preferred sites options for the Publication Version of the Part 2 plan are included in **Appendix B**. A brief summary for each is provided including a summary explaining why the North East of Marcham and North of Harwell sites are excluded.

Dalton Barracks

- 3.31 The preferred site at Dalton Barracks represents a significant area of brownfield land, it is close to and well related to Oxford and it is considered the site is of a large size to provide a highly sustainable community including new services and infrastructure. The site is located in close proximity between the two proposed park and ride sites, and will likely have direct access to the proposed Rapid Transit Line 3 ensuring sustainable connections to east of Oxford as demonstrated through the Sustainable Transport Study for the Oxford to Abingdon Corridor. It is located in the Oxford Green Belt.
- 3.32 This site was not assessed during the Part 1 plan or through the Oxford Spatial Options Assessment as it has been a recent decision by the DIA to release the site from their estate and this make it available for redevelopment. The Council consider this constitutes a major change in circumstance to justify the review of the Green Belt as part of the Part 2 process. The Council have produced an Exceptional Circumstances Report which demonstrates this site meets these circumstances²⁷.
- 3.33 The Council has undertaken an assessment of the site's impact on the purposes of the Green Belt. The Green Belt Assessment concluded that the existing developed area of the barracks already has an impact on the openness of the Green Belt and could be redeveloped without harm to the Green Belt. The remaining area, the land in the north-east of the site and north-west of site contribute to purpose 3 with land in the north-east also contributing to purpose 2, however the Study concludes there is the potential for development within the site without significant harm to the wider Green Belt designation.

Harwell Campus

- 3.34 The preferred site at Harwell Campus represents an opportunity to develop a campus as a live-work-play community. The site is relatively unconstrained, and although it is situated in the AONB, the principle for development already exists due to its existing allocation for employment. The Council has assessed the impact of development on the AONB which concluded the proposal would have less of an impact than commercial development on the AONB and could be mitigated²⁸. The area has already experienced significant infrastructure improvements to the transport network. The site scores very well in sustainability terms overall and has excellent public transport connectivity.

²⁷ Dalton Barracks Exceptional Circumstances Report, HDA, October 2017

²⁸ Harwell Exceptional Circumstances Report, SQW and HDA, October 2017.

3.35 In addition to this paper demonstrating this site is a sustainable site, an Exceptional Circumstances Report²⁹ for the site has been produced providing evidence to demonstrate the need for the development at the Campus in accordance with the NPPF³⁰. In summary, the Report concludes:

- Is in the public interest to ensure the full potential of the scientific investment already made at Harwell is fully captured,
- The need for housing is key to recruitment and especially retention of staff, based on staff surveys and interviews, to ensure the long term success of Campus occupants
- There are no other alternative sites at the Campus to provide the work-live-play community required. The alternative sites considered are not at the Campus and thus are not considered to meet the need of the Campus. It has also been demonstrated through this site selection process that these sites are not as sustainable, and
- There would be no long term adverse effects of the 'Innovation Village' on the wider AONB and the proposals currently put forward would deliver a number of benefits to the AONB landscape (based on Hankinson Duckett Associates Landscape and Visual Assessment).

3.36 The Council proposed to allocate two sites at Harwell Campus through the Part 1 plan however the Inspector removed these sites from the plan prior to adoption. The preferred site identified at Harwell Campus is different to those sites removed from the Part 1 plan, due to the following:

- It is on a different site. It is on land that is designated for employment use through Local Plan 2011 Saved Policy E7 and Core Policy 6
- The site is being promoted by Harwell Campus Partnership and has support from the Oxfordshire Local Enterprise Partnership, and
- The Council in conjunction with the Campus Partnership have produced evidence relating to the need for housing at the Campus.

East of Kingston Bagpuize with Southmoor (Parish of Fyfield and Tubney)

3.37 The preferred site at East of Kingston Bagpuize with Southmoor (in the Parish of Fyfield and Tubney) is relatively unconstrained and is located along the A420 where there is a premium bus service that offers a frequent service to Oxford and Swindon, minimising the need to travel by car. Kingston Bagpuize with Southmoor is one of the most sustainable larger villages in the district and provides good level of services and facilities to serve the development. Development provides the opportunity to re-route the A415 out of the existing village through this site.

3.38 The site is located near to Kingston Bagpuize House, a grade II* listed building and abuts the conservation area however sufficient mitigation can be

²⁹ Harwell Exceptional Circumstances Report, SQW and HDA, October 2017.

³⁰ National Planning Policy Framework, Paragraph 116

provided to overcome any impacts through sensitive location of the development in the south of the site.

North West of Grove

- 3.39 The preferred site at North-West of Grove is relatively unconstrained on the edge of Grove, a highly sustainable location with a number of services and facilities. It is located between two strategic allocations at Monks Farm (to the east of the site) and Grove Airfield (to the south of the site) and will facilitate the coordinated master planning and delivery of infrastructure in Grove, in particular the Grove North Link Road. The site is not envisaged to deliver until later in the plan period.

South East of Marcham

- 3.40 The preferred site at South-East of Marcham is relatively unconstrained and located on the edge of the larger village of Marcham which offers a good range of services and facilities. There are public transport connections to Abingdon-on-Thames with walking and cycling provision and the development would present an opportunity to improve the provision.
- 3.41 There is an Air Quality Management Area (AQMA) in the centre of Marcham however it is considered that travel would go to the east towards Oxford and Abingdon-on-Thames, and therefore the Council considers the development of a small site will not adversely impact on the AQMA. It was initially considered that this site could accommodate 120 dwellings however the capacity has been reduced to 90 dwellings as part of the site overlapped with the land safeguarded for the Marcham bypass.

North of East Hanney and North-East of East Hanney

- 3.42 The preferred sites at North of East Hanney and North-East of East Hanney are highly unconstrained and are located at the larger village of East Hanney which offers a good range of facilities and services. Both sites are located near to the A338 with public transport provision to Wantage, Grove and Oxford with the development of these sites providing an opportunity to improve services.
- 3.43 The North of East Hanney site has a small area within Flood Zone 2 however there is sufficient capacity to deliver 80 dwellings as well as provide appropriate mitigation. In addition, the Environment Agency has not indicated this is a constraint to development. The East of East Hanney site relates will to the existing permissions to the south and west of the site.
- 3.44 The Council proposed to allocated a site at South of East Hanney in the Part 1 plan for 200 dwellings, however the Inspector removed this site reflecting an appeal decision on this site which dismissed the appeal. One of the main reasons for dismissal was the site did not relate well to the village. The Council consider the two preferred smaller sites identified do relate well to the village and are closer to the village's services and facilities

Summary of Excluded Sites

North East of Marcham

- 3.45 The North East of Marcham site was identified as a preferred site at the Preferred Options stage. The site is located at the larger village of Marcham which offers a good range of services and facilities with public transport provision to Oxford and Abingdon. This site would offer the opportunity to improve the existing public transport provision.
- 3.46 There is an AQMA within the centre of Marcham and concerns were raised, including an objection from Oxfordshire County Council, during the Preferred Options consultation relating to the impact of traffic on the air quality especially given the proximity of the site to the AQMA. Oxfordshire County Council also objected on the basis that the existing primary school could not expand further on its present site, and that the projected growth in Marcham would unlikely deliver a viable alternative. Following the objections raised by the County Council, a significantly reduced level of growth at Marcham is proposed as, at present, the Council does not have sufficient evidence to demonstrate that development would not have an adverse impact on the AQMA. In relation to primary school provision, a new primary school at Dalton Barracks would be in close proximity to Marcham and could offset some pressure on the current school in the village, particularly where some pupils travel from outside of the settlement.

West of Harwell

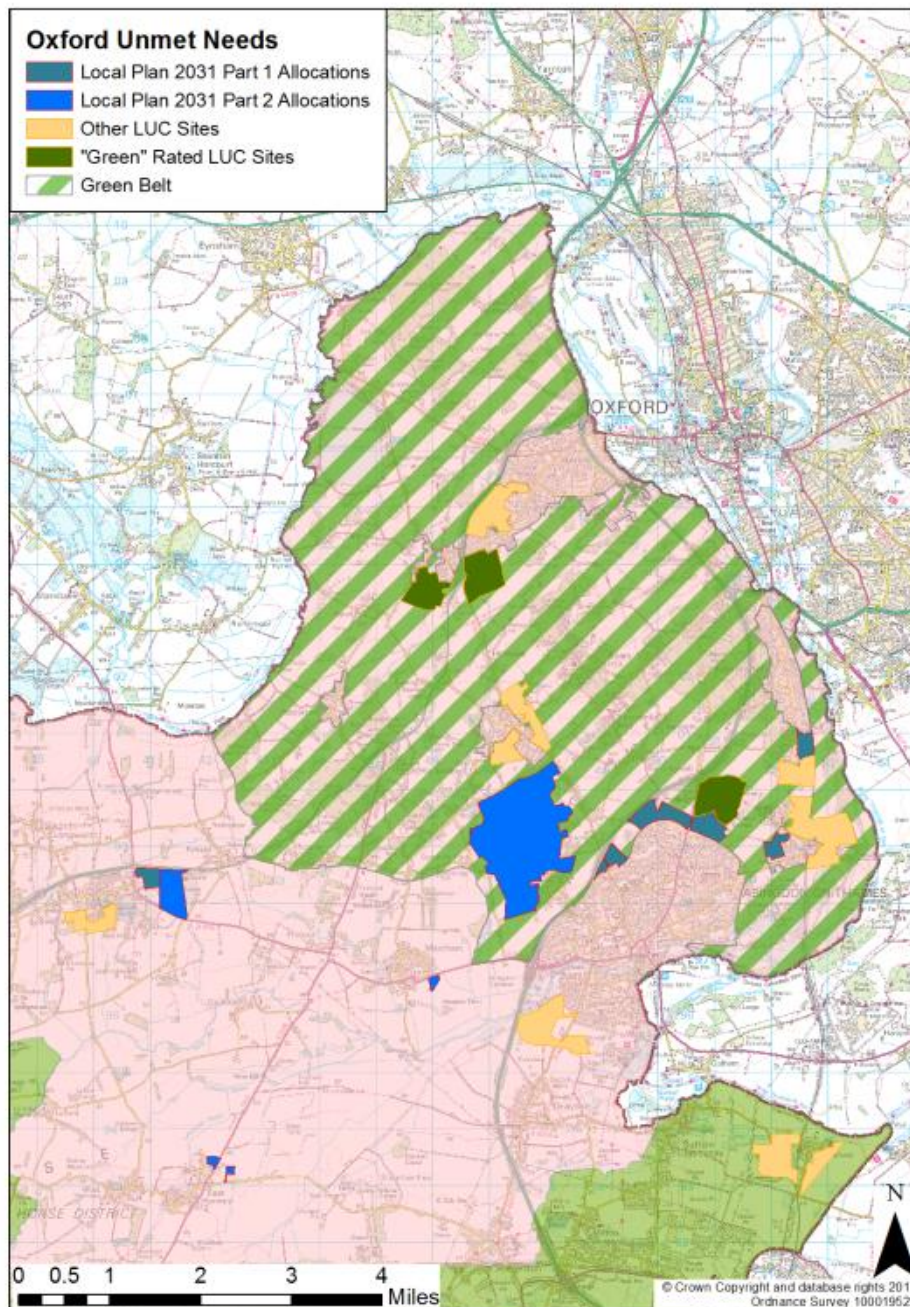
- 3.47 The West of Harwell site was identified as a preferred site at the Preferred Options stage. The site is located at Harwell Village, a highly sustainable larger village with good services and facilities, and excellent public transport connectivity. During the Preferred Options consultation, Oxfordshire County Council raised an objection to this site due to safety concerns relating to access to the site. At present, the Council does not have sufficient evidence to demonstrate this can be overcome.

Difference between Oxfordshire Growth Board Preferred Sites and Local Plan Preferred Options

- 3.48 The site selection process has included assessment of the sites identified through the Oxford Spatial Options Assessment, however none of these sites are identified as preferred sites including those sites identified by the Oxfordshire Growth Board to inform how Oxford's unmet need was apportioned for the Vale.
- 3.49 As detailed above, the Oxford Spatial Options Assessment findings have informed the site selection process including feeding into the relevant technical evidence base studies. Of particular relevance is the Strategic Oxford Green Belt Assessment which has informed the Vale Green Belt Assessment.

- 3.50 In assessing sites in the Abingdon-on-Thames and Oxford Fringe Sub Area, the Council recognise the Sub Area is constrained, notably by the Oxford Green Belt with around 46% of the Sub Area being covered by the Green Belt, as shown on Figure 3.2. This Figure also shows all the sites assessed in the Oxford Spatial Options Assessments in the Vale including the preferred sites identified by the Oxfordshire Growth Board and the preferred sites identified through this site selection process.

Figure 3.2: Abingdon-on-Thames and Oxford Fringe Sub Area Constraints Map



- 3.51 A key difference in the selection of sites for the Part 2 plan and those sites used to inform the Vale's apportionment of Oxford's unmet need is the assessment criteria and the weight to be given to criteria. Although the Oxford Spatial Options Assessment included a range of criteria to assess the

sites, it was the specific criteria relating to the spatial relevance of options to Oxford that was given significance by the Board. Therefore the significance of whether the sites were located in the Green Belt, whether there was an adverse impact on landscape including gaps between settlements, was not taken into account.

- 3.52 The Part 2 plan site selection process has fully ensured the sustainability of the sites has been assessed as well as consideration of whether the sites have spatial relevance to Oxford. This includes a comprehensive and detailed assessment of whether those sites that were located in the Green Belt³¹ contributed to the purposes of the Green Belt as well as detailed landscape capacity assessment. Table 3.3 summarises the outcome of the site selection assessment regarding the three sites used to inform the Vale's apportionment of Oxford's unmet need.

Table 3.3. Summary of Site Selection Assessment on Sites informing the Vale's apportionment of Oxford's unmet need

Site	Summary of Assessment
<p>North of Abingdon-on-Thames (Site Reference: ABIG_A)</p> <p>The Council also considered additional land to the west of the Oxford Road (A4183) as part of this detailed assessment.</p> <p>Discounted at Stage 4.</p>	<p>The Council's evidence concluded this site has low landscape capacity and contributed to three of the purposes of the Oxford Green Belt, including particular areas of the site contributing to the perception of openness of the Green Belt. The Landscape Capacity Study identified that there were some views of Oxford City from within the site. The Council therefore considered it is not appropriate to propose release of this site from the Green Belt.</p> <p>This aligns with the outcomes of the Oxford Spatial Options Assessment which considered the site to have a "medium-high" and "high" ranking in landscape terms, meaning that development would be very likely to give rise to adverse or significant adverse landscape and/or visual effects (Appendix 3 p,182). The Assessment also identified that the site is within land parcel AT5 which was assessed in the Strategic Oxford Green Belt Study, and performed highly against one of the Green Belt purposes.</p>
<p>Land at Cumnor (Site Reference: CUMN_A).</p> <p>Discounted at Stage 3 and 4. The majority of the site assessed in the Oxford Spatial</p>	<p>The existing landscape evidence informing Local Plan 2031 Part 1 concluded that the land to the south of the existing residential properties in Cumnor was not suitable for development. (Landscape Capacity Study 2013, p.201-204). This area was therefore removed from the Stage 4 assessment.</p> <p>The remaining part of the site, which is closer to the historic core of Cumnor, was assessed in detail at</p>

³¹ The Vale Green Belt Assessment assessed those sites in the Green Belt that reached Stage 4 of the site selection process

Site	Summary of Assessment
<p>Options Assessment was discounted at Stage 3 of the site selection process</p>	<p>Stage 4 of the site selection process. The Council's Landscape Capacity Assessment concluded that this land had a medium landscape capacity, noting that the site had a distinctive character type with links to the adjacent Conservation Area, resulting in a reduced capacity. The Council's landscape evidence has demonstrated a significantly reduced capacity of the site relative to that used to inform the apportionment figure. The Council therefore consider this site is not appropriate and is unlikely to make a meaningful contribution to Oxford's un-met housing need.</p> <p>These issues align with the outcomes of the Oxford Spatial Options Assessment which considered the whole of the site to have a "medium" ranking in landscape terms. It recognised the open character of the larger southern part of the site, with the northern part contributing to setting of the Conservation Area. (Appendix 3 p,215)</p> <p>The Vale Green Belt Study concluded that the site makes a limited contribution to the overall aims of the Green Belt, due to its relatively enclosed nature. The Strategic Oxford Green Belt Study assessed this site as part of the larger site and concluded it performed highly against one of the Green Belt purposes.</p>
<p>Land at Botley (Site Reference: BOTL_A)</p> <p>Discounted at Stage 4.</p>	<p>The Council's evidence concluded this site has low landscape capacity and contributed strongly to the overall aims and purposes of the Oxford Green Belt. The Landscape Capacity Study identified the site to consist of an open and rural landscape. Development of the site would be out of context with the existing settlement patterned and has the potential to cause coalescence between Botley and Cumnor. The Vale's Green Belt Assessment concluded this site consistently performs well against the purposes of the Green Belt and any development within the site would harm the integrity of the wider Green Belt. The Council therefore consider it is not appropriate to propose release of this site from the Green Belt.</p> <p>The outcomes of the Oxford Spatial Options Assessment which considered the site to have a lesser "medium" ranking in landscape terms than the Council's own study. This concluded that development would be likely to give rise to some adverse landscape and/or visual effects (Appendix 3 p,198). The Oxford Strategic Green Belt Study assessed this site through two parcels (BO2 and BO6) and concluded BO2 performs</p>

Site	Summary of Assessment
	highly against five purposes while BO6 performs highly against three purposes. This aligns with the Council's own conclusions for this site.

- 3.53 In summary, and in accordance Core Policy 2: Cooperation on Unmet Housing Need for Oxfordshire, the Council have continued to work with the other Oxfordshire authorities through the Oxfordshire Growth Board to address Oxford's unmet need. The site selection process alongside the Part 2 plan has ensured a robust plan making process has been undertaken to site selection which has been undertaken in accordance with national policy and guidance, and informed by the Sustainability Appraisal and Habitats Regulations Assessment.

4.0 SPATIAL REQUIREMENTS FOR LOCAL PLAN 2031 PART 2

Oxford City's Unmet Housing Need

- 4.1 The agreed apportionment for the district is 2,200 dwellings for the period up to 2031 as identified in the memorandum of co-operation.

- 4.2 The Part 1 plan Inspector concluded that the Council's approach to meeting its apportionment of Oxford's unmet need was appropriate. Core Policy 2 states

"As a first step, Vale of White Horse District Council has sought to accommodate the housing need for Vale of White Horse District in full in the Vale of White Horse Local Plan 2031 Part 1 ... to ensure Oxford's unmet need is addressed, the Council will allocate sites to contribute towards Oxford's unmet housing need within the Local Plan 2031: Part 2".

- 4.3 This approach ensured there was no delay to the adoption of Part 1 plan. He states:

*"Thus, whilst the plan as submitted does not provide for all the unmet needs of Oxford which have been agreed should be provided for in the Vale (with an assumed "start date" of 2021), its adoption now would allow for some housing suitable to meet these needs to come forward quickly. Delaying adoption of the plan would allow for it to provide for all the unmet needs which have recently been agreed to be appropriately accommodated in the Vale, but would inevitably also delay the actual provision of houses to meet any of these needs."*³²

- 4.4 In accordance with Core Policy 2, the district's housing requirement is therefore its own housing need (20,560 dwellings) plus its apportionment of Oxford's unmet need (2,200 dwellings) either at the point of adoption of the Local Plan 2031 Part 2 or from 2 years from the Adoption of the Part 1 plan (equating to 22,760 dwellings). Although the Vale's proportion of Oxford's unmet need has been agreed through the Oxfordshire Growth Board, as detailed in the memorandum of cooperation as 2,200, the amount is subject to the plan making process. The Vale's apportionment of Oxford's unmet need is therefore subsumed into the overall housing requirement for the district.

- 4.5 The Inspector also concluded that delaying the adoption of the Part 1 plan would specifically lead to the delay of the delivery of four sites around Abingdon-on-Thames, Radley and South of Kennington (within Radley Parish). Although these sites are primarily allocated to meet the Vale's need, these sites are also well related to Oxford City and would be available to meet their need too. Oxford City Council confirmed at the Examination that they also considered these sites to be well located to provide for their own need. The Inspector states:

³² Inspector's Report paragraph 26

“The plan as submitted, proposes revision of the Green Belt boundaries around Abingdon-on-Thames, Radley and Kennington and the allocation of sites for more than 1,500 new dwellings. Whilst allocated with the primary intention of meeting the Vale’s own objectively-assessed need for housing, as discussed at the hearings, Oxford City Council consider these sites to be well-located to provide for their own unmet housing needs. Notwithstanding the primary purpose of their allocation, housing on these sites would be available just as much to people falling with the category of Oxford’s need as to those of the Vale. And in reality it would be all but impossible to determine if a potential occupier of this housing represents a Vale or Oxford ‘housing need’”³³.

- 4.6 These four sites are located to the north and north-west of Abingdon-on-Thames, south of Kennington (within Radley parish) and north-west of Radley which equate to 1510 dwellings. These sites are sustainable locations for development in the Vale, with comparatively high levels of services and facilities, good public transport connectivity with opportunities for improvement and good access to a wide range of employment. They are also close to and easily accessible to Oxford.
- 4.7 Reflecting the Inspector’s views, that the Part 1 plan already allocates sites that could be considered to contribute to meeting the Vale’s apportionment of Oxford’s unmet need, it is considered appropriate that the Vale’s apportionment of Oxford’s unmet need is to be addressed by a combination of the Part 1 strategic site allocations and Part 2 additional allocations. This approach will maximise the district’s ability to deliver its own housing needs as well as the housing needed for Oxford at the earliest opportunity.
- 4.8 The allocation of sites to meet the district’s apportionment of Oxford’s unmet needs reflects this approach. The site allocations in both Local Plans will contribute towards the 22,760 housing requirement. As the Inspector highlights, the housing to be provided on allocations at Abingdon-on-Thames, Kennington and Radley in the Part 1 plan, would be just as much available to people in the Vale and Oxford, and thus in reality, it is impossible to assign a site to meet just Vale or Oxford need. It is therefore considered appropriate that specific sites are not identified or ‘ringfenced’ to wholly meet Oxford’s unmet need.
- 4.9 The Part 1 plan Inspector highlighted that sites within both the Abingdon-on-Thames and Oxford Fringe Sub Area and South East Vale Sub Area could be appropriate to meet the district’s apportionment of Oxford’s unmet need. He states:

“.. the Abingdon-on-Thames and Oxford Fringe Sub-Area contains the Vale’s largest settlement (Abingdon) in addition to the local service centre of Botley and a number of larger villages, including Radley and Kennington. A substantial part of the OAN arises from demographic changes which points to a need for new housing in this part of the district as well as in the area of

³³ Inspector’s Report paragraph 25

greatest employment growth. Moreover, this part of the district is closest to Oxford City which, notwithstanding the growth of Science Vale, is likely to remain a very important centre for employment and services for residents of the Vale. Moreover, whilst the Abingdon-on-Thames/Oxford Fringe sub-area is closer to Oxford, it is true that more than 3,000 dwellings proposed in the South East Vale (the two Valley Park sites) would also be close to Didcot Station with its fast and frequent rail service to Oxford”³⁴.

4.10 Reflecting the Inspector’s Report, the Council consulted on the option of both the Abingdon-on-Thames and Oxford Fringe and South East Vale Sub Areas meeting its apportionment of Oxford’s unmet need in the Preferred Options Part 2 plan (March 2017). Three key concerns were raised through consultation regarding sites in the South East Vale Sub Area contributing to the districts proportion of Oxford’s unmet need and regarding affordable housing. These were:

- lack of clarity over which specific sites will meet the need and thus there is no certainty that this need will be met by sites near Didcot Train Station. It could be that these sites are not accessible or well related to Oxford;
- lack of consistency with the Oxford Spatial Options Assessment which did not consider Didcot as it was considered there are more appropriate areas to meet this need in the Vale, such as settlements in the Abingdon and Oxford Fringe Sub Area that offer more sustainable options e.g. Botley and Abingdon, and
- it is unclear how the housing figures address affordable housing need for Oxford. Oxford City Council would expect an agreement to be reached to enable an appropriate proportion of new affordable homes in the Vale area to be made available to people on the Oxford register.

4.11 The Council has considered these concerns and is now proposing to meet all of the Vale’s proportion of Oxford’s unmet need in the Abingdon-on-Thames and Oxford Fringe Sub Area, as detailed in the Publication Version of the Part 2 plan. In response to the concerns raised, the Council consider this approach will provide clarity that the sites are demonstrably close and well related to Oxford if solely contained within the Abingdon-on-Thames and Oxford Fringe Sub Area. This area is closest to and has frequent and reliable public transport linkages to Oxford. This is also consistent with the key focus of the Oxford Spatial Options Assessment and the scope of the spatial options considered within the assessment. Therefore the total of the unmet need of 2,200 dwellings has been added to the Abingdon-on-Thames and Oxford Fringe Sub Area.

4.12 In addition to all of the Vale’s apportionment of Oxford’s unmet need being delivered in the Abingdon-on-Thames and Oxford Fringe Sub Area, the Council have provided further clarity in identifying the allocated sites, which together, demonstrate there is ‘at least’ 2,200 dwellings that are close to and relate well to Oxford. These sites are listed in Table 4.1 and Figure 4.1 provides a concept diagram illustrating these sites are close and accessible to Oxford.

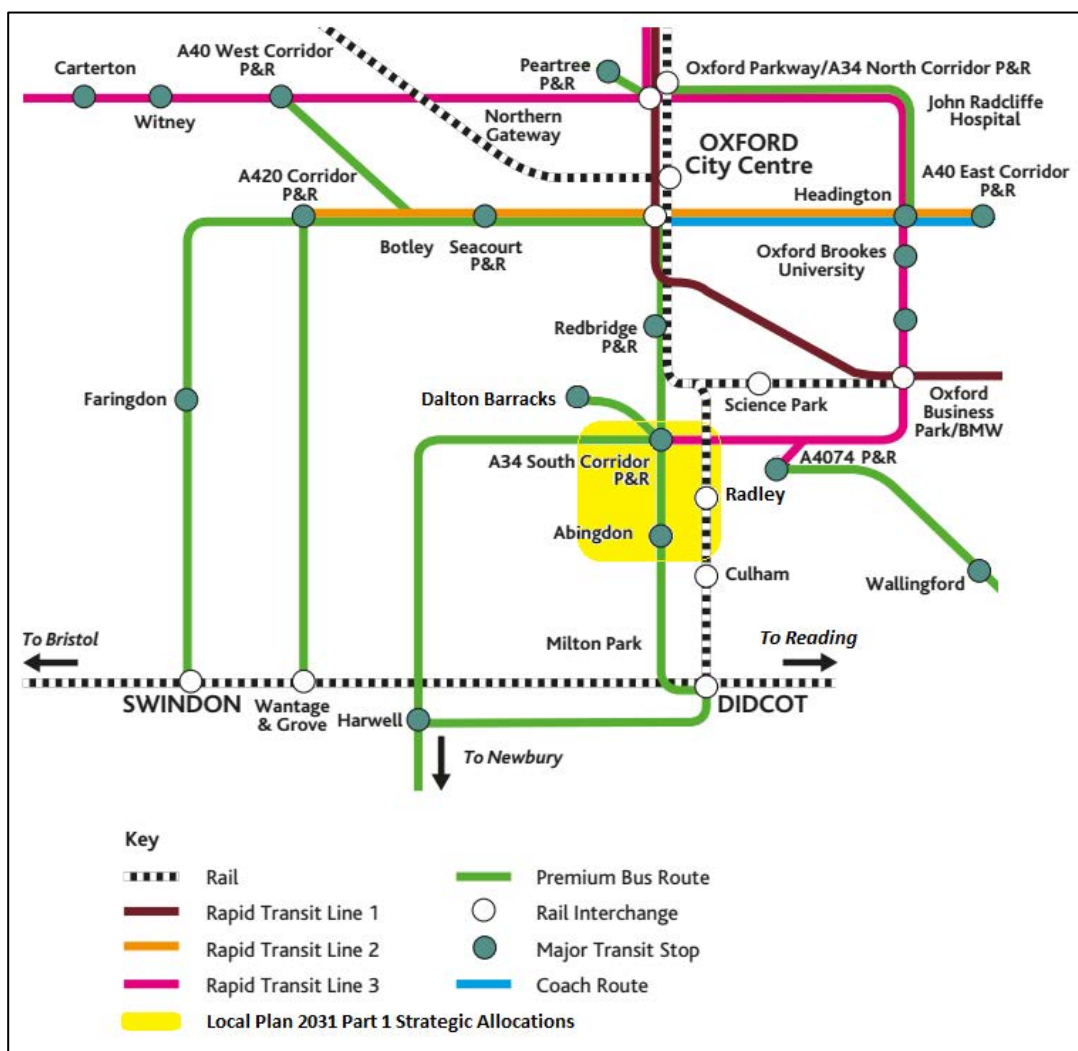
³⁴ Local Plan 2031 Part 1, Inspector Report, Paragraphs 55 and 56

Table 4.1: Sites that are close to and relate well to Oxford

Allocation	Local Plan	Number of Dwellings
North of Abingdon	Part 1	950*
North West of Abingdon	Part 1	200
South of Kennington	Part 1	270
North West of Radley	Part 1	240
Dalton Barracks	Part 2	1,200
Total		2,860

*The LPP1 allocation for North Abingdon-on-Thames was for around 800 dwellings, however a Planning Application for 950 dwellings was given resolution to grant on 26 July 2017

Figure 4.1: Map showing that dwellings are provided for on sites within the Abingdon-on-Thames and Oxford Fringe Sub-Area that are suitably close to and accessible to Oxford



- 4.13 Providing this clarification also responds to the concerns raised relating to affordable housing provision to meet Oxford's unmet need. The Council recognises the need to not only provide market housing to meet Oxford's need but also affordable housing. The Council consider the process to determine the proportion of affordable housing is a matter for housing allocation policies, not for planning policy. The Council makes a commitment within the plan to engage with Oxford City to establish and agree a way forward.
- 4.14 Allocating all of the apportionment in the Abingdon-on-Thames and Oxford Fringe Sub Area is consistent with the Spatial Strategy of the Local Plan, in particular; *reinforcing the service centre roles of the main settlements across the district*, and *promoting thriving village and rural communities whilst safeguarding the countryside and village character*. Table 4.2 details which strand each of the preferred sites meets.

Table 4.2: Consistency with Spatial Strategy

Site	Consistency with Spatial Strategy
North-West of East Hanney	<p>Reinforcing the service centre roles of the main settlements across the district, by:</p> <ul style="list-style-type: none"> Focusing housing growth at the Market Towns, Local Service Centres and Larger Villages. <p>Promoting thriving villages and rural communities whilst safeguarding the countryside and village character, by:</p> <ul style="list-style-type: none"> Focusing development within the rural areas to the Larger Villages, thus helping to maintain their vitality and the sustainability of local services.
East of East Hanney	
East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	
South-East of Marcham	
Dalton Barracks	
North-West of Grove	
Harwell Campus	<p>Focusing sustainable growth within the Science Vale area, by:</p> <ul style="list-style-type: none"> Allocating appropriate land for strategic housing growth to help improve the self-containment of the area. New homes will be delivered at five key locations: <ul style="list-style-type: none"> Including Harwell Campus.

- 4.15 The Council's Monitoring Framework, at Appendix N of the Part 2 plan, includes specific indicators to monitor the delivery of the sites identified in Table 4.1 as to whether sufficient housing is being permitted and delivered in the Vale to meet the Vale's apportionment of Oxford's unmet need of 2,200. This includes monitoring of both market and affordable housing.

Vale of White Horse District Housing Needs

- 4.16 The Part 1 plan allocates sufficient housing to meet the district's own housing need, 20,560 dwellings, as shown in Core Policy 4. The Inspector in his Report concluded:

*"Whilst the district-wide housing requirement of 20,560 is slightly exceeded, there is variation in the extent to which the housing requirement identified in the plan for each of the sub-areas is met by the plan's allocations and existing commitments. The 'Part 2' plan will need to take account of this in allocating any further sites for housing. However, in the context of there being a five year supply of deliverable housing land both across the district as a whole and within the ring fence area, there is not a need for this to be addressed in the Part 1 plan."*³⁵

- 4.17 In the Submission version of the Part 1 plan, the Council proposed two strategic housing sites on greenfield land adjoining Harwell Campus, equating to 1,400 dwellings, in the South East Vale Sub Area. However during the Examination process, the Inspector deleted both of these sites from the Plan. The Inspector explains the deletion of these sites:

*"would reduce the potential supply of housing in the South East Vale and the Council may wish to consider the need to allocate replacement sites in this area through the Part 2 plan"*³⁶.

- 4.18 The Council considers it is reasonable to assess whether there are any additional sustainable site allocations in the South East Vale Sub Area to support the key strand of the Spatial Strategy "focusing sustainable growth within the Science Vale area". Additional site allocations will support the accelerated delivery of housing within the Science Vale which is a priority for the Oxfordshire LEP, and support the delivery of strategic infrastructure. The delivery of both will help to unlock the areas potential for economic growth. In addition to supporting a key strand of the spatial strategy, additional housing allocations will boost the district's housing supply in the Science Vale Ring Fence area.
- 4.19 The Council has considered whether there is a need to allocate further allocations in the Western Vale Sub Area. Reflecting the updated completions and commitment figures, as shown in Core Policy 4a of the Publication Version of the Part 2 plan, there is no shortfall in the Western Vale Sub Area and thus no need to allocate any further sites. Also, the Part 1 plan Inspector does not refer to a specific need to allocate further sites in the Part 2 plan in this area. The Council therefore will not be seeking to allocate any further sites in the Western Vale Sub Area. Where there are sites that adjoin either the Abingdon-on-Thames and Oxford Fringe Sub Area or the South East Vale Sub Area within the Western Vale Sub Area the Council has taken a reasonable approach and included these in the site selection process.

³⁵ Inspectors Report Paragraph 160

³⁶ Inspectors Interim Findings, Paragraph 9.12

Windfalls

- 4.20 The NPPF states local authorities can make allowance for windfalls if:

“they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply.”³⁷

- 4.21 In the Part 1 plan, Core Policy 4 included a windfall allowance with the Inspector concluding the five year supply figure includes a very modest (1.3%) allowance for 140 dwellings to come forward as windfalls stating there was evidence to justify this.
- 4.22 The Council has reviewed the completions on small housing sites that have taken place between 2011/12 and 2016/17. Table 4.3 shows these completions by year, with the average housing completions per year being 169 dwellings.

Table 4.3: Completions on small housing sites

2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Total
104	88	99	90	186	448	1015

- 4.23 This clearly demonstrates that small housing sites are a reliable source of supply in the district. Reflecting this, the Council is proposing to increase its windfall allowance from 70 dwellings a year to 100 dwellings a year.

³⁷ National Planning Policy Framework, Paragraph 48

5.0 SUMMARY OF PREFERRED OPTIONS CONSULTATION

- 5.1 The Council consulted on the Preferred Options Part 2 plan and associated evidence base studies from 9 March to 4 May 2017. This included a draft Site Selection Topic Paper and draft HELAA Report. A number of comments were received on the respective draft reports including the preferred and alternative site options.

Summary of HELAA Consultation Responses

- 5.2 Table 5.1 provides a summary of the consultation responses received regarding the draft HELAA Report and provides a response from the Council. The Consultation Statement sets out in further detail the responses received³⁸.

Table 5.1: Summary of Comments relating to the HELAA

Summary of Representations	Council Response
Some or all the existing Local Plan policies are not considered in the assessment.	The HELAA is the starting point in the plan making process. Its purpose is to identify sites that may be available to meet the housing and economic needs of the district. Stage 3 and 4 of the site selection process ensure the relevant Development Plan policies are considered. See Table 3.1
Other constraints should be considered more in the exclusion of sites at this stage.	A robust and comprehensive site selection process has been undertaken which includes a thorough assessment of constraints. The purpose of Stage 1, the identification and initial assessment of sites, as shown in the HELAA, is to identify the high-level suitability of the sites.
The HELAA should consider sites unsuitable where they have been discounted at later stages	The site selection process follows 5 stages ensuring a proportionate and transparent assessment has been undertaken. It would be incorrect and not transparent for the Council to amend Stage 1 findings reflecting the findings of later stages.
HELAA should consider all sites to be unsuitable in the Western Vale sub area as Local Plan 2031 Part 2 does not seek to allocate there.	The HELAA is the starting point in the plan making process. Its purpose is to identify sites that may be available to meet the housing and economic needs of the district. It is not the appropriate stage to apply filters, which is applied at Stage 2.
The HELAA Appendices should be clearly labelled and easier to navigate.	The HELAA Appendices are categorised alphabetically by settlement name. The electronic version of the Appendices (PDF)

³⁸ Consultation Statement, October 2017

Summary of Representations	Council Response
	is sub-divided by each settlement. An interactive GIS version of the HELAA is available to view online: http://maps.whitehorsedc.gov.uk/gis/?cat=ap&ref=8
A single map showing all of the HELAA sites would be helpful.	An interactive GIS version of the HELAA which shows all HELAA sites across the district is available to view online: http://maps.whitehorsedc.gov.uk/gis/?cat=ap&ref=8
The 9 sites discounted at the earliest stage should be listed in the main report. These sites should be clearly evidenced.	Further detail on when and why sites were discounted has been provided within the Appendix A to this Paper. This includes detail of the sites discounted at Stage 1.
Paragraph 2.27 should refer to adopted, instead of “emerging”.	This correction has been made.
Sites discounted through Local Plan Part 1 should not be considered again.	The HELAA is the starting point in the plan making process. Its purpose is to identify sites that may be available to meet the housing and economic needs of the district. This stage needs to identify all potential sites to ensure a comprehensive assessment which includes sites previous assessed and discounted. This is in accordance with national guidance.
Density should be greater than the stated 25 dwellings per hectare on land closer to Oxford.	The approach to housing density in the HELAA is consistent with the site selection methodology used for Local Plan 2031 Part 1. The figure of 25 dwellings per hectare (dph) is a gross figure, which allows for the provision of on-site infrastructure such as roads and open space, and therefore the net density is nearer to 35dph. In more sustainable locations, such as Abingdon-on-Thames, Wantage, Faringdon, Botley and Grove, the assessment has used a density of 40dph (gross) for those sites within the built-up area.

Summary of Site Selection Topic Paper Consultation Responses

- 5.3 Table 5.2 provides a summary of the consultation responses received regarding the draft Sites Selection Topic Paper and provides a response from the Council. The Consultation Statement sets out in further detail the responses received.

Table 5.2: Summary of Comment relating to the Site Selection Process

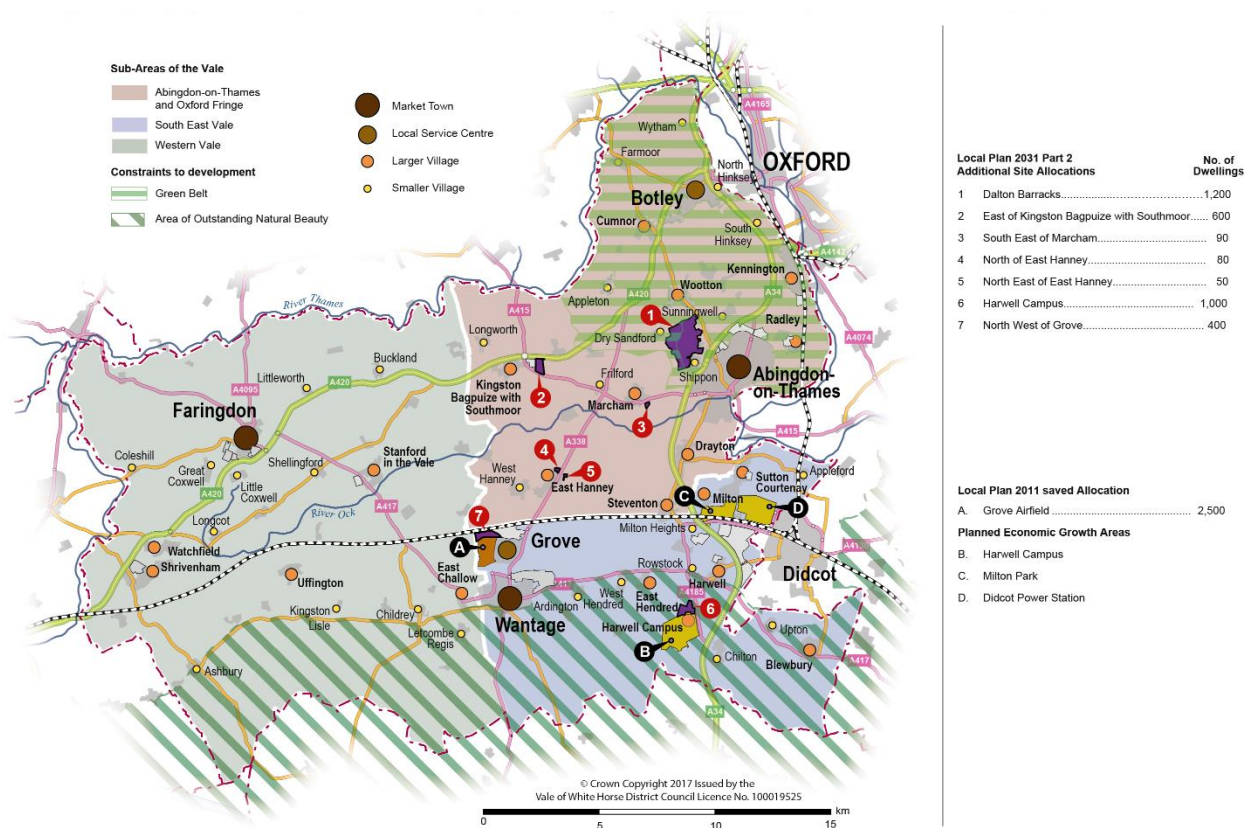
Summary of Representations (Site Selection Topic Paper)	Council Response
It is unclear where specific sites were discounted from further consideration in the selection process. These should be clearly documented and evidenced.	Further detail on when and why sites were discounted has been provided within Appendix A to this Paper.
Sites discounted through the preparation of LPP1 should not be considered again through LPP2.	The HELAA is the starting point in the plan making process. Its purpose is to identify sites that may be available to meet the housing and economic needs of the district. This stage needs to identify all potential sites to ensure a comprehensive assessment which includes sites previously assessed and discounted. This is in accordance with national guidance.
There is a lack of evidence underpinning the selection of smaller sites (those capable of delivering less than 200 dwellings).	A comprehensive and robust assessment has been undertaken of all sites. Appendix A provides detail on when and why all sites were discounted. This demonstrates a consistent and thorough assessment of sites under 200 dwellings as well as over 200 dwellings.

- 5.4 The Consultation Statement sets out in further detail the responses received regarding the preferred sites. The Council received support from promoters of the sites proposed for allocation in LPP2. In relation to alternative sites, the Council received 65 alternative sites through the preferred options consultation, which included several sites which have already been tested in detail. Over half of these sites were in the Abingdon-on-Thames and Oxford Fringe Sub Area, with the remainder split between the South-East Vale Sub Area and the Western Vale Sub Area. The Council has considered all new evidence relating to the alternative sites received and have re-assessed each site in accordance with the methodology set out in this topic paper. The Council's conclusions on these and all other sites are reflected in **Appendix A and B** of this topic paper.

6.0 CONCLUSION

- 6.1 This paper summarises the site selection process the Council has undertaken to identify additional development sites for allocation in the Part 2 plan.
- 6.2 A comprehensive and robust site selection process has been undertaken in accordance with national policy and guidance. A number of stages have been undertaken to ensure sites were fully assessed in terms of their sustainability. All potential sites were identified from a range of sources and were assessed in the HELAA to determine whether the sites were suitable for further consideration. These sites were then subject to site filters, detailed desktop assessment and then detailed evidence testing, informal consultation with key stakeholders and formal public consultation. A summary of the site assessment is provided at **Appendices A and B**.
- 6.3 The Preferred Options version of the Part 2 plan included the nine sites that were assessed as the most sustainable. Following consultation and further assessment of the new and revised sites and considering consultation responses, it is concluded there are seven preferred site options that are considered the most sustainable. These are shown in Figure 6.1.

Figure 6.1: Map of Site Options



- 6.4 The seven preferred sites are Dalton Barracks, East of Kingston Bagpuize with Southmoor, South East of Marcham, North of East Hanney, and North

East of East Hanney in the Abingdon-on-Thames and Oxford Fringe Sub Area and Harwell Campus and North West of Grove in the South East Vale Sub Area.

- 6.5 The Council are ensuring its proportion of Oxford's unmet need is met by demonstrating that at least 2,200 dwellings are close to and well related to Oxford through a combination of Part 1 strategic site allocations and Part 2 additional allocations all within the Abingdon-on-Thames and Oxford Fringe Sub Area. This Sub Area is closest to and has frequent and reliable public transport linkages to Oxford.
- 6.6 The Council are also supporting a key strand of its Spatial Strategy in identifying preferred additional site allocations in the South East Vale Sub Area. This Sub Area included the Science Vale where significant economic growth is planned. Additional site allocations will support the accelerated delivery of housing and the delivery of strategic infrastructure which will help unlock the areas potential for economic growth.

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**Vale
of White Horse**
District Council

**Submission Version
February 2018**



Local Plan 2031

Part 2

Detailed Policies and Additional Sites

TOPIC PAPER 2

Site Selection
Addendum

Contents

1.0	INTRODUCTION	2
2.0	SPATIAL REQUIREMENTS FOR LOCAL PLAN 2031 PART 2	3
3.0	SUMMARY OF PUBLICATION CONSULTATION	9

1.0 INTRODUCTION

- 1.1 This paper is an addendum to the Site Selection Topic Paper published alongside the Publication Version of the Local Plan 2031 Part 2: Detailed Policies and Additional Sites (referred to as the Part 2 plan). It provides an update to the topic paper to reflect those responses received to the Publication Stage (Regulation 19) of the Local Plan, in particular:
- It provides clarification on the spatial requirements for the Part 2 plan and the Council's approach to meeting its own housing need and its apportionment of Oxford's unmet need, and
 - It sets out a summary of the responses received from publicity period on the Publication Version of the Local Plan 2031 Part 2 and outlines proposed additional modifications responding to the responses received.
- 1.2 This Addendum should be read alongside the Site Selection Topic Paper published in October 2017.

2.0 SPATIAL REQUIREMENTS FOR LOCAL PLAN 2031 PART 2

- 2.1 A number of responses were received to the Publication (Regulation 19) stage, either raising concerns, or querying the approach taken. This section provides further clarity on the Council's approach to meeting the Vale's own housing needs and Vale's apportionment of Oxford's unmet need.

Meeting Oxford City's Unmet Housing Needs and Vale's Housing Needs

- 2.2 A number of representations recommended that greater clarity is needed to explain more clearly how the housing sites proposed within the Part 2 plan contribute towards Oxford's needs and why it appears the Council is planning to deliver a number of homes that exceeds the identified housing requirement for the district.
- 2.3 Core Policy 4a sets out the Vale's apportionment of Oxford's unmet need, of 2,200 dwellings, is added to the Vale's own housing need of 20,560 dwellings. This equates to a housing requirement of 22,760 dwellings to be delivered in the district up to 2031. The Council's approach to delivering its apportionment of Oxford's unmet need achieves a balance of ensuring dwellings are delivered close to and accessible to Oxford, and reflecting the reality that people have a choice in where they live and thus it is impossible to identify specific sites that will meet just a Vale or Oxford need, as highlighted by the Part 1 Inspector.
- 2.4 The Council's approach is therefore to add the Vale's apportionment of Oxford's unmet need to the Abingdon-on-Thames and Oxford Fringe Sub-Area housing requirement, but also demonstrate that there are sufficient sites located in this Sub-Area that are demonstrably close to and accessible to Oxford. This approach does not identify, or ringfence, specific sites, reflecting the reality that people have a choice in where they live. To ensure there is sufficient housing supply to meet the Vale's apportionment, the Council has proposed that allocations in the Part 1 and Part 2 plans meet the Vale's apportionment of Oxford's unmet need. This approach ensures both the district wide and the Abingdon-on-Thames Sub-Area housing requirements are met for Vale, whilst also meeting the Oxford need on sites close to and accessible to Oxford. Table 1 shows the housing requirements and supply for the district and for the Abingdon-on-Thames and Oxford Fringe Sub-Area.

Table 1: District wide and Abingdon-on-Thames and Oxford Fringe Sub-Area

Category	Number of Dwellings District Wide	Number of Dwellings in Sub-Area
Housing requirement for the full plan period (Apr 2011 to Mar 2031)	22,760	7,512
Housing Completions (Apr 2011 to Mar 2017)	4,680	2,051

Category		Number of Dwellings District Wide	Number of Dwellings in Sub-Area
Housing Supply (Apr 2017 to Mar 2031)	Known Commitments	3,061	1,401
	Local Plan 2031 Part 1 allocations	12,495	1,790
	Local Plan 2031 Part 2 allocations	3,450	2,020
	Windfalls	1,100	308
Total Supply		24,786	7,570
Over/under Supply		+2,026	+58

- 2.5 The approach ensures there is at least 2,200 dwellings allocated on sites that are close and accessible to Oxford to meet Vale's apportionment of Oxford's unmet need. In the Abingdon-on-Thames and Oxford Fringe Sub-Area, Part 1 and Part 2 allocations total 3,810 dwellings with a total of 2,860 dwellings located on sites (North of Abingdon-on-Thames, North West of Abingdon-on-Thames, North West of Radley, South of Kennington and Dalton Barracks) that are demonstrably close to and accessible to Oxford. In total this is 680 dwellings above the 2,200 requirement.
- 2.6 This clearly demonstrates that, whilst there is an oversupply of around 2,000 dwellings in the plan across the district, the margin within the Abingdon-on-Thames and Oxford Fringe Sub-Area is only 58 dwellings. This demonstrates the 2,020 dwellings proposed to be allocated in the Abingdon-on-Thames and Oxford Fringe Sub-Area in the Part 2 plan are required to meet the Sub-Area requirement and Vale's apportionment of Oxford's unmet need within this Sub-Area.
- 2.7 Representations also raised concerns regarding the approach, highlighting the original purpose of the Part 1 plan was to meet Vale's own housing need. Whilst the Council agrees that the primary intention of the Part 1 sites was to meet Vale's own need, some of those sites are well related to Oxford City and, as highlighted above, in reality, would be available to meet the needs of Oxford City. The Part 1 Inspector stated in his Final Report that:

'Notwithstanding the primary purpose of their allocation, housing on these sites would be available just as much to people falling with the category of Oxford's need as to those of the Vale. And in reality it would be all but impossible to determine if a potential occupier of this housing represents a Vale or Oxford 'housing need''¹.

and

'The two year deadline is appropriate having regard to both the time it is likely to take to identify and fully assess the allocations necessary to meet Oxford's housing needs and the fact that, in the meantime, the housing sites at

¹ Inspector's Report paragraph 25

*Abingdon-on-Thames, Kennington and Radley would be available for development and suitable to meet some of the city's unmet needs.'*²

- 2.8 The Council consider it is therefore entirely appropriate to consider the sites allocated in Part 1 will contribute to meeting a combination of both Vale need and the Vale's apportionment of Oxford's unmet need.

Housing Supply

- 2.9 The Adopted Local Plan 2031 Part 1 identifies sufficient supply to meet the Vale's own housing need of 20,560 dwellings. It identifies a total supply of 21,868 dwellings which comprises completions, commitments, Part 1 allocations, 1,000 dwellings coming forward through Part 2 and windfalls. A number of representations raised concerns about the original purpose of the 1,000 dwellings to be allocated in the Part 2 plan and whether the allocations in the Part 2 plan meet this purpose. Previous drafts of the Part 1 plan identified 1,000 dwellings to be allocated in the Part 2 plan on small scale (non-strategic) sites.
- 2.10 Although the draft Part 1 plan identified up to 1,000 dwellings to be allocated on smaller sites, it was amended by the Inspector before the Plan was adopted providing flexibility in meeting housing needs (Council's emphasis):

*'The two year deadline is appropriate having regard to both the time it is likely to take to identify and fully assess the allocations necessary to meet Oxford's housing needs and the fact that, in the meantime, the housing sites at Abingdon-on-Thames, Kennington and Radley would be available for development and suitable to meet some of the city's unmet needs. This implies adoption of a plan providing for Oxford's unmet housing needs some time in advance of the assumed 2021 "start date" for this provision. However, the Council has not, in the light of the Memorandum of Co-operation, indicated that it would wish for the two year deadline to be altered and the memorandum is clear that delivery of housing to meet these needs in advance of 2021 is not precluded. In the light of consultation responses, and so as not to inappropriately constrain future decisions on further allocations to meet outstanding housing needs, I have slightly amended MM1 to refer to the potential for the 'Part 2' plan to include **"additional" (instead of "smaller/local") development sites**. However, in advance of thorough assessment of all the potential sites to cater for this need, and bearing in mind the Memorandum of Cooperation's statement that the allocation of sites to meet Oxford's needs remains the responsibility of the "receiving" district, it would not be appropriate for the Part 1 plan to identify a preference for any particular areas or sites'*³

- 2.11 Reflecting the Inspector's Report, the Part 1 plan was amended and stated the purpose of Part 2 was to allocate 'additional' rather than smaller sites. The approach the Council has taken in the Part 2 plan is consistent with this and the

² Inspector's Report paragraph 30

³ Inspector's Report paragraph 30

Council has robustly assessed sites to ensure an appropriate strategy has been identified to meet the Vale's own housing needs and its apportionment of Oxford's unmet need. Nevertheless, the Council do recognise the importance of allocating a mixture of sites, including of different size, type and location, to help improve delivery, as evidenced in the 'Objectively Assessed Housing Needs'⁴ document. This is demonstrated in the total of non-strategic sites allocated; the Council is allocating 25 sites with 9 of these sites being non-strategic (200 dwellings or less) which equates to 36% of the sites allocated.

- 2.12 The Part 1 plan demonstrates there is sufficient supply to meet the Vale's own housing needs without any sites being allocated in the Part 2 plan. The total supply set out in Core Policy 4a and as highlighted above, is 21,868 dwellings. If the 1,000 dwellings, originally proposed for Part 2 is removed, there is still a supply of 20,868, i.e. a surplus of 308 dwellings.
- 2.13 Representations have raised queries regarding the proposed change to the windfall allowance and questioned the reliance on neighbourhood plans to bring forward housing. The Site Selection Topic Paper sets out the historic delivery rate the updated windfall allowance is based on, in accordance with National Policy and Guidance, thus providing compelling evidence (Table 2). In total, the windfall allowance equates to 1,100 dwelling over the remaining plan period which is approximately 4% of the total housing supply that the Council consider is modest.

Table 2: Completions on small housing sites

2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Total
104	88	99	90	186	448	1015

- 2.14 To clarify, the updated windfall allowance is based on the historic delivery of smaller sites over the past 6 years. In addition to these smaller sites, several larger sites have also come forward as windfalls. If the historic delivery rate of these larger sites was included, the Council could consider demonstrating evidence for a significantly higher windfall allowance.
- 2.15 As demonstrated in the Site Selection Topic Paper, the past historic delivery rate is sufficient to justify the windfall allowance without any sites coming forward through neighbourhood plans. It is a matter for the bodies preparing neighbourhood plans to consider whether they allocate sites. The Part 2 plan simply recognises that sites may come forward through neighbourhood plans. It is however quite clear that the plan does not rely on these sites coming forward, especially as the total supply for the district exceeds the requirement by nearly an excess of 2,000 dwellings, as shown in Table 1 above.

Sub Area Requirements and Supply

- 2.16 Table 3 provides the housing requirements and supply for each of the Sub-Areas. The housing requirements for the Sub-Areas have been adjusted so the residual equates to the overall district housing requirement including Vale's apportionment of Oxford's unmet needs (i.e. 22,760 dwellings). Within the Part 1 plan, the total of the housing requirements for the Sub Areas was in excess of the district's overall housing requirement.

Table 3: Sub Area Requirements and Supply

Category		Abingdon-on-Thames and Oxford Fringe Sub-Area	South East Vale Sub-Area	Western Vale Sub-Area	District Wide Total
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		7,512	12,150	3,098	22,760
Housing Completions (Apr 2011 to Mar 2017)		2,051	1,536	1,085	4,672
Housing Supply (Apr 2017 to Mar 2031)	Known Commitments	1,401	887	773	3,061
	Local Plan 2031 Part 1 allocations	1,790	9,055	1,650	12,495
	Local Plan 2031 Part 2 allocations	2,020	1,400	0	3,420
	Windfalls	308	484	308	1,100
Total Supply		7,570	13,362	3,816	24,748
Over Supply		+58	+2,121	+718	+1,988

- 2.17 As detailed above, in the Abingdon-on-Thames and Oxford Fringe Sub-Area, there is sufficient housing supply to deliver the Council's own need and the Vale's proportion of Oxford's unmet need with both housing allocations in Part 1 and Part 2 required to ensure this can be achieved.
- 2.18 In the South-East Vale Sub-Area, the supply of housing exceeds the housing requirement by over 1,000 dwellings. As detailed in the Sites Selection Topic Paper, the allocation of additional sites in Part 2 will further support the economic growth and acceleration of housing in the Science Vale area. The additional supply will assist the Council in maintaining a housing supply in the shorter term in the Science Vale area.
- 2.19 In the Western Vale Sub-Area, the Part 1 plan identified a need for the Part 2 plan to allocate 222 dwellings, however the Part 2 plan does not propose any additional allocations in this Sub-Area. As demonstrated in Table 2, the housing requirement for this Sub-Area has been met with an excess of supply

of 718 dwellings. There is sufficient housing supply to deliver the Council's housing requirement in the Western Vale and thus no need to allocate any further sites in the Part 2 plan.

3.0 SUMMARY OF PUBLICATION CONSULTATION

3.1 There has been two formal stages of consultation that have informed preparation of the Part 2 plan. These are:

- Preferred Options (Regulation 18) (March – May 2017)
- Publication Version (Regulation 19) (October – November 2017)

3.2 This paper provides a summary of the Publication Version stage of the process, as set out in Appendix A. A full summary of responses received can be found within Appendix 3 of the Regulation 22 Consultation Statement⁵, including responses relating to the Sustainability Appraisal.

Proposed Modifications

3.3 Responses received through the Publication Version stage has led to the identification of Proposed Additional Modifications to the plan, which are set out within the Schedule of Proposed Additional Modifications⁶. There are five proposed modifications relating to the Site Development Templates and the site requirements, these are AM21 to AM26.

⁵ Regulation 22 Statement, available to view and access at <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-plan-2031-part-2>

⁶ Schedule of Proposed Additional Modifications, available to view and access at: <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-plan-2031-part-2>

Appendix A: Summary of consultation responses related to the site selection process

Category	Summary	Council Response
Assessing Sites	A number of comments raising concern over the discounting of sites. This included questioning whether evidence submitted through the Preferred Options consultation had not been considered appropriately.	As detailed in the Site Selection Topic Paper, the Council follow a robust site selection process informed by several evidence base studies in accordance with national policy and guidance.
Evidence	A number of comments raising concern over the reliability and consistency of evidence including suggesting sites have not been tested consistently including adequate provision of infrastructure	As detailed in the Site Selection Topic Paper, the Council follow a robust site selection process informed by several evidence base studies in accordance with national policy and guidance.
HELAA	A number of comments relating to the HELAA report and associated appendices highlighting minor errors.	The Council acknowledge there are minor errors within the HELAA and welcome comments in highlighting these. The Council has submitted an Errata to the HELAA correcting these errors.
Removal of North East of Marcham Site	A number of comments welcome the removal of the North East of Marcham site however the site promoters suggest there is no justification for its removal.	The North East of Marcham site was removed from the Plan as, at present, the Council does not have sufficient evidence to demonstrate that development would not have an adverse impact on the AQMA.

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**Vale
of White Horse**

District Council

Publication Version
October 2017



Local Plan 2031

Part 2

Detailed Policies and
Additional Sites

TOPIC PAPER 2

Site Selection
Appendix A

PREAMBLE

Appendix A provides a high-level summary of the site selection process. It is categorised by settlement and present the key conclusions for why sites were discounted from the process, and at what stage. It also identifies which sites were carried forward for detailed testing at Stage 4, the outcomes of which are presented in **Appendix B** of this topic paper.

Detail of the methodology underpinning the selection process (Stages 1-4) is set out in **Chapter 3** of the Topic Paper.

LIST OF SETTLEMENTS

- | | |
|-----------------------|--------------------------------------|
| 1. Abingdon-on-Thames | 30. Kennington |
| 2. Appleford | 31. Kingston Bagpuize with Southmoor |
| 3. Appleton | 32. Kingston Lisle |
| 4. Ardington | 33. Little Coxwell |
| 5. Ashbury | 34. Longcot |
| 6. Baulking | 35. Longworth |
| 7. Blewbury | 36. Lyford |
| 8. Boar's Hill | 37. Marcham |
| 9. Botley | 38. Milton |
| 10. Bourton | 39. Milton Heights |
| 11. Charney Bassett | 40. North Hinksey |
| 12. Childrey | 41. Radley |
| 13. Chilton | 42. Rowstock |
| 14. Cothill | 43. Shellingford |
| 15. Cumnor | 44. Shippon |
| 16. Denchworth | 45. Shrivenham |
| 17. Didcot | 46. Sparsholt |
| 18. Drayton | 47. Stanford in the Vale |
| 19. East Challow | 48. Steventon |
| 20. East Hanney | 49. Sutton Courtenay |
| 21. East Hendred | 50. Tubney |
| 22. Faringdon | 51. Uffington |
| 23. Farmoor | 52. Upton |
| 24. Frilford | 53. Wantage |
| 25. Garford | 54. West Challow |
| 26. Great Coxwell | 55. West Hanney |
| 27. Grove | 56. West Hendred |
| 28. Harwell | 57. Woolstone |
| 29. Harwell Campus | 58. Wootton |

Settlement: Abingdon-on-Thames

Settlement Hierarchy: Market Town

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Market town is heavily constrained by Oxford Green Belt to the north, and the River Thames flood plain to the south. The A34 acts as a physical barrier to the west of the town. There is an important open gap separating the town with Radley (a larger village) to the east. An Air Quality Management Area exists in the town centre, as a result of current traffic issues.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
ABIG09 – Land south of Abingdon, west of Drayton Road	Majority of site consists of a Scheduled Monument.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

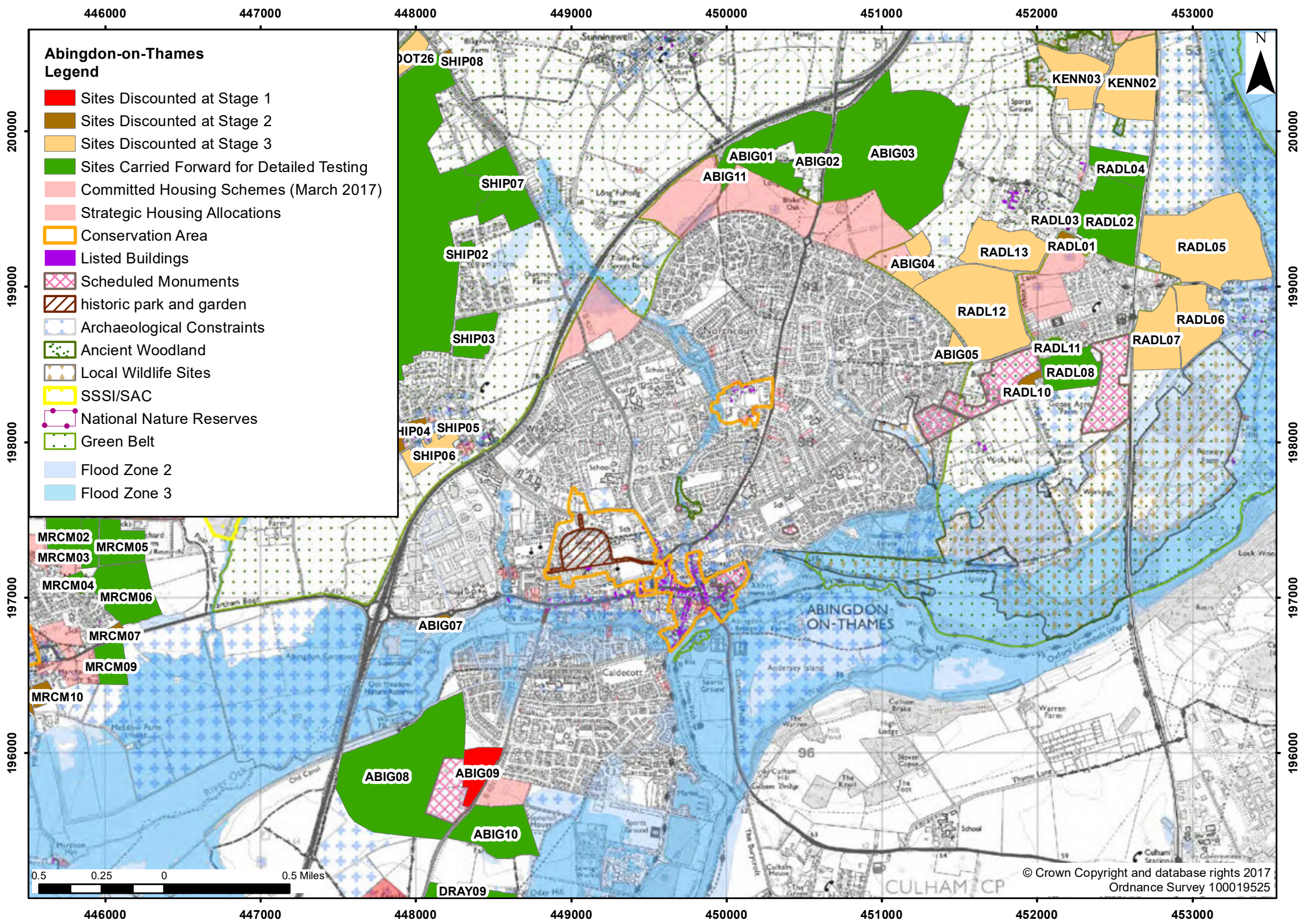
Site	Comment
ABIG07 – Land at Oxford Abingdon Hotel, Marcham Road	Site is unable to deliver at least 50 dwellings.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
ABIG04 – Land west of Peachcroft Farm	Sensitive Landscape – Evidenced by landscape work informing the North of Abingdon-on-Thames allocation in Local Plan 2031 Part 1.
ABIG05 – Land at junction of Twelve Acre Drive with Radley Road	The site could conceivably deliver fifty dwellings, however there are a number of constraints which impact the development potential of the site. It would be difficult to integrate the site into adjacent developments in Abingdon-on-Thames. Development of this site would erode the important gap between Abingdon-on-Thames and Radley and potentially impact upon the setting of Radley College and Park.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
ABIG01 – Land at Lodge Hill	Sites have been merged and carried forward for detailed testing (New Site Ref: HELAA_A)
ABIG02 – Land at Lodge Hill Garage	
ABIG03 – Land east of Oxford Road, west of Radley College	
ABIG11 – Land to the south-west of Lodge Hill, north of LPP1 allocation	
ABIG08 – Land west of Drayton Road	Sites have been merged and carried forward for detailed testing (New Site Ref: HELAA_B)
ABIG10 – Land at Stonehill Farm	



Settlement: Appleford

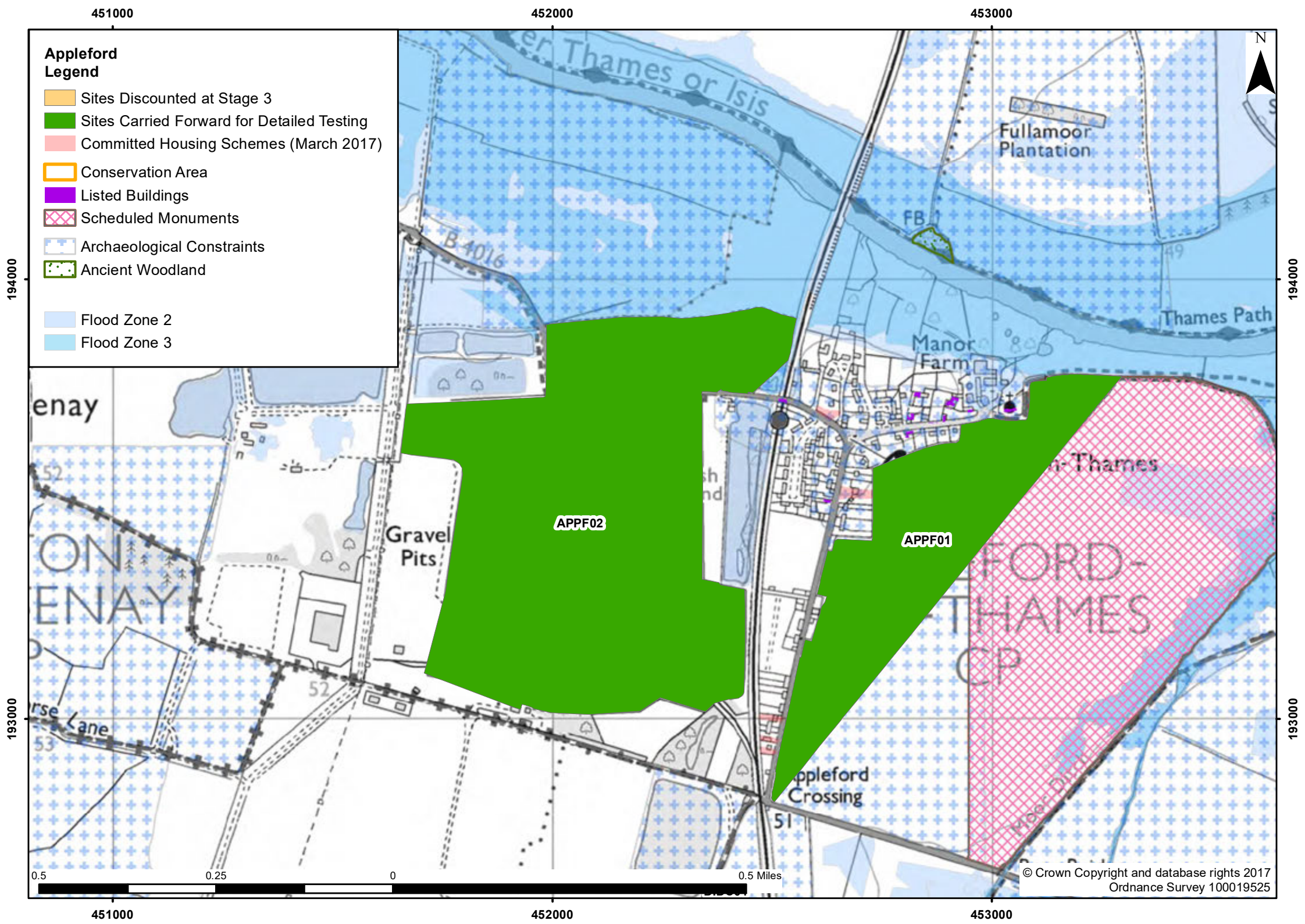
Settlement Hierarchy: Smaller Village

Sub-Area: South-East Vale

Key Constraints: Smaller village is constrained by the Thames River Flood plain to the north. A scheduled monument lies to the east and south-east of the settlement. The village lies predominantly to the east of the railway line, which is due to be upgraded in line with the electrification works. The bridge (a listed structure) over the railway line is not adequate to accommodate significant growth in the village. Significant areas of land to the west of the village are being used for active mineral workings and landfill.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
APPF01 – Land east of Appleford	Sites have been merged and carried forward for detailed testing (New Site Ref: APPF_A)
APPF02 – Land south of the B4106 and east of Appleford	



Settlement: Appleton

Settlement Hierarchy: Smaller Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

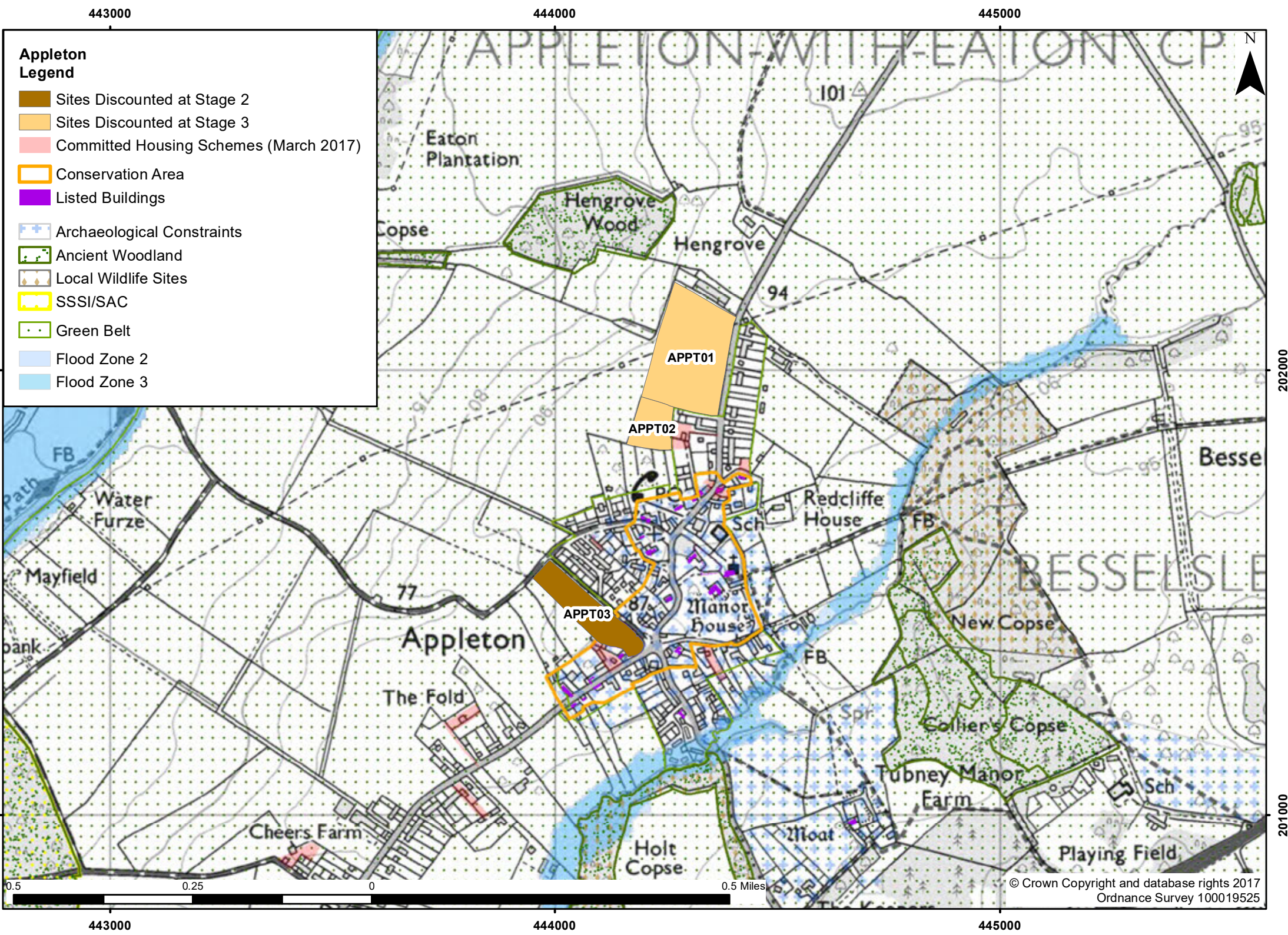
Key Constraints: Smaller village is inset to the Oxford Green Belt. A stream passes along the southern edge of the village (Flood Zones 2 and 3). There is a conservation area present which comprises of a large proportion of listed buildings.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
APPT03 – Land at Appleton House	Site is unable to deliver at least 50 dwellings.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
APPT01 – Land west of Eaton Road	These sites could be developed either alone or in combination with adjacent sites to deliver more than 50 dwellings. However, the scale of development would not be sufficient to enhance the settlement's limited range of services and facilities (Appleton is classified as a Smaller Village).
APPT02 – Land west of Eaton Road	



Settlement: Ardington

Settlement Hierarchy: Smaller Village

Sub-Area: South-East Vale

Key Constraints: Smaller village is located within the North Wessex Downs Area of Outstanding Natural Beauty. The Ardington Brook passes along the south of the village (Flood Zones 2 and 3). The terrain rises further south of this where it peaks at Flagstaff Hill and Roundabout Hill. There is a substantial area of planted woodland to the north-west of the village. Immediately north of this lies the A417. The majority of the current settlement is covered by a conservation area which extends to East Lockinge. There is a scattering of listed buildings throughout.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
ARDT01 – Land at The Old Works Yard	Site is unable to deliver at least 50 dwellings.

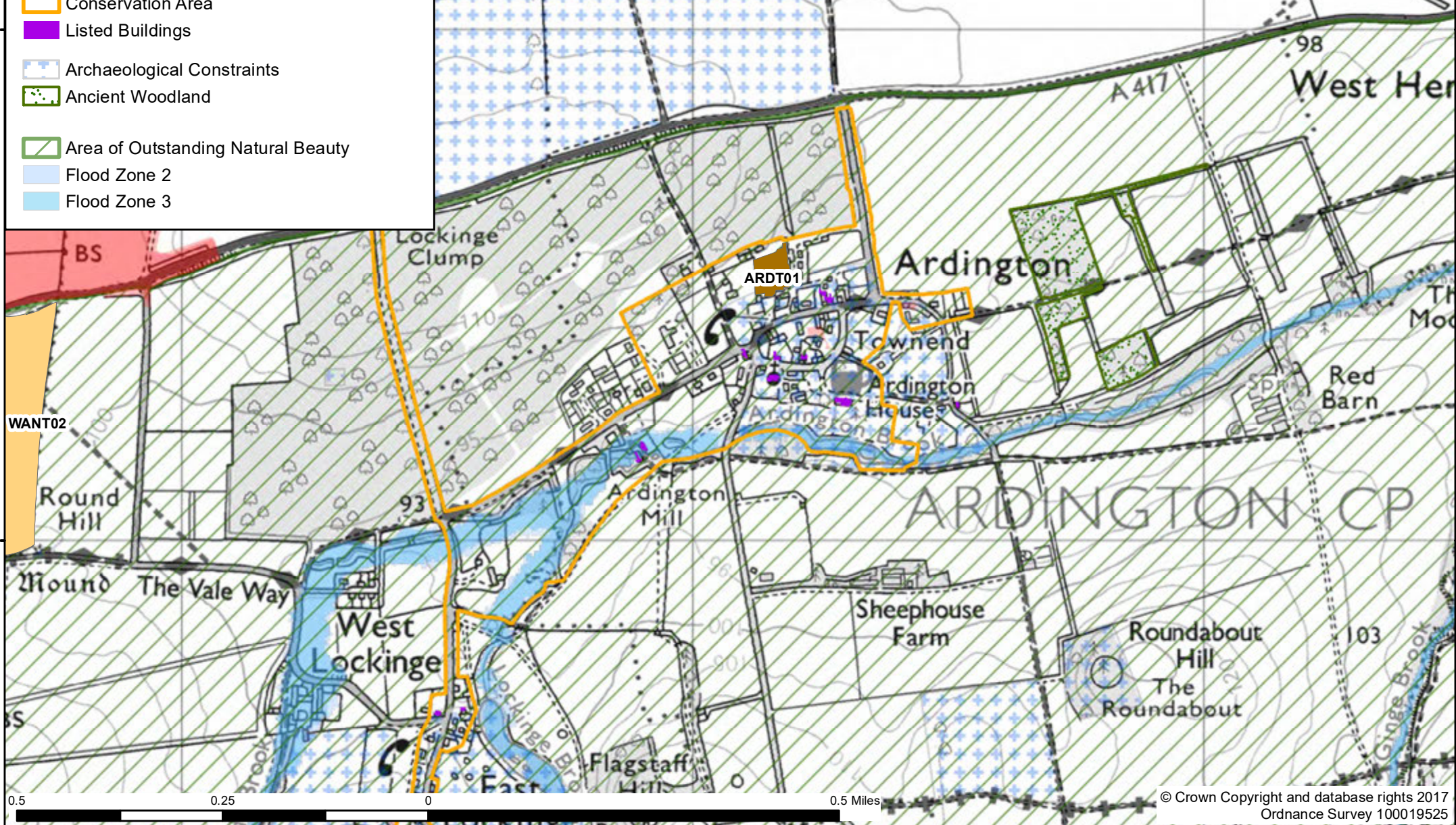
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Ardington Legend

- Sites Discounted at Stage 2
- Sites Discounted at Stage 3
- Committed Housing Schemes (March 2017)
- Strategic Housing Allocations
- Conservation Area
- Listed Buildings
- Archaeological Constraints
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Flood Zone 2
- Flood Zone 3



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Settlement: Ashbury

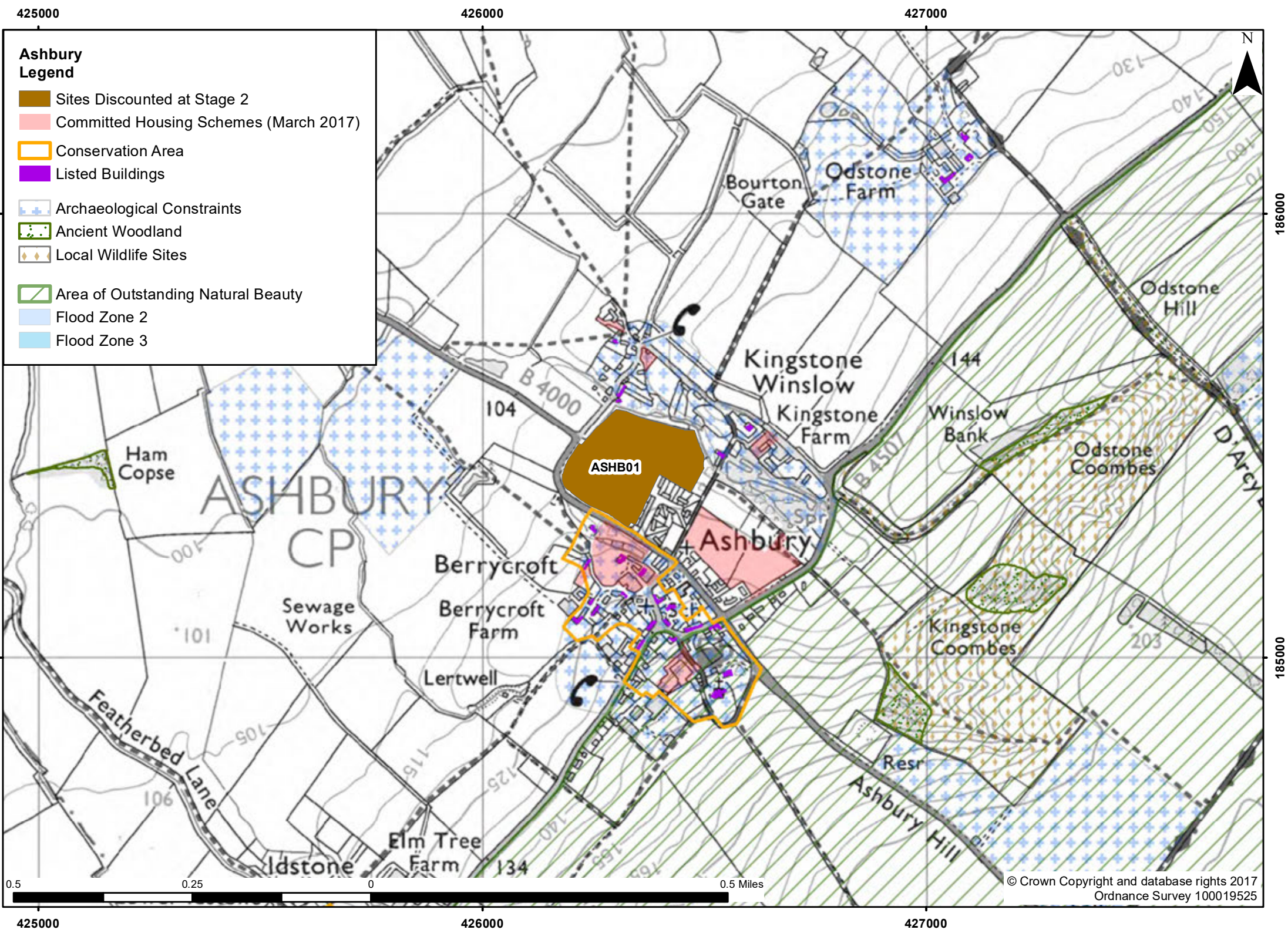
Settlement Hierarchy: Smaller Village

Sub-Area: Western Vale

Key Constraints: Smaller village which borders the North Wessex Downs Area of Outstanding Natural Beauty, with the terrain rising steeply to the east and south of the settlement. A conservation area exists with a high concentration of listed buildings. Roads are very narrow through the historic core of the settlement, but open out on the B4000 and B4507.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
ASHB01 – Land off Station Road	Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.



Settlement: Baulking

Settlement Hierarchy: Open Countryside

Sub-Area: Western Vale

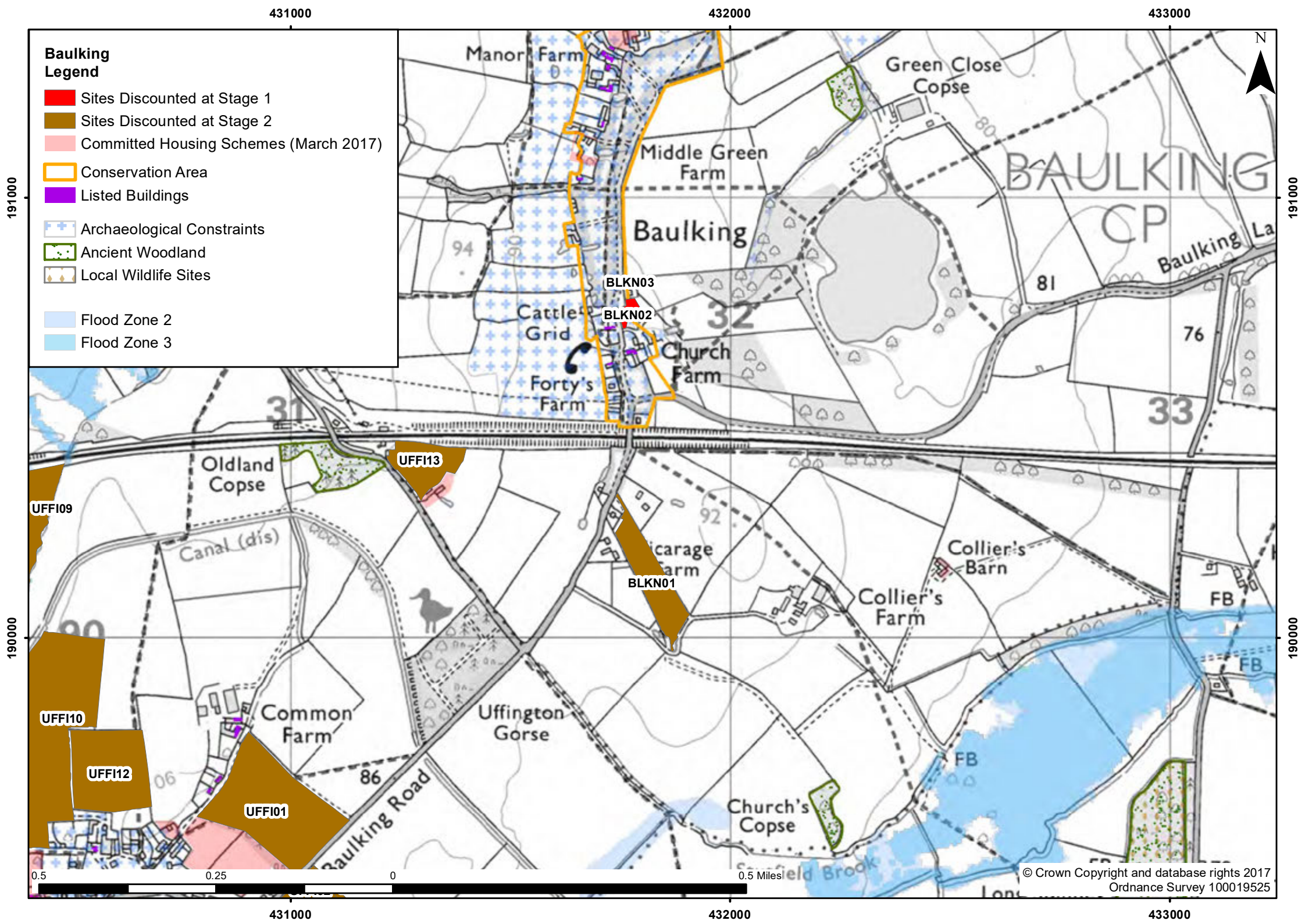
Key Constraints: The small linear hamlet comprises of a very low density scattering of housing within a conservation area, stretching from Hyde Farm and Manor Farm in the north to Church Farm and Forty's Farm to the south, adjacent to the railway line. Small clusters of listed buildings can be found at both ends of the settlement. The settlement is accessed from the south by a narrow single-lane bridge over the railway line.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
BKLN02 – Land north of The Granery	Sites are unable to deliver 5 or more dwellings and have not been assessed further in line with National Guidance.
BLKN03 – Barn north of Glentorre	

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
BLKN01 – Land at back drive, Colliers Farm	<p>Site is unable to deliver at least 50 dwellings.</p> <p>Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.</p>



Settlement: Blewbury

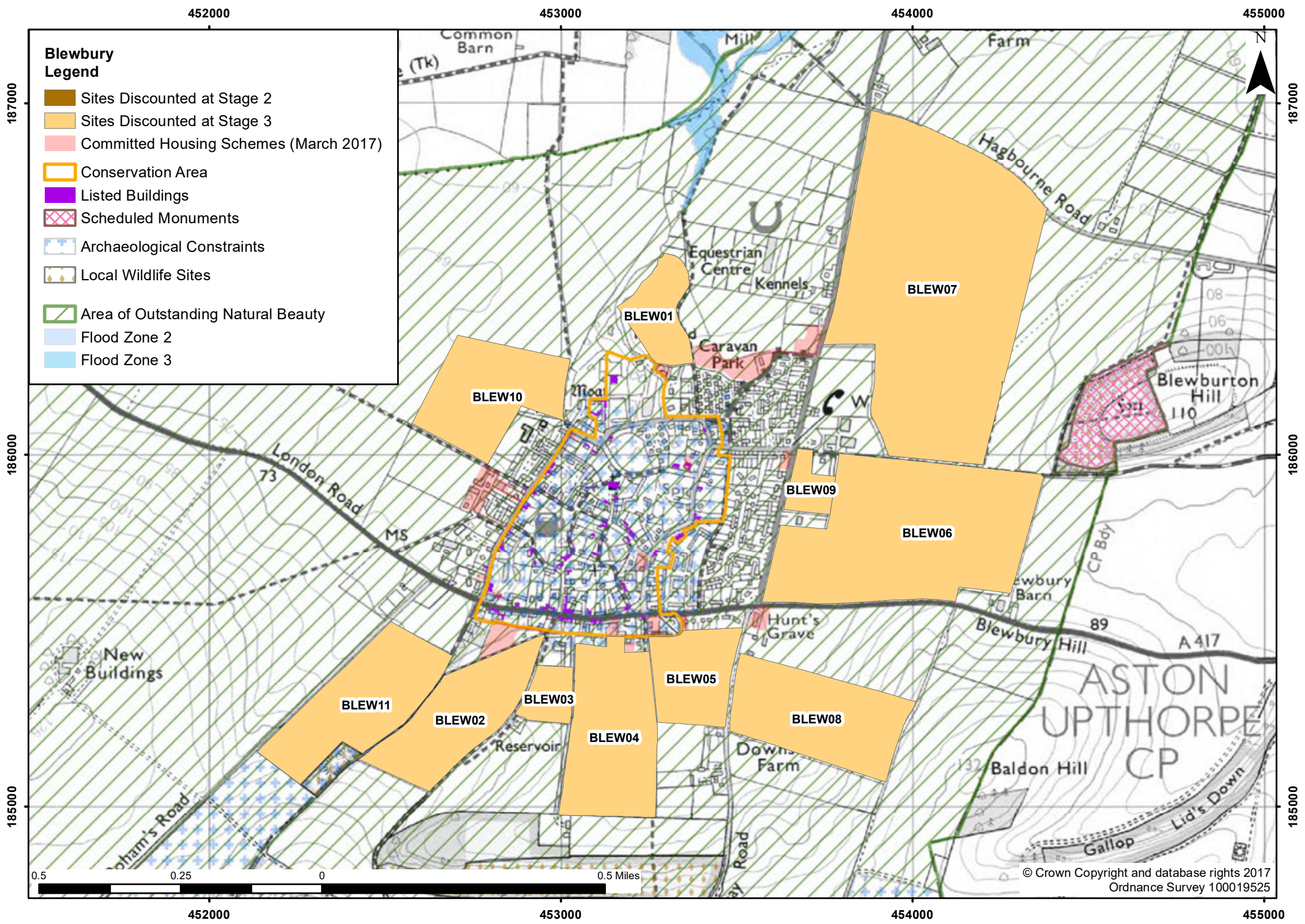
Settlement Hierarchy: Larger Village

Sub-Area: South-East Vale

Key Constraints: Larger village is located within the North Wessex Downs Area of Outstanding Natural Beauty. A conservation area exists which includes a large number of listed buildings throughout. The A417 passes through the southern extent of the village. The terrain rises to the south of the settlement. Blewbury has an adopted neighbourhood plan which contains a number of planning policies for determining planning applications.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
BLEW01 – Land at Pennie Land Stud	These sites comprise of greenfield land and are located outside of the built-up area of the settlement. Development of these sites are likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty.
BLEW02 – Land adjacent to Palmers	
BLEW03 – Land south of Palmers Stables	
BLEW04 – Land south of Upperton	
BLEW05 – Land west of Woodway Road	
BLEW06 – Land north of London Road	
BLEW07 – Land north of Winterbrook Farm	
BLEW08 – Land south of Huntsgrave Driving Range	
BLEW09 – Land at Ashdown House	
BLEW10 – Land around Blewbury School	
BLEW11 – Land adjacent to recreation ground	



Settlement: Boars Hill

Settlement Hierarchy: Open Countryside

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: The small hamlet is washed over by the Oxford Green Belt. Development is dispersed amongst the elevated terrain. In many places, there are views to nearby settlements. There are a few listed buildings in the vicinity, along with a number of areas of ancient woodland. The road network through this area is frequently narrow with limited opportunities for improvement.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
BHIL02 – Land adjoining Half Acre	Site is unable to deliver 5 or more dwellings and has not been assessed further in line with National Guidance.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
BHIL01 – Land at West Gardens	This site could deliver more than 50 dwellings. However, the scale of development would not be sufficient to enhance the area's limited range of services and facilities (Boars Hill is classified as Open Countryside).

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**Boars Hill
Legend**

- Sites Discounted at Stage 1
- Sites Discounted at Stage 2
- Sites Discounted at Stage 3
- Sites Carried Forward for Detailed Testing
- Committed Housing Schemes (March 2017)
- Listed Buildings
- Archaeological Constraints
- Ancient Woodland
- Local Wildlife Sites
- Green Belt

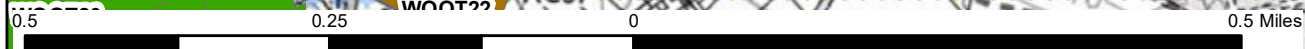
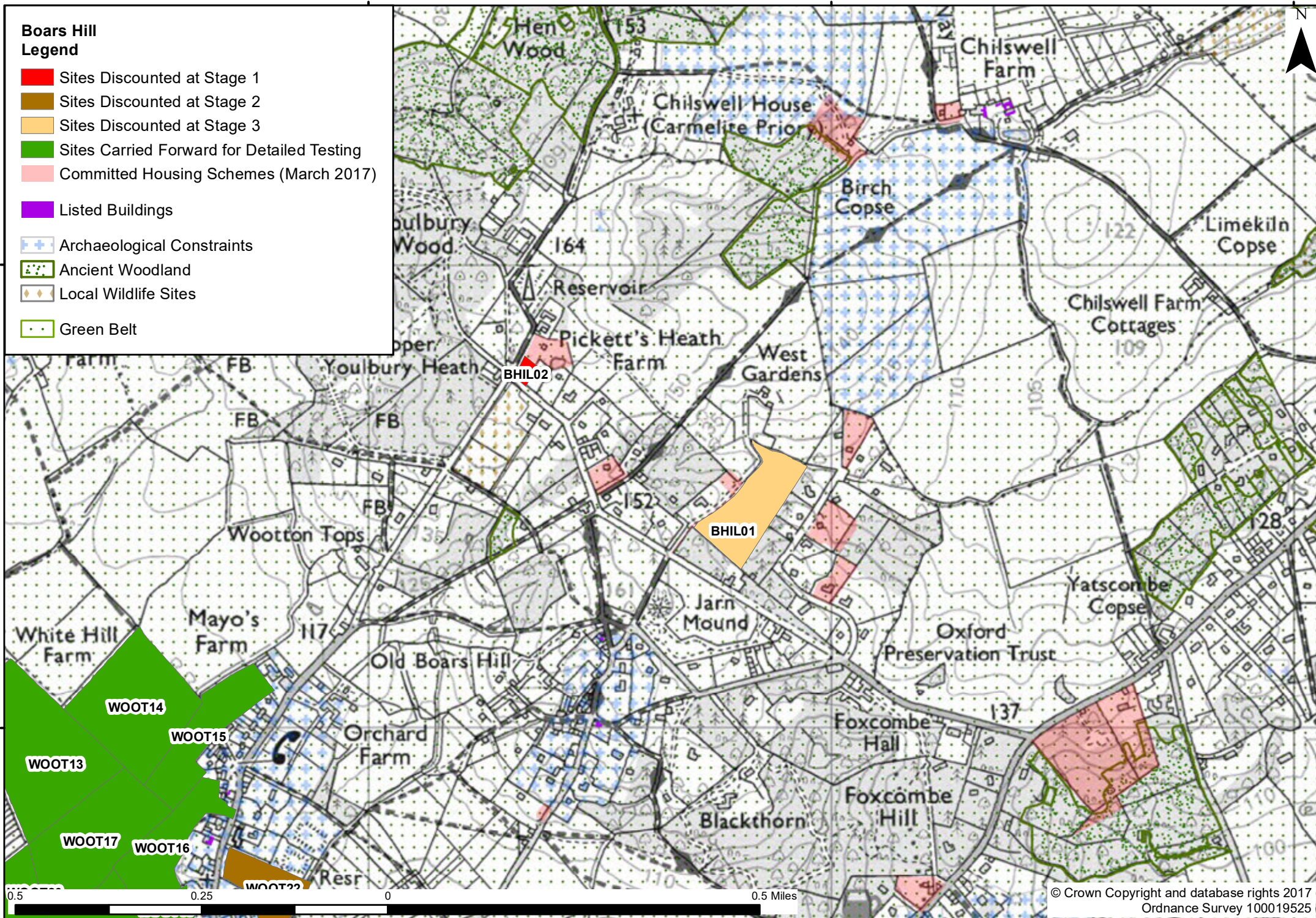


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Settlement: Botley

Settlement Hierarchy: Local Service Centre

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: The local service centre is bounded by the Oxford Green Belt to the north, west and south. The River Thames flood plain (Flood Zones 2 and 3) lies to the east. The terrain rises to the south and north of the settlement. While there is no conservation area, there are small clusters of listed buildings to the east in the historic core and to the south-west at Cumnor Hill. A Site of Special Scientific Interest, Hurst Hill, is located adjacent to development to the south-west. The A420 straddles the settlement to the west and north. There is a protected view in the vicinity of Harcourt Hill Campus. Areas of ancient woodland are scattered around the edges of the settlement, particularly to the west, where there is also a local wildlife site. The A34 splits the historic core of the settlement, with older buildings to the east, and the more recent centre to the west.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
BOTL08 – Land at Yarnells Hill, Oxford	Sites are unable to deliver at least 50 dwellings.
BOTL10 – Small parcel of land north-west of Tilbury Lane, south of the A420	

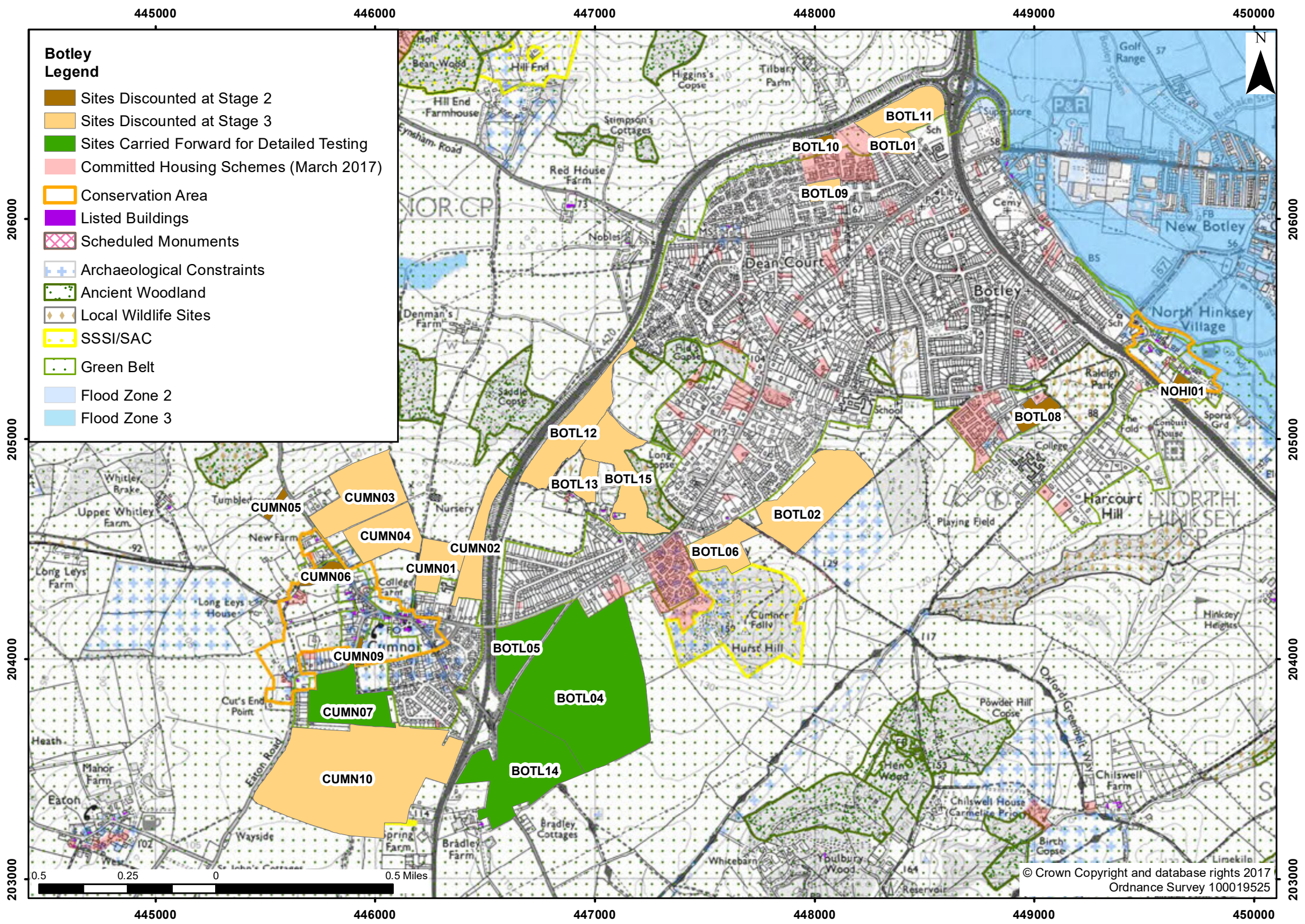
HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
BOTL01 – Land north of Hazel Road	Site is within the built-up area of Botley as defined by the Oxford Green Belt. Development could come forward if it accords with the policies of Local Plan 2031, however there are known access issues with this site due to the constrained nature of adjacent streets.
BOTL02 – Land at Cumnor Hill	Site comprises of most of the northern slope of Cumnor Hill. Development of this site would likely have a significant adverse landscape impact on the surrounding area.
BOTL06 – Land off Hurst Lane	Planning appeal for recreational space with a car park was refused on the majority of this site and the decision was upheld on appeal (Planning Reference P07/V1263). Reasons include the “formalisation of the landscape of the appeal site would completely destroy its rural character”. Development of part or all of this site would result in significantly greater adverse impacts to that which was previously refused.
BOTL09 – Land at allotment site to the west of Tilbury Lane	Site is currently in active use as an allotment. The loss of such open space is not supported in principle by the Council, except where it can be

	demonstrated that the site meets the requirements of Development Policy 33.
BOTL11 – Land south of Botley Interchange, west of roundabout	Site is heavily constrained by large electricity pylons which traverse the majority of this site. Any developable land to the north of this is likely to be required as a buffer for noise and air pollution from the A420 which is adjacent. These constraints significantly limit the developable area of the site.
BOTL12 – Land at Hides Copse Farm, Chawley Lane, Cumnor	These sites, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement, due to the presence of a Local Wildlife Site to the south east.
BOTL13 – Land at Hides Copse Farm, Chawley Lane, Cumnor	
BOTL15 – Land north of Brick Kiln Farm	A large portion of this site is a designated Local Wildlife Site. The remaining land, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
BOTL04 – Land east of the A420, west of Hurst Hill	Sites have been merged and carried forward for detailed testing (New Site Ref: BOTL_A)
BOTL05 – Parcel of land south of Oxford Road, east of the A420	
BOTL14 – Land east of the A420, split by the B4017	



Settlement: Bourton

Settlement Hierarchy: Open Countryside

Sub-Area: Western Vale

Key Constraints: The small hamlet lies at the western-most limits of the district, to the south-west of Shrivenham. A large area of flood zone two lies to the west of the settlement. A conservation area exists which encompasses the majority of the built-up area and there are a small number of listed buildings present. The railway line lies immediately north of the settlement, and runs east to west. A narrow bridge over the railway connects the site with the A420 to the north. The recently renovated railway bridge on the B4000 provides an alternative route to Shrivenham.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)










Site	Comment
BRTN01 – Land at Old Manor Farnhouse	<p>Site is unable to deliver at least 50 dwellings.</p> <p>Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.</p>

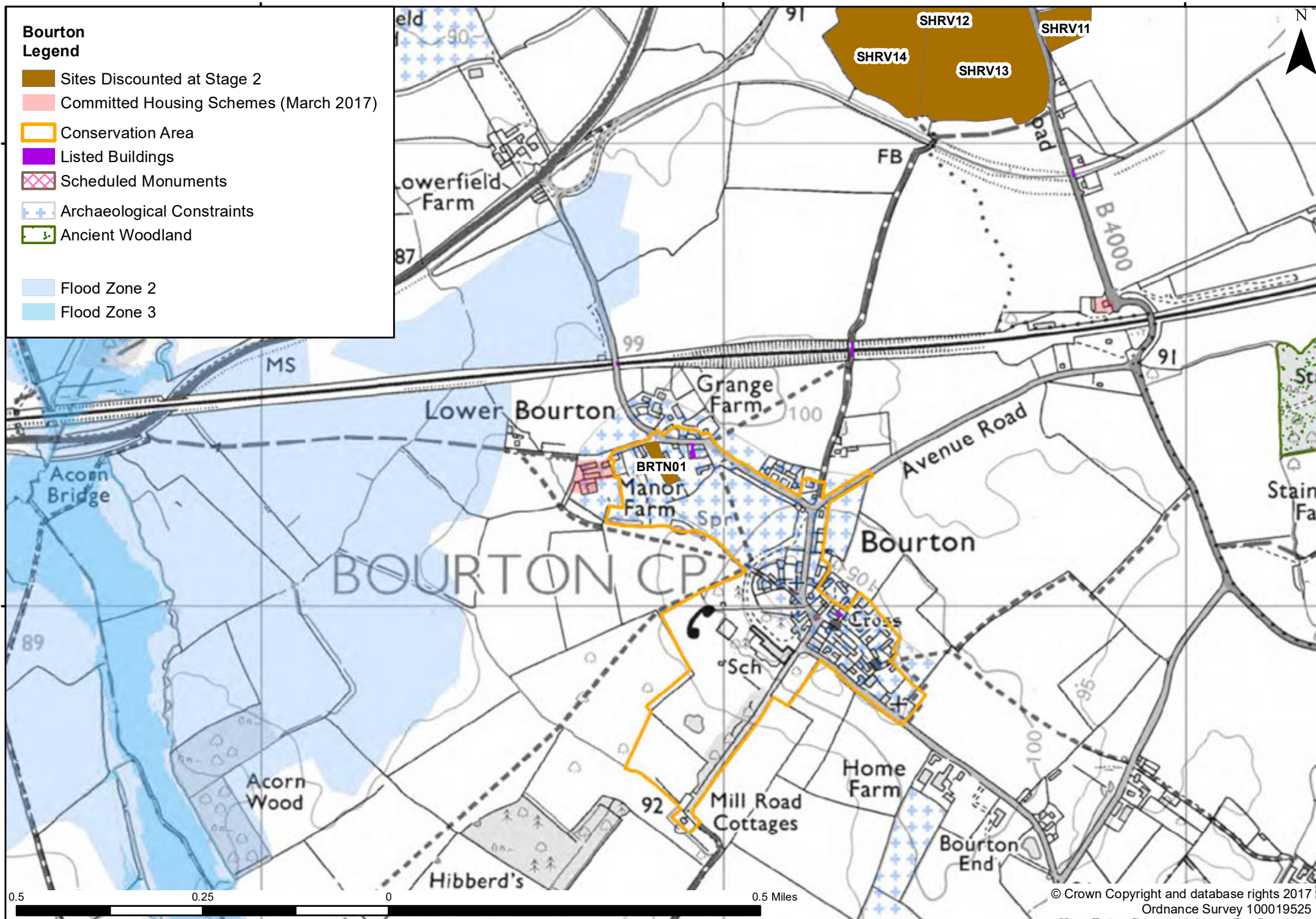
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**Bourton
Legend**

-  Sites Discounted at Stage 2
-  Committed Housing Schemes (March 2017)
-  Conservation Area
-  Listed Buildings
-  Scheduled Monuments
-  Archaeological Constraints
-  Ancient Woodland
-  Flood Zone 2
-  Flood Zone 3



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Settlement: Charney Bassett

Settlement Hierarchy: Open Countryside

Sub-Area: Western Vale

Key Constraints: Charney Bassett is in open countryside between the larger settlements of Stanford in the Vale and East Hanney. The River Ock (Flood Zone 2 and 3) passes by the southern edge of the settlement. A conservation area covers the majority of the built-up area and includes a high proportion of listed buildings. There are small areas of Flood Zone 2 within the core of the settlement.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)








Site	Comment
CHBA01 – Land at junction of Buckland Road and New Road	<p>Site is unable to deliver at least 50 dwellings.</p> <p>Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.</p>

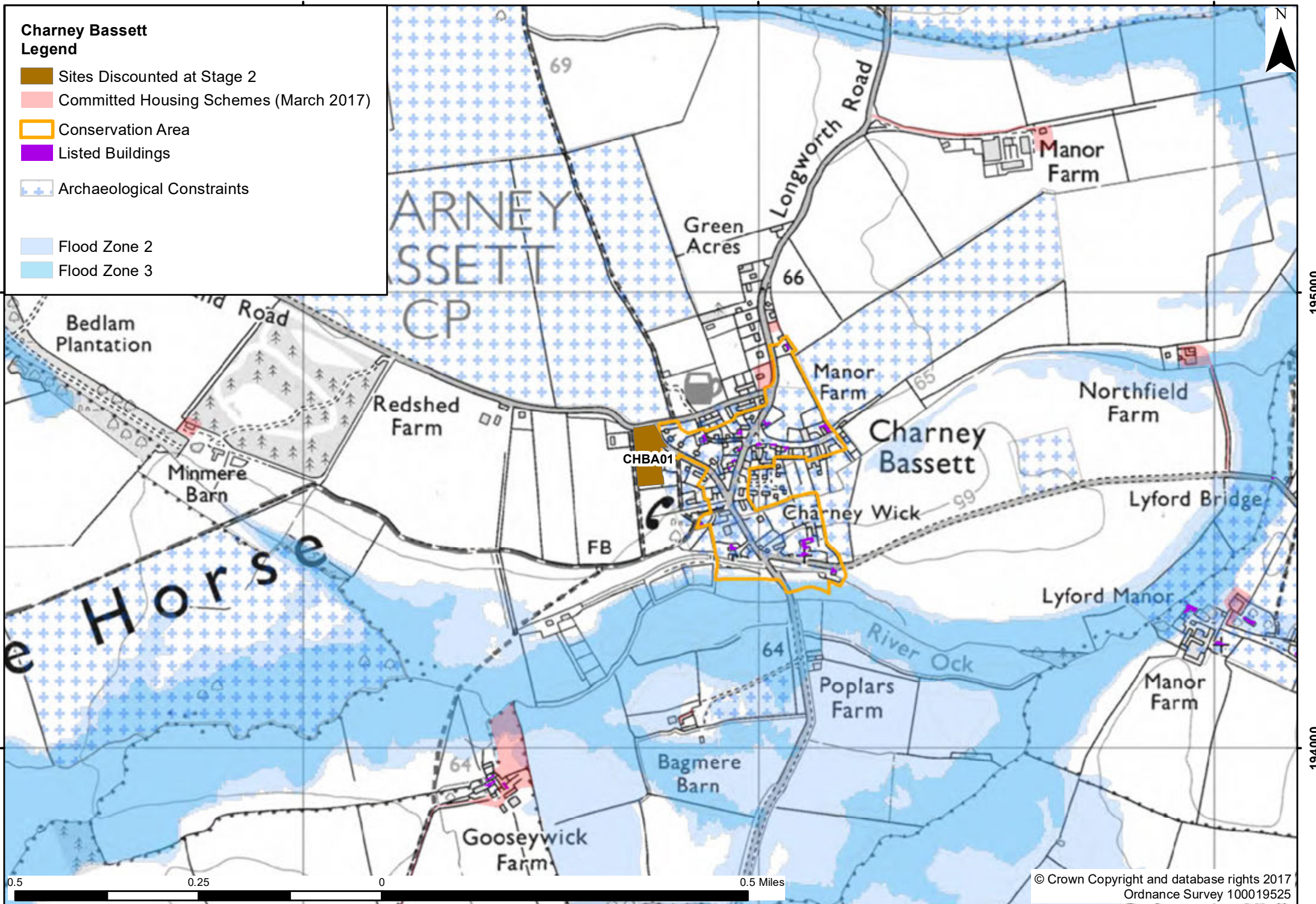
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**Charney Bassett
Legend**

-  Sites Discounted at Stage 2
-  Committed Housing Schemes (March 2017)
-  Conservation Area
-  Listed Buildings
-  Archaeological Constraints
-  Flood Zone 2
-  Flood Zone 3



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Settlement: Childrey

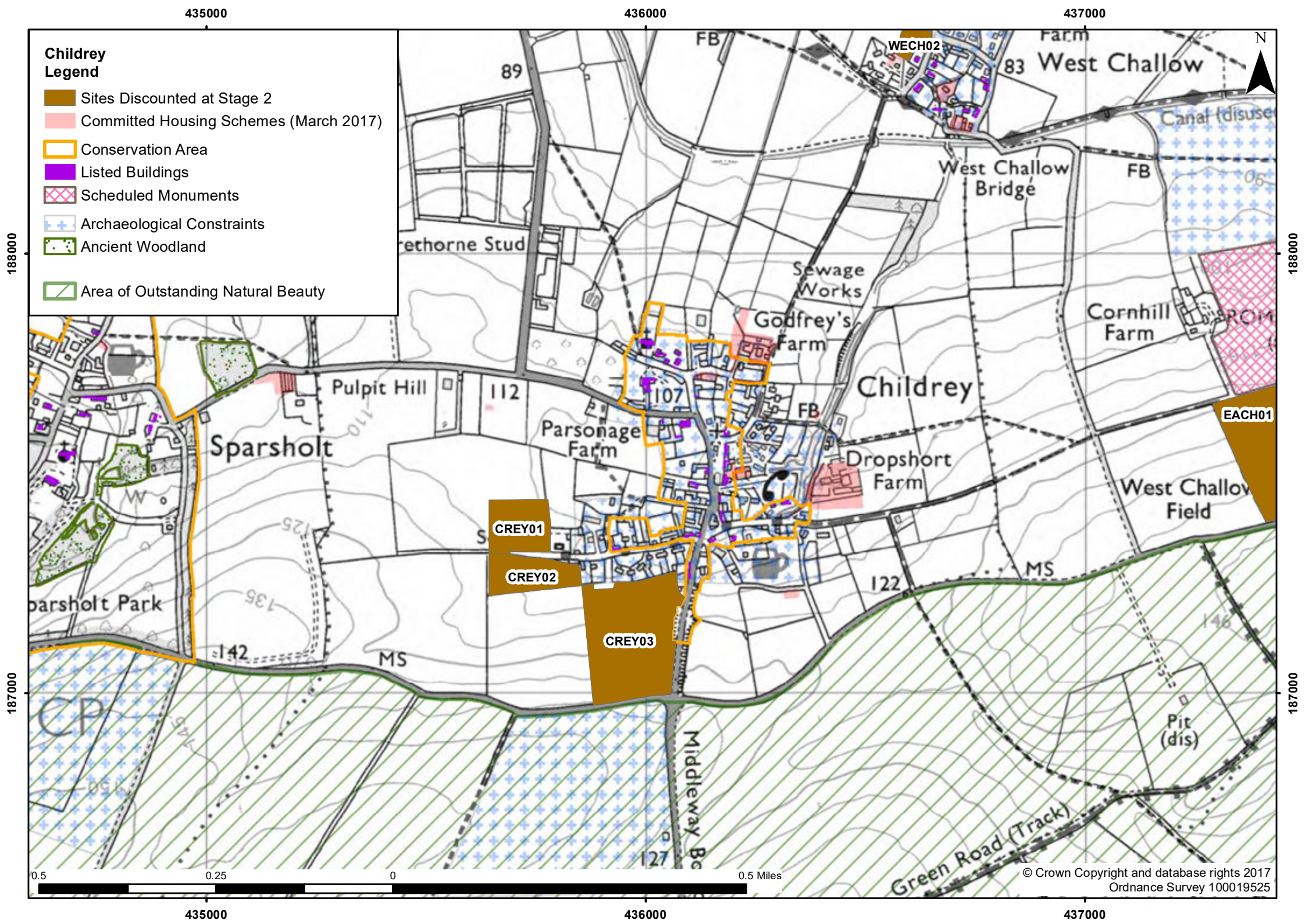
Settlement Hierarchy: Smaller Village

Sub-Area: Western Vale

Key Constraints: Smaller village lies approximately three kilometres to the west of Wantage and within the setting of the North Wessex Downs Area of Outstanding Natural Beauty, to the south of the settlement. The settlement is accessed by the B4001 however the majority of built development of the settlement lies off this road, on culs-de-sac which are narrow and with limited potential for widening. A conservation area exists which contains a large proportion of listed buildings. There is a noticeable change in elevations across the settlement, as the land rises from north to south.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
CREY01 – Land to the end of West Street, north of track	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
CREY02 – Land to the end of West Street, south of track	
CREY03 – Land to the south of Childrey, west of Hollow Way	



Settlement: Chilton

Settlement Hierarchy: Smaller Village

Sub-Area: South-East Vale

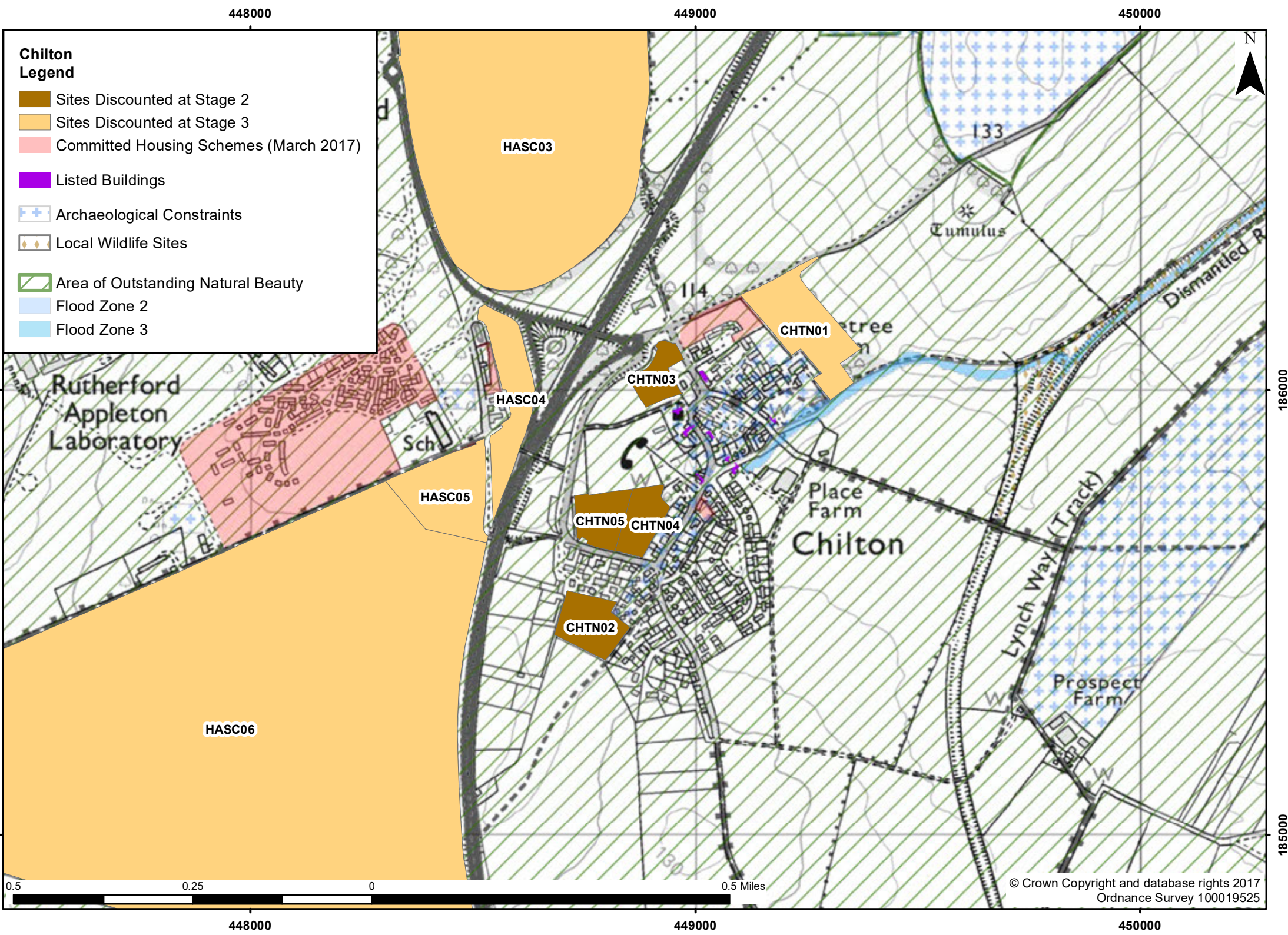
Key Constraints: The smaller village is in close proximity to the A34 and Harwell Campus. The village is within the North Wessex Downs Area of Outstanding Natural Beauty. The historic core is located at the northern end where there is a number of listed buildings present. A drain extends from the east of the settlement which results in a small linear area of Flood Zones 2 and 3. Chilton Primary School is separated from the main settlement by the A34. The existing road network is quite narrow, particularly with the presence of on-street parking on Main Street.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
CHTN02 – Land west of The Orchids	Sites are unable to deliver at least 50 dwellings, either alone or in combination with nearby sites.
CHTN03 – The Manor House Townsend	
CHTN04 – The Paddock Lower Road (1)	
CHTN05 – The Paddock Lower Road (2)	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
CHTN01 – Land off Hagbourne Hill	This site is outside of the built-up area of the settlement, on greenfield land within the North Wessex Downs Area of Outstanding Natural Beauty. This land contributes to the setting and character of the village. Development would cause material harm to the character and intrinsic quality of the AONB. Development (Planning Application Decision: P15/V2199/O)



Settlement: Cothill

Settlement Hierarchy: Open Countryside

Sub-Area: Abingdon-on-Thames and Oxford Fringe

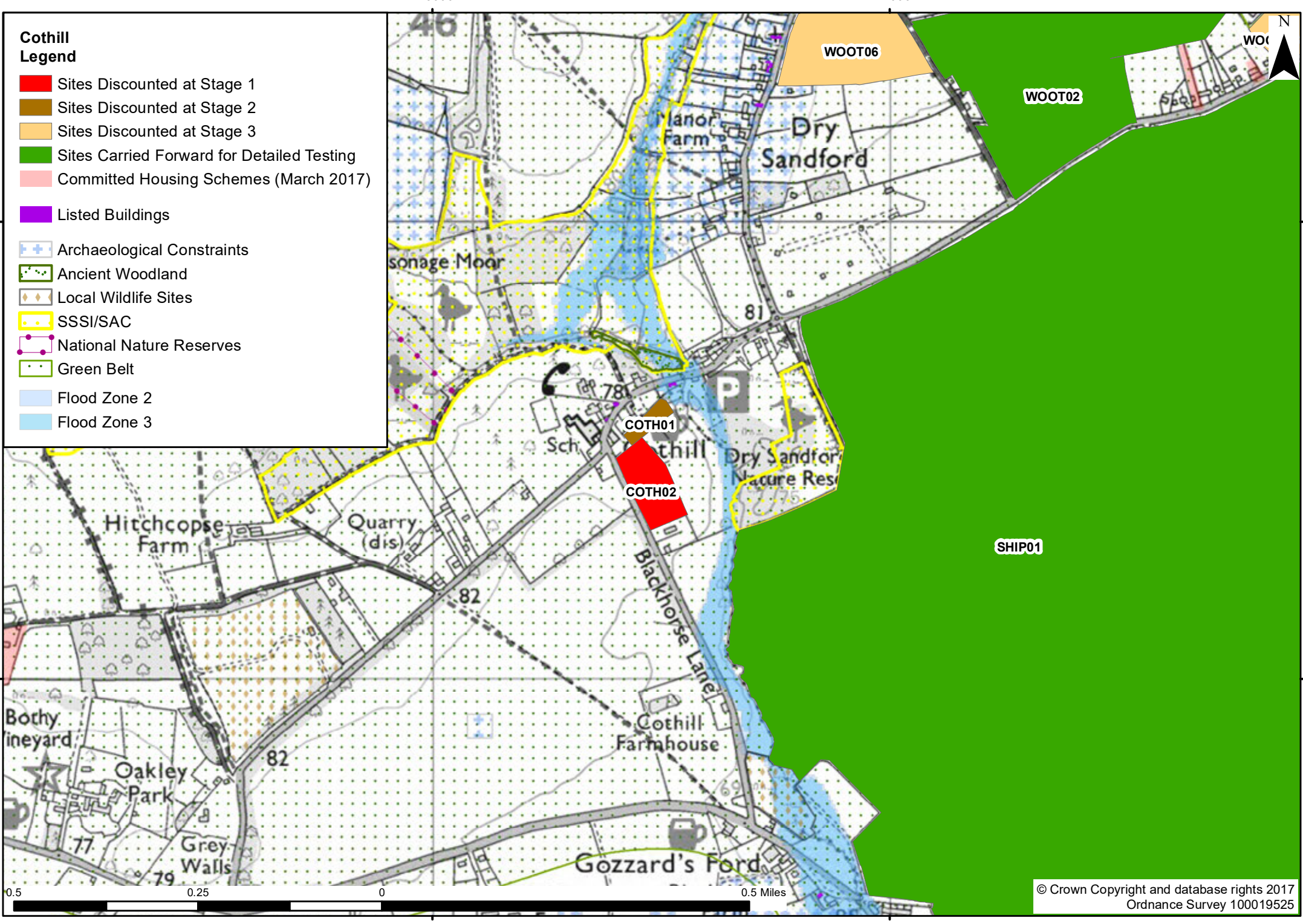
Key Constraints: Cothill is designated as open countryside and lies immediately to the north-west of Dalton Barracks (Abingdon airfield). The Cothill Fen Special Area of Conservation (SAC) abuts the settlement to the north, with Dry Sanford Pit Site of Special Scientific Importance (SSSI) in close proximity, to the south-east. The settlement is wholly within the Oxford Green Belt. The Sandford Brook (Flood Zones 2 and 3) bisects the settlement and links Cothill Fen with Dry Sanford Pit Nature Reserve.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
COTH02 – Land to east of Blackhorse Lane	Site is promoted for a development of 4 dwellings. This is below the threshold set out in Government Guidance. The Council has considered the potential capacity of the site, in accordance with our own assumptions, and the site could conceivably deliver around 40 dwellings. This would result in the site being discounted at Stage 2 of this process, where sites are discounted if they are unable to deliver 50 or more dwellings.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
COTH01 – Land to east of Blackhorse Lane and south of Cothill Road	Site is unable to deliver at least 50 dwellings.



**Cothill
Legend**

- Sites Discounted at Stage 1
- Sites Discounted at Stage 2
- Sites Discounted at Stage 3
- Sites Carried Forward for Detailed Testing
- Committed Housing Schemes (March 2017)
- Listed Buildings
- Archaeological Constraints
- Ancient Woodland
- Local Wildlife Sites
- SSSI/SAC
- National Nature Reserves
- Green Belt
- Flood Zone 2
- Flood Zone 3

Settlement: Cumnor

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: The larger village of Cumnor lies immediately to the west of the A420, where there are likely to be noise and air pollution issues. The majority of the built-up area is inset to the Oxford Green Belt. A conservation area exists which does include a large number of listed buildings but also a number of agricultural fields which make an important contribution to the character of the village. Cumnor village is sensitively located next to Cumnor Hill/Botley, which gives rise to issues of coalescence.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

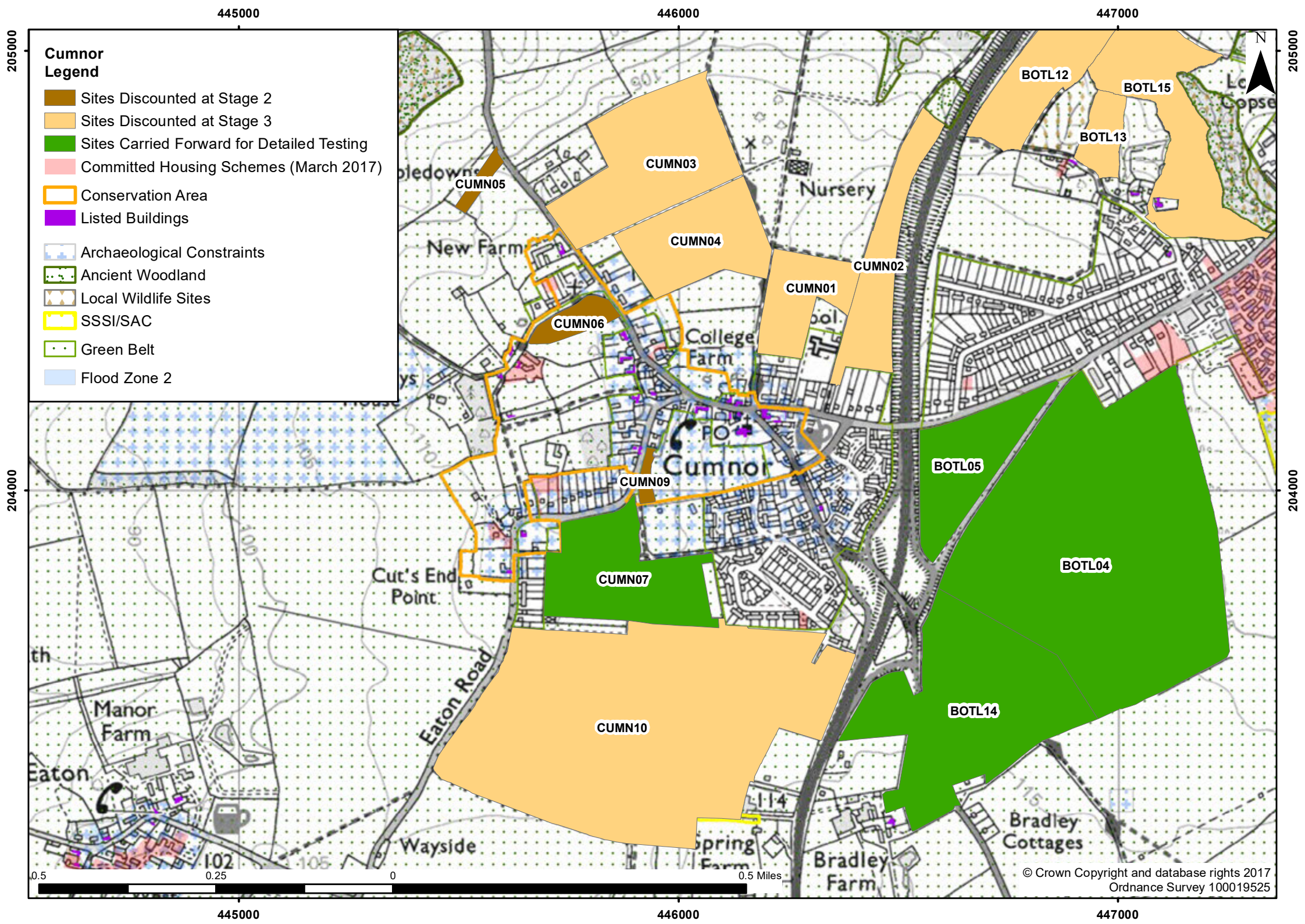
Site	Comment
CUMN05 – Land at Tumbledowns	Sites are unable to deliver at least 50 dwellings.
CUMN06 – Land at site off Leys Road, junction with High Street	
CUMN09 – Land to the east of Appleton Road	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
CUMN01 – Land east of Denman's Lane	These sites are on a plateau of high level ground, which drops sharply to the north. This area performs strongly against the purposes of the Oxford Green Belt.
CUMN03 – Land east of Tumbledown Hill	
CUMN04 – Land west of Denman's Lane	
CUMN02 – Land east of Cumnor School, west of A420	Site is heavily constrained by the A420 to the east, giving rise to noise and air pollution issues. Site is on a plateau of high level ground, which drops sharply to the north. Development of this site would result in coalescence issues with Botley to the east. This area performs strongly against the purposes of the Oxford Green Belt.
CUMN10 - Land South of Cumnor, West of A420, East of Eaton Road	This site forms part of a larger site tested through the Oxford Spatial Options Assessment (LUC). The Landscape Capacity Assessment 2013 which informed the preparation of Local Plan 2031 Part 1 identified this land to be unsuitable for development (p.204). South eastern boundary partly includes Cumnor SSSI (Geological).

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
CUMN07 – Land south of Appleton Road and the Cricket Club	Site has been carried forward for detailed testing (New Site Ref: CUMN_A)



Settlement: Denchworth

Settlement Hierarchy: Open Countryside

Sub-Area: Western Vale

Key Constraints: Denchworth is located to the north-west of Grove, separated by the railway line. The Childrey Brook (Flood Zones 2 and 3) flows past the eastern edge of the settlement. There is a conservation area that consists of the majority of the built development, including a concentration of listed buildings. The railway line runs approximately half a mile to the south of the settlement.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
DWRT01 – Land at the old cricket field	<p>Site is unable to deliver at least 50 dwellings.</p> <p>Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.</p>

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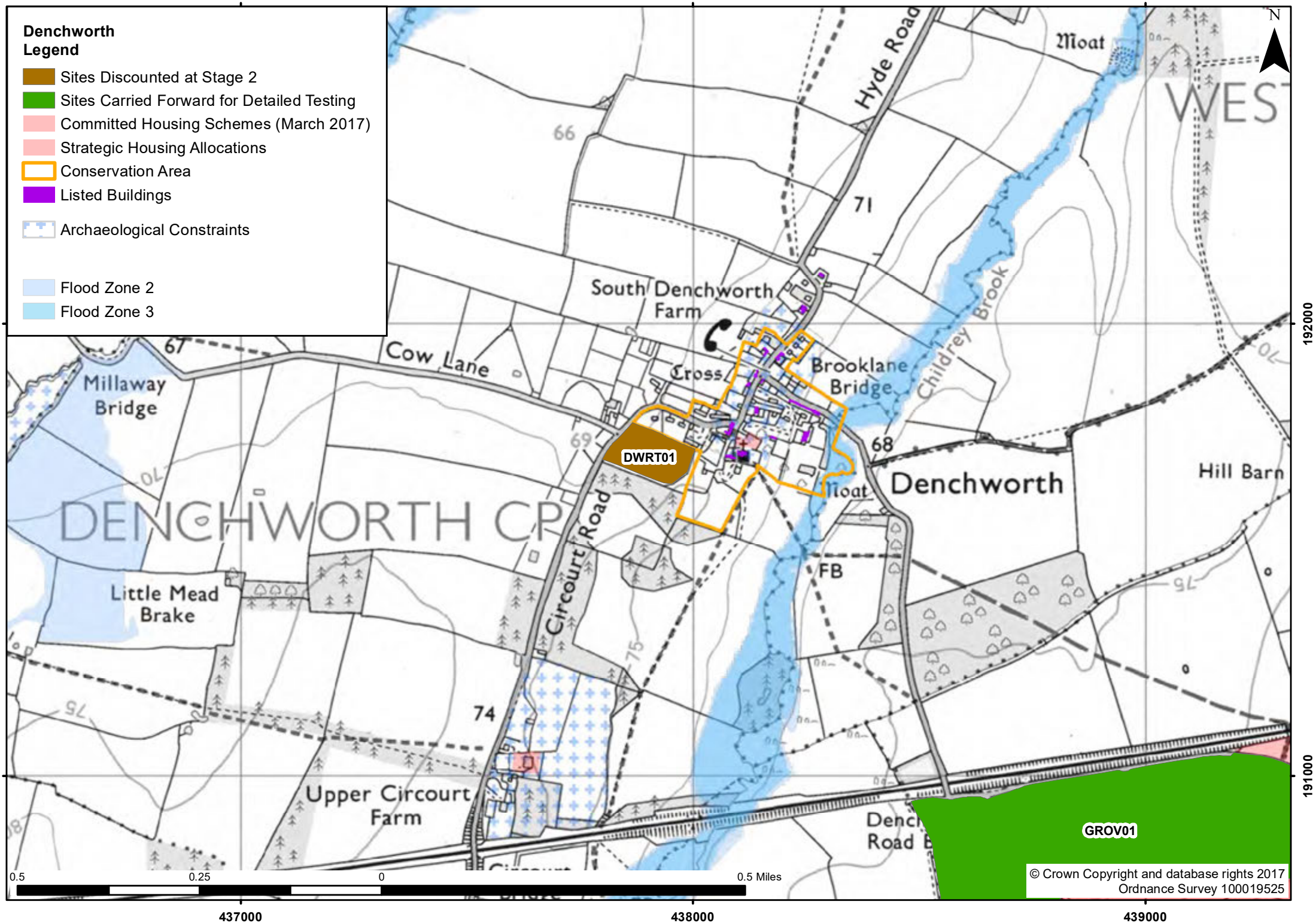
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**Denchworth
Legend**

- Sites Discounted at Stage 2
- Sites Carried Forward for Detailed Testing
- Committed Housing Schemes (March 2017)
- Strategic Housing Allocations
- Conservation Area
- Listed Buildings
- Archaeological Constraints

- Flood Zone 2
- Flood Zone 3



Settlement: Didcot (land in Vale of White Horse District)

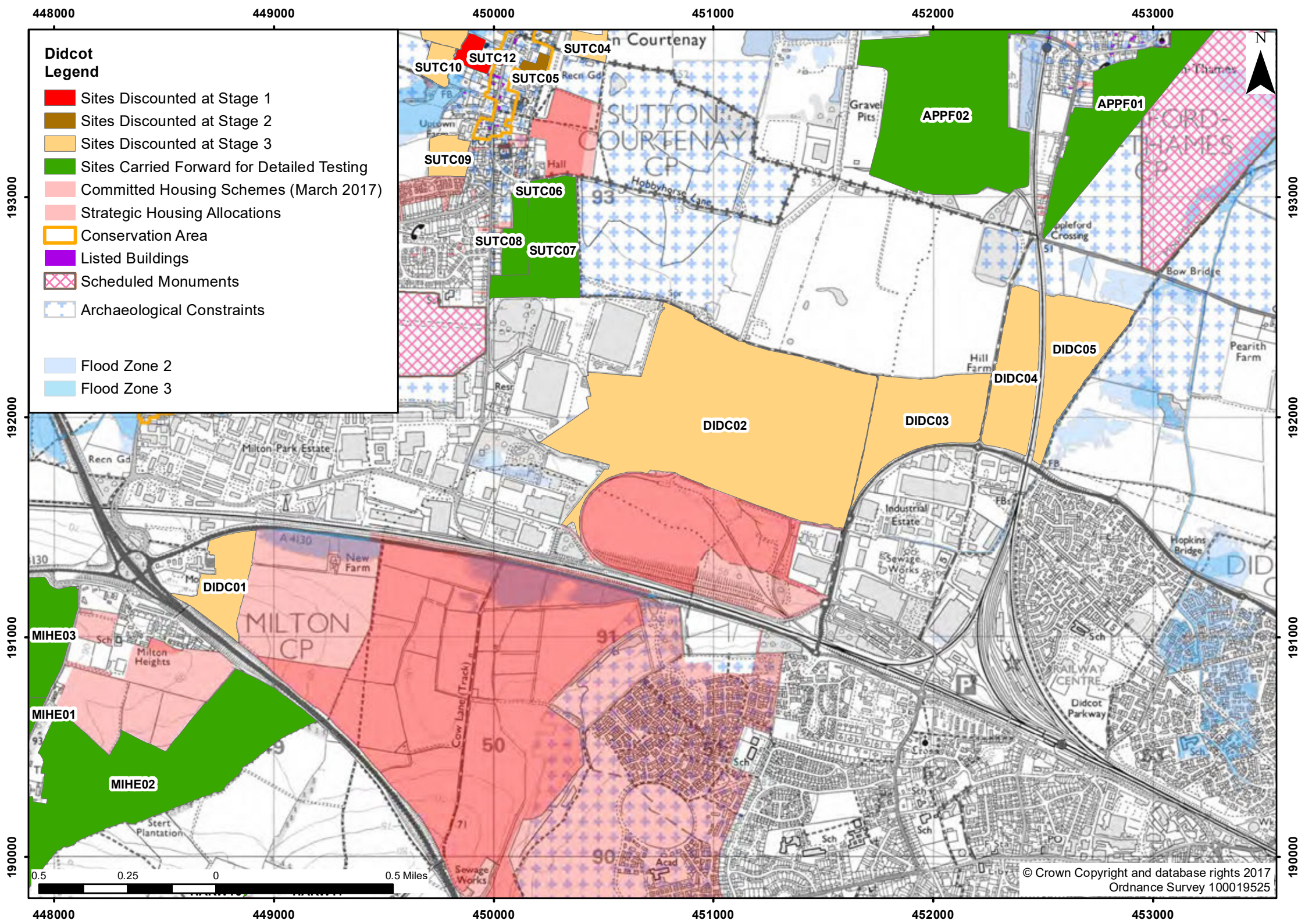
Settlement Hierarchy: Town (South Oxfordshire District Council – see emerging Local Plan 2033)

Sub-Area: South-East Vale

Key Constraints: Market town is divided between two administrative areas. The existing core of the settlement lies within South Oxfordshire. Land within Vale of White Horse District extends from Great Western Park as far west as the Milton Interchange and the A34. Significant development is proposed through the strategic housing allocation of Valley Park (including north-west of Valley Park) and the strategic employment site of Milton Park. The A34 acts as a physical barrier to the west of the settlement, and traffic congestion is a constraint at Milton Interchange. The railway line separates the new housing growth to the west of Didcot from the employment sites to the north-west. Didcot town lies in close proximity to a number of villages in the district, including Appleford to the north, Sutton Courtenay to the north-west, Steventon to the west and Harwell to the south-west. Didcot has been granted Garden Town status and a new delivery plan is being developed to rejuvenate the town.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
DIDC01 – Land at Milton Interchange, south of the A4130	Site has outline planning permission for a range of non-residential uses including employment, retail and hotel accommodation. There is already significant housing development planned on land immediately adjacent to this site, namely Valley Park and North-West of Valley Park.
DIDC02 – Land at Didcot Power Station	The site is in active use as a gas fired power station, and is therefore unavailable at present.
DIDC03 – North Didcot, east of Didcot Power Station	Site is currently being considered for a new technology park (D-Tech) and is in the process of obtaining a Local Development Order. Site is constrained by large electricity pylons which traverse the site and is adjacent to an active landfill.
DIDC04 – Land at Hill Farm, west of railway line	Site is adjacent to an active landfill where there is likely to be odour and ground contamination issues. The site is in close proximity to the Didcot-Oxford railway line, where there are likely to be noise issues.
DIDC05 – North Didcot, land east of railway line	Site is heavily constrained by flooding. While Flood Zones 2 and 3 do not make up the majority of the site, the remaining land is located in close proximity to the Didcot-Oxford railway line, where there are likely to be noise issues.



Settlement: Drayton

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Larger village is located immediately to the east of the A34. A conservation area exists which includes a large number of listed buildings. The River Thames flood plain lies to the north-east of the settlement. There are known traffic issues due to the settlement's location south of the market town of Abingdon-on-Thames and the A34 Marcham Interchange. Drayton has an adopted Neighbourhood Plan which has allocated three sites for residential development. All of these sites have received planning permission.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
DRAY11 – Land south of High Street	Site is unable to deliver at least 50 dwellings.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
DRAY13 – Land west of Little Smiths Farm	The development of smaller sites would not be able to provide a solution to the current traffic issues which exist in the parish.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
DRAY08 – Land at Sherwood Farm	Sites have been merged and carried forward for detailed testing (New Site Ref: DRAY_A)
DRAY09 – Land east of Sherwood Farm	
DRAY10 – Land north of High Street	
DRAY01 – Land south-west of Steventon Road	Sites have been merged and carried forward for detailed testing (New Site Ref: DRAY_B)
DRAY02 – Land west of Steventon Road	
DRAY03 – Land off Marcham Road	
DRAY04 – Land east of the A34	
DRAY05 – Land off Marcham Road	
DRAY06 – Land west of Hilliat Fields	
DRAY07 – Land north of Abingdon Road	
DRAY14 – Land south of Drayton East Way track	Site has been carried forward for detailed testing (New Site Ref: DRAY_C)

Settlement: East Challow

Settlement Hierarchy: Larger Village

Sub-Area: Western Vale

Key Constraints: Larger village lies on the edge of the North Wessex Downs Area of Outstanding Natural Beauty. The old Wilks and Berks Canal runs through the north of the village and a scheduled monument (Site of a Roman villa) exists to the west of the settlement. The larger village is located in close proximity to the market town of Wantage and the local service centre of Grove. To the west of the settlement lies the two smaller villages of West Challow and Childrey. There is no conservation area but there is a small concentration of listed buildings where the A417 crosses the route of the old canal.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

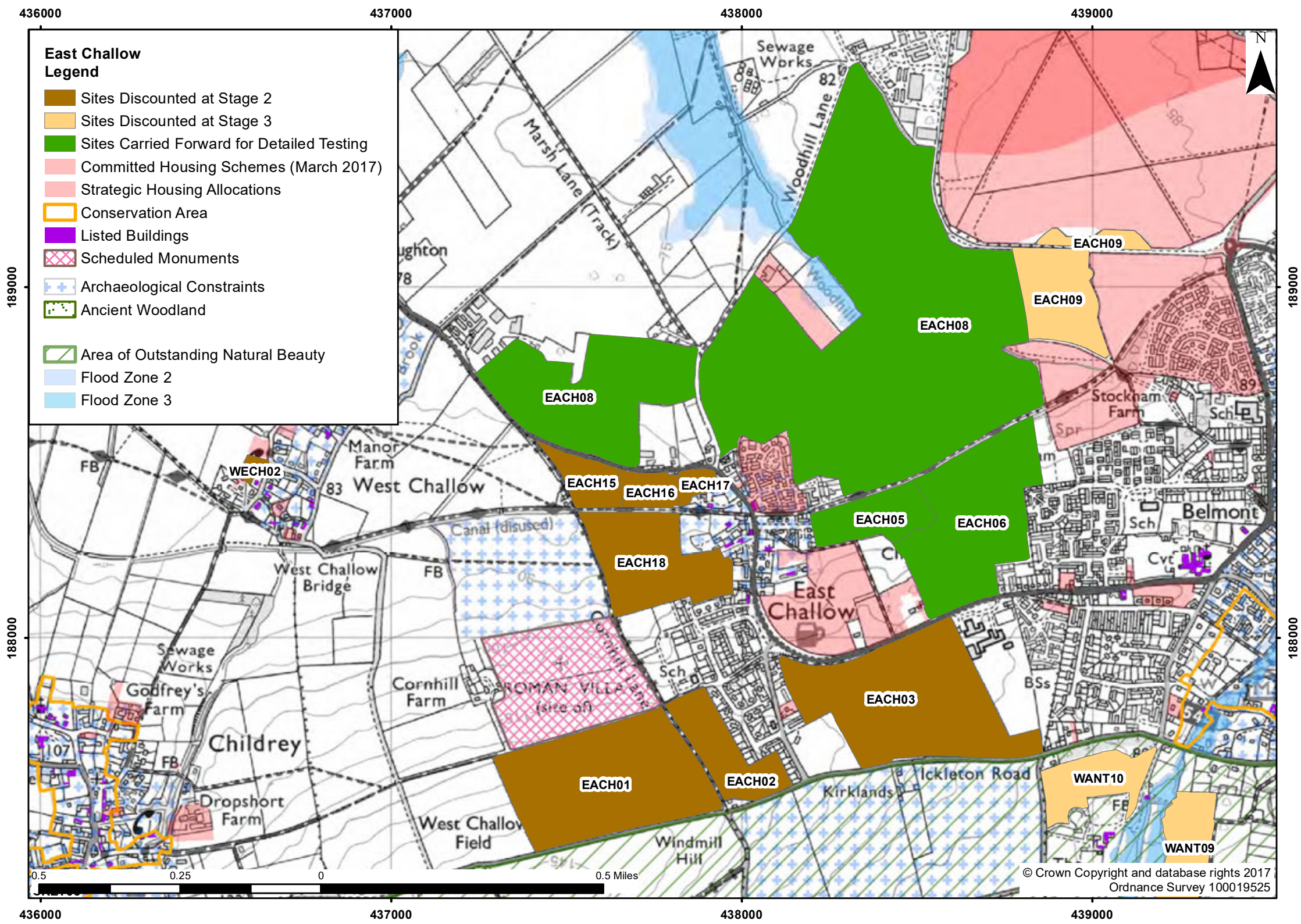
Site	Comment
EACH01 – Land west of Cornhill Path, south of B4507	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
EACH02 – Land at Windmill Place	
EACH03 – Land between A417 and B4507	
EACH15 – Land south of A417, west of East Challow	
EACH16 – Land west of Wises Farm	
EACH17 – Land at Wises Farm	
EACH18 – Land west of Manor House Farm and Challow House Farm	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
EACH09 – Land at Crown Packaging	Strategic Employment Site in active use and makes a significant contribution to jobs in the Wantage and Grove area.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
EACH05 – Land off Canal Way, west of Stockholm Farm	Sites have been merged and carried forward for detailed testing (New Site Ref: EACH_A) due to their location on the edge of the market town of Wantage (and therefore adjacent to the South-East Vale Sub-Area).
EACH06 – Land at Challow Park and Stockham Park	
EACH08 – Land West of Wantage	



Settlement: East Hanney

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Large village has a conservation area which contains a large number of listed buildings. The Letcombe brook (Flood Zone 2 and 3) flows through the village from the south-west to the north. The A338 cuts through the eastern extent of the settlement. The smaller village of West Hanney lies to the west of the settlement. Agricultural fields extend south to the railway line and the local service centre of Grove. Land to the east of East Hanney is safeguarded for a potential strategic reservoir.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
EHAN02 – Land to the rear of Saxon Gate	Sites are unable to deliver 5 or more dwellings and has not been assessed further in line with National Guidance.
EHAN04 – Land to the rear of Willow Barn, Ebbs Lane	
EHAN19 – Land north of Steventon Road junction with A338	
EHAN05 – Land at Poughley Farm (North)	Sites are unsuitable due to significant amounts of land covered by Flood Zones 2 and 3.
EHAN08 – Land at Poughley Farm (South)	

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
EHAN11 – Land at site off The Paddocks	Sites are unable to deliver at least 50 dwellings.
EHAN12 – Land at site behind The British Legion	
EHAN20 – Davies Transport Site	

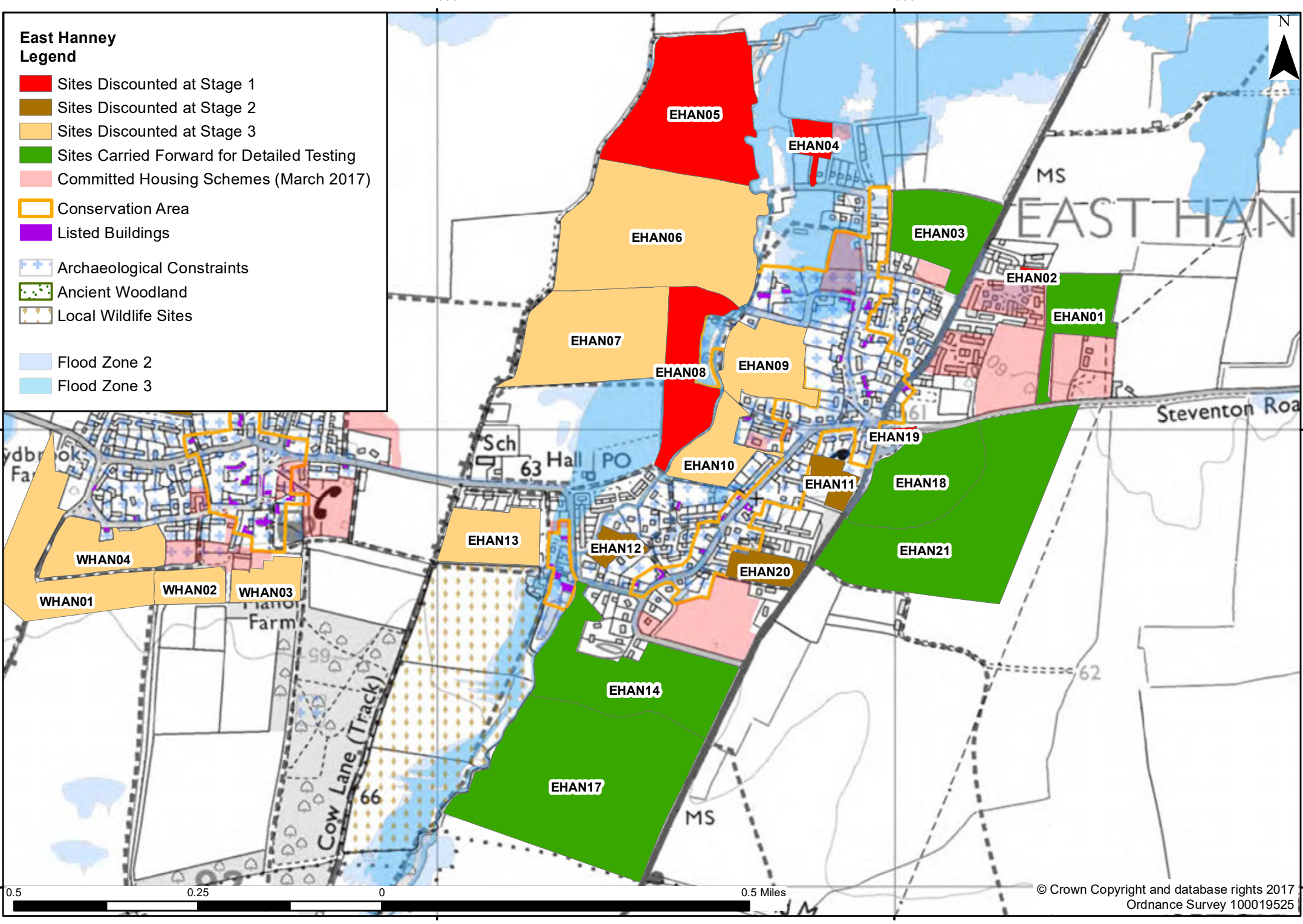
HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
EHAN06 – Land at Poughley Farm (Central)	These sites, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement. Some of the land on these sites is constrained by Flood Zones 2 and 3. In addition to this, land separating these sites from the existing village to the east is significantly constrained by Flood Zones 2 and 3.
EHAN07 – Land west of Mill Cottages	
EHAN09 – Land south of Hall Lane	Half of the site is within the Conservation Area and contributes to the special qualities of the settlement.

	This is likely to result in the site being unable to provide for 50 or more dwellings. It is also unclear how safe access could be provided for 50 or more dwellings.
EHAN10 – Land at Medway	Significant amounts of the site are covered by Flood Zone 2 and 3 which impact the potential for a cohesive and well master planned site. It is also unclear how safe site access could be provided for fifty or more dwellings.
EHAN13 – Land behind Weir Farm	Site is adjacent to a number of constraints including a Local Wildlife Site, Conservation Area and Flood Zones will likely result in the capacity of the site being reduced below the threshold of 50 or more dwellings.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
EHAN18 – Land south of Steventon Rd (1)	Sites have been merged and carried forward for detailed testing (New Site Ref: EHAN_A)
EHAN21 – Land south of Steventon Rd (2)	
EHAN14 – Land off Mill Orchard, south of East Hanney	Sites have been merged and carried forward for detailed testing (New Site Ref: EHAN_B)
EHAN17 – Land south of East Hanney and west of the A338	
EHAN03 – Land north of Ashfields Lane	Site has been carried forward for detailed testing (New Site Ref: EHAN_C)
EHAN01 – Land north of Steventon Road at Rosibee Nursery	Site has been carried forward for detailed testing (New Site Ref: EHAN_D)



Settlement: East Hendred

Settlement Hierarchy: Larger Village

Sub-Area: South-East Vale

Key Constraints: Larger village is located within the North Wessex Area of Outstanding Natural Beauty. It has a conservation area which encompasses large parts of the village, and there is a high concentration of listed buildings present. Within this settlement, there is a small watercourse that goes through the centre of the village, and enters the East Hendred brook to the west. The A417 acts as a physical boundary to the north of the settlement, although some growth is permitted to the north of this. The smaller village of West Hendred lies in close proximity to the west, with Rowstock to the east. The strategic employment site of Harwell Campus lies to the south-east.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
EHEN01 – Land north of Allins Lane	Site is promoted to deliver 35 dwellings, which is below the threshold. The Council has considered the potential capacity of the site, in accordance with our own assumptions, and the site could conceivably deliver more than 50 dwellings. The site would then be discounted at Stage 3 as development of these sites is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty.

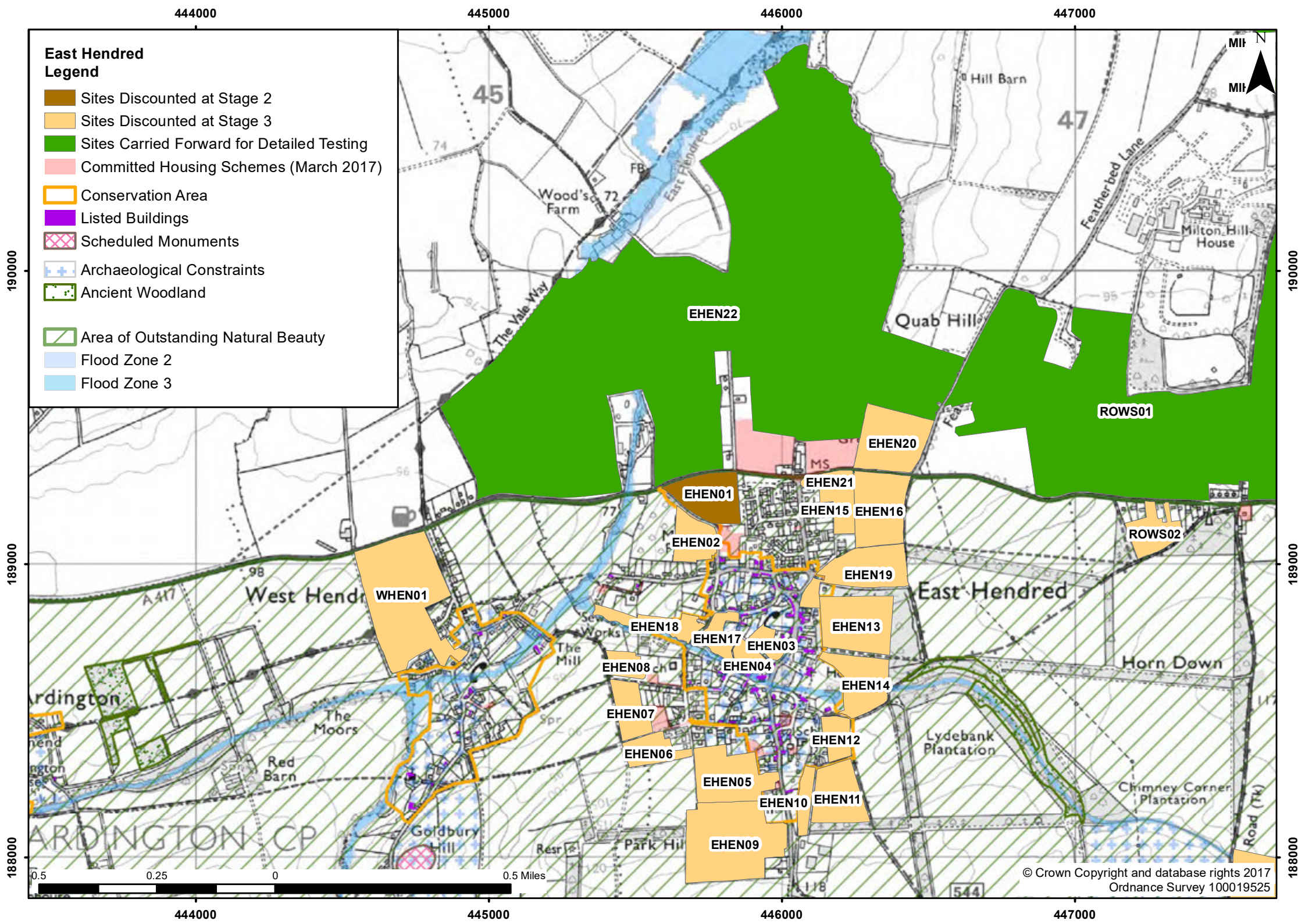
HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
EHEN02 – Land south of Allins Road	Development of these sites is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty.
EHEN06 – Land south of The Lynch	
EHEN07 – Land north of The Lynch	
EHEN08 – Land west of The Hendreds Primary School	
EHEN09 – Land west of Newbury Road	
EHEN10 – Land east of Newbury Road	
EHEN11 – Land south of Hill Farm	
EHEN15 – Land at Plough Farm	
EHEN16 – Land opposite Greensands	
EHEN19 – Land east of East Hendred High Street Small Holding	
EHEN03 – Land at Abbey Manor Farm	Part of these sites are within the Conservation Area and contribute to the special qualities of the settlement. Development of these sites is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty.
EHEN04 – Land west of Sparks Farm	
EHEN05 – Land north of Monks Farm	
EHEN12 – Land at Hill Farm	
EHEN13 – Land east of Cozens Farm	
EHEN14 – Land east of Hendred House	
EHEN17 – Land at Snells	
EHEN18 – Land west of Fordy Lane	

EHEN20 – Land at Greensands	Site has planning permission for 75 dwellings. Planning Application Decision: P15/V2328/O; Appeal Decision: APP/V3120/W/16/3145234.
EHEN21 – Land at Mather House	

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
EHEN22 – Land north of East Hendred/A417	Site has been carried forward for detailed testing (New Site Ref: EHEN_A)



Settlement: Faringdon

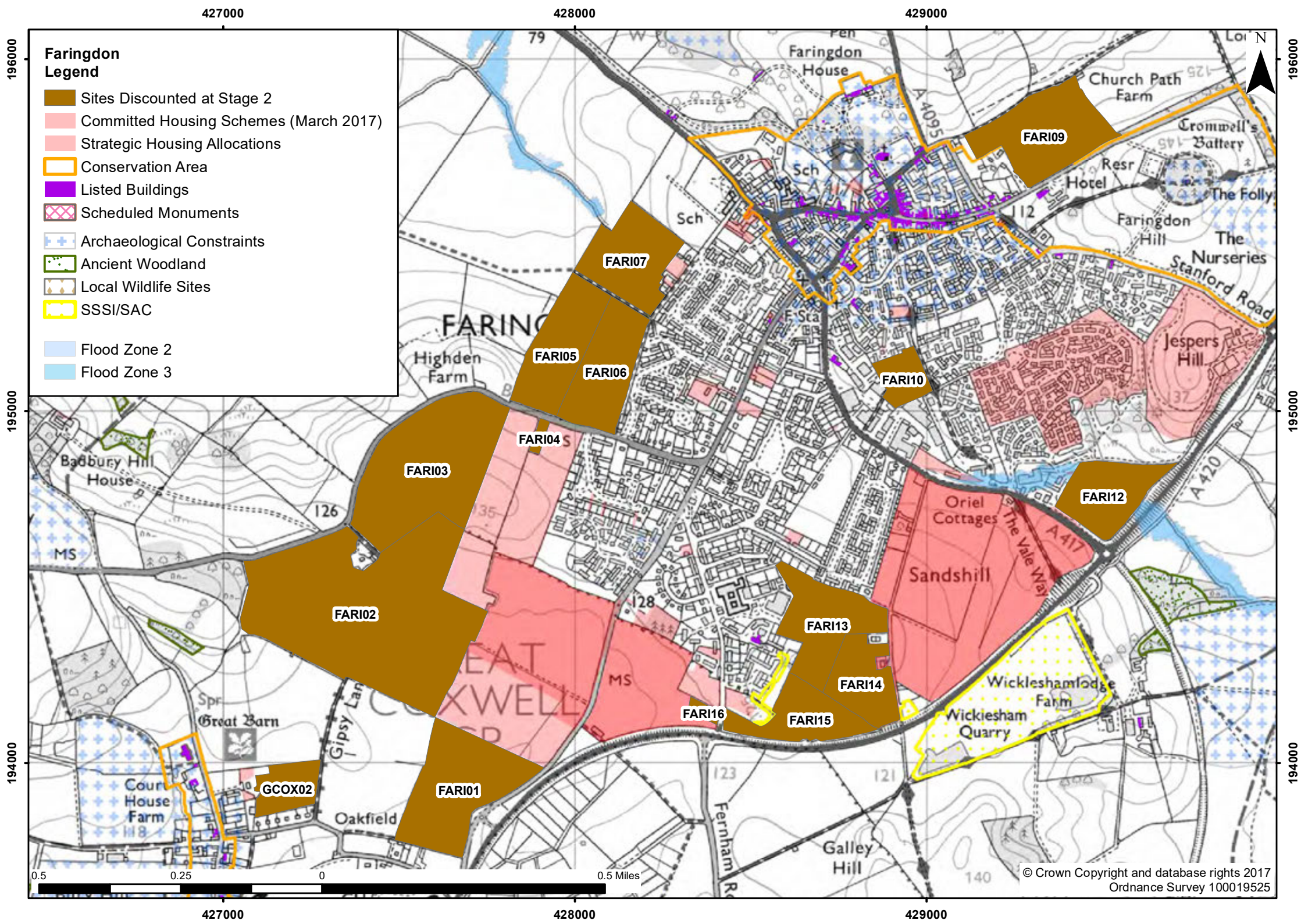
Settlement Hierarchy: Market Town

Sub-Area: Western Vale

Key Constraints: The market town is bounded by the A420 road to the south. It has a conservation area to the north of the town which contains many listed buildings and extends to Faringdon Hill/The Folly. Faringdon has an adopted neighbourhood plan which contains a number of planning policies for determining planning applications. Significant growth in Faringdon is planned through strategic housing allocations, some of which have received planning permission. Faringdon has a local wildlife site to the west of the town and Wicklesham Quarry Site of Special Scientific Interest (SSSI) lies to the south. The smaller villages of Great Coxwell and Little Coxwell lie to the south-west and south of the market town.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
FARI01 – Land west of Coxwell Road	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
FARI02 – Land at Highworth Road	
FARI03 – Land at Highden Farm	
FARI05 – Land east of Highden Farm	
FARI06 – Land north of Highworth Road	
FARI07 – Land south of allotments	
FARI09 – Land at Church Path Farm	
FARI10 – Land off Regal Way	
FARI12 – 4&20 Employment Site	
FARI13 – Sports grounds at Faringdon Community College	
FARI14 – Land south of Park Road	
FARI15 – Land north of the A420	
FARI04 – Land at youth centre and former highways depot off Highworth Road	Sites are unable to deliver at least 50 dwellings.
FARI16 – Land east of Coxwell Road	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.



Settlement: Farmoor

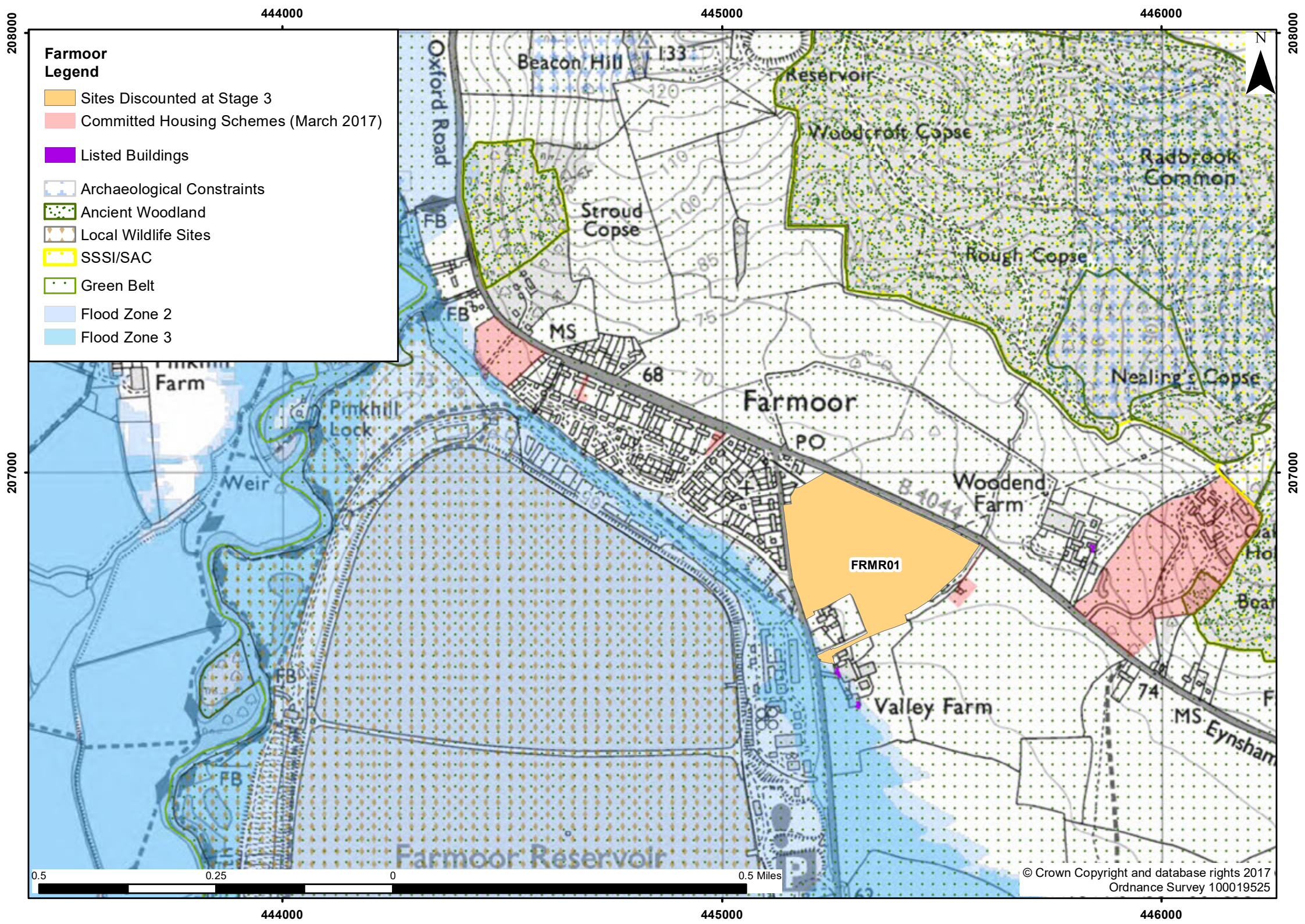
Settlement Hierarchy: Smaller Village

Sub-Area: Abingdon-on-Thames and Fringe

Key Constraints: The smaller village is within the Oxford Green Belt. Immediately to the south of the settlement lies Farmoor Reservoir, an important local wildlife site and important water source. The River Thames flood plain lies immediately to the south and west of the village. There are large areas of ancient woodland to the north-east of the village, and there are a small number of listed buildings to the south, at Valley Farm.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
FRMR01 – Land between Eynsham Road and Cumnor Road	This site could deliver more than 50 dwellings. However, the scale of development would not be sufficient to enhance the settlement's limited range of services and facilities (Farmoor is classified as a Smaller Village).



Settlement: Frilford

Settlement Hierarchy: Smaller Village

Sub-Area: Abingdon-on-Thames and Fringe

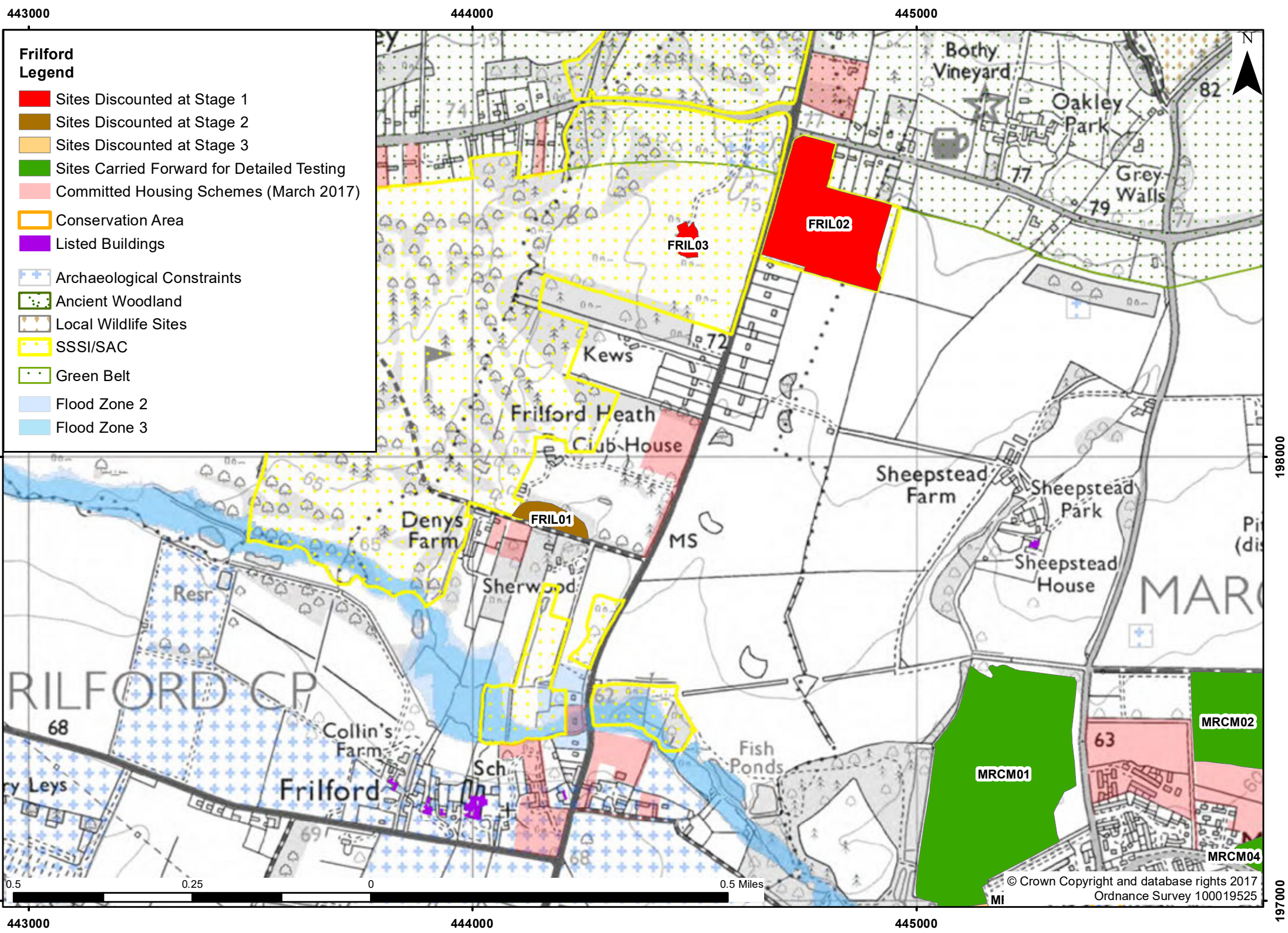
Key Constraints: Smaller village does not have a conservation area but includes a small number of listed buildings. The core of the settlement lies just off the junction of the A338 and the A415. It lies in close proximity to Frilford Heath Site of Special Scientific Importance (SSSI) and a watercourse flows just north of the village. The village is not within the Oxford Green Belt but sits close to the boundary. The area experiences traffic congestion due to the present layout of the junction, however land is safeguarded for improvements to this.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
FRIL02 – Land at Frilford Golf Club 3	Sites are unsuitable as they are wholly within the Frilford Heath Site of Special Scientific Interest (SSSI).
FRIL03 – Land at Frilford Golf Club 4	

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
FRIL01 – Land at Frilford Golf Club 2	Site is unable to deliver at least 50 dwellings.



Settlement: Garford

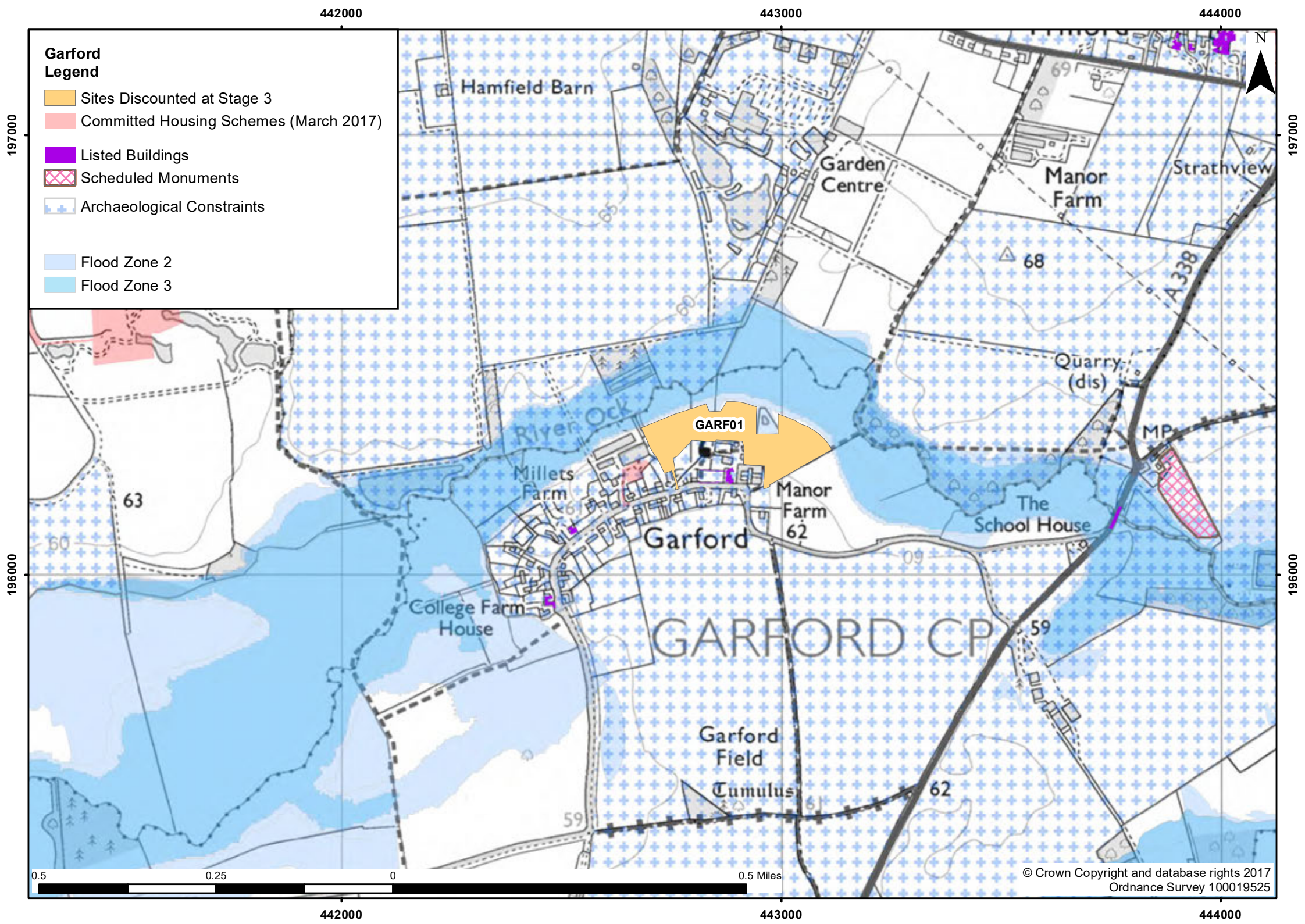
Settlement Hierarchy: Open Countryside

Sub-Area: Abingdon-on-Thames and Fringe

Key Constraints: The small hamlet comprises of a small number of houses that are heavily constrained by the River Ock (Flood Zone 2 and 3) to the east, north and west. Millets garden centre lies to the north of the River Ock. No conservation area exists and there is a small number of listed buildings.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
GARF01 – Land north of Manor Farm	This site could deliver more than 50 dwellings. However, the scale of development would not be sufficient to enhance the settlement's limited range of services and facilities (Garford is classified as Open Countryside).



Settlement: Great Coxwell

Settlement Hierarchy: Smaller Village

Sub-Area: Western Vale

Key Constraints: Smaller village lies almost wholly within a conservation area which contains a high concentration of listed buildings. A small area of ancient woodland lies to the south-east, adjacent to Faringdon Golf Course, and again to the west of the village. The market town of Faringdon lies in close proximity to the north-east, where significant development is planned. Great Coxwell has an adopted neighbourhood plan which contains a number of planning policies for determining planning applications.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
GCOX02 – Land to rear of Cherry Orchard	Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.

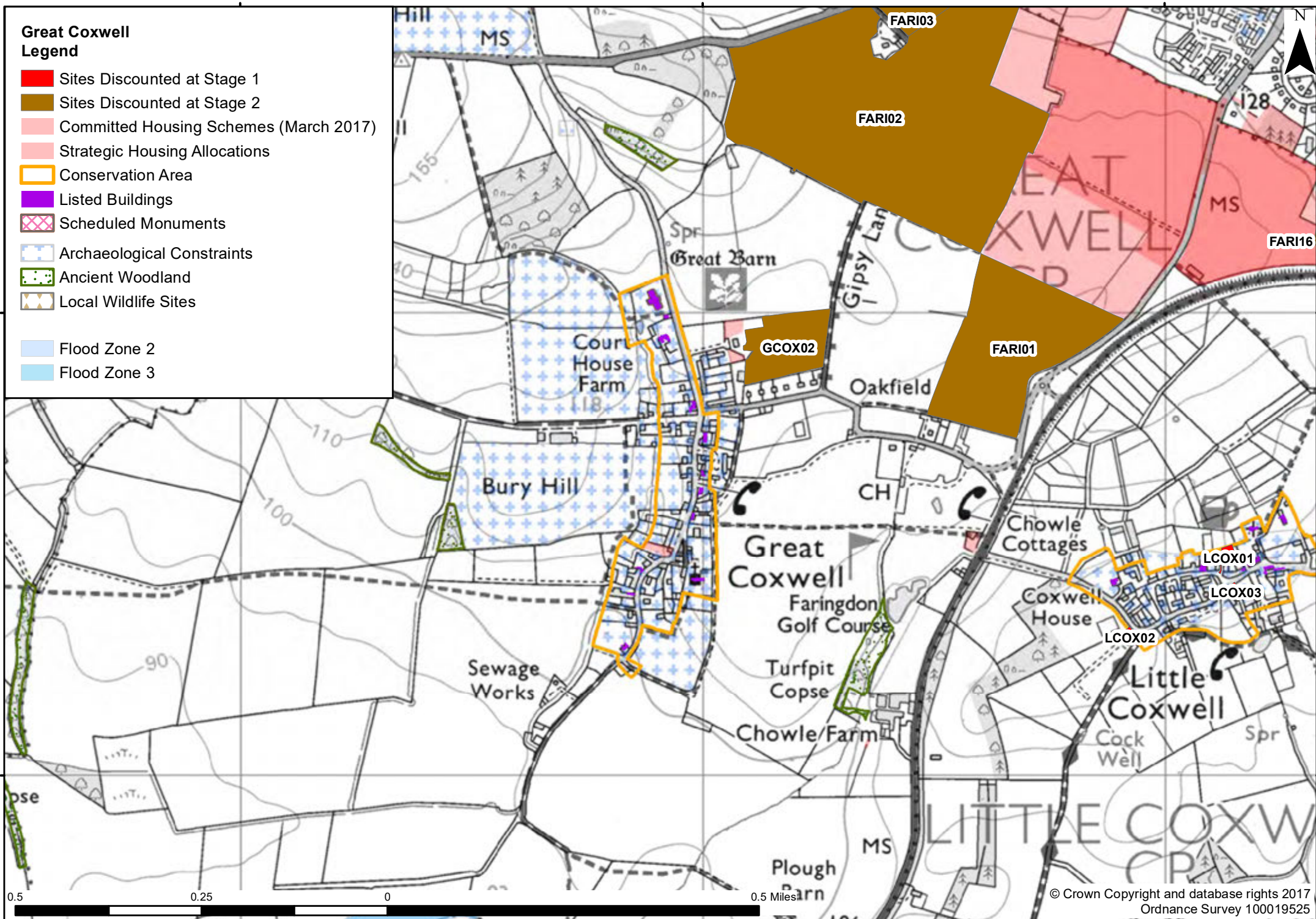
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Great Coxwell Legend

- Sites Discounted at Stage 1
- Sites Discounted at Stage 2
- Committed Housing Schemes (March 2017)
- Strategic Housing Allocations
- Conservation Area
- Listed Buildings
- Scheduled Monuments
- Archaeological Constraints
- Ancient Woodland
- Local Wildlife Sites
- Flood Zone 2
- Flood Zone 3



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Settlement: Grove

Settlement Hierarchy: Local Service Centre

Sub-Area: South-East Vale

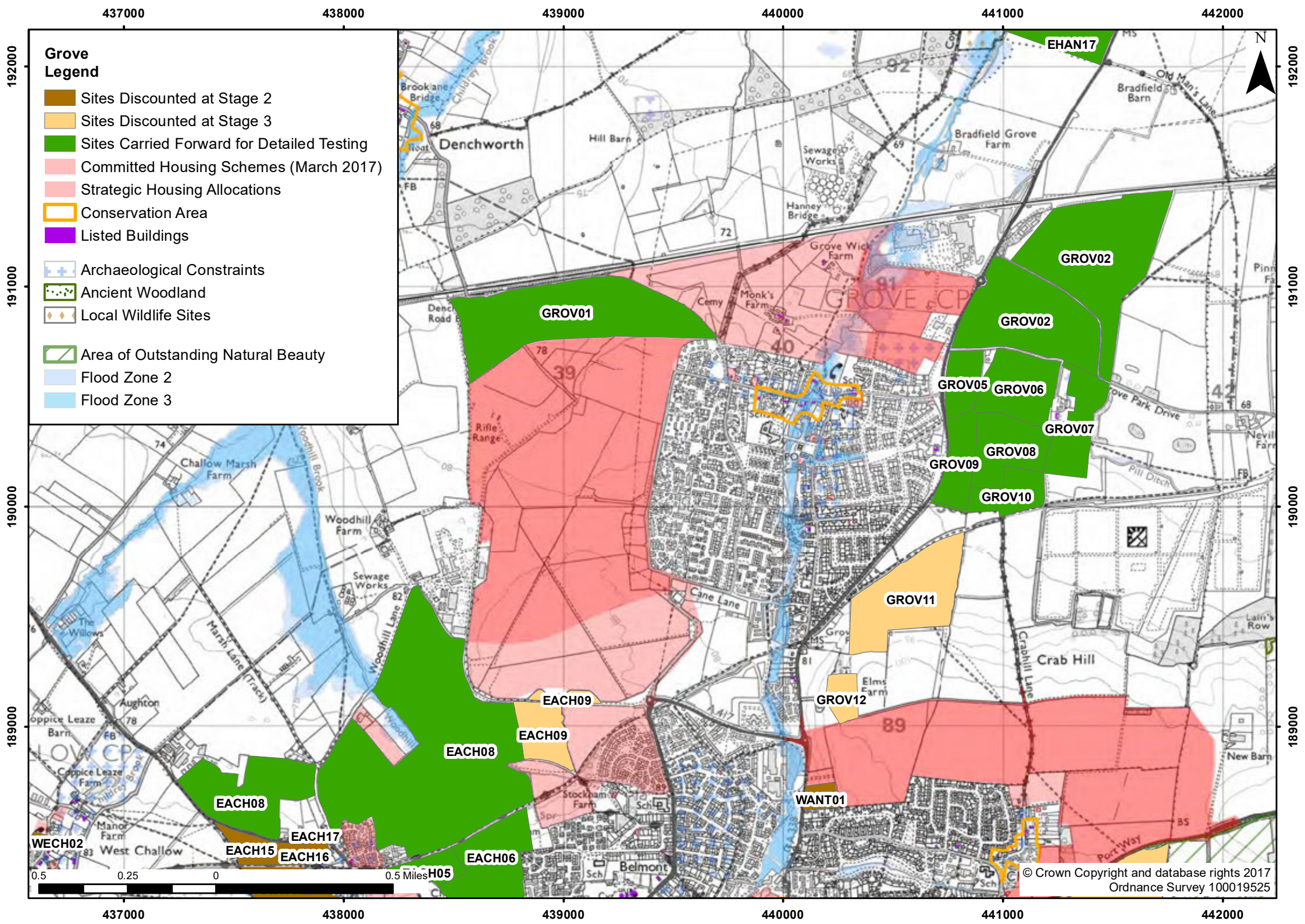
Key Constraints: Local Service Centre is adjacent to the market town of Wantage to the south and the larger village of East Hanney is to the north. The Letcombe Brook bisects the settlement from south to north. A small conservation area lies in the centre, which includes a number of listed buildings. The railway line acts as a physical barrier to the north along with the A338 to the east, however land is safeguarded for the future provision of a new station. The Wantage Waste Water Treatment Works lies just north of the railway line. Significant growth is planned for Grove through the allocations at Grove Airfield and Monks Farm, which will provide a new relief road to the north and west of the existing settlement.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
GROV11 – Land east of A338 at Grove Bridge Farm	This site, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement. These sites also form an important open gap separating the area with Wantage (Crab Hill).
GROV12 – Land at Elms Farm	Site is an employment site that is in active use. The site serves an important role by providing a range of important local services for the nearby settlements of Grove and Wantage. There is no evidence which demonstrates the site is unviable in its current use and therefore housing is not supported here.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
GROV01 – Land south of Denchworth Road at South Wick	Site has been carried forward for detailed testing (New Site Ref: GROV_A)
GROV02 – Land at Grove Park	Sites have been merged and carried forward for detailed testing (New Site Ref: GROV_B)
GROV05 – Land between A338 and Tulwick Farm	
GROV06 – Land at Tulwick Farm	
GROV07 – Land at Tulwick Farm	
GROV08 – Land at Tulwick Farm	
GROV09 – Land between A338 and Tulwick Farm	
GROV10 – Land south of Tulwick Farm	



Settlement: Harwell

Settlement Hierarchy: Larger Village

Sub-Area: South-East Vale

Key Constraints: Larger village is constrained by the North Wessex Downs Area of Outstanding Natural Beauty to the south. A conservation area comprises approximately half of the settlement and contains a high concentration of listed buildings. The existing road network through the settlement is narrow in places with limited opportunities for improvements. The A34 acts as a physical barrier to the east of the village, with the A417 to the south. The strategic allocation of Valley Park to the east of the A34 represents the western edge of the built up area of Didcot.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

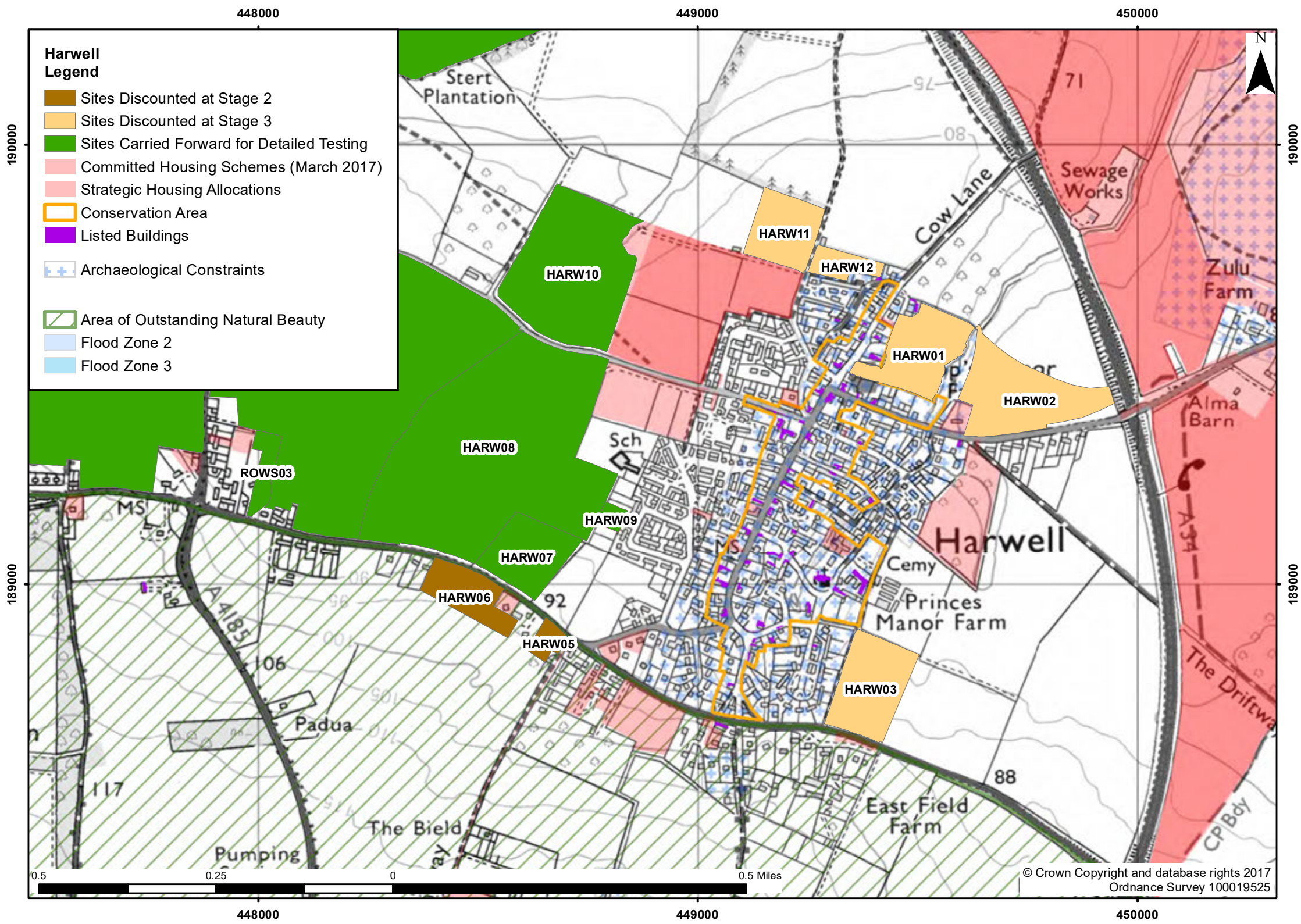
Site	Comment
HARW05 – Land at corner of A417 with The Winnaway	Sites are unable to deliver at least 50 dwellings.
HARW06 – Land south of Reading Road, west of Harwell village	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
HARW01 – Land north of Didcot Road (Bishops Manor Farm)	Site is partly within the Conservation Area and contributes to the special qualities of the settlement. This site is also within the setting of a number of Listed Buildings. The site contributes to the important open gap separating Harwell from Didcot.
HARW02 – Land north of Didcot Road	Site acts as an important open gap where development would result in coalescence between the settlements of Harwell and Didcot. (Application Reference: P16/V0533/O)
HARW03 – Land north of Reading Road	Site is exposed to views from the east and from the south (AONB). It is unclear how development of this site could integrate with the existing settlement.
HARW11 – Land off Barrow Road	It is unclear how safe access could be provided to these sites for a scale of development of 50 or more dwellings, either alone or in combination.
HARW12 – Land off Barrow Road	

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
HARW07 – Land off Reading Road	Sites have been merged and carried forward for detailed testing (New Site Ref: HARW_A)
HARW08 – Land between Reading Road and Grove Road, west of Harwell	
HARW09 – Land off Orchard Way	
HARW10 – Land north of Grove Road	



Settlement: Harwell Campus

Settlement Hierarchy: Larger Village (the campus has services and facilities comparable to that of a larger village)

Sub-Area: South-East Vale

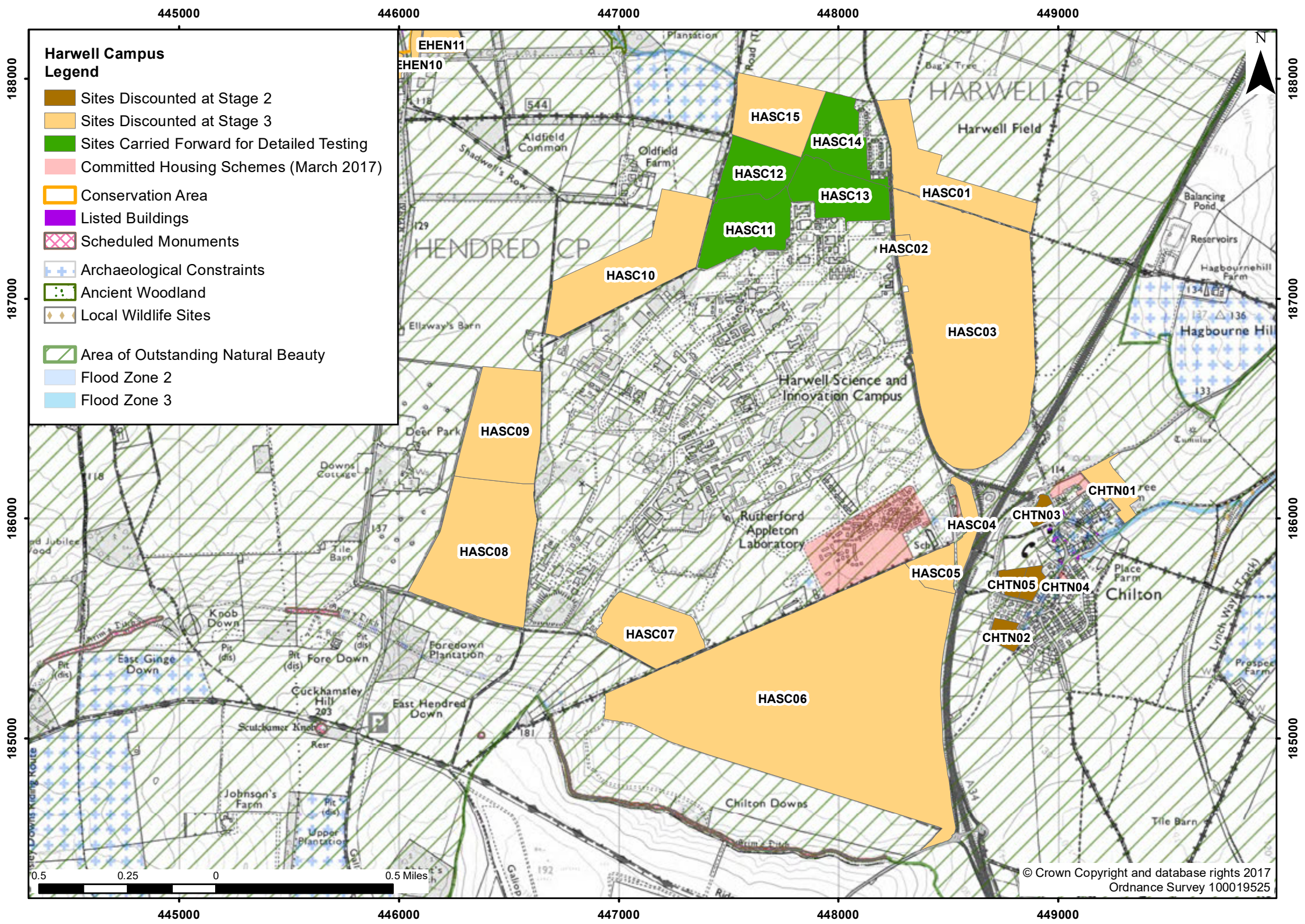
Key Constraints: The campus is a large predominantly brownfield site located within the North Wessex Downs Area of Outstanding Natural Beauty. The A34 lies to the east and south-east of the campus, separating it from the smaller village of Chilton at the Chilton Interchange. The smaller village of Rowstock and larger village of East Hendred lies to the north and north-west of the Campus respectively, with Harwell village to the north-east.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
HASC01 – Land at Harwell Field	Development of these sites is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty.
HASC02 – Small parcel of land east of Harwell Campus	
HASC03 – Large parcel of land east of Harwell Campus	
HASC04 – Chilton Garden Centre	
HASC06 – Land west of A34	
HASC07 – Land at Ridgeway Farm	
HASC08 – Land west of Stileway Road	
HASC09 – Land at Meashill Plantation	
HASC10 – Land off Redlands Row	
HASC15 – Land east of Hungerford Road	
HASC05 – Land at Upper Farm Road, Chilton	Development of these sites is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty. A small area within this site is considered brownfield land and has planning permission for three dwellings. Application Reference: P16/V3061/FUL.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
HASC11 – Vacant land at Harwell Campus (2)	Sites have been merged and carried forward for detailed testing (New Site Ref: HASC_A)
HASC12 – Vacant land at Harwell Campus (1)	
HASC13 – Developed land at Harwell Campus	
HASC14 – Land north of Harwell Oxford Campus	



Settlement: Kennington

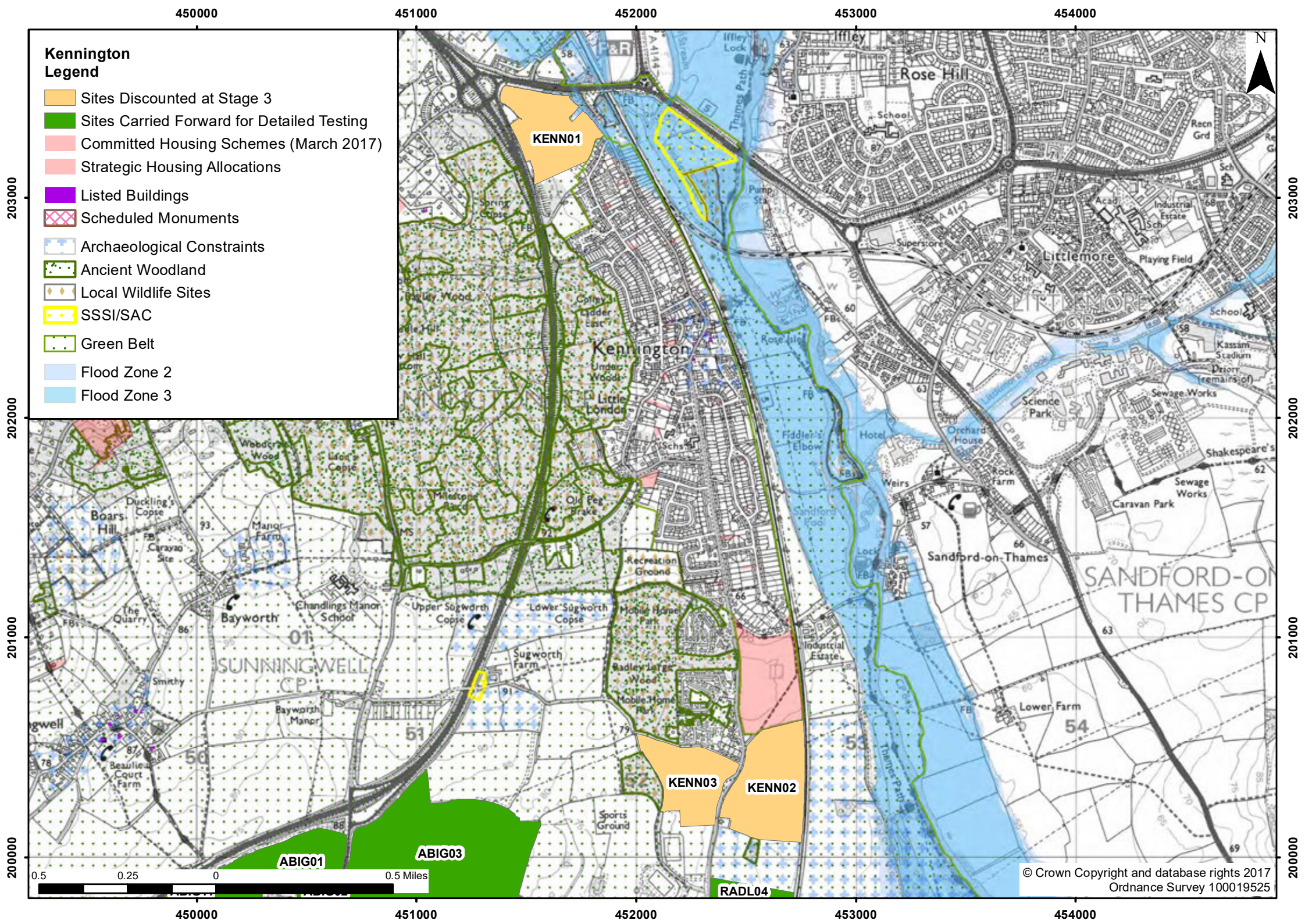
Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Larger village is inset to the Oxford Green Belt. The River Thames flood plain lies to the north and east. Large areas of Ancient Woodland exist to the west and south-west of the settlement and Iffley Meadows Site of Special Scientific Interest (SSSI) lies opposite the settlement. The A34 acts as a physical barrier to the west, whilst the Southern By-Pass Road acts as a physical barrier to the north of the village. The railway line bounds the settlement to the east. To the south of Kennington lies the larger village of Radley.

HELAA Sites carried forward for Detailed Testing at Stage 3

Site	Comment
KENN01 – Land at Oxford University, Said Business School	Site is heavily constrained by several designations. Development is promoted towards the south-eastern end of the site, adjacent to listed buildings. It is unlikely that such a scheme could deliver more than 50 dwellings.
KENN02 – Land south of Kennington, east of Kennington Road	These sites make up a larger site which was tested through the Oxford Spatial Options Assessment (LUC). They form part of the important open gap separating the settlements of Kennington and Radley. Development of one or both of these sites would have a significant adverse impact on this gap and also the more fundamental separation of Abingdon-on-Thames and Oxford.
KENN03 - Land south of Kennington, west of Kennington Road	



Settlement: Kingston Bagpuize with Southmoor

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

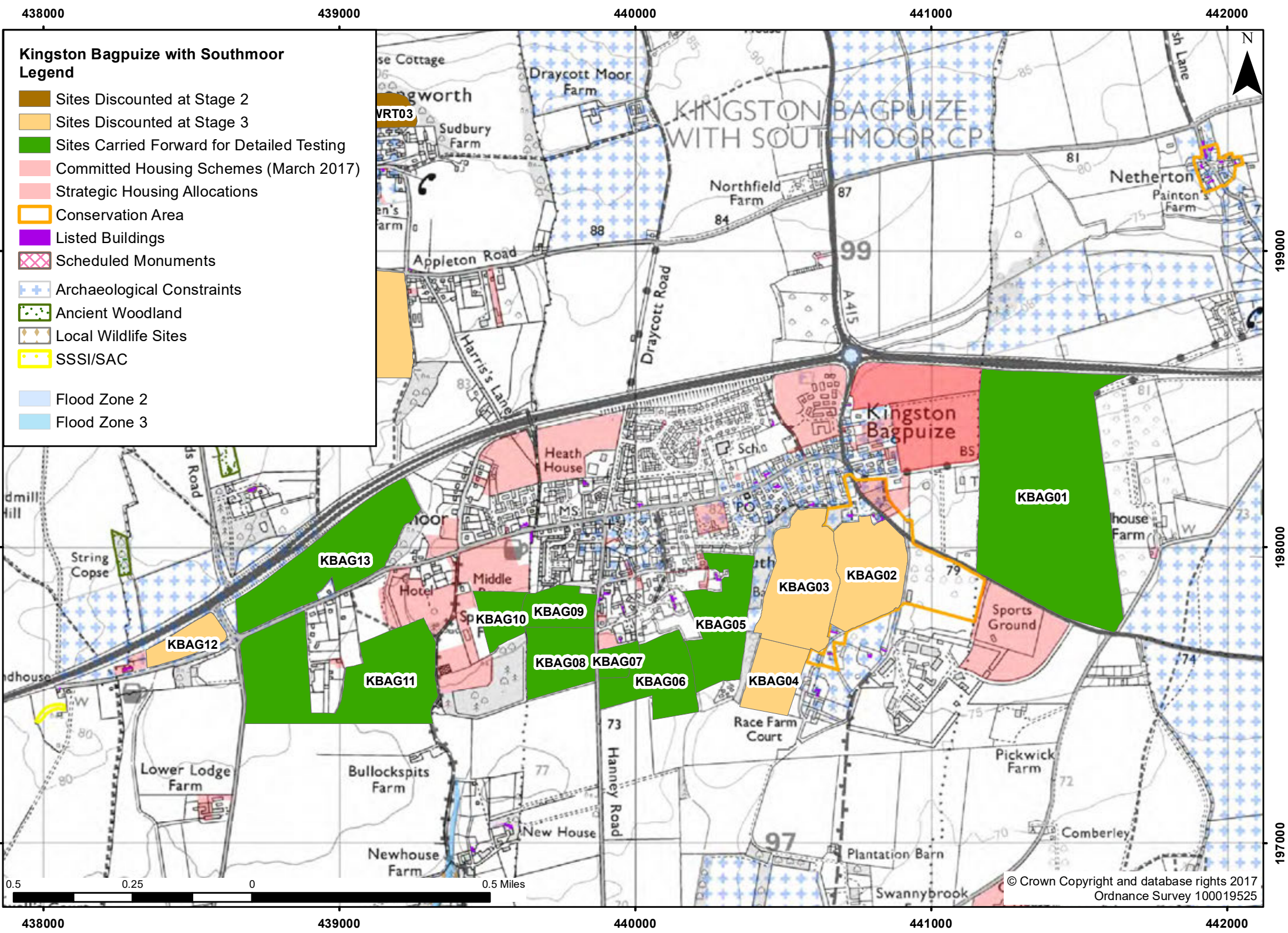
Key Constraints: Larger village is constrained by a conservation area that is comprised of Kingston Bagpuize house and adjoining parkland in the east. In addition, there are a number of listed buildings scattered throughout the settlement. The A420 acts as a physical barrier to the north of the village, separating it from the smaller villages of Longworth and Fyfield and the hamlet of Netherton.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
KBAG02 – Kingston Bagpuize House	Part or all of these sites lie within the Conservation Area and contribute to the special qualities of the settlement. The sites make an important contribution to the setting of Kingston Bagpuize House to the east.
KBAG03 – Parkland adjoining Kingston Bagpuize House	
KBAG04 – Land off Sandy Lane (Oakbedding Copse)	The site, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement.
KBAG12 – Land north of Faringdon Road, Southmoor	This site would result in development that is isolated from the main built up area of the settlement.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
KBAG01 – Land north of Abingdon Road at Kingston Bagpuize	Site has been carried forward for detailed testing (New Site Ref: KBAG_A)
KBAG05 – Land at Blenheim Farm, off Stonehill Lane	Sites have been merged and carried forward for detailed testing (New Site Ref: KBAG_B)
KBAG06 – Land east of Hanney Road	
KBAG07 – Land east of Hanney Road, south of Town Pond Land	
KBAG08 – Land west of Hanney Road (2)	
KBAG09 – Land west of Hanney Road (1)	
KBAG10 – Land south of Faringdon Road, adjoining Middle Barn	Sites have been merged and carried forward for detailed testing (New Site Ref: KBAG_C)
KBAG11 – Land south of Spring Hill, Southmoor	
KBAG13 – Land north of Spring Hill Road, south of A420	



Settlement: Kingston Lisle

Settlement Hierarchy: Smaller Village

Sub-Area: Western Vale

Key Constraints: Smaller village lies almost wholly within a conservation area which contains a number of listed buildings. Kingston Lisle Park lies south of the settlement, and south of this lies the North Wessex Downs Area of Outstanding Natural Beauty.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)











Site	Comment
KLIS01 – Land north of Drove Way	<p>Site is unable to deliver at least 50 dwellings.</p> <p>Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.</p>

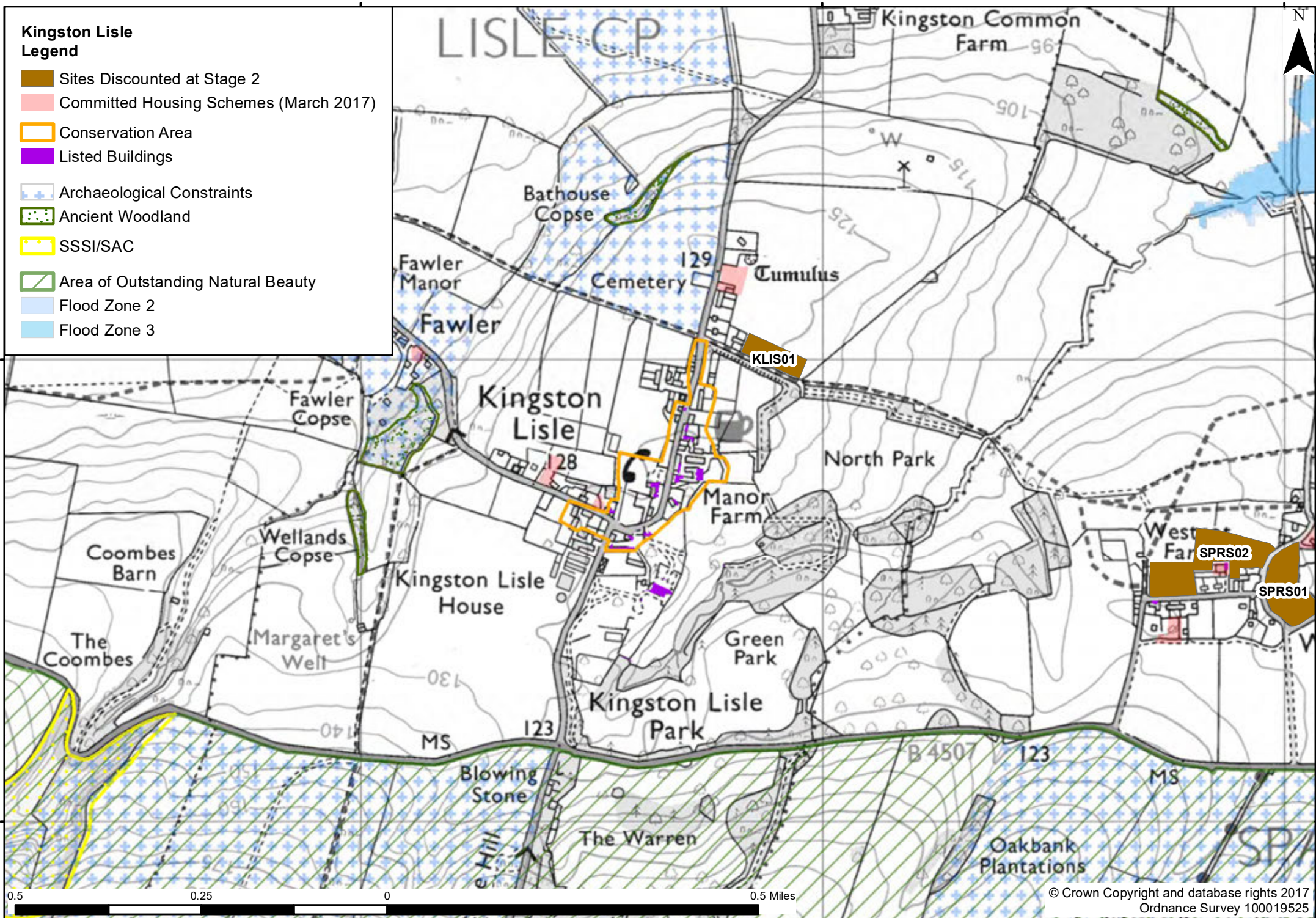
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Kingston Lisle**Legend**

-  Sites Discounted at Stage 2
-  Committed Housing Schemes (March 2017)
-  Conservation Area
-  Listed Buildings
-  Archaeological Constraints
-  Ancient Woodland
-  SSSI/SAC
-  Area of Outstanding Natural Beauty
-  Flood Zone 2
-  Flood Zone 3



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Ordnance Survey 100019525

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Settlement: Little Coxwell

Settlement Hierarchy: Smaller Village

Sub-Area: Western Vale

Key Constraints: Smaller village lies wholly within a conservation area and contains a high concentration of listed buildings. The A420 lies to the north and west of the settlement, separating it from Great Coxwell to the west and the market town of Faringdon to the north. The road narrows through the village with limited opportunities for improvements.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
LCOX01 – Land behind Eagle Square Cottages	Sites are unable to deliver 5 or more dwellings and has not been assessed further in line with National Guidance.
LCOX02 – Land at The Old Slaughterhouse	
LCOX03 – Orchard at Manor Farmhouse	



Settlement: Longcot

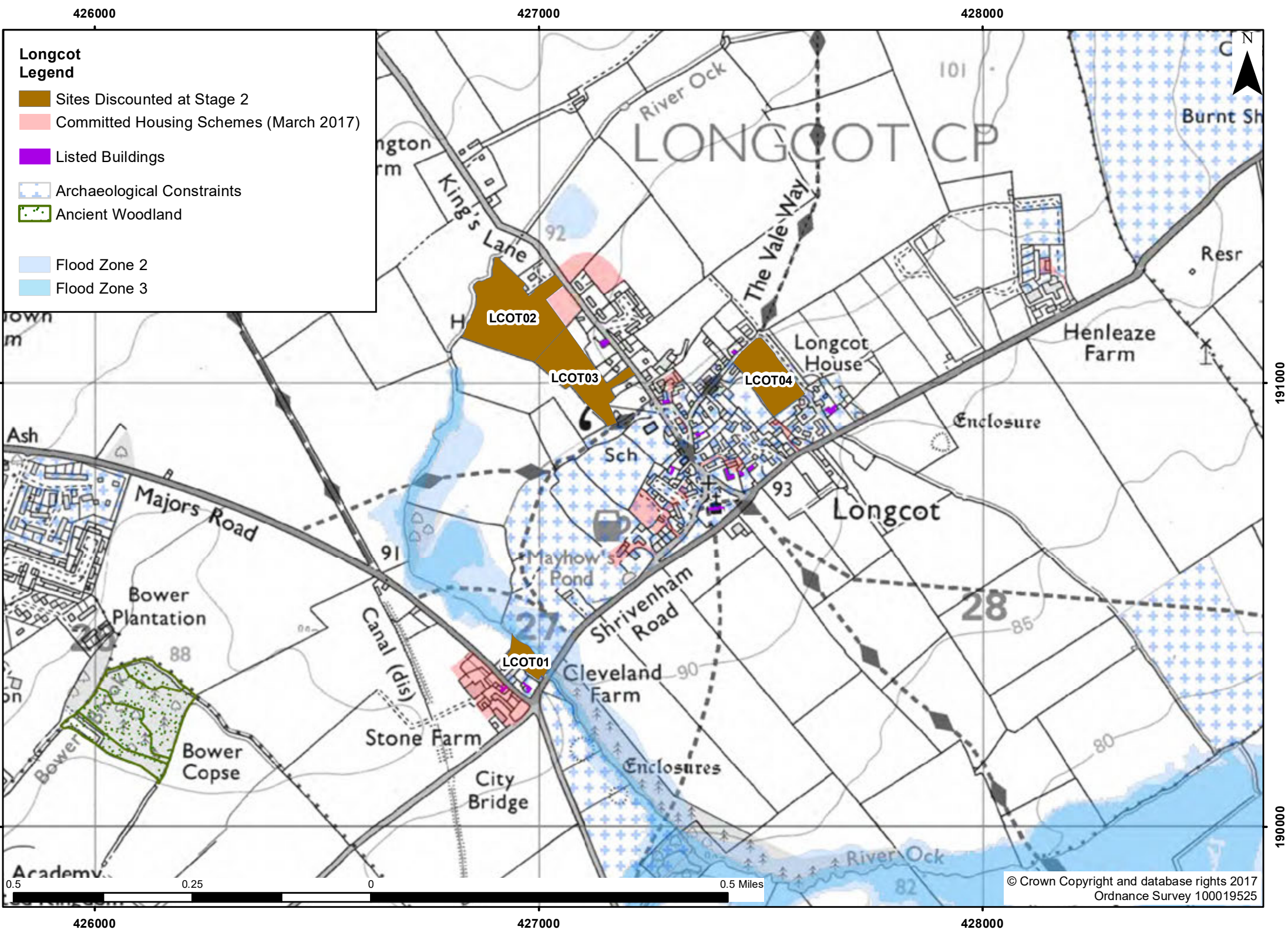
Settlement Hierarchy: Smaller Village

Sub-Area: Western Vale

Key Constraints: Smaller village contains a number of listed buildings. In addition, a small watercourse borders the village from the west, and flows into the River Ock to the south. The Shrivenham Road acts as a barrier to the south of the village.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
LCOT01 – Land at Cleveland Farm	Sites are unable to deliver at least 50 dwellings.
LCOT04 – Land west of Mallins Lane	
	Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
LCOT02 – Land to the east of the Homestead, Kings lane	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
LCOT03 – Land at rear of Kings lane	



Settlement: Longworth

Settlement Hierarchy: Smaller Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Smaller village is heavily constrained by a conservation area which comprises approximately half of the settlement and contains a high concentration of listed buildings. The A420 acts as a physical barrier to the south of the village, beyond which lies the settlement of Kingston Bagpuize with Southmoor. The hamlet of Hinton Waldrist lies to the west of the village. The road network to the historic core of the settlement is narrow in many places with limited opportunities for improvements. Longworth has an adopted Neighbourhood Plan which contains policies to guide development in the parish.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
LWRT03 – Land to the rear of Bowbank	Site is unable to deliver at least 50 dwellings.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)










Site	Comment
LWRT01 – Land at The Potting Shed Nursery	This site could be developed either alone or in combination with adjacent sites to deliver more than 50 dwellings. However, the scale of development would not be sufficient to enhance the settlement's limited range of services and facilities (Longworth is classified as a Smaller Village).
LWRT04 – Land south of Longworth LWRT05 – Land east of Pinewoods Road	These sites, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement. Development of a larger site would also erode the important open gap separating the area with Kingston Bagpuize with Southmoor.

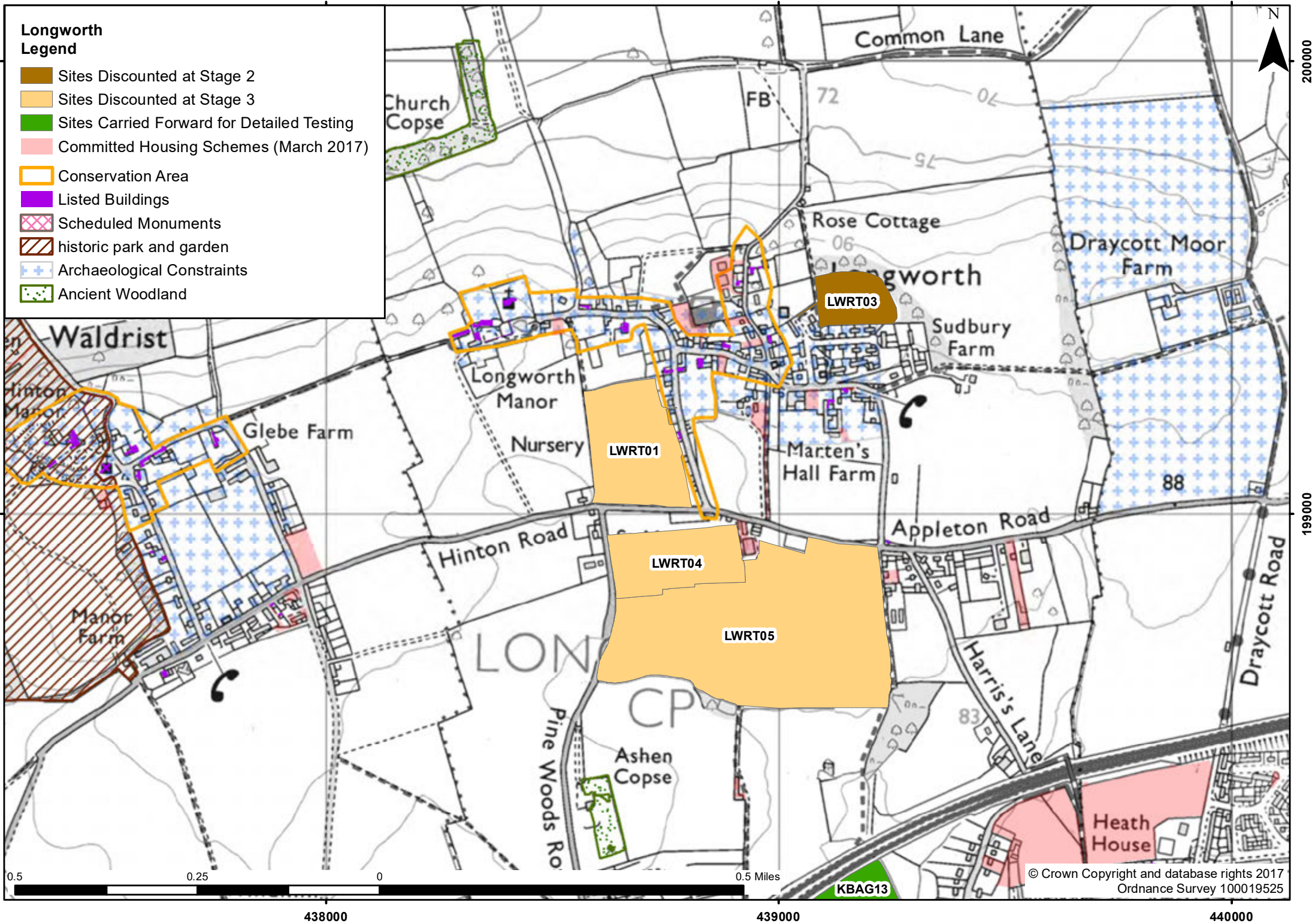
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**Longworth
Legend**

-  Sites Discounted at Stage 2
-  Sites Discounted at Stage 3
-  Sites Carried Forward for Detailed Testing
-  Committed Housing Schemes (March 2017)
-  Conservation Area
-  Listed Buildings
-  Scheduled Monuments
-  historic park and garden
-  Archaeological Constraints
-  Ancient Woodland



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Settlement: Lyford

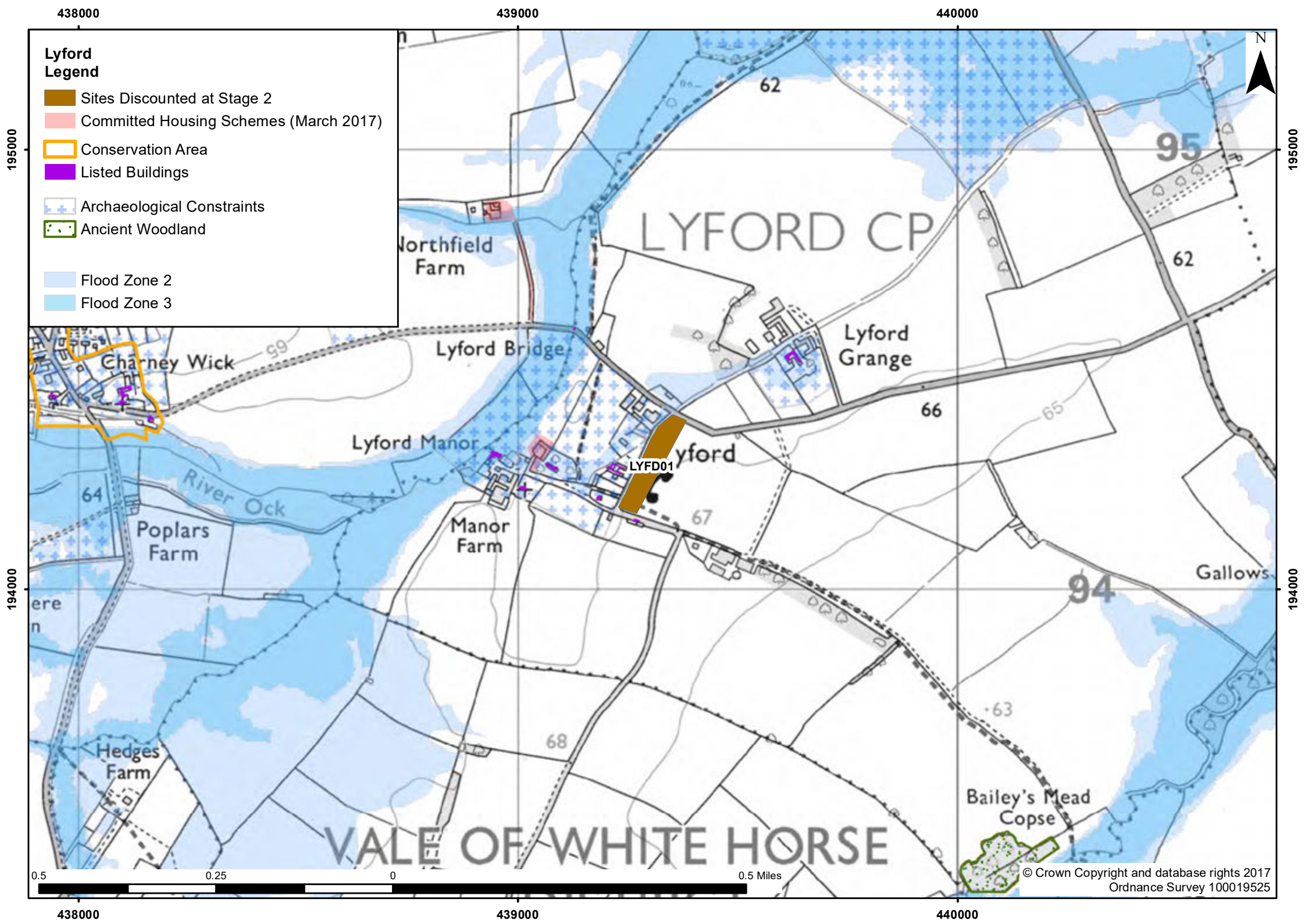
Settlement Hierarchy: Open Countryside

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: The small hamlet comprises of a very low density scattering of housing predominantly surrounded by agricultural land. It is constrained by the River Ock (Flood Zone 2 and 3) that lies to the west. There is no conservation area, however a small number of listed buildings do exist.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
LYFD01 – Greenfield land at Lyford	Site is unable to deliver at least 50 dwellings.



Settlement: Marcham

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Larger village is constrained by the River Ock (Flood Zone 2 and 3) which lies to the south and south-east, and a number of drains to the west. A conservation area containing a high concentration of listed buildings lies within the current settlement. In addition, a scheduled monument lies to the north-east of the village. The busy A415 runs through the site. The constrained nature of this road presents an issue for current traffic which has resulted in an Air Quality Management Area (AQMA) being designated for Marcham.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

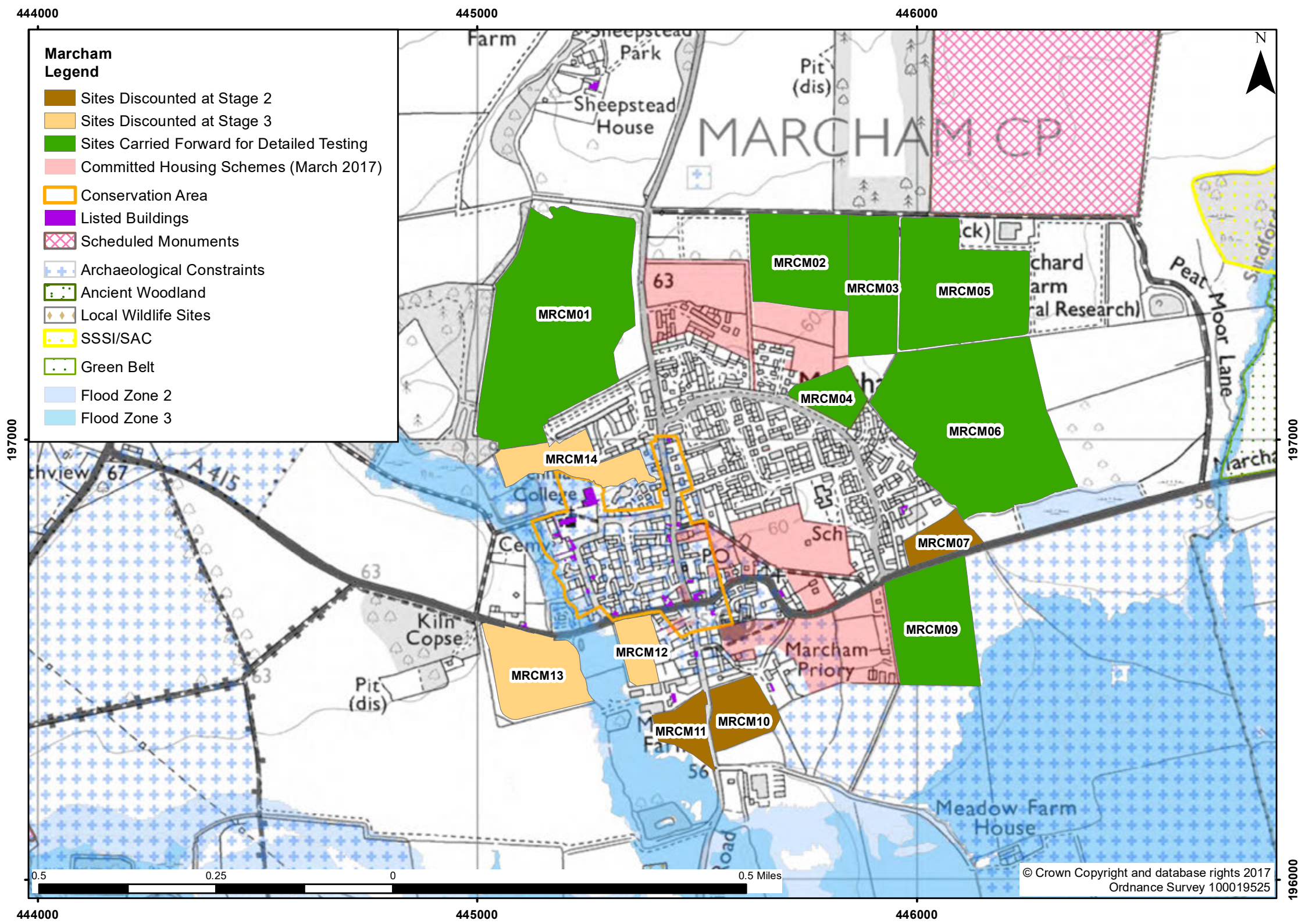
Site	Comment
MRCM07 – Marcham Nursery	Sites are unable to deliver at least 50 dwellings.
MRCM10 – Land east of Mill Road	
MRCM11 – Land west of Mill Road	
MRCM12 – Land south of Frilford Road	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
MRCM13 – Land south of Frilford Road adjacent to Kiln Copse	This site, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement.
MRCM14 – Land at Denham College	Half of the site is within the Conservation Area and contributes to the special qualities of the settlement.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
MRCM01 – Land west of Sheepstead Road	Sites have been merged and carried forward for detailed testing (New Site Ref: MRCM_A)
MRCM02 – Land south of Cow Lane	
MRCM03 – Land south of Cow Lane	
MRCM04 – Land east of Howard Cornish Road at Hyde Copse	
MRCM05 – Land at Orchard Farm	
MRCM06 – Land south of Orchard Farm	
MRCM09 – Land south of Marcham Nurseries	Site has been carried forward for detailed testing (New Site Ref: MRCM_B)



Settlement: Milton

Settlement Hierarchy: Larger Village

Sub-Area: South-East Vale

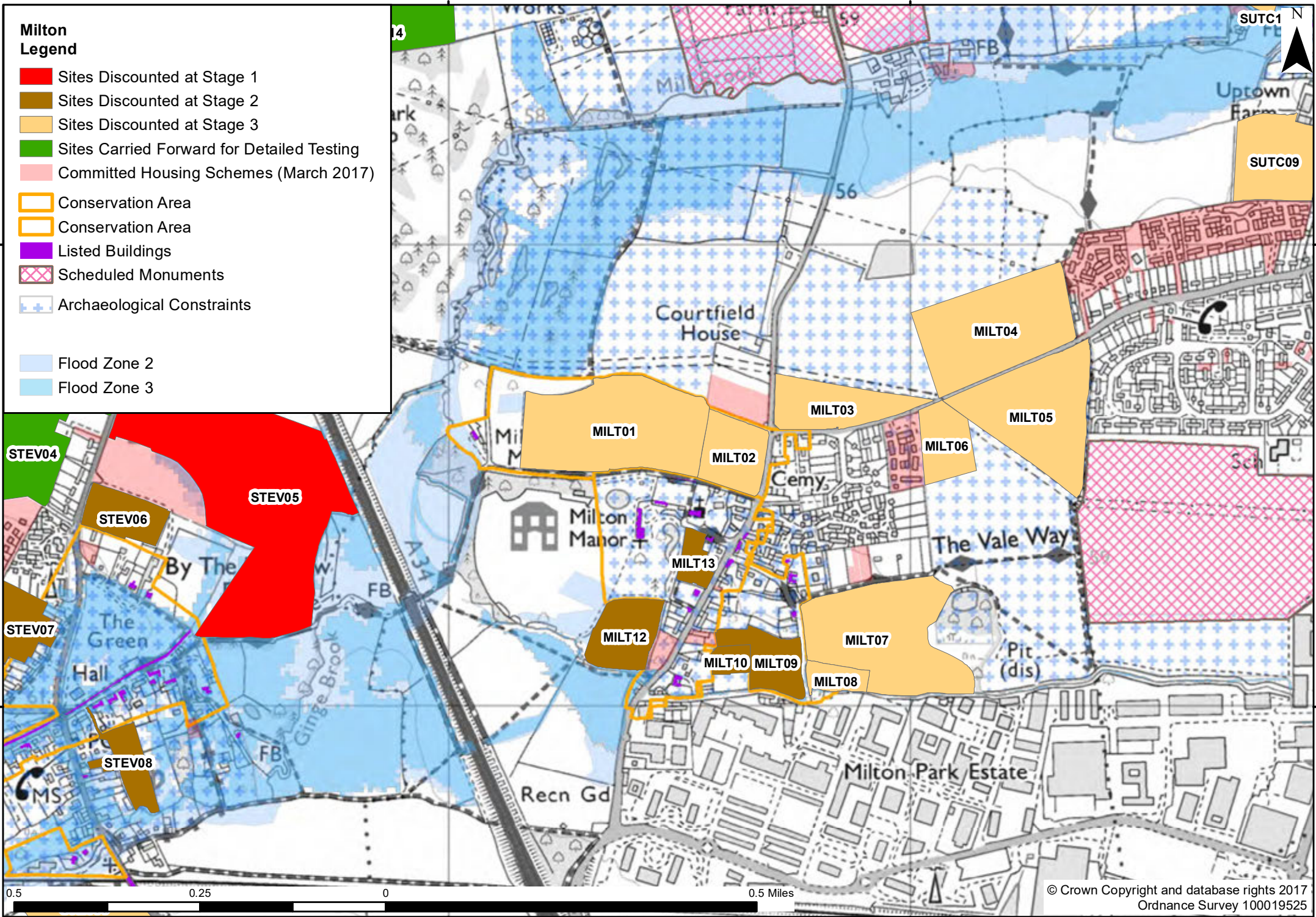
Key Constraints: Larger village is constrained by a recently expanded conservation area which includes a large part of the current settlement and contains a high concentration of listed buildings. The Ginge Brook lies to the west and to the north of the village and a scheduled monument lies to the east. The A34 acts as a physical barrier to the west of the village beyond which lies the larger village of Steventon. In addition, an important open gap exists between Milton and Sutton Courtenay to the east of the village.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
MILT09 – Land north of Pembroke Lane	Sites are unable to deliver at least 50 dwellings, either alone or in combination with nearby sites.
MILT10 – Land to rear of horse paddocks, Pembroke Lane	
MILT12 – Land west of 70 - 78 High Street	
MILT13 – Land between 50 & 62 High Street	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
MILT01 – Land north of Mill Lane	Site is wholly within the updated Conservation Area for Milton. The open nature of this site contributes to the special quality of this settlement.
MILT02 – Land north-west of junction off Mill Lane with High Street	
MILT03 – Land north-east of junction off Sutton Road and High Street	This site forms part of a larger agricultural field which is an important open gap separating the settlement of Milton with Sutton Courtenay to the east.
MILT04 – Land north of Sutton Road, west of Sutton Courtenay	These sites, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement. These sites also form an important open gap separating the area with Sutton Courtenay.
MILT05 – Land south of Sutton Road, west of Sutton Courtenay	
MILT06 – Land south of Sutton Road, east of Milton	
MILT07 – Land at site east of Old Moor	The local road network to which the site is accessed is unlikely to cope with an allocation of 50 or more dwellings.
MILT08 – Land at Manor Farm, Old Moor	



Settlement: Milton Heights

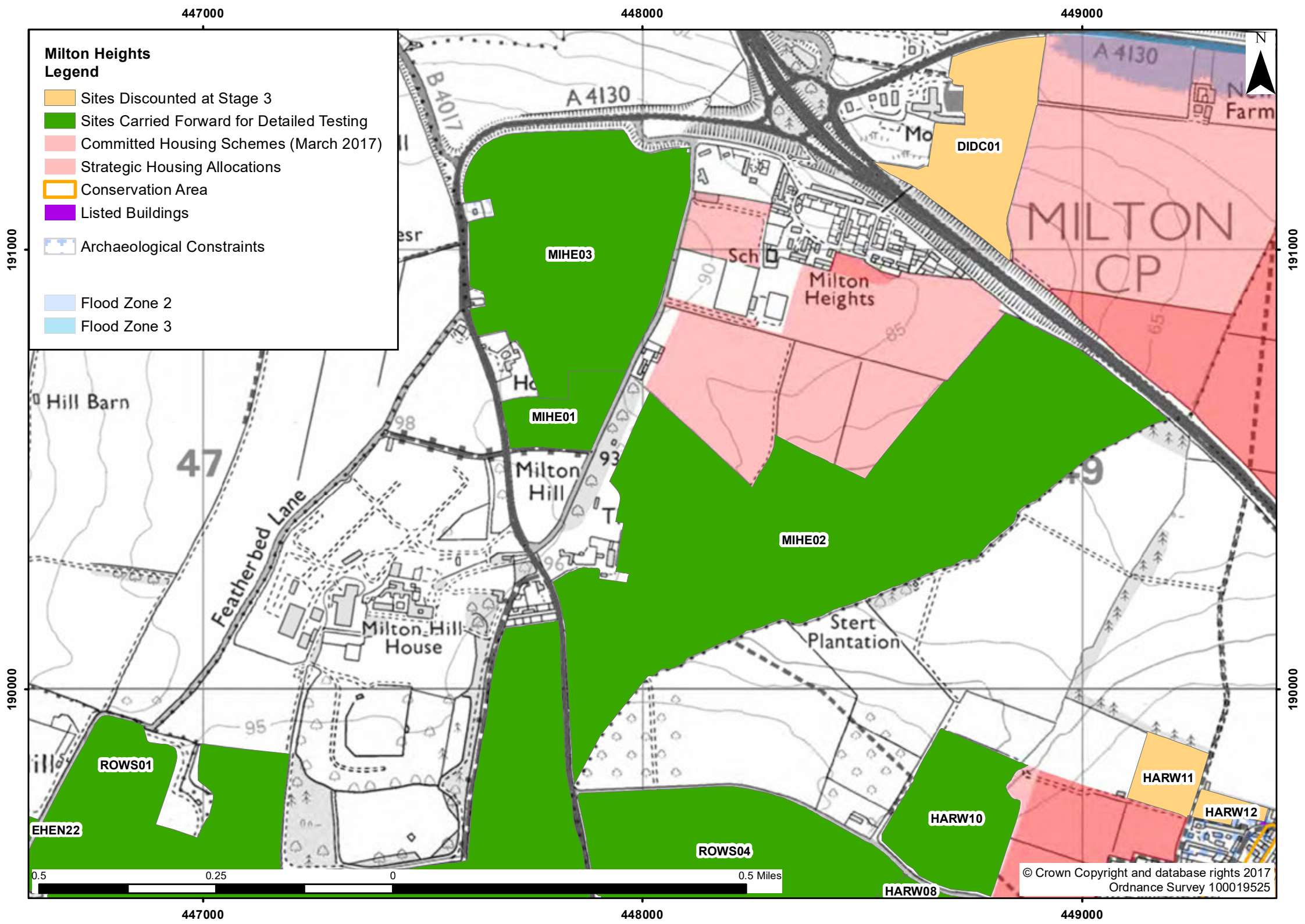
Settlement Hierarchy: Smaller Village

Sub-Area: South-East Vale

Key Constraints: Smaller village is adjacent to Milton Hill. The A4130 acts as a physical barrier to the north and west of the village, and the A34 acts as a physical barrier to the north-east. Traffic congestions is a constraint at Milton Interchange. The smaller village of Rowstock lies to the south of the settlement. To the north-east of the site, on the other side of the A34, lies the strategic housing allocation of Valley Park and the strategic employment site of Milton Park.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
MIHE01 – Land at The Croft and Little Croft	Sites have been merged and carried forward for detailed testing (New Site Ref: MIHE_A)
MIHE02 – Land south of the LPP1 allocation at Milton Heights	
MIHE03 – Land south of the A4130 and west of Milton Heights	



Settlement: North Hinksey

Settlement Hierarchy: Smaller Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Smaller village is inset to the Oxford Green Belt. It is constrained by a conservation area which circles a large proportion of the village and contains a high concentration of listed buildings. The River Thames flood plain (Flood Zone 2 and 3) lies to the north-east and the A34 acts as a physical barrier to the south-west of the village. The north of the settlement is adjacent to the Local Service Centre of Botley. Harcourt Hill Campus lies to the south-west. The elevated nature of land in this area, particularly around Raleigh Park, host protected views from Oxford City.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
NOHI01 – Land to the rear of 22 North Hinksey Village	Site is unable to deliver at least 50 dwellings.

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North Hinksey Legend

- Sites Discounted at Stage 2
- Sites Discounted at Stage 3
- Committed Housing Schemes (March 2017)
- Conservation Area
- Listed Buildings
- Scheduled Monuments
- Archaeological Constraints
- Ancient Woodland
- Local Wildlife Sites
- Green Belt
- Flood Zone 2
- Flood Zone 3



Settlement: Radley

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Larger village is inset to the Oxford Green Belt. The railway line and River Thames flood plain (Flood Zone 2 and 3) lie to the east. The settlement contains two scheduled monuments to the south of the village, and a number of listed buildings to the east and north, including Radley College. An important open gap exists between Radley and Abingdon-on-Thames to the west of the village.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

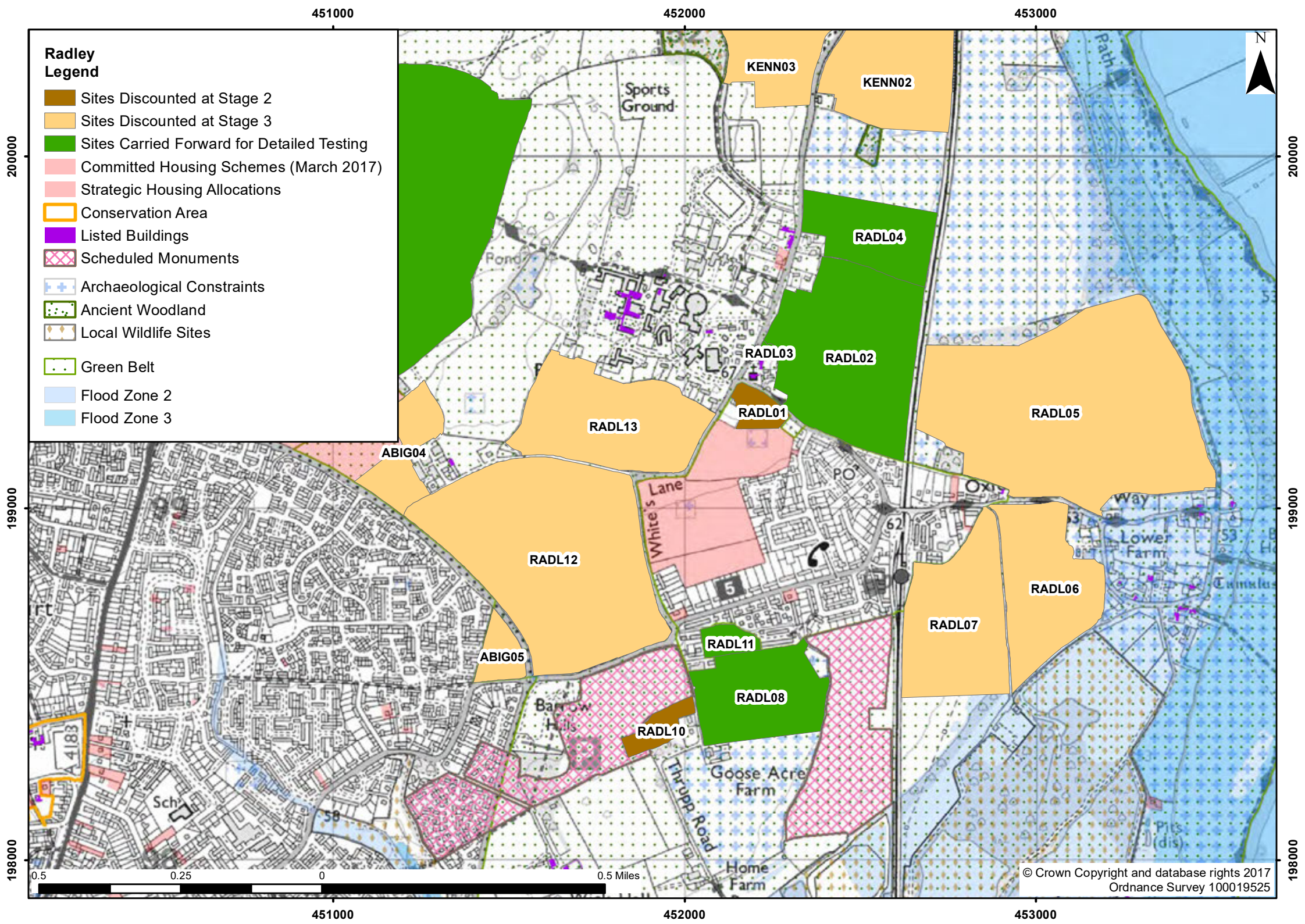
Site	Comment
RADL01 – Land east of Whites Lane	Sites are unable to deliver at least 50 dwellings.
RADL10 – Former Coal yard at Thrupp Lane	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
RADL05 – Land east of the railway line, north of Lower Radley	Sites are located to the east of the railway line. Access to this part of Radley is significantly constrained by the existing bridge and integration with the village is an issue. Noise pollution from the railway line is a constraint to the west, while flooding remains an issue to the east.
RADL06 – Land at Neates Home Farm	
RADL07 – Land at Radley Station	
RADL13 – Land off Kennington Road	Development of these sites would erode the important open gap between Radley and Abingdon-on-Thames and impact upon the setting of Radley College and grounds.
RADL12 – Land off Whites Lane	

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
RADL02 – Land off Kennington Road	Sites have been merged and carried forward for detailed testing (New Site Ref: RADL_A)
RADL03 – Land east of Kennington Road	
RADL04 – Land east of Kennington Road	
RADL08 – Land at Goose Acre Farm and east of Thrupp Lane	Sites have been merged and carried forward for detailed testing (New Site Ref: RADL_B)
RADL11 – Playing fields at Goose Acre	



Settlement: Rowstock

Settlement Hierarchy: Smaller Village

Sub-Area: South-East Vale

Key Constraints: Smaller village is constrained by the North Wessex Downs Area of Outstanding Natural Beauty to the south. A number of other settlements exist in the vicinity of Rowstock, including Harwell to the East, East Hendred to the West and Milton Heights to the north. The strategic employment site of Harwell Campus lies to the south. The A417 bisects the settlement. Traffic congestions is a constraint at Milton Interchange.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
ROWS02 – Land off the Beatlands	Site comprises of a number of individual parcels of land, including private residential space. It is unclear if the site is capable of delivering fifty dwellings. In addition to this, development of the site is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty and may result in the capacity of the site being reduced.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
ROWS01 – Land north of the A417 Rowstock, east of Hungerford road and west of Abingdon road	Sites have been merged and carried forward for detailed testing (New Site Ref: ROWS_A)
ROWS03 – Land at Middle Farm	
ROWS04 – Land east of Rowstock	

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**Rowstock
Legend**

Sites Discounted at Stage 2

Sites Discounted at Stage 3

Sites Carried Forward for Detailed Testing

Committed Housing Schemes (March 2017)

Strategic Housing Allocations

Conservation Area

Listed Buildings

Archaeological Constraints

Area of Outstanding Natural Beauty

Flood Zone 2

Flood Zone 3



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Settlement: Shellingford

Settlement Hierarchy: Smaller Village

Sub-Area: Western Vale

Key Constraints: Smaller village is constrained by a conservation area which covers a large proportion of the settlement and contains a number of listed buildings. Ancient woodland is present to the north and south of the village. In addition, a watercourse borders the settlement from the north to the south-east of the village, and flows into the Hollywell Brook. The village is accessed via the A417 to the north-east of the village.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)









Site	Comment
SHLF01 – Home Farm Office 2	Site is unable to deliver at least 50 dwellings. Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
SHLF02 – Home Farm Office	Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.

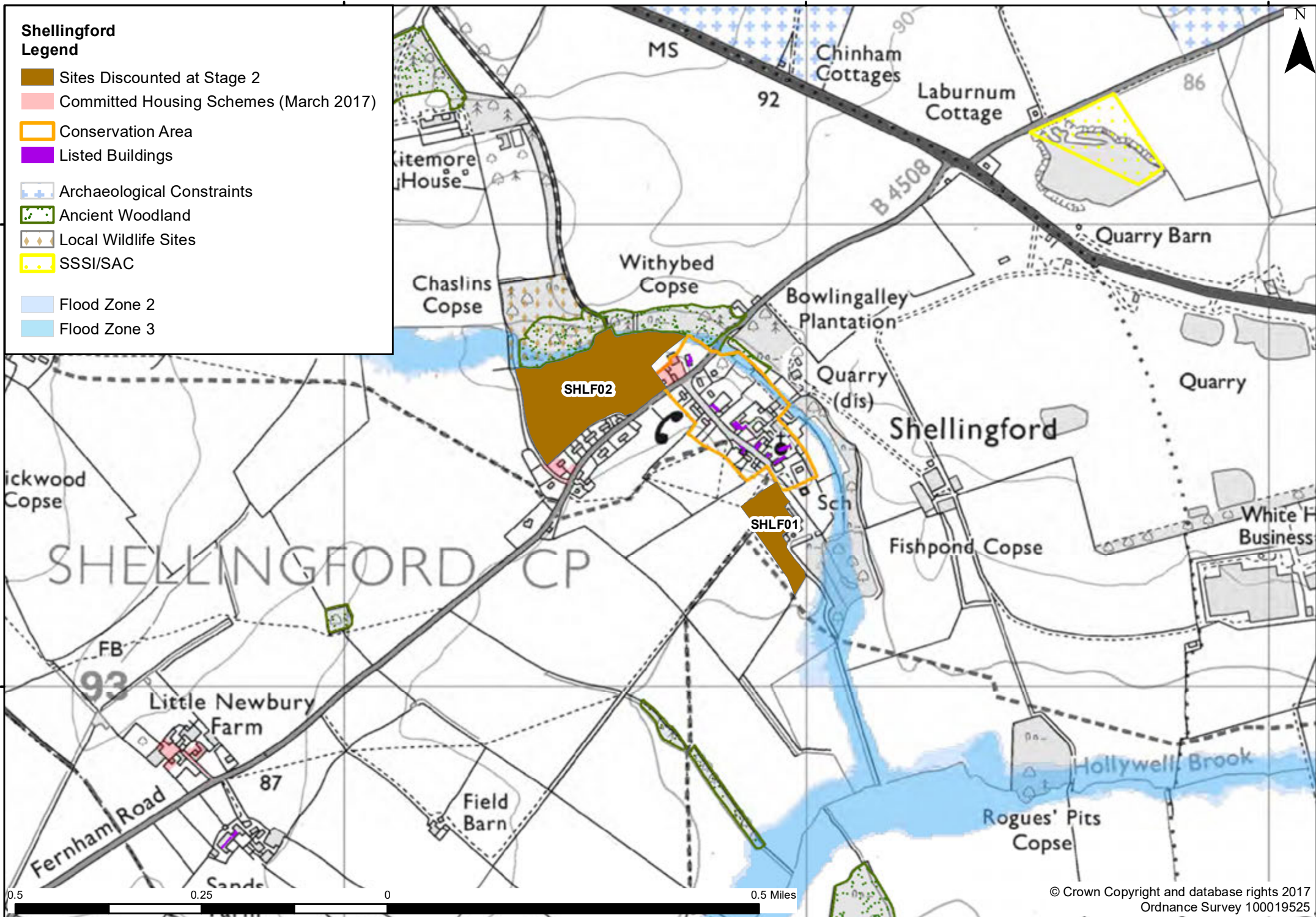
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**Shellingford
Legend**

-  Sites Discounted at Stage 2
-  Committed Housing Schemes (March 2017)
-  Conservation Area
-  Listed Buildings
-  Archaeological Constraints
-  Ancient Woodland
-  Local Wildlife Sites
-  SSSI/SAC
-  Flood Zone 2
-  Flood Zone 3



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Settlement: Shippon

Settlement Hierarchy: Smaller Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Smaller village is within the Oxford Green Belt. It is bordered by Dalton Barracks (Abingdon Airfield) and the Sandford Brook to the north-west of the village. Cothill Fen Special Area of Conservation (SAC) and Dry Sanford Site of Special Scientific Interest (SSSI) are important natural sites in the area. The A34 acts as a physical barrier to the south-east of the village, separating the settlement from the market town of Abingdon-on-Thames. The settlement of Wootton lies to the north of the airfield.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

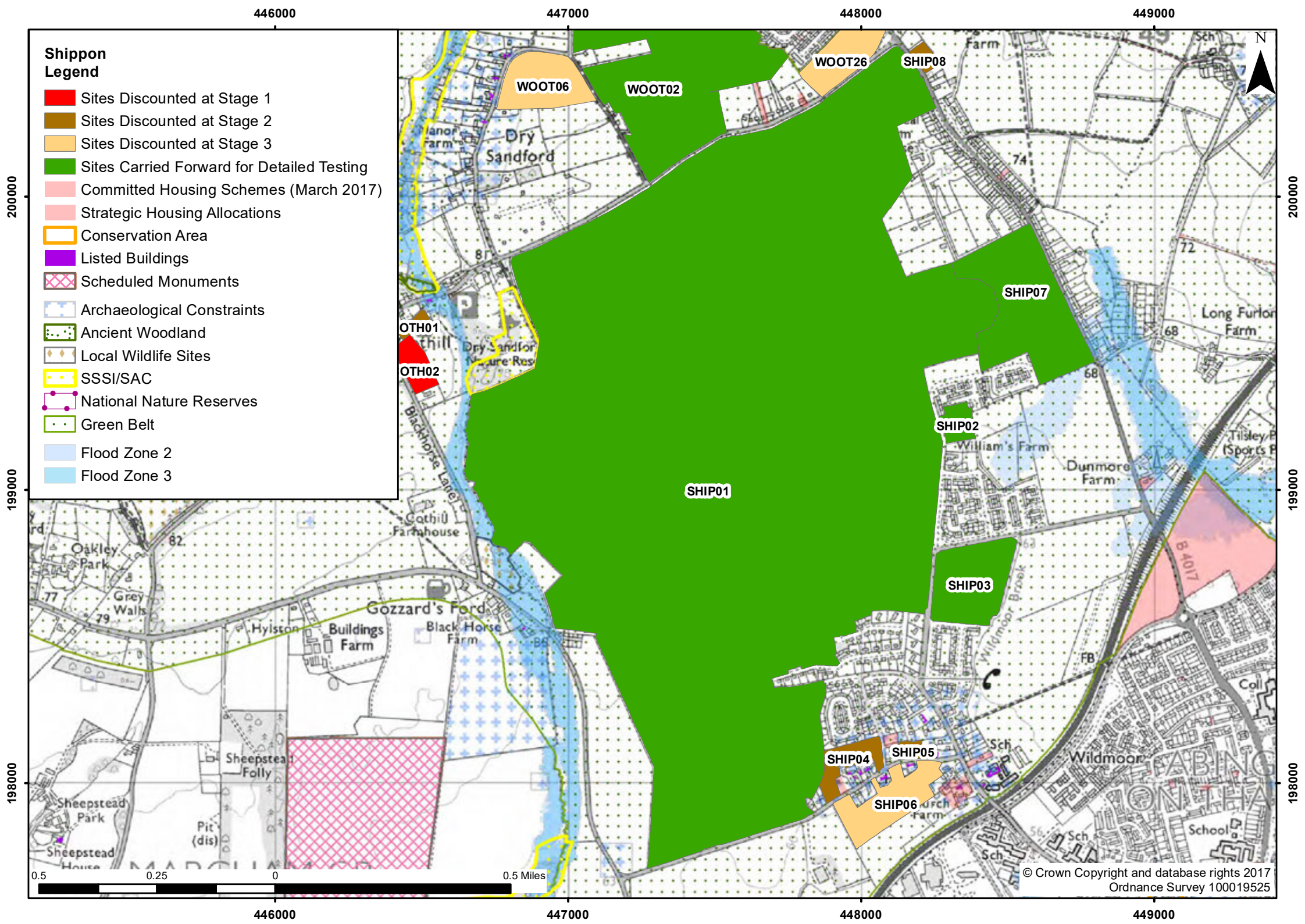
Site	Comment
SHIP04 – Land north of Barrow Road, west of Elm Tree Walk	Sites are unable to deliver at least 50 dwellings.
SHIP05 – Land north of Barrow Road	
SHIP08 – Land at Foxdown, 39 Whitecross	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
SHIP06 – Land south of Barrow Road	This site, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement. Development would also erode the important open gap between Shippon and Abingdon-on-Thames.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
SHIP01 – Dalton Barracks (including Abingdon Airfield)	Sites have been merged and carried forward for detailed testing (New Site Ref: SHIP_A)
SHIP02 – Sergeants Mess at Dalton Barracks	
SHIP03 – Sports grounds at Dalton Barracks	
SHIP07 – Land west of Wootton Road, south of Whitecross	



Settlement: Shrivenham

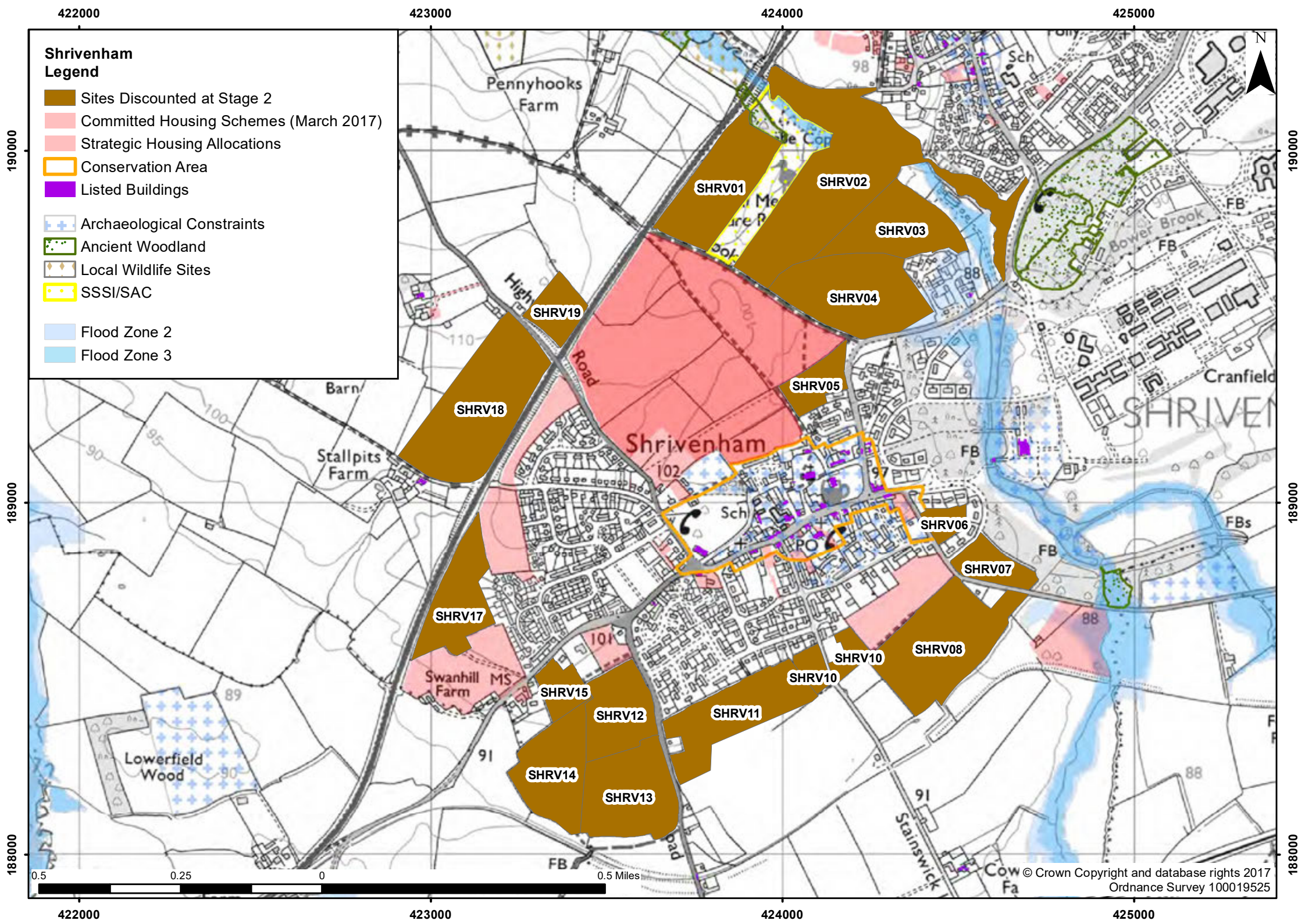
Settlement Hierarchy: Larger Village

Sub-Area: Western Vale

Key Constraints: Larger village is bordered by the Pennyhooks/Tuckmill Brook (Flood Zone 2 and 3) to the north and east. A conservation area containing a high concentration of listed buildings exists within the current settlement. The A420 acts as a physical barrier to the north-west of the village. The larger village of Watchfield, including Cranfield University and other Ministry of Defence land lies to the north-east of the settlement, separated by Shrivenham Park Golf Club and Tuckhill Meadows Site of Special Scientific Interest (SSSI). The historic route of the Wilts and Berks Canal and the railway line lie to the south of the village.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
SHRV06 – Land opposite Vicarage Lane/Longcot Road Junction	Site is unable to deliver at least 50 dwellings. Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
SHRV01 – Land north of Pennyhooks Lane	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
SHRV02 – Shrivenham Golf Course (assess for country park)	
SHRV03 – Shrivenham Golf Course (assess for housing)	
SHRV04 – Shrivenham Golf Course (housing application)	
SHRV05 – Land east of Faringdon Road	
SHRV07 – Land north of Longcot Road	
SHRV08 – Land north-east of cemetery	
SHRV10 – Land adjacent to Stainswick Lane	
SHRV11 – Land east of Station Road	
SHRV12 – Land west of Station Road	
SHRV13 – Land west of Station Road, north of the old canal	
SHRV14 – Land north of the old canal, south of Townsend Road	
SHRV15 – Land south of Townsend Road	
SHRV17 – Land off Townsend Road	
SHRV18 – Land north of the A420 (2)	
SHRV19 – Land north of the A420 (1)	



Settlement: Sparsholt

Settlement Hierarchy: Open Countryside

Sub-Area: Western Vale

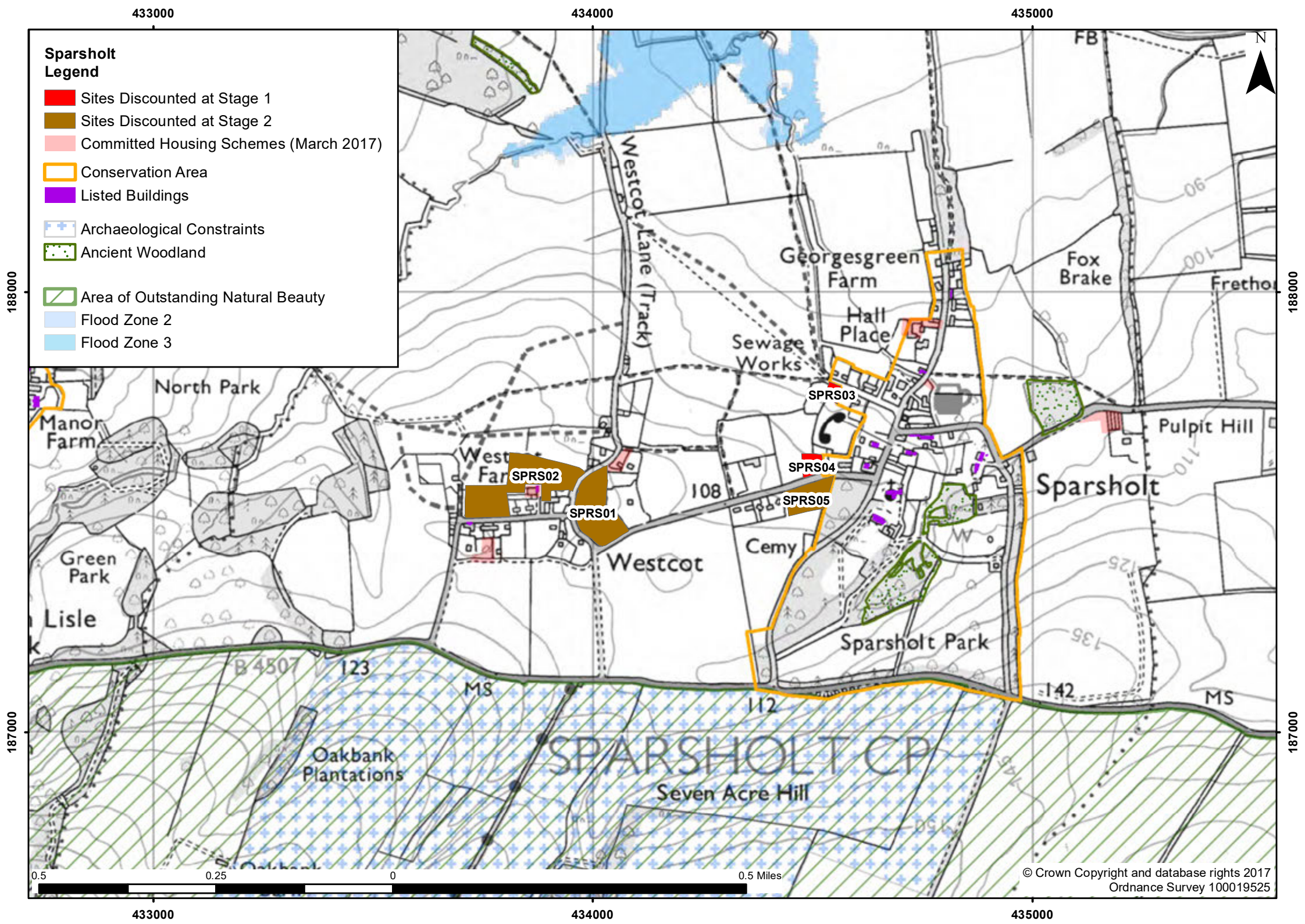
Key Constraints: The small hamlet comprises of a very low density scattering of housing, south of which lies the North Wessex Downs Area of Outstanding Natural Beauty and Seven Acre Hill. The majority of the current settlement is covered by a conservation area, which extends to Sparsholt Park to the south, and contains a number of listed buildings and some ancient woodland. The hamlet of Westcott is in close proximity to the west of Sparsholt.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
SPRS03 – Land off West Street	Sites are unable to deliver 5 or more dwellings and have not been assessed further in line with National Guidance.
SPRS04 – Land north of Church Way, east of Old Glebe House	

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
SPRS01 – Land at Ram Paddock, Westcot	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
SPRS02 – Land at Westcot Farmyard and Paddock	
SPRS05 – Land at Church Way	



**Sparsholt
Legend**

- Sites Discounted at Stage 1
- Sites Discounted at Stage 2
- Committed Housing Schemes (March 2017)
- Conservation Area
- Listed Buildings
- Archaeological Constraints
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Flood Zone 2
- Flood Zone 3

Settlement: Stanford in the Vale

Settlement Hierarchy: Larger Village

Sub-Area: Western Vale

Key Constraints: Larger village is constrained by two conservation areas and contain a high concentration of listed buildings. The larger conservation area also contains fields which are important to the character of the area. A number of watercourses (Flood Zone 2 and 3) border the village from the south-west to the north-east, which flow east into the River Ock. The western edge of the settlement is predominantly defined by the A417, with recent permissions and allocations extending the built-up area closer to the White Horse Business Park.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
STAN07 – Land at Priors Farm (west)	Sites are unable to deliver at least 50 dwellings.
STAN08 – Land at Priors Farm (east)	
STAN11 – Land south of Penstones Court, High Street	
STAN12 – Land east of A417, south of Stone's Barn	
STAN13 – Land south of Manor Farm	
STAN01 – Land adjoining Cottage Road and A417	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
STAN02 – Land north of Cottage Road	
STAN03 – Land west of Old Mill Nurseries	
STAN04 – Old Mill Nurseries	
STAN05 – Land west of Bow Road	
STAN06 – Land east of Stanford House Farm	
STAN09 – Land south of Horsecraft	
STAN10 – Land south of Southdown Crescent	
STAN14 – Land at Manor Farm, Faringdon Road	

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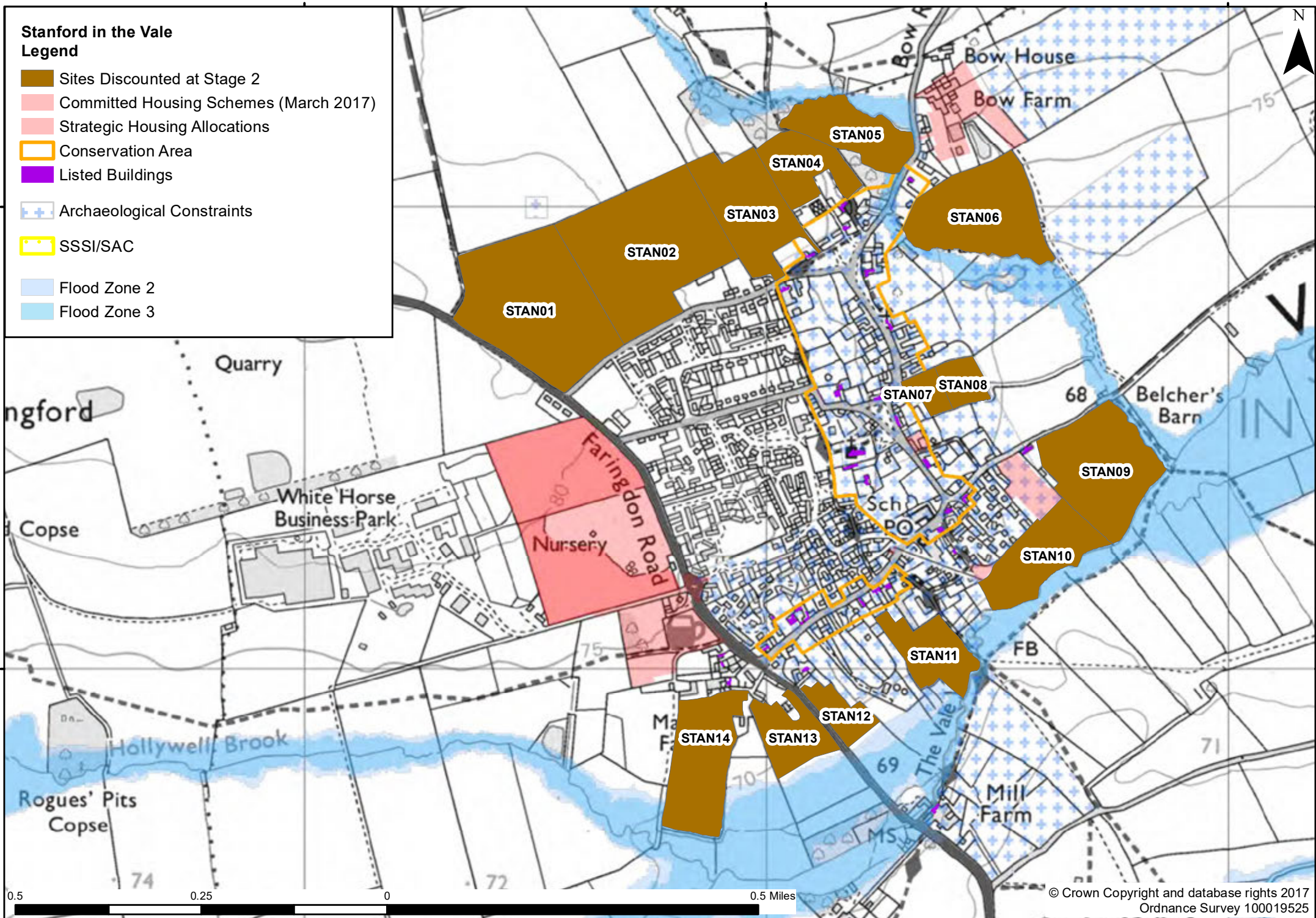
Stanford in the Vale Legend

- Sites Discounted at Stage 2
- Committed Housing Schemes (March 2017)
- Strategic Housing Allocations
- Conservation Area
- Listed Buildings
- Archaeological Constraints
- SSSI/SAC
- Flood Zone 2
- Flood Zone 3



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Settlement: Steventon

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Larger village is constrained by the Ginge Brook (Flood Zone 2 and 3) which flows through the centre of the settlement. A conservation area exists which contains a high concentration of listed buildings and structures, including the historic Causeway. The railway line intersects the southern part of the village and the A34 acts as a physical barrier to the north-east of the village. Large extra high voltage pylons pass the settlement to the west and north. The larger village of Drayton lies to the north of Steventon, beyond the A34. There are known constraints to the expansion of the primary school in the village.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
STEV02 – Land south of Hanney Road	Sites are unsuitable due to significant levels of Flood Zones 2 and 3. STEV02 was considered again in light of representations received through the Preferred Options consultation, however no evidence was submitted which sufficiently demonstrated that flooding issues could be overcome.
STEV05 – Land east of Abingdon Road, south of Steventon community woodland	
STEV11 – Land at Manor Farm	Site is unable to deliver 5 or more dwellings and has not been assessed further in line with National Guidance.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
STEV06 – Land east of Abingdon Road	Sites are unable to deliver at least 50 dwellings.
STEV07 – Land bounded by residential properties on The Green and Bennett Road	
STEV08 – Land off Brewer Close	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
STEV01 – Land to rear of 128 The Causeway, north of the railway line	Site is constrained by the railway line immediately to the south of the site, which would require significant mitigation to screen the development from noise pollution. Access to the site onto the Causeway is also severely restricted and it is unclear if alternative access could be provided.
STEV03 – Land north of Hanney Road	These sites, either alone or in combination with adjacent sites, would result in development that is isolated
STEV10 – Land south of Castle Street	

	from the main built up area of the settlement. STEV10 is also significantly constrained by access to the site, which can only currently be achieved via at-level railway crossings.
STEV09 – Land south of railway line, west of Steventon Hill (road)	Site is heavily constrained. Development of part or all of this site is likely to result in a significant adverse impact on the nearby Steventon Conservation Area and a number of listed buildings, due to the elevated nature of the site. (Planning Application Decision: P14/V2154/FUL)

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
STEV04 – Land off Abingdon Road, north of Fuller Way	Site has been carried forward for detailed testing (New Site Ref: STEV_A)

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**Steventon
Legend**

- Sites Discounted at Stage 1
- Sites Discounted at Stage 2
- Sites Discounted at Stage 3
- Sites Carried Forward for Detailed Testing
- Committed Housing Schemes (March 2017)
- Conservation Area
- Listed Buildings
- Archaeological Constraints
- Flood Zone 2
- Flood Zone 3

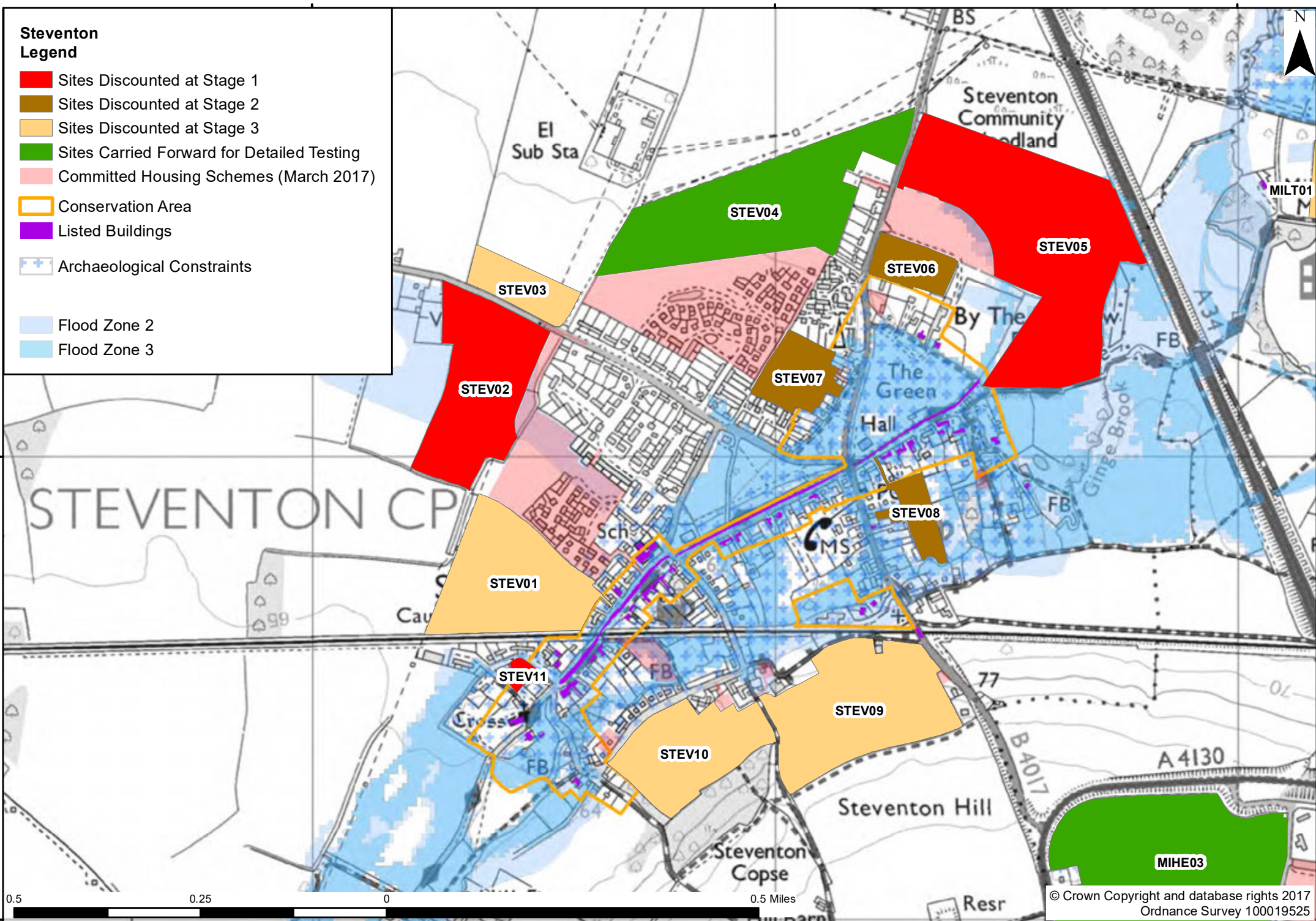


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Settlement: Sutton Courtenay

Settlement Hierarchy: Larger Village

Sub-Area: South-East Vale

Key Constraints: Larger village is constrained by a conservation area which circles a large proportion of the current settlement and contains a high concentration of listed buildings. The River Thames flood plain and the Ginge Brook (Flood Zones 2 and 3) lie north and west of the settlement respectively. In addition, a historic park and garden (Sutton Courtenay Manor House) lies towards the northern edge of the settlement. North of the River Thames lies the settlement of Culham (South Oxfordshire District), with the larger village of Milton to the west. Didcot town lies to the south and south-east, with the strategic employment sites of Milton Park and Didcot B Power Station in close proximity. There are known traffic issues within Sutton Courtenay, including capacity issues at Sutton Bridge during peak hours.

HELAA Sites Discounted at Stage 1 (HELAA – Unsuitable in principle or <5 dwellings)

Site	Comment
SUTC12 – Land to west of High Street (Rear of Hillyard Barns)	Site is unsuitable due to significant levels of Flood Zones 2 and 3.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
SUTC02 – Land south of Priors Court (Churchmere Rd)	Sites are unable to deliver at least 50 dwellings.
SUTC03 – Land west of Cross Trees Farm	
SUTC05 – Land adjacent to Lady Place	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
SUTC04 – Land east of Cross Trees Farm, High Street	The existing road network (Old Wallingford Way) which provides access to the site is unlikely to cope with an allocation of 50 or more dwellings on this site. Improvements to access are unlikely to be delivered alongside an allocation.
SUTC09 – Land south of Uptown Farm	It is unclear how safe site access could be provided to this site.
SUTC10 – Land north of Mill Lane	These sites, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement. Linkages to the historic

SUTC11 – Land at end of Ginge Brook/Land south of Drayton Road	core to the east are hampered by significant areas of Flood Zone 2 and 3 created by the presence of Ginge Brook.
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HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
SUTC06 – Christ Church, Hobbyhorse	Sites have been merged and carried forward for detailed testing (New Site Ref: SUTC_A)
SUTC07 – Land south of Frilsham Street/Hobbyhorse Lane	
SUTC08 – Land east of Harwell Road	

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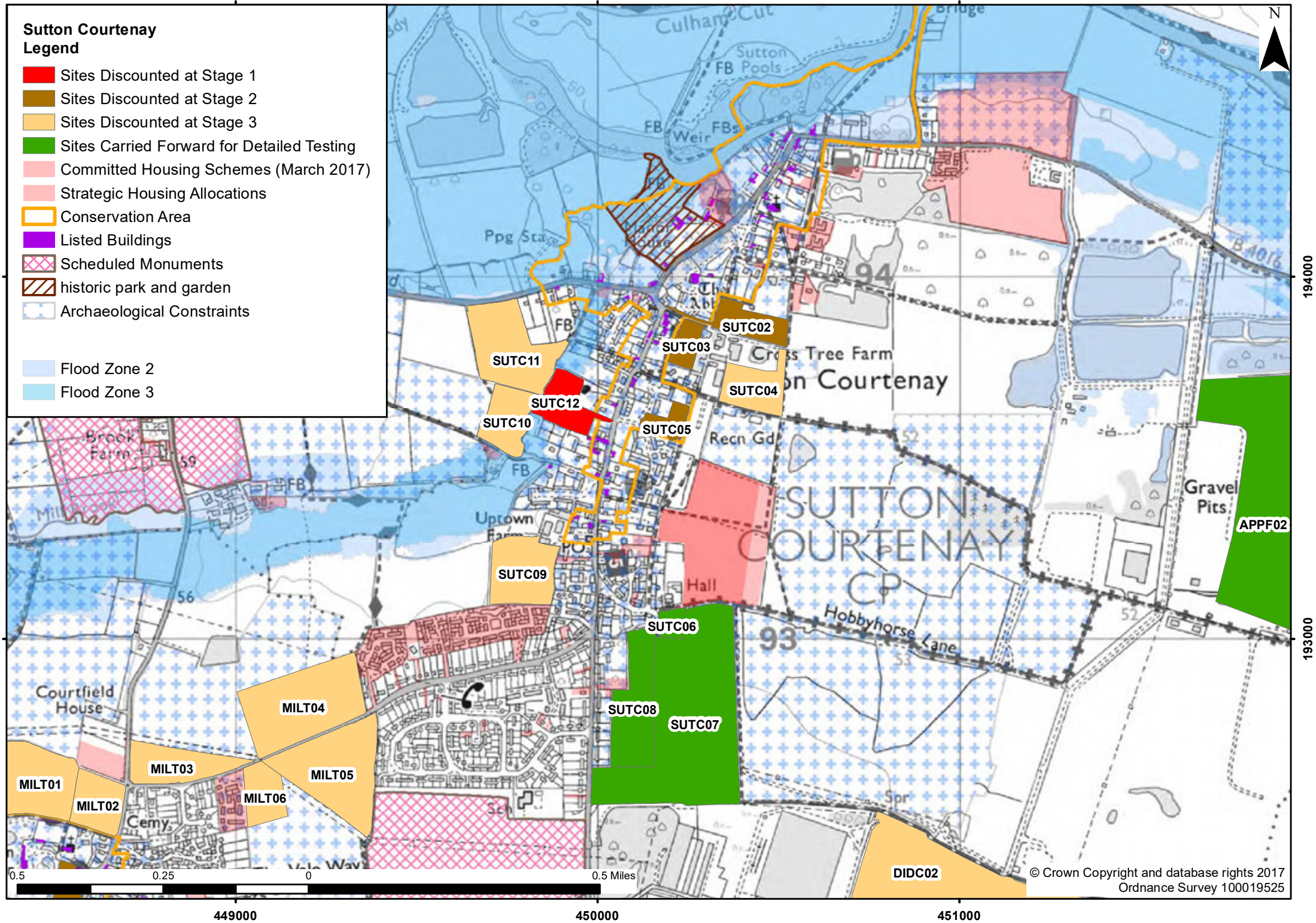
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Sutton Courtenay Legend

- Sites Discounted at Stage 1
- Sites Discounted at Stage 2
- Sites Discounted at Stage 3
- Sites Carried Forward for Detailed Testing
- Committed Housing Schemes (March 2017)
- Strategic Housing Allocations
- Conservation Area
- Listed Buildings
- Scheduled Monuments
- historic park and garden
- Archaeological Constraints

- Flood Zone 2
- Flood Zone 3



Settlement: Tubney

Settlement Hierarchy: Open Countryside

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: The small hamlet, adjacent to Sandy Wood, comprises of a very low density scattering of housing and is located on the edge of the Oxford Green Belt. The current settlement contains a small number of listed buildings. Frilford Heath Site of Special Scientific Interest (SSSI) lies to the south-east. The A420 lies to the north of the hamlet, separating it from the nearby settlement of Fyfield, a smaller village.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
TUBN01 – Land at Frilford Golf Club	Sites are unable to deliver at least 50 dwellings.
TUBN02 – Land at Frilford Golf Club 5	

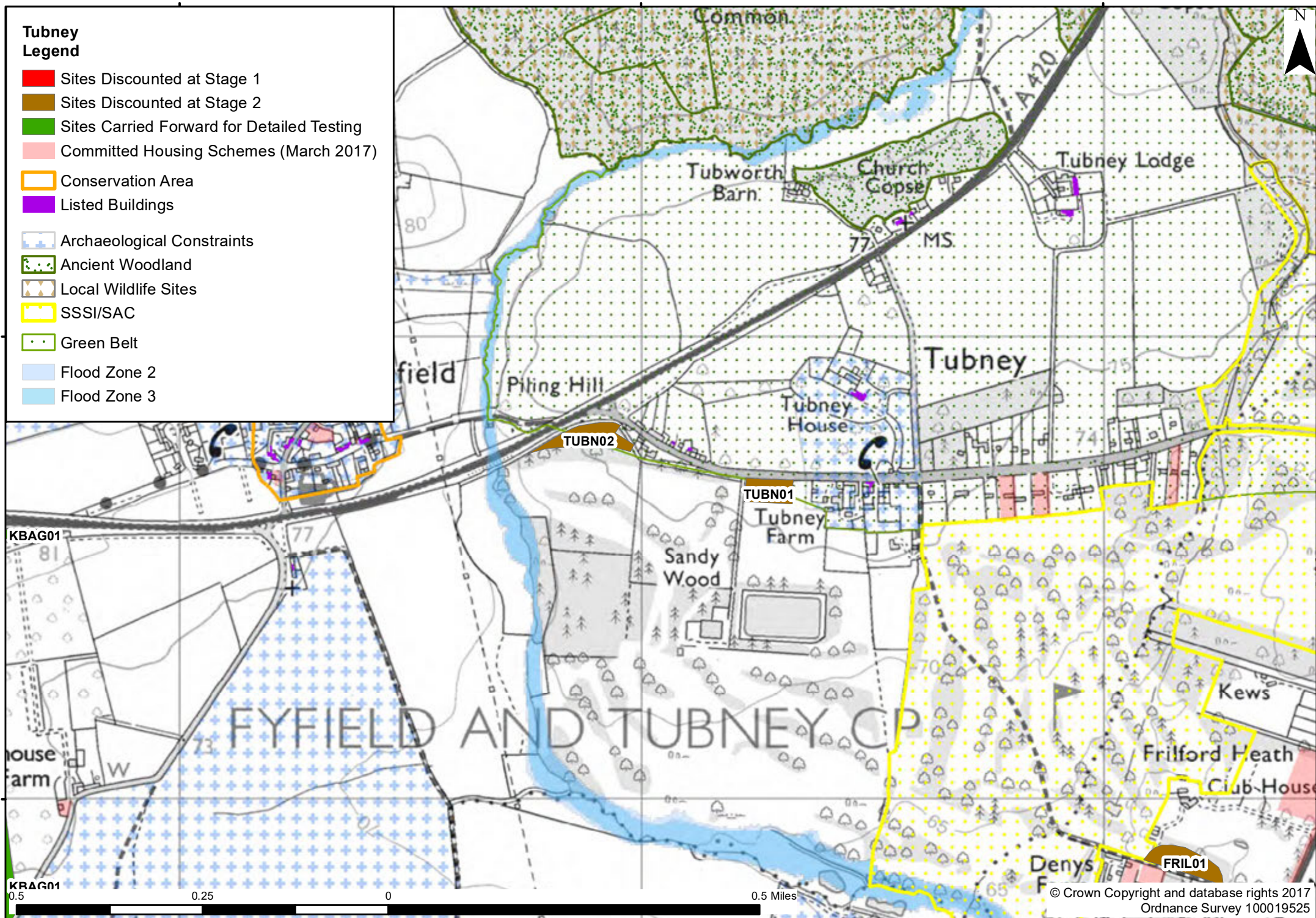
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**Tubney
Legend**

- Sites Discounted at Stage 1
- Sites Discounted at Stage 2
- Sites Carried Forward for Detailed Testing
- Committed Housing Schemes (March 2017)
- Conservation Area
- Listed Buildings
- Archaeological Constraints
- Ancient Woodland
- Local Wildlife Sites
- SSSI/SAC
- Green Belt
- Flood Zone 2
- Flood Zone 3



Settlement: Uffington

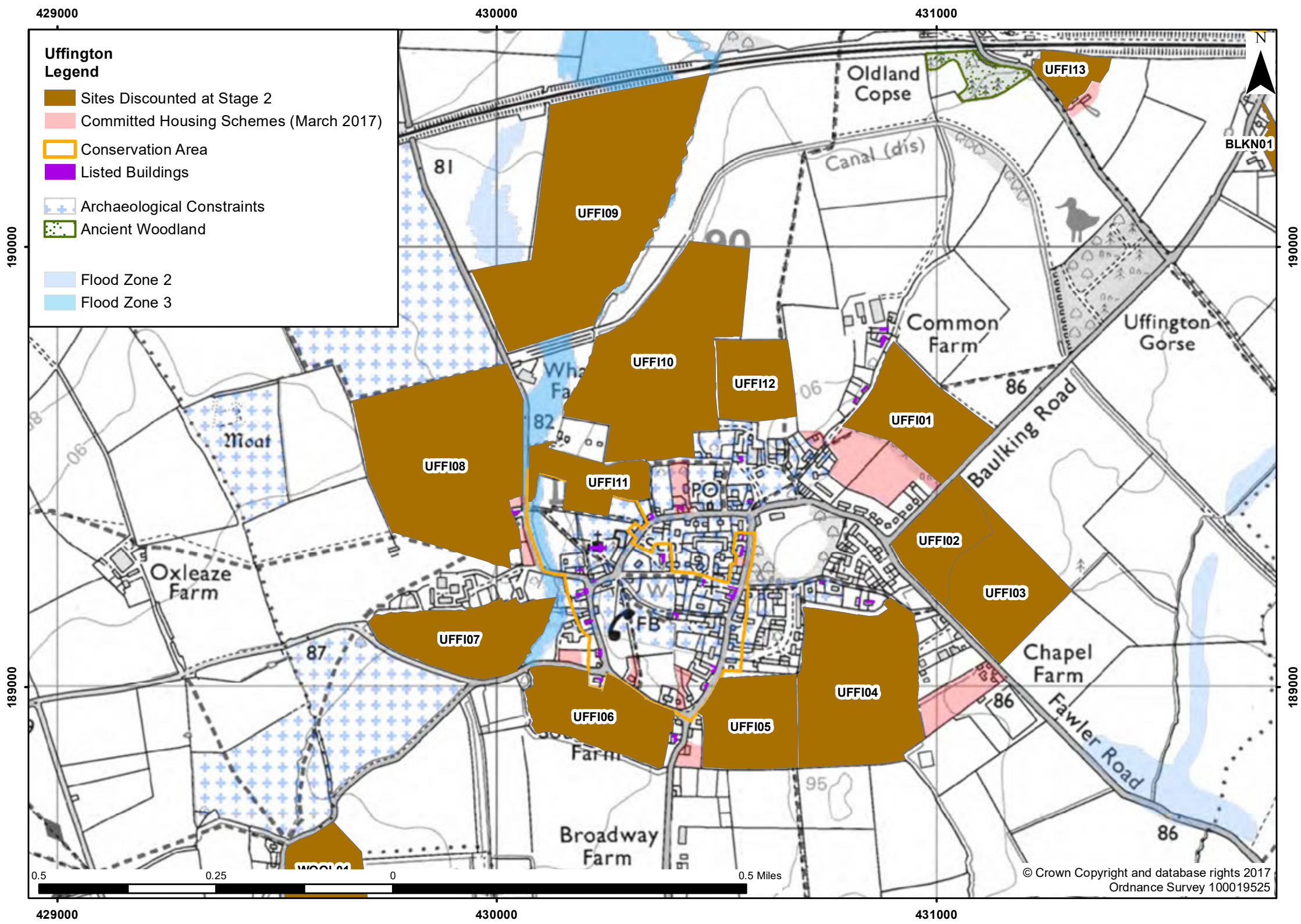
Settlement Hierarchy: Larger Village

Sub-Area: Western Vale

Key Constraints: Larger village is constrained by a conservation area which encompasses the west part of the current settlement and contains a large number of listed buildings. A small number of watercourses pass through the village and drain north into the River Ock. The existing road network through the village is narrow with limited opportunities for major improvements. The railway line lies to the north of the settlement, with the route of the old Wilks and Berks canal present to the east, north and west of the site. The North Wessex Downs Area of Outstanding Natural Beauty lies to the south of the settlement, including views to the White Horse.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
UFFI01 – Land north of Station Road	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
UFFI02 – Land south-east of Station Road and east of Fawler Road	
UFFI03 – Land east of Fawler Road	
UFFI04 – Land south of Upper Common Lane	
UFFI05 – Land south of Patricks Orchard	
UFFI06 – Land south of Woolstone Road	
UFFI07 – Land north of Woolstone Road	
UFFI08 – Land west of Fernham Road	
UFFI09 – Land east of Fernham Road	
UFFI10 – Land south of old canal, adjacent to treatment works	
UFFI11 – Land west of Green Lane	
UFFI12 – Land north of Manor Farm	
UFFI13 – Uffington Trading Estate	



Settlement: Upton

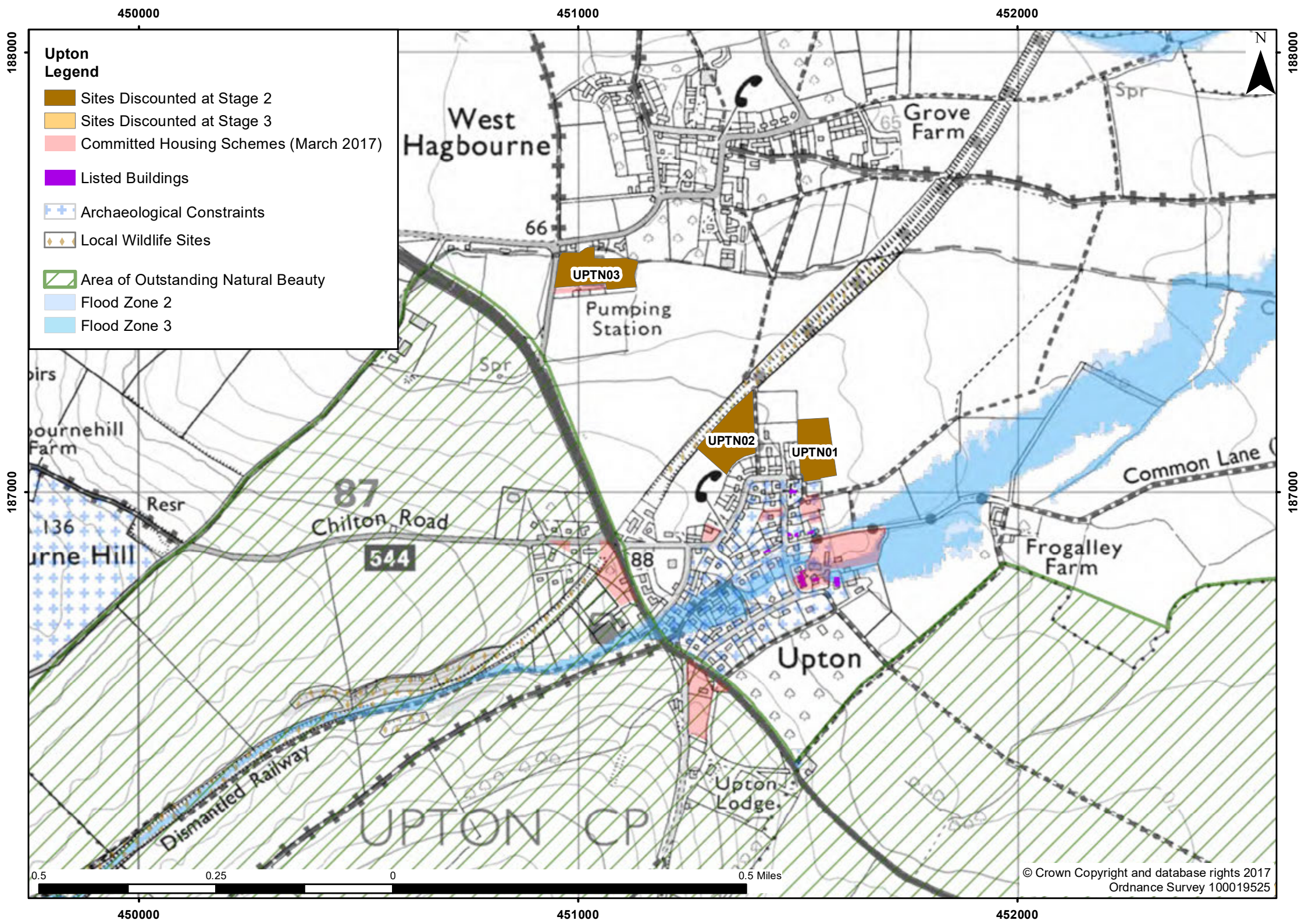
Settlement Hierarchy: Smaller Village

Sub-Area: South-East Vale

Key Constraints: Smaller village is located on the edge of the North Wessex Downs Area of Outstanding Natural Beauty to the south, where the terrain rises steeply. The watercourse runs through the village which gives rise to areas of Flood Zone 2 and 3 where a number of listed buildings are present. The village is predominantly bounded by the A417 to the south-west, and the old Didcot railway line to the north-west.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
UPTN01 – Land east of Newmans Close	Sites are unable to deliver at least 50 dwellings.
UPTN02 – Land west of Chapel Furlong	
UPTN03 – Land south of Horse and Harrow PH, near West Hagbourne (in SODC)	



Settlement: Wantage

Settlement Hierarchy: Market Town

Sub-Area: South-East Vale

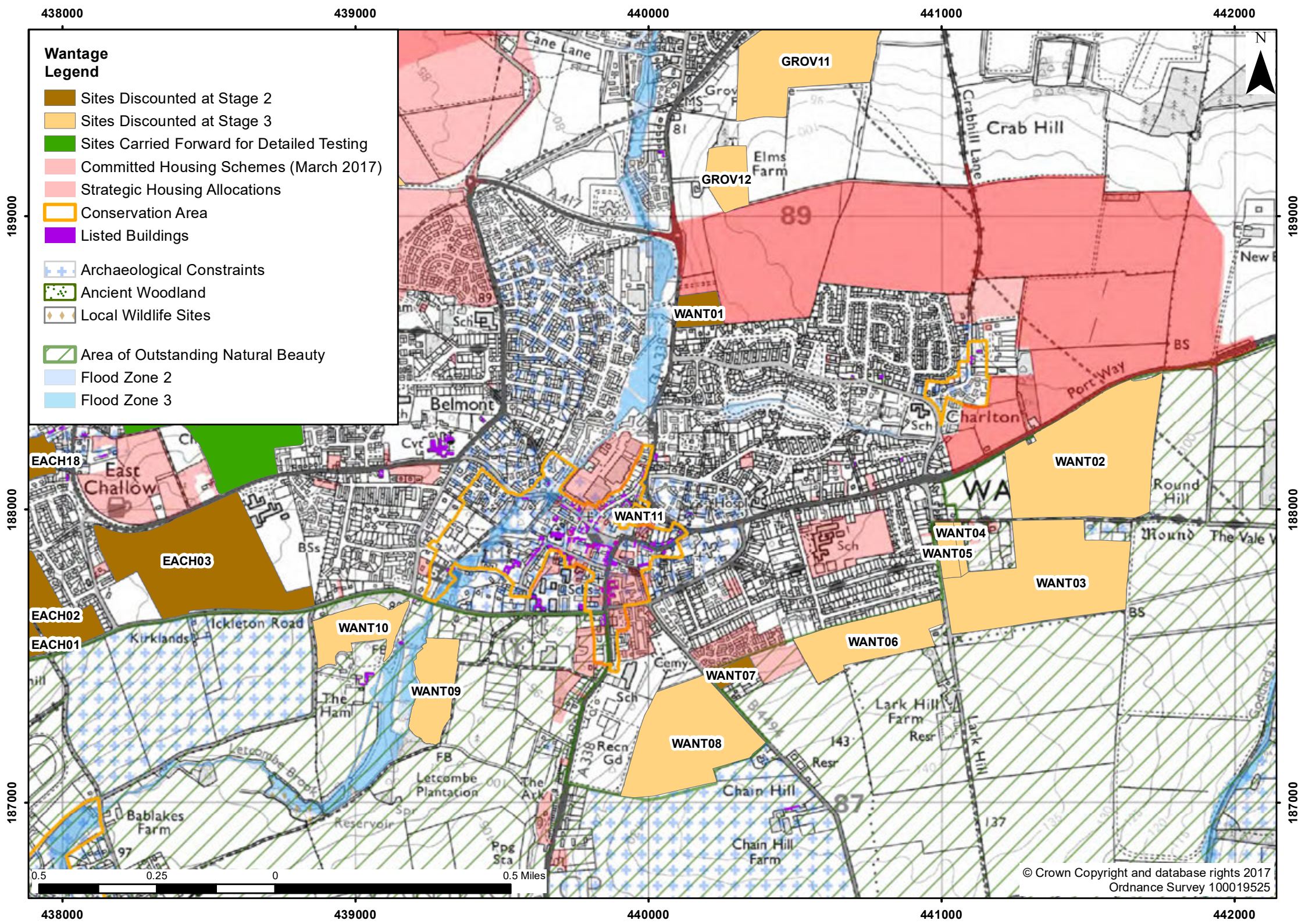
Key Constraints: Market town is constrained by the North Wessex Downs Area of Outstanding Natural Beauty to the south. The Letcombe Brook (Flood Zone 2 and 3) passes through the settlement from south to north. Significant growth is already planned for the town, and will include some infrastructural improvements including the Wantage Eastern Link Road. A conservation area containing a high concentration of listed buildings exists in the town centre. The larger village of East Challow lies in close proximity to the west of Wantage, with the local service centre of Grove to the north. These settlements are separated by an important open gap. The historic route of the Wilts and Berks Canal cuts through the northern edge of the market town.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
WANT01 – Land west of Grove Road, south of allotments	Sites are unable to deliver at least 50 dwellings.
WANT07 – Land east of B4494	
WANT11 – Land to the rear of Waitrose Supermarket	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
WANT02 – Land at Lark Hill Farm, south of A417	Development of these sites is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty.
WANT03 – Land at Lark Hill Farm, east of Lark Hill lane	
WANT04 – Grazing land, Lark Hill	
WANT05 – Allotment land, Lark Hill	
WANT06 – Land off Springfield Road	
WANT09 – Land south of Portway, adjacent to Ham Mill	
WANT10 – Land at The Ham, south of the B4507	This site would result in development that is isolated from the main built up area of the settlement. The site lies on elevated land that slopes steeply which would likely reduce the landscape capacity of the site.
WANT08 – Land off Chainhill Road	



Settlement: West Challow

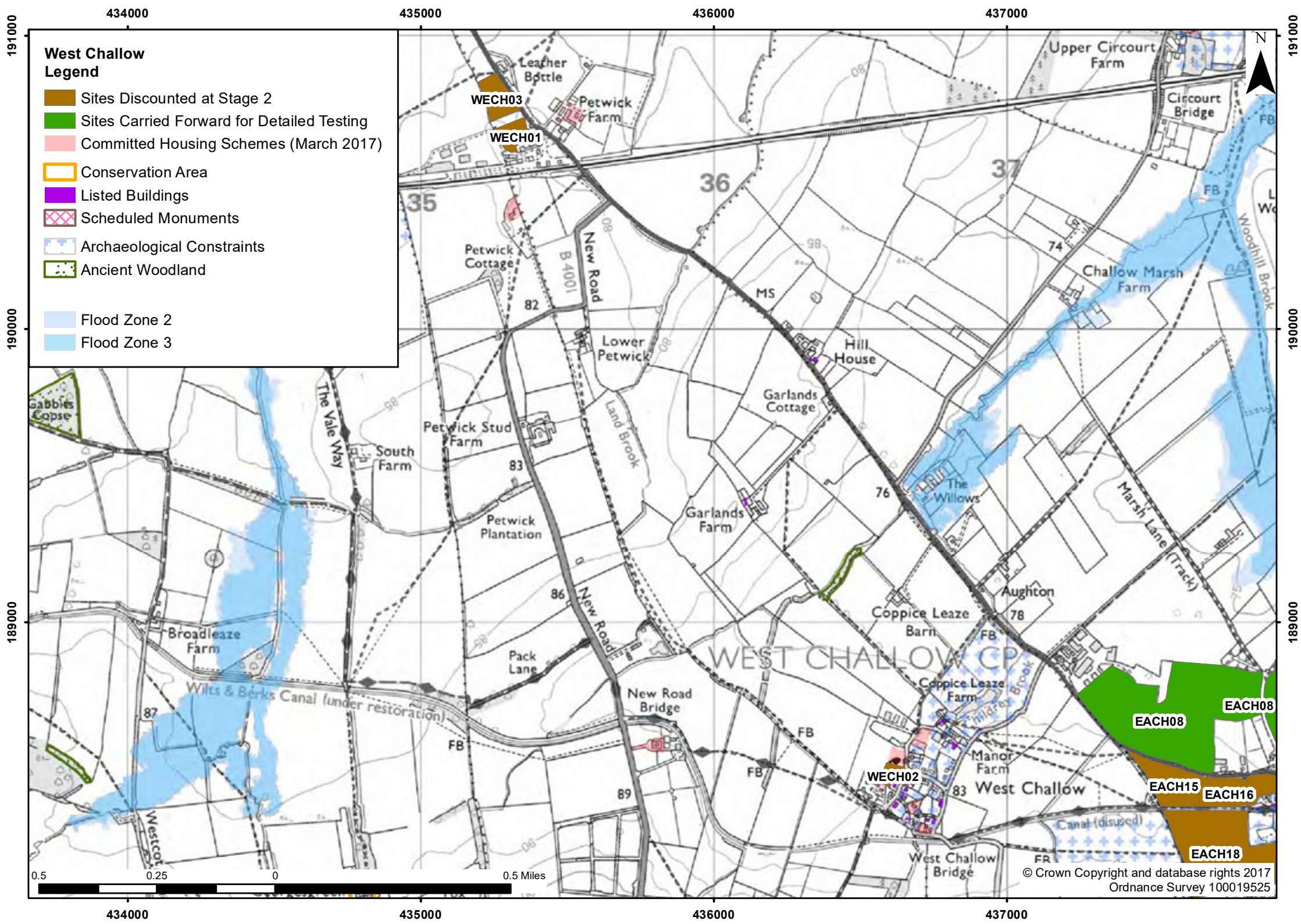
Settlement Hierarchy: Open Countryside

Sub-Area: Western Vale

Key Constraints: The hamlet comprises of a small cluster of houses including a number of listed buildings. The route of the old Wilks and Berks Canal passes the southern edge of the settlement. The larger village of East Challow lies to the east of the settlement, with the smaller village of Childrey to the south. The parish extends north to the railway line where a small cluster of industrial buildings and farmyards exist.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
WECH02 – Land to the west of Orchard Gardens	Site is unable to deliver at least 50 dwellings. Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
WECH01 – Land at Petwick Farm Cottages, north of railway line, west of A417	Sites are in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.
WECH03 – Land near Petwick Farm, west of A417	



Settlement: West Hanney

Settlement Hierarchy: Smaller Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

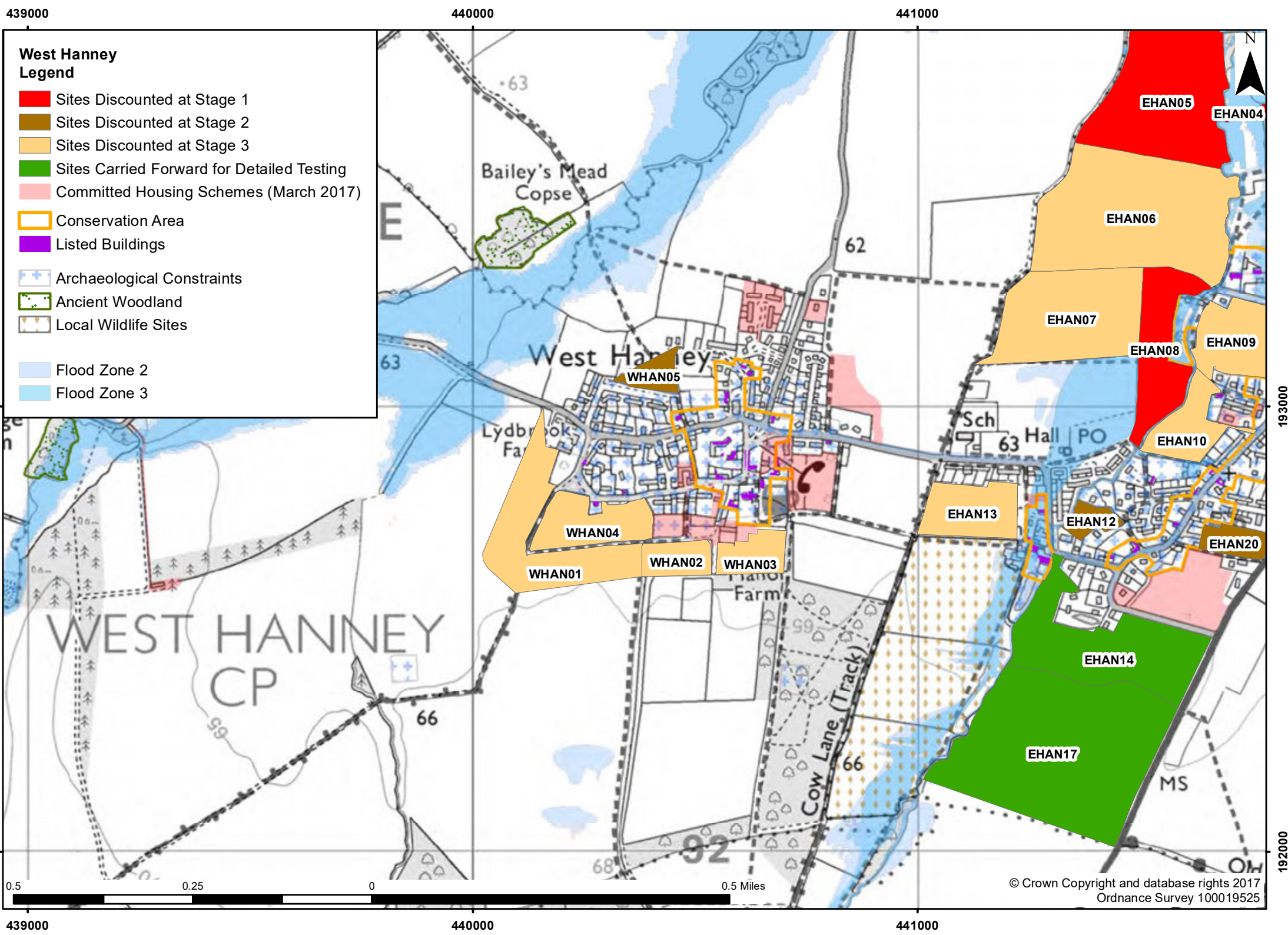
Key Constraints: Smaller village is constrained by the Childrey Brook to the north-west. A conservation area containing a high concentration of listed buildings exists within the current settlement. The larger village of East Hanney lies to the east of the settlement, and is separated by an important open gap.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
WHAN05 – Land off the Meads	Site is unable to deliver at least 50 dwellings.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
WHAN01 – Land south-west of Church Street	These sites could be developed in combination to deliver more than 50 dwellings. However, the scale of development would not be sufficient to enhance the settlements limited range of services and facilities (West Hanney is classified as a Smaller Village).
WHAN02 – Land west of Priors Court	
WHAN03 – Land east of Priors Court	
WHAN04 – Land at Deans Farm	



Settlement: West Hendred

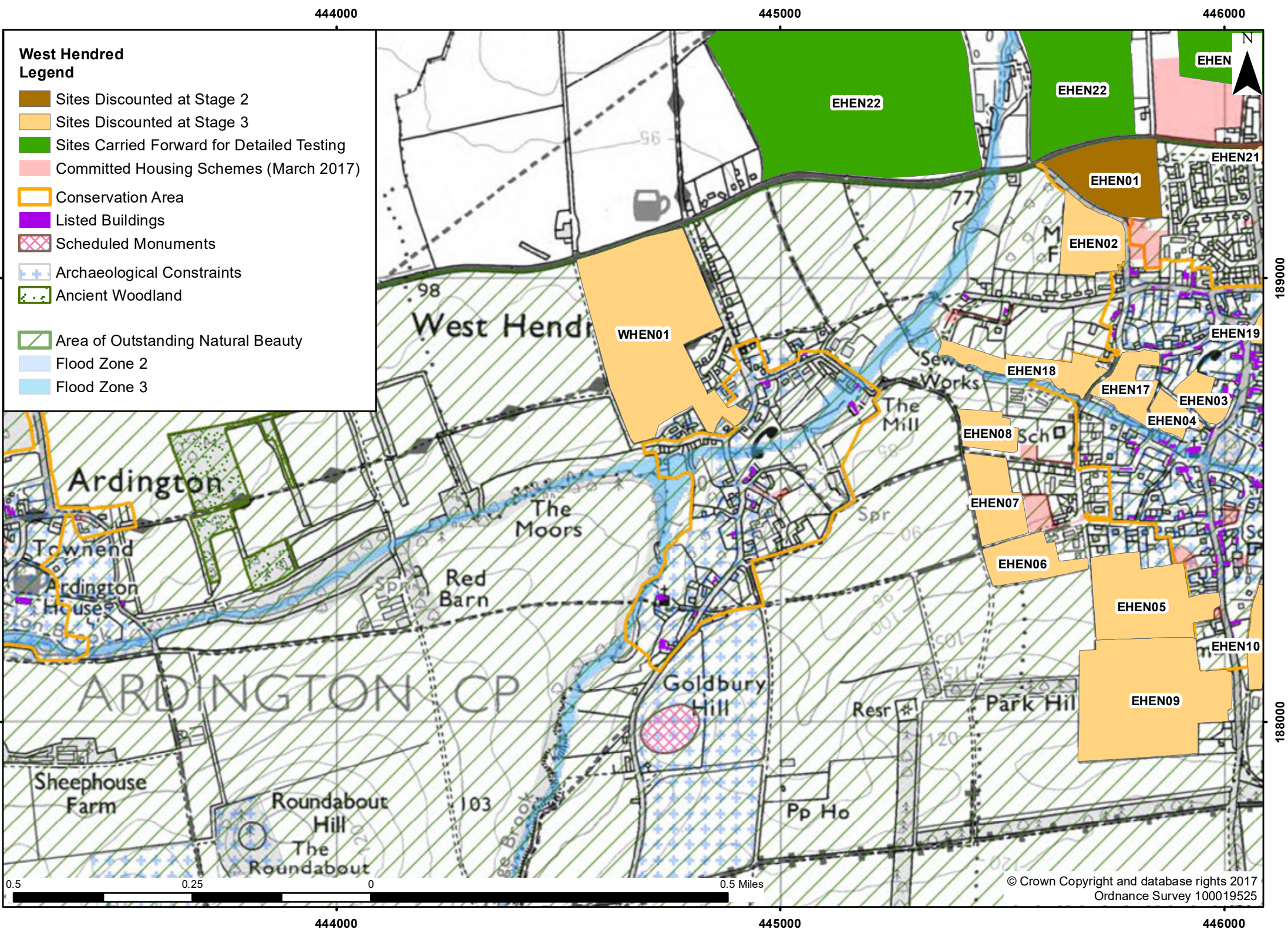
Settlement Hierarchy: Smaller Village

Sub-Area: South-East Vale

Key Constraints: Smaller village lies within the North Wessex Downs Area of Outstanding Natural Beauty. The majority of the current settlement is covered by a conservation area, which contains a number of listed buildings. In addition, the Ginge Brook passes through the village from the south-west. The A417 acts as a physical barrier to the north. The larger village of East Hendred lies in close proximity to the east, with the smaller village of Ardington to the west.

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
WHEN01 – Land west of The Greenway	The scale of development on this site would not be sufficient to enhance the settlements limited range of services and facilities (West Hendred is classified as a Smaller Village). Development of this site is likely to impact upon the North Wessex Downs Area of Outstanding Natural Beauty.



Settlement: Woolstone

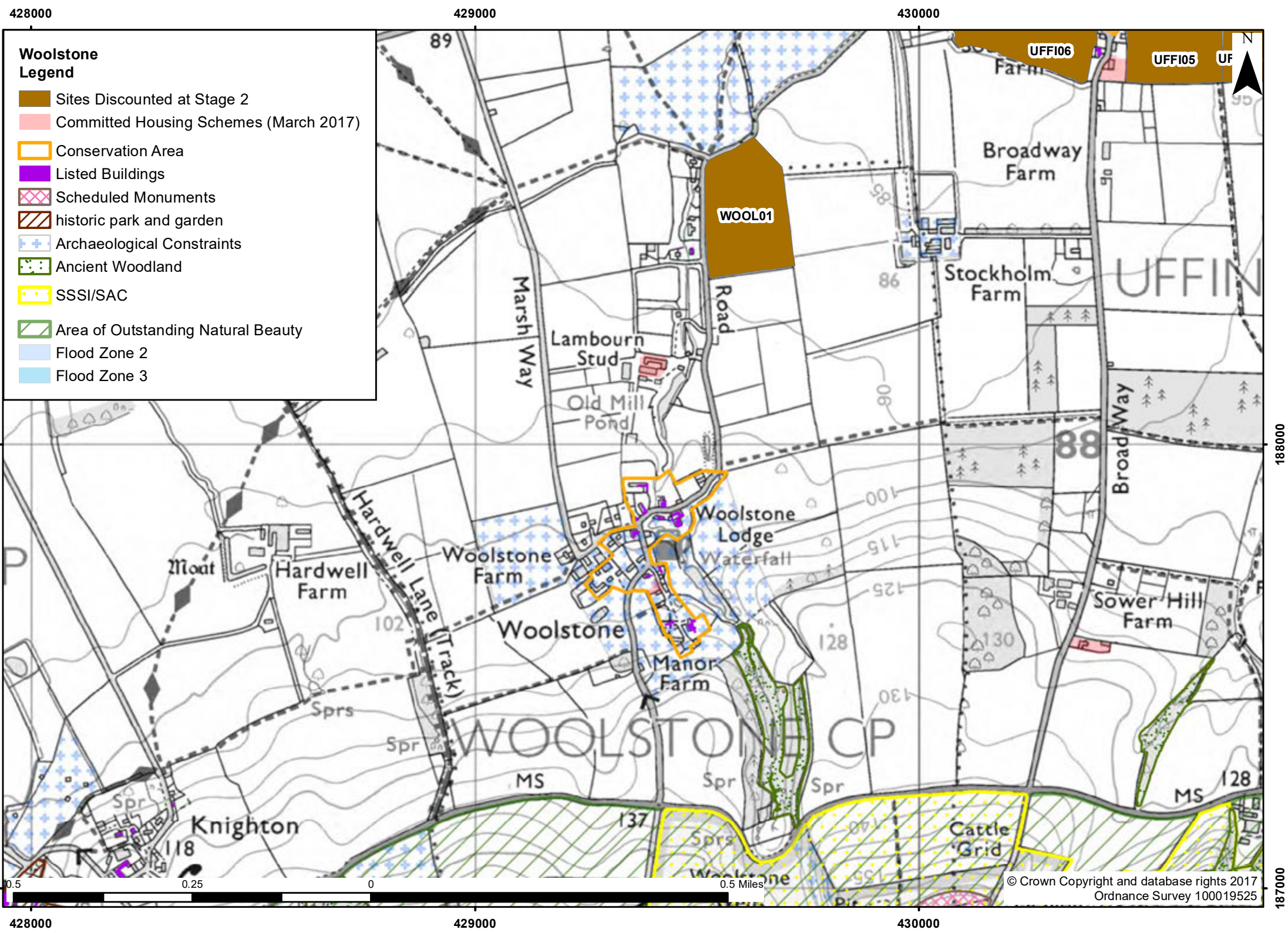
Settlement Hierarchy: Open Countryside

Sub-Area: Western Vale

Key Constraints: The small hamlet lies to the south-west of Uffington. A conservation area covers most of the settlement and contains a high concentration of listed buildings. To the south-east there is an area of ancient woodland. The road network through the settlement is quite narrow with limited opportunity for significant improvements. The North Wessex Downs Area of Outstanding Natural Beauty lies to the south of the settlement, including views to the White Horse.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

Site	Comment
WOOL01 – Land off Woolstone Road	Site is in the Western Vale sub-area, where committed and planned growth already meets requirements. Local Plan 2031 Part 2 does not seek to allocate any further sites in this sub-area.



Settlement: Wootton

Settlement Hierarchy: Larger Village

Sub-Area: Abingdon-on-Thames and Oxford Fringe

Key Constraints: Larger village is inset to the Oxford Green Belt. The Sanford Brook (Flood Zone 2 and 3) lies to the west and south-west, where Cothill Fen Special Area of Conservation (SAC) is also present. The hamlets of Henwood and Whitecross lie to the north and south-east of Wootton respectively. Dalton Barracks (Abingdon Airfield) lies to the south of the settlement. The land rises to the east where the settlement of Boars Hill exists.

HELAA Sites Discounted at Stage 2 (>50 dwellings, not in Western Vale)

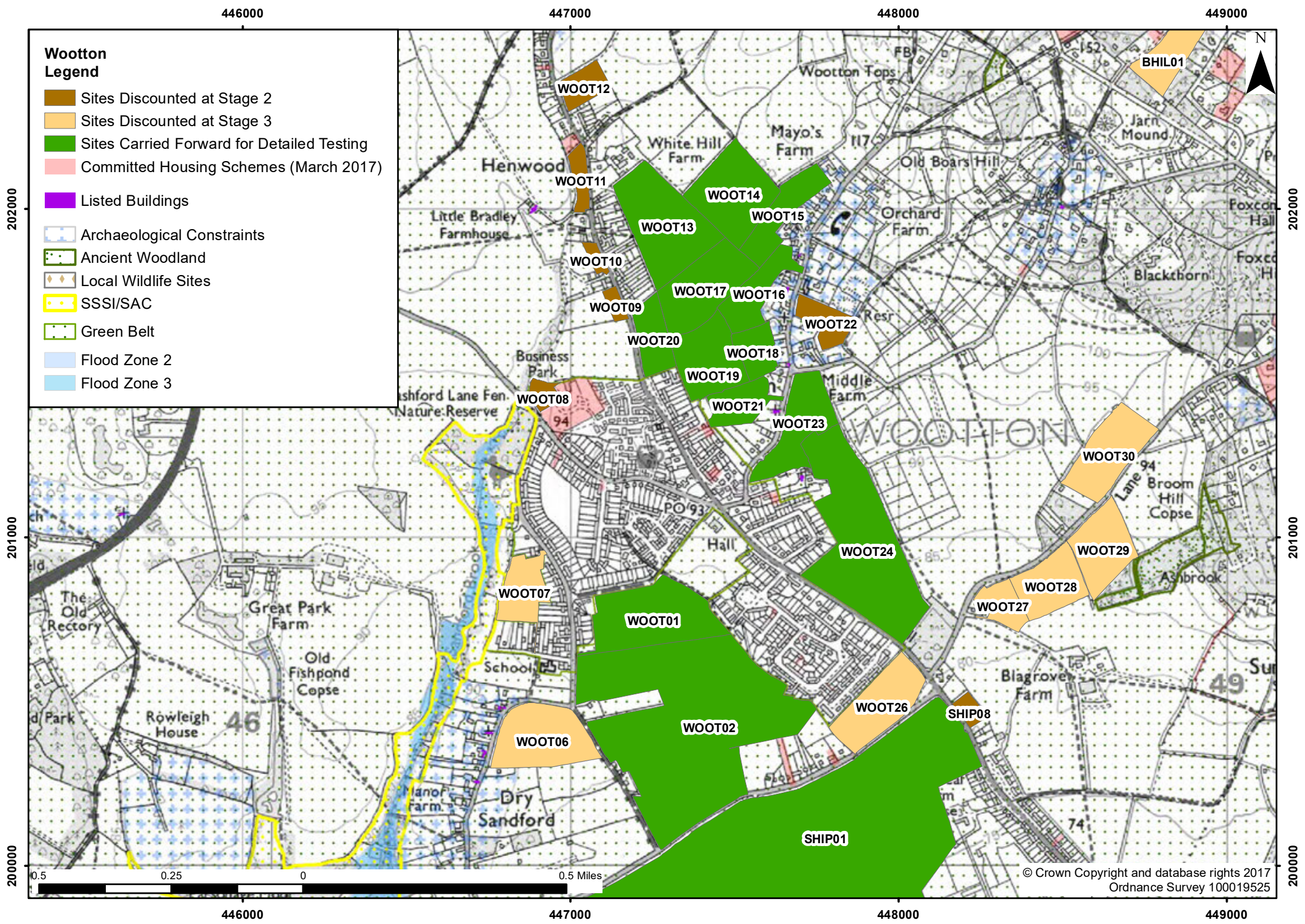
Site	Comment
WOOT08 – Land at Wootton Business Park, Besselseigh Road	Sites are unable to deliver at least 50 dwellings.
WOOT09 – Land south of 127 Cumnor Road	
WOOT10 – Land including and north of 133 Cumnor Road	
WOOT11 – Land west of Cumnor Road	
WOOT12 – Land at Henwood	
WOOT22 – Land at Middle Farm	

HELAA Sites Discounted at Stage 3 (Desktop Assessment of remaining sites)

Site	Comment
WOOT06 – Land south of Dry Sandford Primary School	These sites, either alone or in combination with adjacent sites, would result in development that is isolated from the main built up area of the settlement.
WOOT27 – Blagrove Lodge, Fox Lane	
WOOT28 – Land at Copse View	
WOOT29 – Land at Boars Hill Farm, south of Fox Lane	
WOOT30 – Land at Boars Hill Farm, north of Fox Lane	Site is immediately adjacent to Cothill Fen SAC. Development of this site for 50 or more dwellings would likely result in significant adverse impacts to the SAC, namely an impact on the hydrology of the sensitive fen.
WOOT07 – Land west of Lashford Lane	
WOOT26 – Land north of Honeybottom Lane	Development of this site would erode the important open gap separating Wootton from the settlement of Shippon (having regard to the proposed allocation at Dalton Barracks) and the built-up area of Whitecross.

HELAA Sites carried forward for Detailed Testing at Stage 4 (See Appendix B for detail)

Site	Comment
WOOT01 – Land south of Landsdowne Road	Sites have been merged and carried forward for detailed testing (New Site Ref: WOOT_A)
WOOT02 – Land opposite Dry Sandford Primary School, at and adjacent to Pages Farm	
WOOT23 – Land south of St Peter's Church	Sites have been merged and carried forward for detailed testing (New Site Ref: WOOT_B)
WOOT24 – Land to east of Home Close and Tommy's Farm, south of allotments	
WOOT13 – Land east of Hillview Lane (Henwood)	Sites have been merged and carried forward for detailed testing (New Site Ref: WOOT_C)
WOOT14 – Land east of Cumnor Road and south of Wootton Primary School (Above WOOT15)	
WOOT15 – Land west of Stones Farm	
WOOT16 – Land opposite Wootton C & E Primary School, west of Boars Hill	
WOOT17 – Land east of Cumnor Road (south of WOOT13)	
WOOT18 – Land opposite Middle Farm, west of Boars Hill Road	
WOOT19 – Land east of Cumnor Road	
WOOT20 – Land east of Cumnor Road	
WOOT21 – Land west of The Parish Church Saint Peter	



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**Vale
of White Horse**

District Council

Publication Version
October 2017



Local Plan 2031

Part 2

Detailed Policies and
Additional Sites

TOPIC PAPER 2

Site Selection
Appendix "

PREAMBLE

Appendix B presents the Council's assessment and recommendations for the 34 sites which were subject to detailed evidence based testing including informal engagement with key stakeholders. Key evidence which has informed the Council's recommendations are published alongside Local Plan 2031 Part 2 and includes:

- Landscape Capacity Study
- Landscape Capacity Study Addendum
- Evaluation of Transport Impacts
- Local Plan Viability Assessment
- Water Cycle Study
- Strategic Flood Risk Assessment
- Green Belt Assessment
- Habitats Regulations Assessment
- Sustainability Appraisal

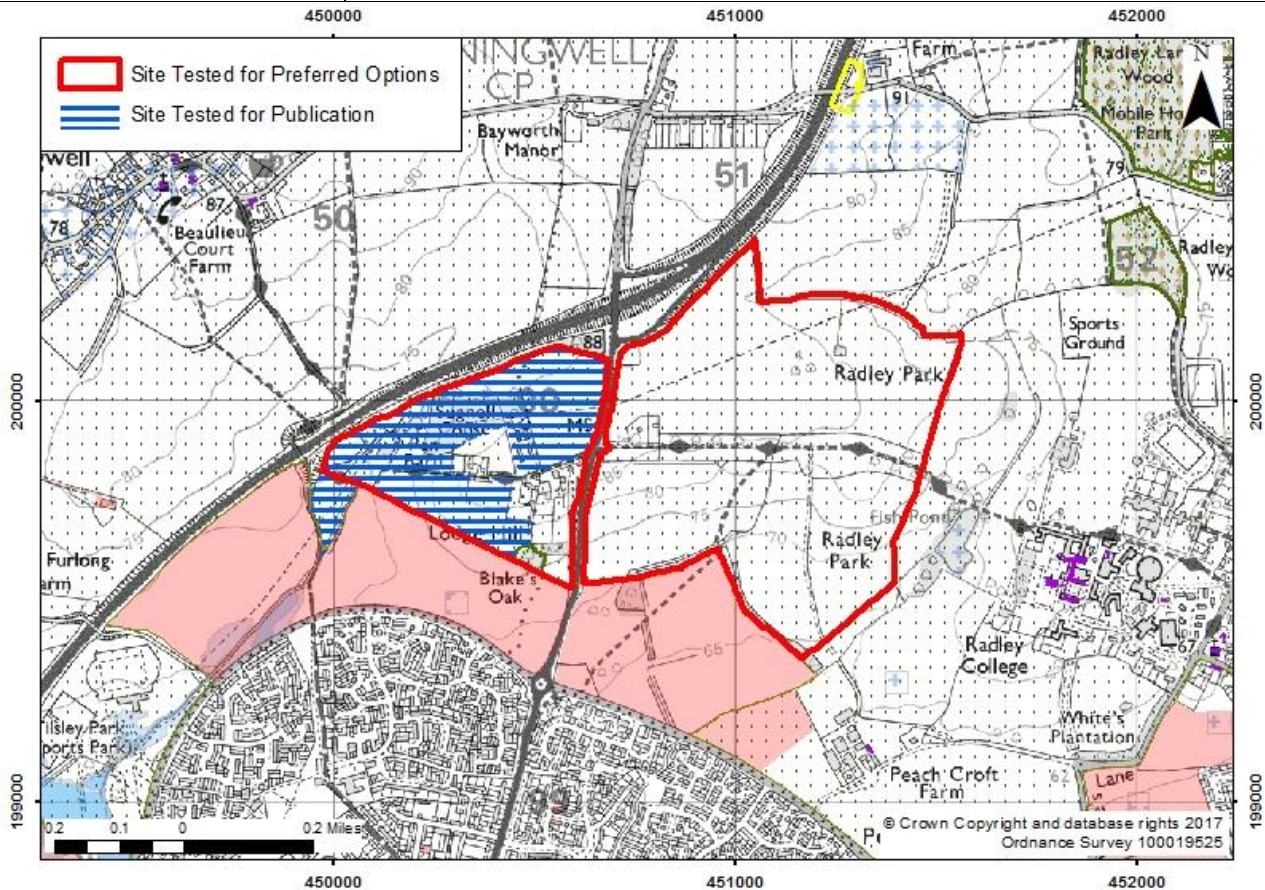
Detail of the methodology underpinning the testing of sites at Stage 4 of the process is set out in **Chapter 3** of the Topic Paper.

Legend

-  Committed Housing Schemes (March 2017)
-  Strategic Housing Allocations
-  Conservation Area
-  Listed Buildings
-  Scheduled Monuments
-  Historic Park and Garden
-  Archaeological Constraints
-  Ancient Woodland
-  Local Wildlife Sites
-  SSSI/SAC
-  National Nature Reserves
-  Green Belt
-  Area of Outstanding Natural Beauty
-  Flood Zone 2
-  Flood Zone 3

LIST OF SITES SUBJECT TO DETAILED TESTING

Settlement:	Reference	Site Name
Abingdon-on-Thames	ABIG_A	North of Abingdon-on-Thames
	ABIG_B	South of Abingdon-on-Thames
Appleford	APPF_A	Appleford
Botley	BOTL_A	South-West of Botley
Cumnor	CUMN_A	South of Cumnor
Drayton	DRAY_A	North-East of Drayton
	DRAY_B	West of Drayton
	DRAY_C	South of Drayton
East Challow	EACH_A	West of Wantage
East Hanney	EHAN_A	East of East Hanney
	EHAN_B	South of East Hanney
	EHAN_C	North of East Hanney
	EHAN_D	North-East of East Hanney
East Hendred	EHEN_A	North of East Hendred
Fyfield	FYFL_A	Fyfield (Area of Search)
Grove	GROV_A	North-West of Grove
	GROV_B	East of Grove
Harwell	HARW_A	West of Harwell Village
Harwell Campus	HASC_A	Harwell Campus
Kingston Bagpuize with Southmoor	KBAG_A	East of Kingston Bagpuize with Southmoor
	KBAG_B	South of Kingston Bagpuize with Southmoor
	KBAG_C	West of Kingston Bagpuize with Southmoor
Marcham	MRCM_A	North of Marcham
	MRCM_B	South-East of Marcham
Milton Heights	MIHE_A	South of Milton Heights
Radley	RADL_A	North of Radley
	RADL_B	South of Radley
Rowstock	ROWS_A	Rowstock
Shippon	SHIP_A	Dalton Barracks
Steventon	STEV_A	North of Steventon
Sutton Courtenay	SUTC_A	South-East of Sutton Courtenay
Wootton	WOOT_A	South of Wootton
	WOOT_B	East of Wootton
	WOOT_C	North of Wootton



Description: Two parcels of land separated by the A4183/ Oxford Road to the north of Abingdon-on-Thames, within the Oxford Green Belt. Land is predominantly bounded by the existing housing allocation to the south, by A34 (including Lodge Hill Interchange) to the north and west and agricultural land to the north-east and east.

Maximum Capacity - Up to 1,500 until 2031. Capacity for an additional 500 after 2031.

Landscape

- High value landscape in a prominent Oxford Green Belt location, with some views of Oxford City on higher ground. Would lead to some intervisibility between Oxford and Abingdon-on-Thames.
- The allocated strategic site to the south has already been subject to masterplanning, with a strong defensible GB boundary, thus creating challenges to scheme integration.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Limited surface water flood risk.

Ecology

- Radley Park falls within a substantial part of this site - Wood Pasture and Parkland priority habitat, and ancient or veteran trees.
- Blake's Oak is an Ancient Woodland within the site boundary.
- Sugworth SSSI is in proximity and is geologically important.

Historic Environment

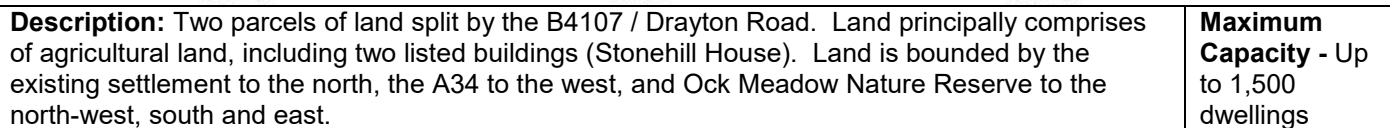
- Development would impact upon the setting of listed buildings at Radley College.
- Development would cause substantial harm to Radley Park. Whilst not designated is thought to be a Capability Brown landscape¹.
- Adjacent to a grade II listed milestone.

Transport Impact (incl. public transport)

- North of Abingdon-on-Thames is identified as a 'green' rated site in the Oxfordshire Growth Board (OGB) Spatial Options Report (LUC, 2016), largely on the basis of

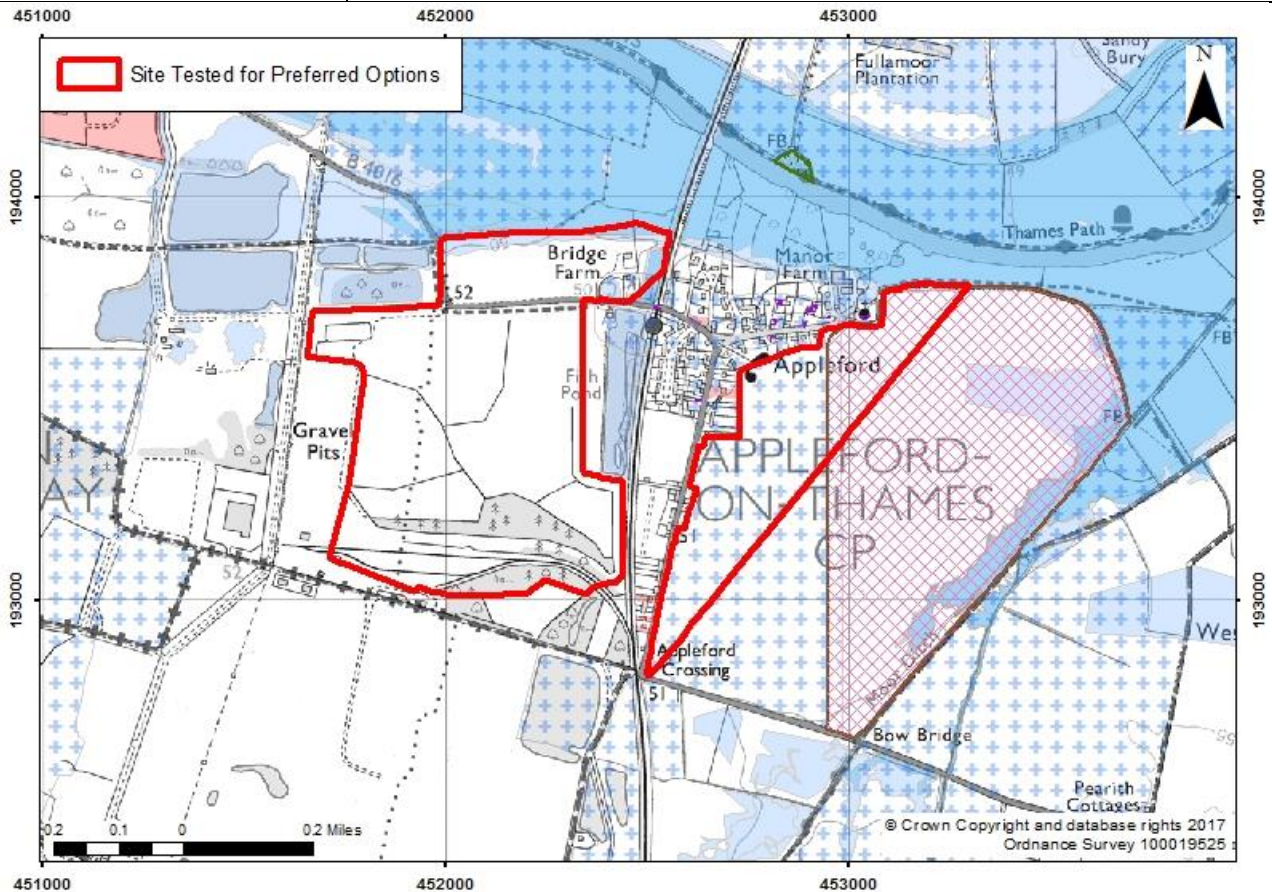
¹ <http://www.parksandgardens.org/places-and-people/site/7570>

	transport considerations. The site is at least 3km distant from Abingdon-on-Thames Town Centre, however development would be close to the proposed Lodge Hill Park and Ride (P&R), that is expected to form an interchange for travelling to Oxford centre (via Park and Ride) and employment sites to the east of Oxford (via Rapid Transit Line). There are opportunities for improvements to the cycling network towards Oxford, Abingdon-on-Thames and Culham.
Access	• Access could be an issue. The site is likely to need more than two access points for numbers planned. Access directly to the Oxford Road has been ruled out as this would have a detrimental impact on traffic flow and journey time would impact bus services.
Water and Wastewater	• Drains to Abingdon-on-Thames Waste water treatment works.
Public Services	<ul style="list-style-type: none"> • Significant development on this site would require a new primary school. • It will also be important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in Vale of White Horse and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	• 2 dual circuit extra high voltage power lines and 1 high voltage power line cross the site
Environmental health	• Road noise from A34; Air pollution from A34; Potential for contaminated land (road haulage and garage; adjacent to former rifle range)
Oxford Green Belt	• The majority of the land to the west of the Oxford Road, and all of the land to the east of the Oxford Road contributes to the overall aims and purposes of the Oxford Green Belt and any development within the site would harm the integrity of the wider Oxford Green Belt.
Sustainability Appraisal	• Close to Oxford, however, this site is distant from Abingdon-on-Thames town centre. This is a sensitive location within the Oxford Green Belt, given topography, Radley Park and nearby Radley College.
Recommendation for Preferred Options: Site is not proposed for allocation	
The site is in a relatively sustainable location, and is within walking distance of local facilities or services. However, there are a significant number of constraints which impact the development potential for the whole of this site. The site makes a strong contribution to the purposes of the Oxford Green Belt and is extremely sensitive in landscape terms. Development at this site would create intervisibility between Oxford and Abingdon-on-Thames.	
Recommendation for Publication Version: Site is not proposed for allocation	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. There were some comments of support for the Council's decision not to allocate the site. Land to the west of Oxford Road was promoted through the Preferred Options Consultation. The Council has reassessed this specific area and landscape issues still remain due to the elevated nature of the site, although is less visible when compared to the land to the east of the Oxford Road. The northern section of the site is constrained by land safeguarded for the future provision of the Lodge Hill Interchange, south facing slips. A further buffer would be required to allow for noise and air pollution from the A34. The Council does not consider that exceptional circumstances exist to justify release from the Oxford Green Belt.	



5

Transport Impact (incl. public transport)	<ul style="list-style-type: none"> Development would be unacceptable without a major new South Abingdon-on-Thames bypass, providing direct access to the A34. Without this major infrastructure there would be severe impacts on the B4017/Marcham Road corridors given committed growth at Steventon and Drayton. The site is c.1km from Abingdon-on-Thames Town Centre (closer than the northern edge of Abingdon-on-Thames). A South Abingdon-on-Thames bypass, linking to the A415 at Culham, could form part of a wider scheme (e.g. Oxford to Cambridge Expressway) to better link the Science Vale to the M40 (taking in growth areas at Chalgrove and Berensfield).
Access	<ul style="list-style-type: none"> Access opportunities are limited onto the B4017 for the large parcel of land to the west. Existing access available for the parcel to the east.
Water and Wastewater	<ul style="list-style-type: none"> Drains to Abingdon-on-Thames waste water treatment works. The adjacent River Ock is assessed as having a poor ecological status according and measures to improve the ecological status of the river and to prevent any further deterioration should be included as part of any development proposals.
Public Services	<ul style="list-style-type: none"> Significant development on this site would require a new primary school. It will also be important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in Vale of White Horse and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> 2 dual circuit extra high voltage power lines and 1 high voltage power line cross the site
Environmental health	<ul style="list-style-type: none"> Road noise from A34; Noise from mineral extraction operation; Odour from sewage works Air quality (pollution from A34 and impacts to Abingdon-on-Thames AQMA); Contaminated land (site is partly occupied by an area of unknown fill)
Sustainability Appraisal	<ul style="list-style-type: none"> Well linked to Abingdon-on-Thames; however, traffic is a major issue along this road corridor, and Abingdon-on-Thames Town Centre AQMA is a consideration. A new bypass road would be necessary. There are heritage and biodiversity constraints, and the site contributes to the separation between Abingdon-on-Thames and Drayton.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>The site is located adjacent to the largest settlement in the district. There are however a number of constraints which impact upon the capacity of the site. The most notable issue is in relation to traffic as significant development here would require the need for a South Abingdon-on-Thames bypass.</p> <p>It is considered that development of this scale could not fully fund a new bypass and without this highway infrastructure, development would not be sustainable.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. No new evidence was submitted through the Preferred Options consultation and the Council's original recommendation remains. Transport remains a key constraint in this location, and is unlikely to accommodate any scale of development. Insufficient details exist on the proposed Oxford-Cambridge Expressway to justify the allocation at this time, however the site may be considered again in future updates/reviews of the Local Plan.</p>	

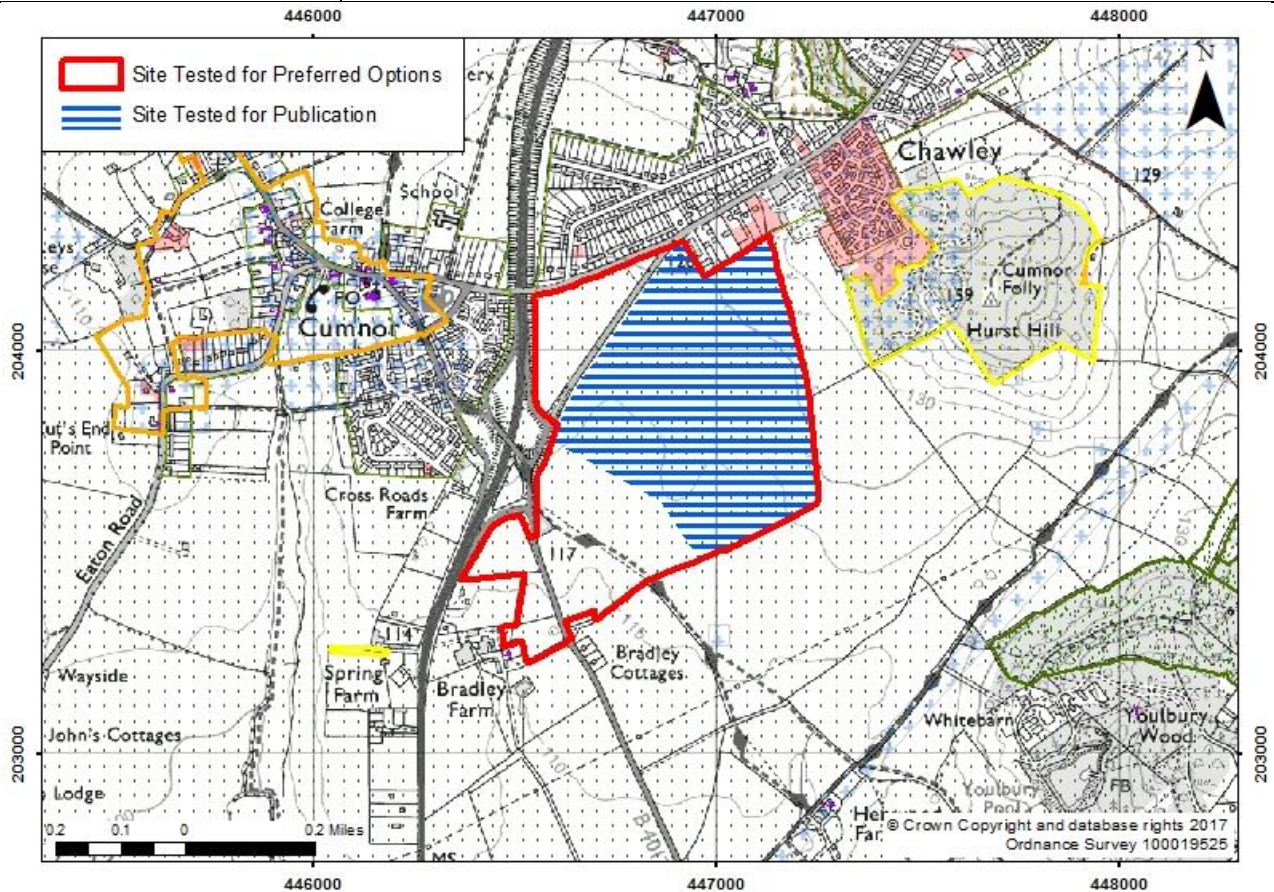


Description: Two areas of predominantly agricultural land to the east and west of the existing settlement of Appleford. Land predominantly bounded by agricultural uses and mineral workings.

Maximum Capacity –
Up to 1,500 dwellings

Landscape	<ul style="list-style-type: none"> •The eastern parcel provides the setting to the village. The western parcel has low landscape value, but feels unrelated to the existing settlement. •Thames Path National Trail potentially leads to sensitivities.
Flooding	<ul style="list-style-type: none"> •Some fluvial flood risk on the periphery of the site. •The western part of the site is bounded by a ditch, associated with surface water flows, and there are significant areas of surface water pooling nearby. •There are identified drainage problems in the area.
Ecology	<ul style="list-style-type: none"> •Development of this site would need to consider water quality effects on Little Wittenham SAC.
Historic Environment	<ul style="list-style-type: none"> •Site to the east is possibly within the setting of a number of listed buildings to the north and abuts the Settlement Site “South-East of the Church” Scheduled Monument (nationally significant remains may extend into the proposed area).
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> •Appleford is a smaller village with no meaningful bus service; however, it is well located for employment areas in Didcot, Milton Park and (subject to delivery of the proposed new road connection between Culham and Didcot) Culham. Appleford station currently has a limited rail service with little scope for improvements (recognising that Culham is in competition for an improved service). •It is likely that significant upgrades would be required to the B4016 to accommodate a large-scale allocation at Appleford. •Proposed capacity upgrading of rail lines between Oxford and Didcot could impact development potential at Appleford.

Access	<ul style="list-style-type: none"> • Access could be provided to both parcels of land from the B4016.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Didcot waste water treatment works. • The system is above capacity, can't cope with the new flows and reinforcement in the sewers would be required.
Public Services	<ul style="list-style-type: none"> • Significant development would require the provision of a new primary school. • Development would contribute towards need for additional secondary school places in Didcot and/or Abingdon-on-Thames.
Other Utilities	<ul style="list-style-type: none"> • 3 high voltage power lines • Level crossing to the south of Appleford.
Environmental health	<ul style="list-style-type: none"> • Odour from composting site to the west; Noise (nearby landfill site and material reclamation facility); Contaminated land (site lies over the former licensed Sutton Courtenay 90 Acre landfill and adjacent to the former Radcot Farm landfill as well as areas of general quarrying. This is considered 'significant')
Sustainability Appraisal	<ul style="list-style-type: none"> • Appleford is a small village with no meaningful bus service; however, well located for employment areas in Didcot, Milton Park and (subject to proposed new road) Culham. Appleford station currently has a limited rail service with little scope for improvements. Contaminated land is a major constraint, and thought to be prohibitive.
Recommendation for Preferred Options: Site is not proposed for allocation	
The village is well located in Science Vale, south of Culham Science Centre and north of Didcot. Despite the village benefiting from an existing rail service, albeit quite limited, there are a number of significant constraints including flooding, existing road infrastructure, infrequent bus service, landscape sensitivities and historic contamination which restrict the potential of this site considerably.	
Recommendation for Publication Version: Site is not proposed for allocation	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. No new evidence was submitted through the Preferred Options consultation and the Council's original recommendation remains. Transport remains a key constraint in this location. There is potential for land to be contaminated, given the site's former use, and may be unsuitable for residential development.	



Description: Agricultural land bounded by the A420 and the larger village of Cumnor to the west, agricultural land to the south and east, and the existing settlement of Cumnor Hill/Botley (in the parish of Cumnor) to the north.

Maximum Capacity -
Up to 1,350 dwellings

Landscape

- Highly sensitive in landscape terms
- Landform in this area rises to the east towards Hurst Hill.
- Would lead to coalescence with Cumnor.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Notable areas at risk of surface water pooling (low probability) in the southeast of the site.

Ecology

- Potential for effects on Cothill Fen SAC through recreational pressure. Also water resources, flows and quality. Within 5km of Oxford Meadows SAC so requires assessment for recreational pressure.
- Potential impacts, including increased air pollution, hydrological changes or recreational impacts, on Hurst Hill SSSI and Cothill Fen SAC. Hurst Hill is associated with ground flora that could be sensitive to recreational impacts.

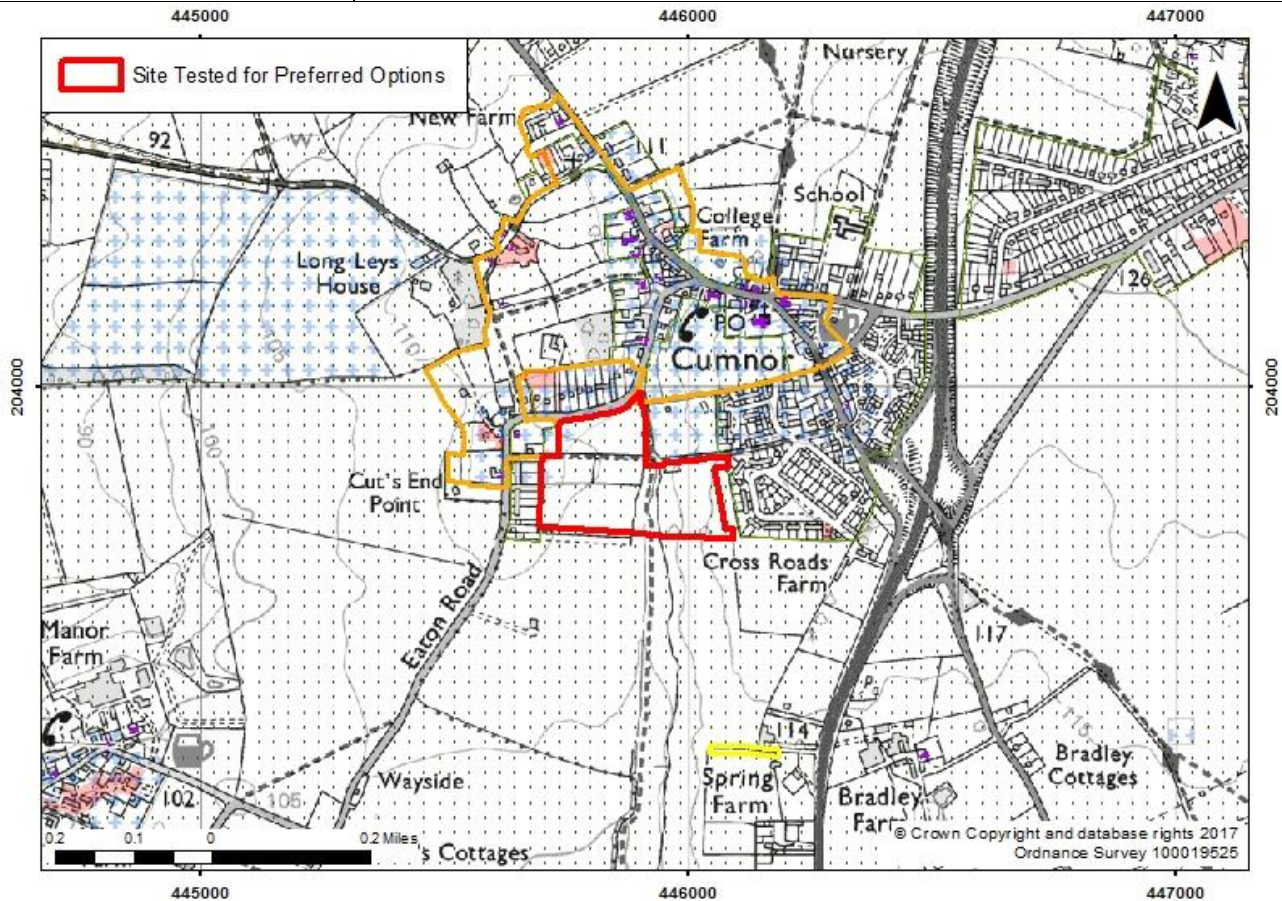
Historic Environment

- Within the setting of the grade II listed Bradley Farmhouse.

Transport Impact (incl. public transport)

- Cumnor/Botley is identified by the Oxfordshire Growth Board (OGB), within the Spatial Options Report (LUC, 2016) as a 'green-rated' site, largely on the basis of transport considerations. Cumnor village is served two half hourly services, and the nearby A420 is a strategic transport corridor (proposed Rapid Transport Route 3). Other planned transport upgrades could also be funded/facilitated, namely a new Park & Ride (potentially within this site), A420 capacity improvements and Botley interchange upgrade / Botley Rd Cycle Super Route.

	<ul style="list-style-type: none"> • Congestion on the A420 is currently an issue for accessing Oxford and A34, but could be eased following upgrades. Oxford is within cycling distance, but there is no dedicated route. This site is more closely associated with the larger village of Cumnor (walking distance), than the Local Service Centre of Botley.
Access	<ul style="list-style-type: none"> • Access could be provided via the B4017
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Appleton Waste water treatment works.
Public Services	<ul style="list-style-type: none"> • Significant development on this site would require a new primary school to be provided. • It is important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> • 2 high voltage power lines cross the site
Environmental health	<ul style="list-style-type: none"> • Road noise from A420; Air pollution from A420; Contaminated land (partly occupied by a former quarry and road haulage yard)
Oxford Green Belt	<ul style="list-style-type: none"> • The site contributes to the overall aims and purposes of the Oxford Green Belt and any development within the site would harm the integrity of the wider Oxford Green Belt.
Sustainability Appraisal	<ul style="list-style-type: none"> • Very well linked to Oxford, relative to other sites, and Botley is the second largest settlement in the Abingdon-on-Thames and Oxford Fringe Sub-Area. However, this site is not well related to Botley, and falls within a sensitive, open landscape within the Oxford Green Belt. Land rises across the site towards Hurst Hill, where the woodland is designated a SSSI.
Recommendation for Preferred Options: Site is not proposed for allocation	
The site is well located to Oxford, adjacent to the A420 and Cumnor Hill. However, the site is extremely sensitive in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt.	
Recommendation for Publication Version: Site is not proposed for allocation	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. A smaller area of land was promoted through the Preferred Options consultation, and promoted to deliver around 500 dwellings. The revised area has been reassessed against the key constraint, namely landscape capacity. The Council conclude that no part of this site is suitable in landscape terms for residential development, and do not recommend it's inclusion in Local Plan 2031 Part 2. The Council does not consider that exceptional circumstances exist to justify release from the Oxford Green Belt.	



Description: A number of agricultural fields bounded by residential to the east, north-west and west, by agricultural land to the south and by playing fields to the north-east. Site is immediately adjacent to the conservation area for Cumnor.

Maximum Capacity -
200 dwellings

Landscape

- Historic field pattern and links to Conservation Area.
- Eastern end of the site is open to views from the south.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Ditch through the centre of the site is associated with a notable area at risk of surface water pooling.

Ecology

- Potential for effects on Cothill Fen SAC through recreational pressure. Also, water resources, flows and quality.
- TPOs recently put in place.

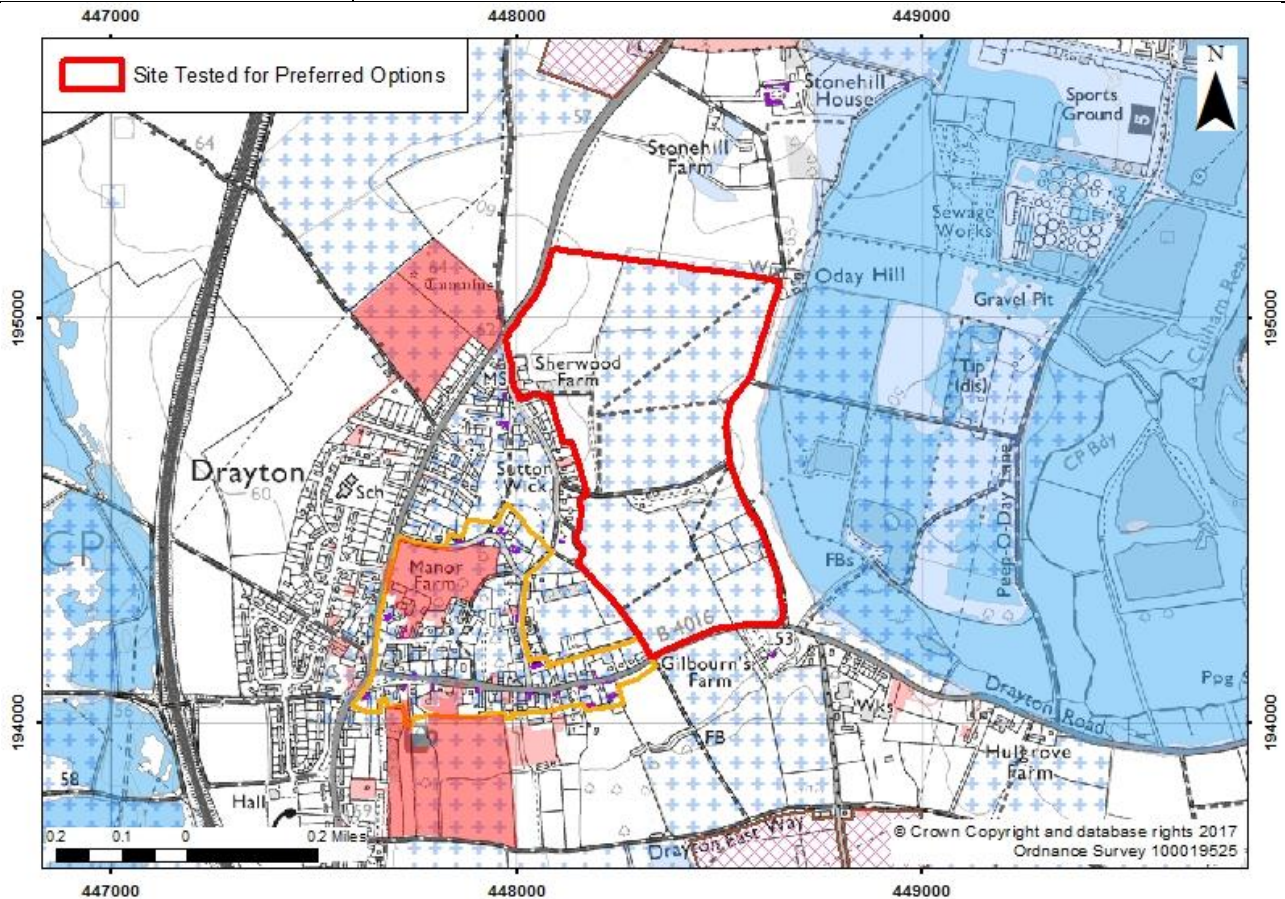
Historic Environment

- Partially abuts Cumnor Conservation Area. The Cumnor Conservation Area Character Appraisal identifies a number of important views across the site. Any proposed development on this site should be confined to the southern part, having regard to the important views.
- There is an area of known archaeological potential within this site.

Transport Impact (incl. public transport)

- Cumnor/Botley is identified by Oxfordshire Growth Board (OGB), within the Spatial Options Report (LUC, 2016) as a 'green-rated' site, largely on the basis of transport considerations.
- Cumnor village centre is served two half hourly services (one Oxford/Abingdon-on-Thames; one Oxford/Wantage), and the nearby A420 is a strategic transport corridor (proposed Rapid Transport Route 3). Other planned transport upgrades could also be

	<p>funded/facilitated, namely a new P&R (potentially at Site 15), A420 capacity improvements and Botley interchange upgrade / Botley Rd Cycle Super Route.</p> <ul style="list-style-type: none"> • Congestion on the A420 is currently an issue for accessing Oxford and the A34, but could be eased following upgrades. Oxford is within cycling distance, but there is no dedicated route.
Access	<ul style="list-style-type: none"> • It is unclear if safe access can be delivered onto the Eaton Road to the north of the site. The road bends at this point, reducing the potential for sufficient sight-lines to be provided.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Appleton waste water treatment works.
Public Services	<ul style="list-style-type: none"> • There could be potential to expand the existing Cumnor Primary School, but there are site constraints. • Secondary education: Existing secondary school (Matthew Arnold) does not have site capacity to expand sufficiently for this scale of development, but in isolation development here does not make a new secondary school viable.
Other Utilities	<ul style="list-style-type: none"> • Relatively unconstrained.
Environmental health	<ul style="list-style-type: none"> • Relatively unconstrained.
Oxford Green Belt	<ul style="list-style-type: none"> • This site has a limited contribution to the overall aims and purposes of the Oxford Green Belt and could be developed without significant harm to the wider Oxford Green Belt designation.
Sustainability Appraisal	<ul style="list-style-type: none"> • Close to Oxford and well related to the large village of Cumnor. However, the site lies within the Oxford Green Belt, and contributes to the setting of the Cumnor Conservation Area.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>There are a number of constraints which cumulatively impact upon the capacity of the site to deliver housing. The site is sensitive in landscape terms, particularly in relation to the historic field patterns and relationship with the nearby Conservation Area. Safe site access is an issue in this location, as it is unclear if sufficient visibility splays can be achieved due to the bend in the road.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. The same area of land was promoted through the Preferred Options consultation. No specific scale of development was promoted and no updated evidence was provided which addressed the key issue of safe site access. Taking this in combination with other constraints including sensitivities associated with the nearby conservation area, and relative openness of the eastern land parcel, the Council does not recommend allocating this site in Local Plan 2031 Part 2.</p>	



Description: Predominantly agricultural land which is bounded by the existing settlement of Drayton to the south-west and by agricultural land to the north, east and south.

Maximum Capacity
- Up to 1,050 dwellings

Landscape

- Open and high value landscape that is sensitive to development.
- Thames Path National Trail potentially leads to further sensitivities.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Some surface water flood risk in the northern part of the site (low probability).

Ecology

- Relatively unconstrained.

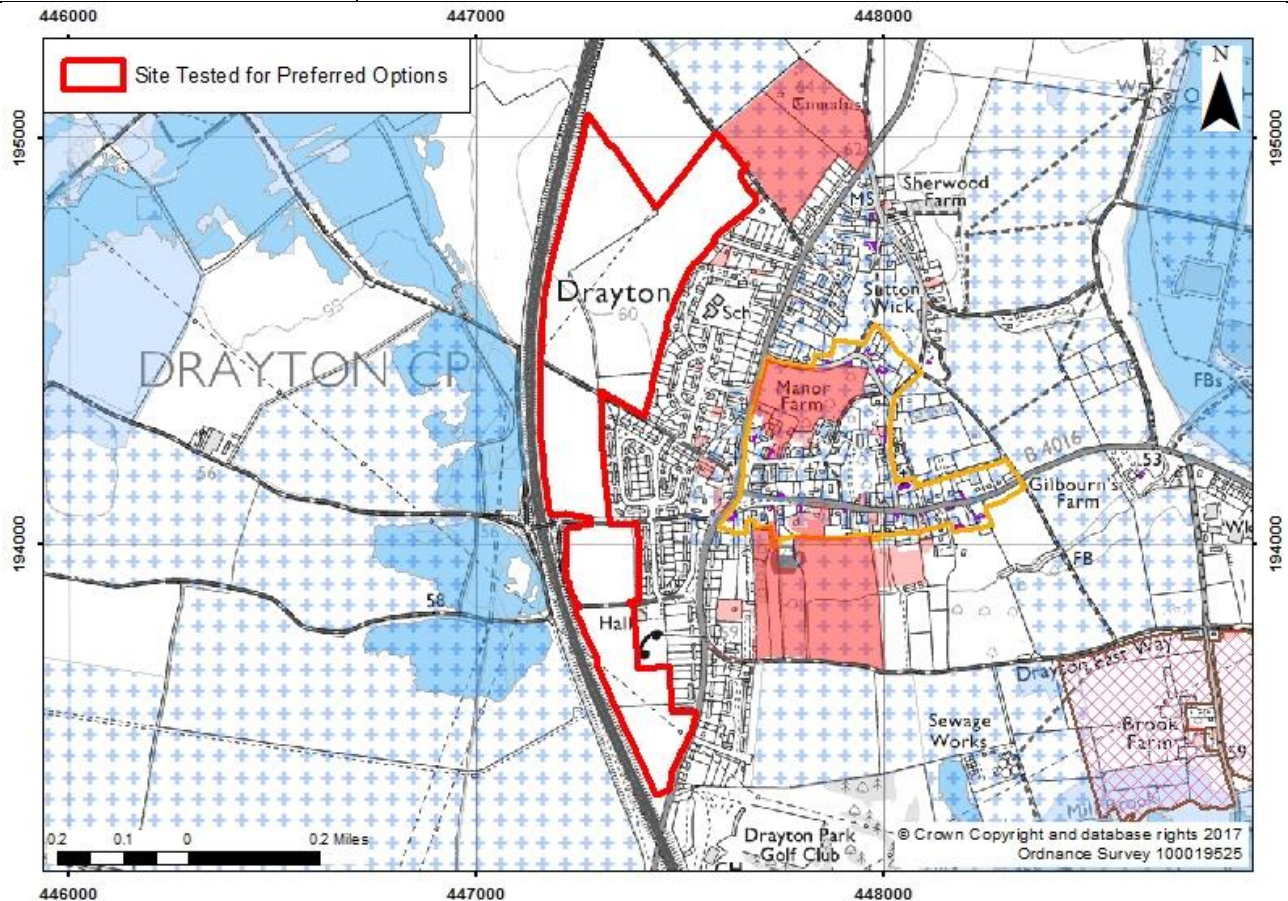
Historic Environment

- Abuts the conservation area along the B4016, where there is a clear demarcation between country and village. A large development in the southern part of the proposed area would involve a high degree of harm. Therefore, development should be restricted to the northern part of the site (albeit the Sutton Wick area is proposed to be included in an extended Conservation Area).
- The site lies within the setting of the grade II Haywards Farmhouse and possibly within the setting of the grade II The Cottage.
- There is an area of known archaeological potential within this site.

Transport Impact (incl. public transport)

- Development leads to traffic congestion concerns as per South of Abingdon-on-Thames. Not on a main road / strategic bus corridor. In proximity to Milton Park, although cycling is currently an unattractive option. Beyond 400m of the existing bus stop in Drayton centre.
- Development not possible without provision of South of Abingdon-on-Thames Bypass.

Access	<ul style="list-style-type: none"> • Access could be provided on the B4017 to the north-west and the B4016 to the south-east. Significant development would likely require two points of access to the site.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Drayton waste water treatment works. • The system is above capacity, can't cope with the new flows and Reinforcement in the sewers would be required.
Public Services	<ul style="list-style-type: none"> • Drayton Primary School is currently expanding to 1 form entry, and does not have sufficient land available to expand further. A new school would therefore be required within a new strategic development site. • It is important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> • 2 high voltage power lines cross the site.
Environmental health	<ul style="list-style-type: none"> • Noise (grain dryer on site); Air quality (Abingdon-on-Thames AQMA); Contaminated land (site is partly occupied by a scrap yard and car breakers yard)
Sustainability Appraisal	<ul style="list-style-type: none"> • Traffic generated from growth at Drayton would impact upon traffic congestion in Abingdon-on-Thames. This site abuts the Drayton Conservation Area, and lies as within a sensitive landscape.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>The site contains a significant number of constraints that impact the capacity of the site to deliver housing. Drayton experiences the same traffic issues to that of the South of Abingdon-on-Thames site, of which there is currently no viable solution. Significant development at Drayton could only be supported if funding is provided for a South Abingdon-on-Thames bypass.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. No new evidence was submitted through the Preferred Options consultation, and therefore the original recommendation remains unchanged. Landscape and transport remain key constraints in this location, and restrict any scale of allocation within this site.</p>	

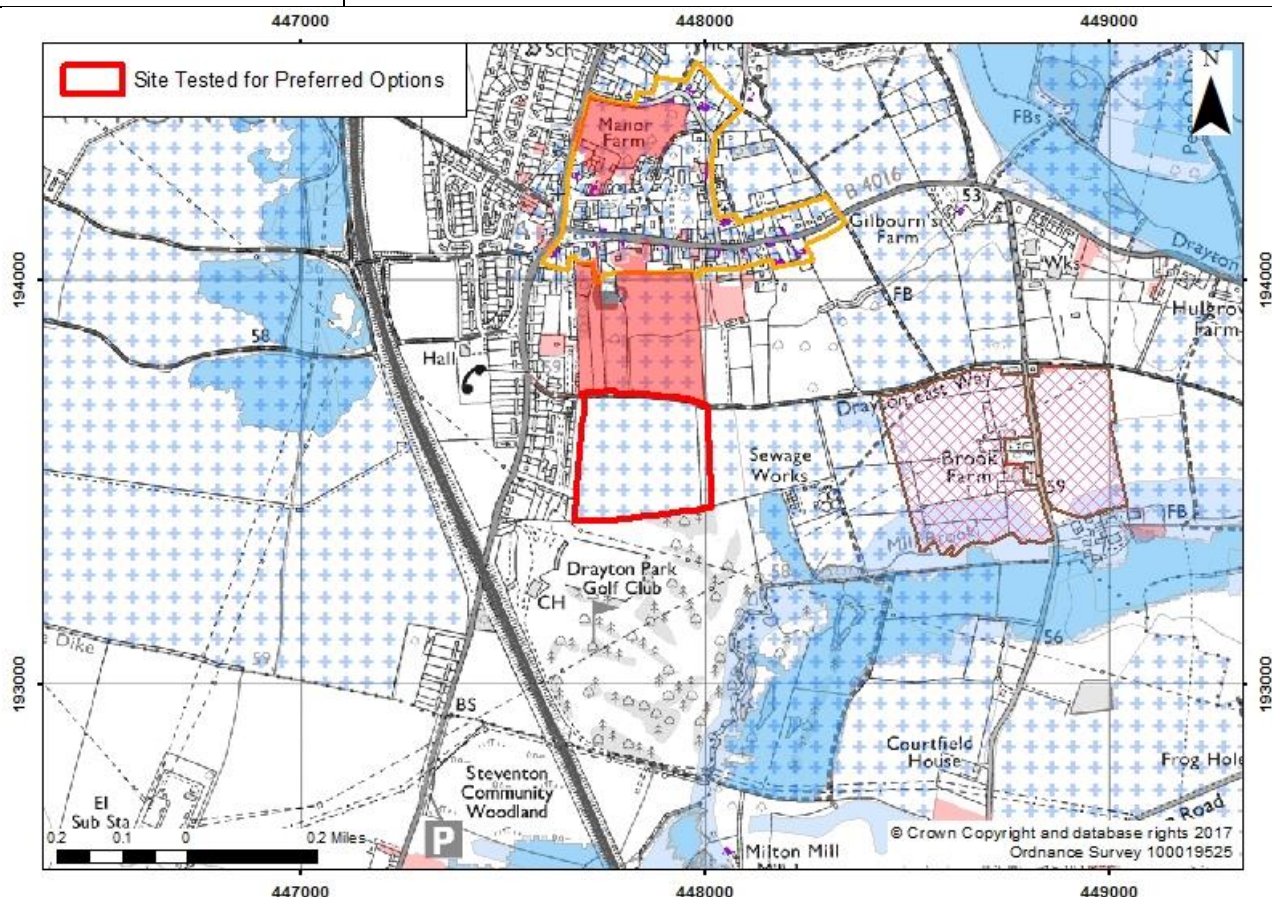


Description: Elongated area of predominantly agricultural land which is bounded to the east by the existing settlement of Drayton and to the west and south by the A34. Agricultural land exists to the north of the site.

Maximum Capacity - Up to 850 dwellings

Landscape	<ul style="list-style-type: none"> Well related to settlement, although north-eastern part has stronger links to wider landscape.
Flooding	<ul style="list-style-type: none"> Fluvial flood risk zone 1 (low risk). Some notable areas at risk of surface water pooling in the centre of the site.
Ecology	<ul style="list-style-type: none"> Relatively unconstrained
Historic Environment	<ul style="list-style-type: none"> Relatively unconstrained
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> Development leads to traffic congestion concerns as per South of Abingdon-on-Thames. Not on a main road / strategic bus corridor. In proximity to Milton Park, although cycling is currently an unattractive option. Parts of this site are located within 400m of the existing bus stop in Drayton centre. Development not possible without provision of South of Abingdon-on-Thames Bypass.
Access	<ul style="list-style-type: none"> It is unclear how access could be provided to the site.
Water and Wastewater	<ul style="list-style-type: none"> Drains to Drayton Waste water treatment works. The system is above capacity, can't cope with the new flows and Reinforcement in the sewers would be required.

Public Services	<ul style="list-style-type: none"> • Drayton Primary School is currently expanding to 1 form entry, and does not have sufficient land available to expand further. A new school would therefore be required within a new strategic development site. • It is important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> • 1 32kV power line would have an impact upon the development potential for this site; 2 dual circuit extra high voltage power lines cross the site
Environmental health	<ul style="list-style-type: none"> • Road noise A34 is considered 'significant' in this area; Air quality (pollution from A34 and impacts to Abingdon-on-Thames AQMA); Contaminated land (adjacent to former clay/brick/tile works).
Sustainability Appraisal	<ul style="list-style-type: none"> • Traffic generated from growth at Drayton would impact upon traffic congestion in Abingdon-on-Thames. The adjacent A34 leads to environmental health concerns.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>The site contains a significant number of constraints that impact the capacity of the site to deliver housing. Drayton experiences the same traffic issues to that of the South of Abingdon-on-Thames site, of which there is currently no viable solution, and there are known noise and air quality issues on this land to the west of Drayton.</p> <p>Significant development at Drayton could only be supported if funding is provided for a South Abingdon-on-Thames bypass.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. No new evidence was submitted through the Preferred Options consultation, and therefore the original recommendation remains unchanged. Road noise, air quality and transport remain key constraints in this location and restrict any scale of allocation within this site.</p>	

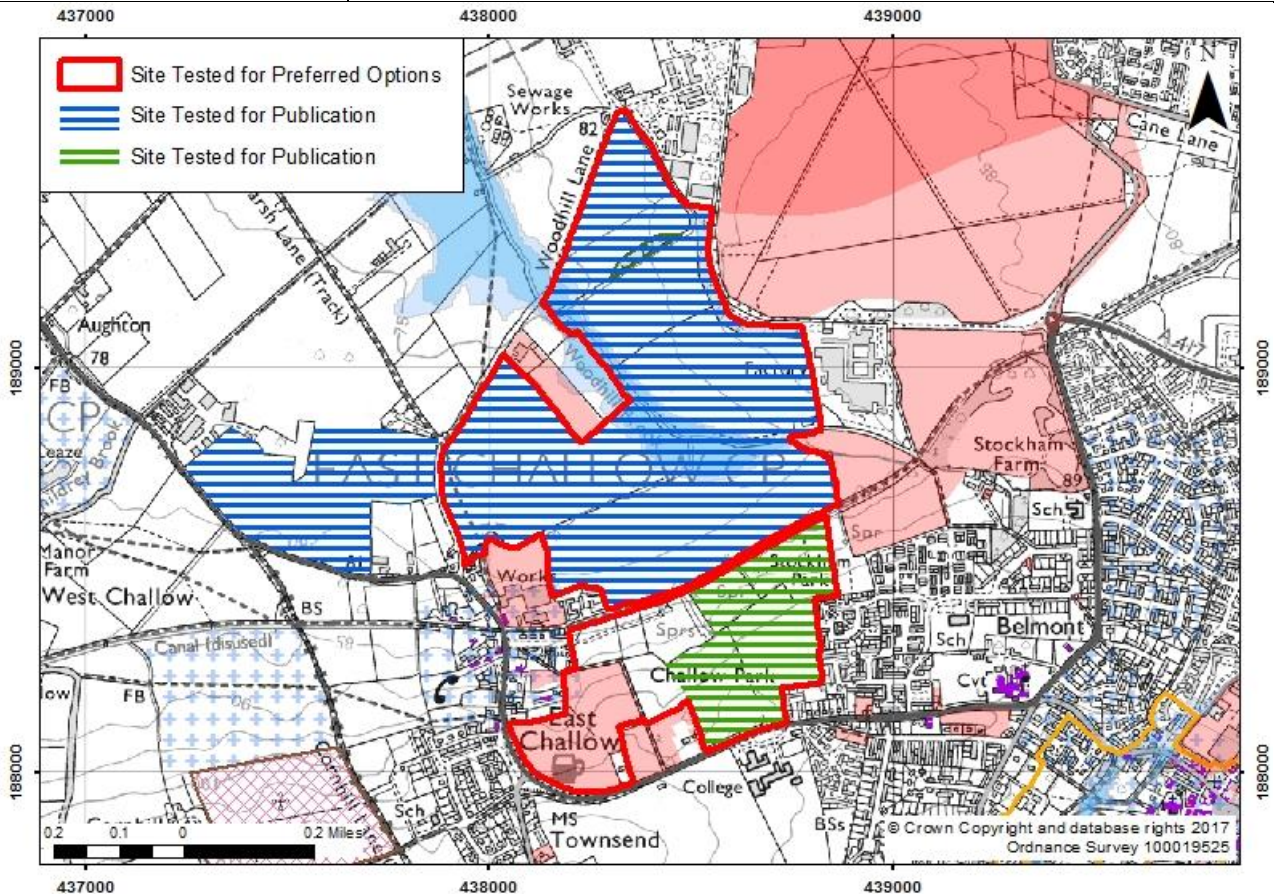


Description: Agricultural land bounded to the north by the Neighbourhood Plan housing allocation, to the east by agricultural land, to the south by Drayton Park Golf Club, and to the west by the existing settlement of Drayton.

Maximum Capacity - Up to 240 dwellings

Landscape	<ul style="list-style-type: none"> • Well related to settlement. • Could be contained with new planting.
Flooding	<ul style="list-style-type: none"> • Fluvial flood risk zone 1 (low risk). • Notable area at risk of surface water pooling (low probability) in the north-west of the site.
Ecology	<ul style="list-style-type: none"> • Relatively unconstrained.
Historic Environment	<ul style="list-style-type: none"> • Bridleway along the northern edge of the site is important and should be retained. • There is an area of known archaeological potential within this site.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> • Development leads to traffic congestion concerns as per South of Abingdon-on-Thames. Not on a main road / strategic bus corridor. In proximity to Milton Park, although cycling is currently an unattractive option. Parts of this site are located within 400m of the existing bus stop in Drayton centre • Development not possible without provision of South of Abingdon-on-Thames Bypass.
Access	<ul style="list-style-type: none"> • It is unclear how access could be provided to the site.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Drayton waste water treatment works.
Public Services	<ul style="list-style-type: none"> • Drayton Primary School is currently expanding to 1 form entry, and does not have sufficient land available to expand further. A new school would therefore be required within a new strategic development site.

	<ul style="list-style-type: none"> It is important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> Relatively unconstrained.
Environmental health	<ul style="list-style-type: none"> Artificial lighting (nearby driving range); Air quality (Abingdon-on-Thames AQMA); Contaminated land (adjacent to former licensed Drayton Golf Course landfill; 'significant')
Sustainability Appraisal	<ul style="list-style-type: none"> Traffic generated from growth at Drayton would impact upon congestion in Abingdon-on-Thames. Development would extend an existing allocation, and is not well related to the settlement.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>The site contains a number of constraints that impact the capacity of the site to deliver housing. Drayton experiences the same traffic issues to that of the South of Abingdon-on-Thames site, of which there is currently no viable solution. Significant development at Drayton could only be supported if funding is provided for a South Abingdon-on-Thames bypass.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. No new evidence was submitted through the Preferred Options consultation, and therefore the original recommendation remains unchanged. Transport remains a key constraint in this location and restrict any scale of allocation within this site.</p>	



Description: Large area of predominantly agricultural land to the west of Wantage, and to the east of East Challow. Land stretches as far north as Grove Technology Park.

Maximum Capacity – Up to 1,500 until 2031. Capacity for an additional 700 after 2031.

Landscape

- The site is in proximity to the North Wessex Downs AONB.
- The majority of the site acts as a key landscape gap separating the settlements of Wantage, Grove and East Challow. The northern part of the site is less constrained in this respect; however, this area does not relate well to the existing settlement and there would be a risk of coalescence with the committed Grove Airfield scheme. Development in this location would have an impact on the wider landscape setting of the area.

Flooding

- The floodplain of Woodhill Brook constrains the northern part of the site. A sequential test must be carried out if this site is to be considered further.
- Limited surface water flood risk.

Ecology

- The disused Wilts and Berks canal has been identified as a locally important wildlife corridor, and is known to be associated with protected species (Great Crested Newts). There could be opportunities for habitat enhancement, recognising that habitat may come under pressure in the future as part of canal restoration.
- The site contains a small patch of ancient woodland (Woodhill Copse).
- Woodhill Brook is associated with continuous bankside trees, and there are records of Water Vole within the site.

Historic Environment

- Relatively unconstrained, although the development of the south-western extent would likely impact on the setting of a grade II listed barn at Park Farm.
- No archaeological constraints, but within an area of known potential.
- The route of the Wilts and Berks Canal runs through the middle of this site. There are long term aspirations to restore this to its original navigable state with towpath, which

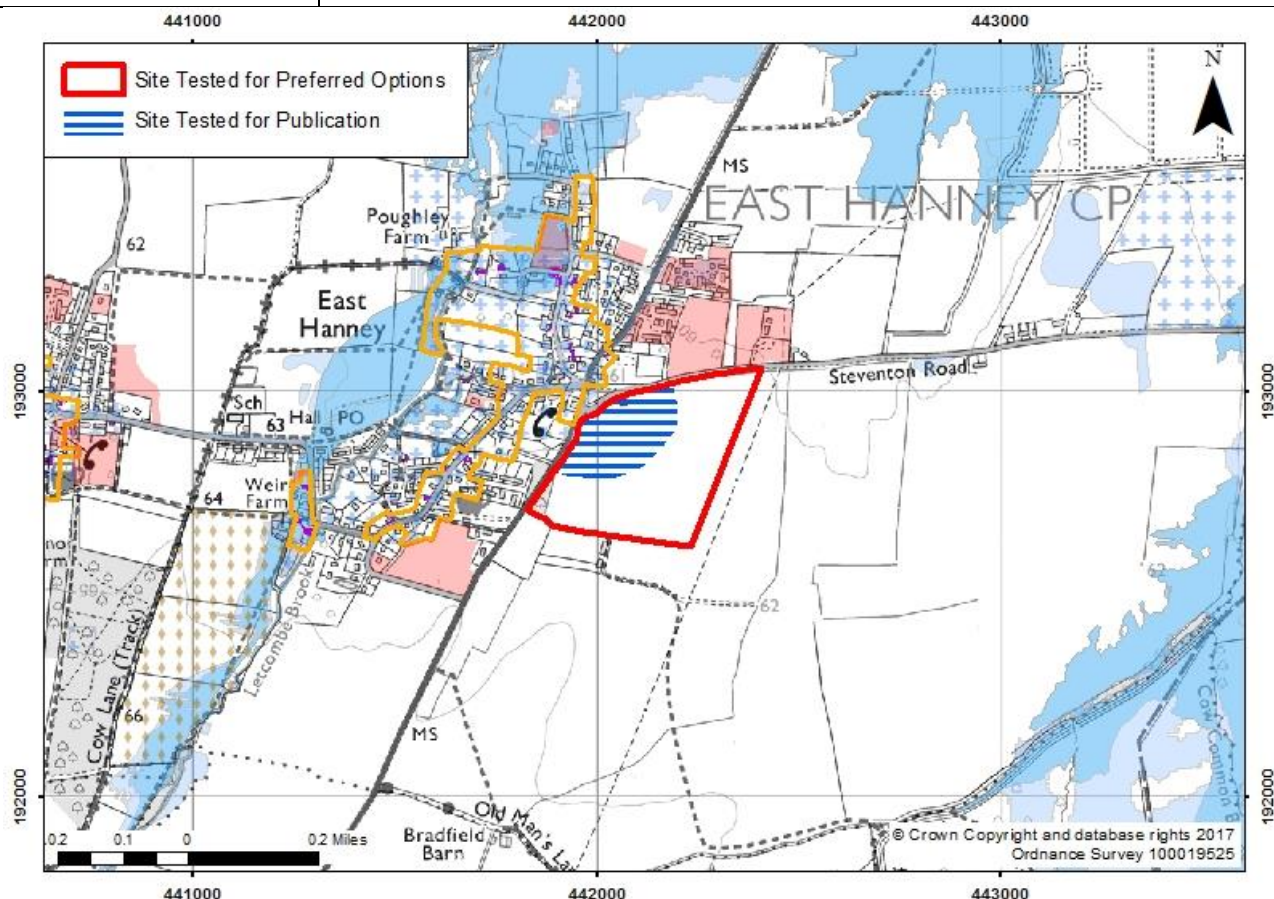
	development of this site could assist with. Any restoration would need to have regard to the ecological constraints identified above.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> •Comprehensive redevelopment of the site could contribute towards delivering the Wantage western link road, and growth in this location would require provision of this road. •Wantage is located at the western extent of the Science Vale but is a market town with a good offer, and committed growth in the area is set to deliver a premium bus service to Milton Park and Oxford, and potentially a new rail station at Grove (longer term). •The site is some way distant from the centre of Wantage, where bus services currently operate. There is an opportunity to restore the canal as a cycle route.
Access	<ul style="list-style-type: none"> •Suitable access points are likely to be provided onto the A417 and Downsview Road should the site be required to provide the Wantage western link road.
Water and Wastewater	<ul style="list-style-type: none"> •Drains to Wantage waste water treatment works. •It is unclear at this stage if the system required additional upgrades/reinforcement. An impact study would be required to assess any future proposal for this site.
Public Services	<ul style="list-style-type: none"> •Primary education needs to be considered in context of other growth at Grove and Wantage. •Large scale growth could require a new primary school. •Contributions would be required towards secondary school places in Grove and Wantage.
Other Utilities	<ul style="list-style-type: none"> •3 high voltage power lines intersect the site
Environmental health	<ul style="list-style-type: none"> •Road noise from A417; Noise, dust and odour from employment uses (waste site adjacent to the northern edge of this site); •Contaminated land (site partly lies over former grove airfield and an area of unknown fill)
Sustainability Appraisal	<ul style="list-style-type: none"> •Wantage is a market town with a good offer, and committed growth in the area is set to deliver a premium bus service, and potentially a new rail station at Grove (longer term); however, Wantage is located at the western extent of the Science Vale, and the site is some way distant from the town centre. Large scale growth would likely necessitate a Wantage Western Relief Road, and there is also an opportunity to upgrade the canal as a cycle route. Development would erode the important settlement gap between East Challow, Grove and Wantage.
Site Selection History	March 2017: Large site tested and not recommended for allocation in the Preferred Options Consultation. October 2017: Two sites were promoted separately following the Preferred Options Consultation.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>The provision of a new Wantage western link road would provide additional relief to congestion in the area, but is not considered a requirement in this plan period. No detailed feasibility work has been undertaken on how such a road could be delivered although it is extremely unlikely development on this site could fully fund the road and no other funding is currently available. The area is sensitive in landscape terms, it is particularly important the open gap between East Challow, Wantage and Grove is maintained.</p> <p>The landscape sensitivity of the area also limits the development potential of the site and it is unclear how development would be master planned, it wouldn't form part of any existing settlement, being separate from Wantage, Grove and East Challow.</p> <p>Wantage and Grove is already the location of substantial development and it is considered more appropriate for any longer-term potential for future development to the west of Wantage to be considered through a future local plan process.</p>	

Recommendation for Publication Version: Site is not proposed for allocation

As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. Two sites were promoted separately through the Preferred Options consultation. The smaller site to the south of the old canal (green on map) has been promoted for around 220 dwellings would fundamentally erode the open gap between East Challow, particularly now that planning permission has been granted on land immediately to the west. The consideration of a smaller allocation would ultimately result in a similar outcome, and the Council does not recommend any of this land to be allocated in Local Plan 2031 Part 2.

The larger site to the north of the canal (blue on map) has been promoted for around 800 dwellings. The additional land to the west of the site is predominantly intended to provide the western end of the link road. Development of the whole of this site for 800 will likely result in coalescence issues between the south-west of Grove (Airfield), the West of Wantage, and East Challow. Land north of the old canal would not relate well to any of the three settlements and the Council considers there are more suitable alternative sites in the vicinity.

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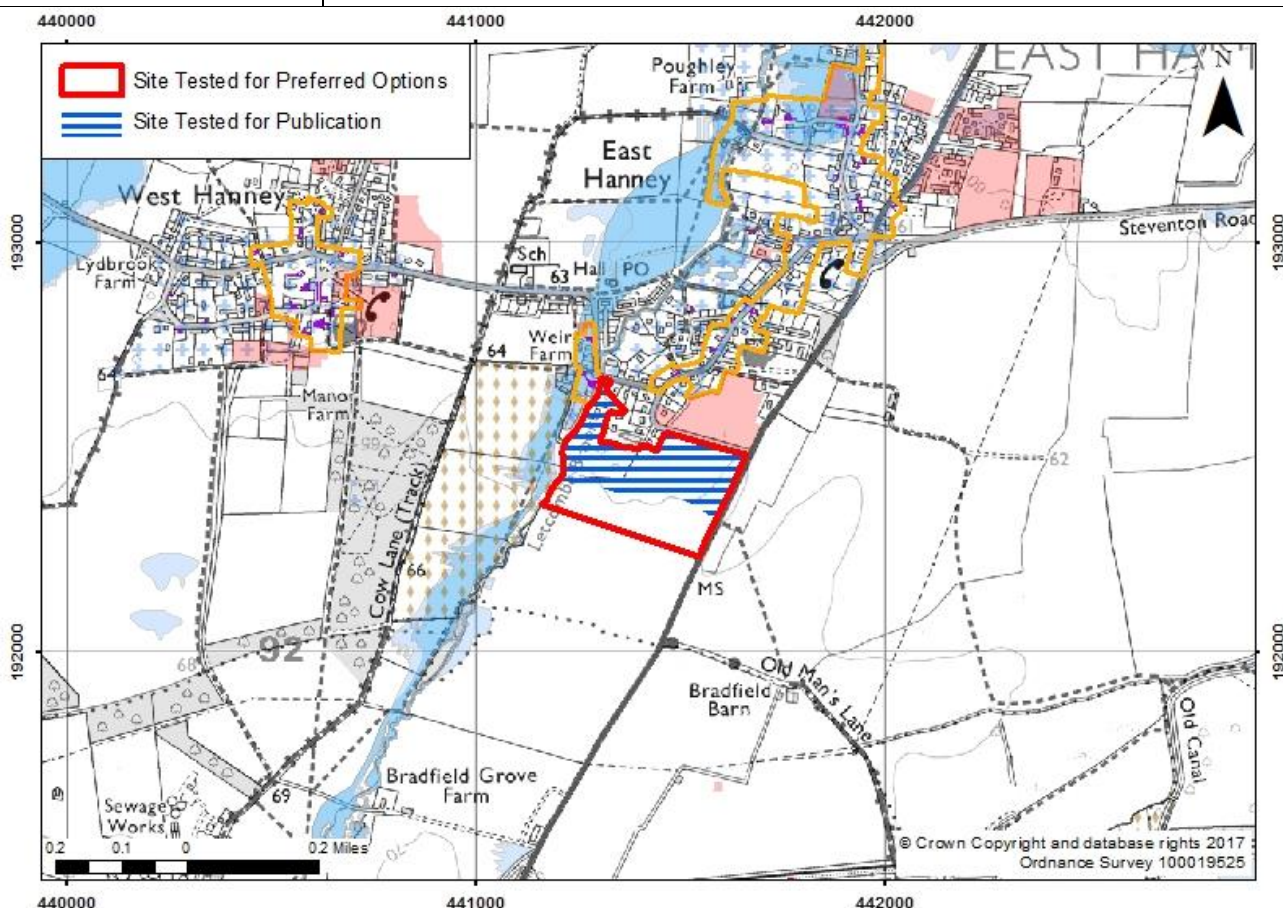


Description: Agricultural land bounded to the north and west by the existing settlement of East Hanney, the A338 and the Steventon Road. Site is bounded to the south and east by agricultural land.

Maximum Capacity - Up to 375 dwellings

Landscape	<ul style="list-style-type: none"> • Open to the wider landscape and disconnected from the village. Development of this site would require extensive mitigation in order to reduce its landscape impact.
Flooding	<ul style="list-style-type: none"> • Fluvial flood risk zone 1 (low risk). • A notable area of surface water flood risk along the northern edge of the site.
Ecology	<ul style="list-style-type: none"> • Relatively unconstrained.
Historic Environment	<ul style="list-style-type: none"> • Just within setting of the East Hanney Conservation Area. Development would need to have regard to this.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> • East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The existing bus stop is at the northern end of the village. • Site is in close proximity to the operational railway.
Access	<ul style="list-style-type: none"> • Site could be accessed from the A338 to the west or the Steventon Road to the north.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Wantage waste water treatment works. • The system is above capacity, is unlikely to cope with increased demand and reinforcement of the sewer network would be required.
Public Services	<ul style="list-style-type: none"> • The existing primary school (St James) is expanding from 0.5 form entry to 1 form entry. This will enable it to meet the needs of some housing growth, but not to the full scale of

	this estimated site capacity. Given the already permitted housing growth, a further allocation could be accommodated.
Other Utilities	•2 extra high voltage power lines.
Environmental health	•Road noise from A338
Sustainability Appraisal	<ul style="list-style-type: none"> • East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. There are landscape and heritage concerns associated with this site, which would involve expanding into an open landscape
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>This site was included as a draft allocation in an earlier iteration of Local Plan 2031 Part 1 (Feb 2014). It has been tested again for completeness. Development of this site would likely result in an adverse impact on the immediate and wider landscape, including potentially on the nearby conservation area. There are less ecological impacts associated with development of this site compared to the land south of the village.</p> <p>It is considered that there are more suitable sites in or around the settlement of East Hanney that can accommodate a smaller allocation.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. A smaller area was promoted for between 50-75 dwellings, which is comparable in scale to other sites promoted in the area. The Council has reviewed the updated information for this site and the potential to deliver a smaller allocation. The landscape capacity of the site remains an issue with a smaller allocation. The Council considers that while the site is well related to the existing settlement, there are alternative sites which, on balance, are more suitable.</p>	

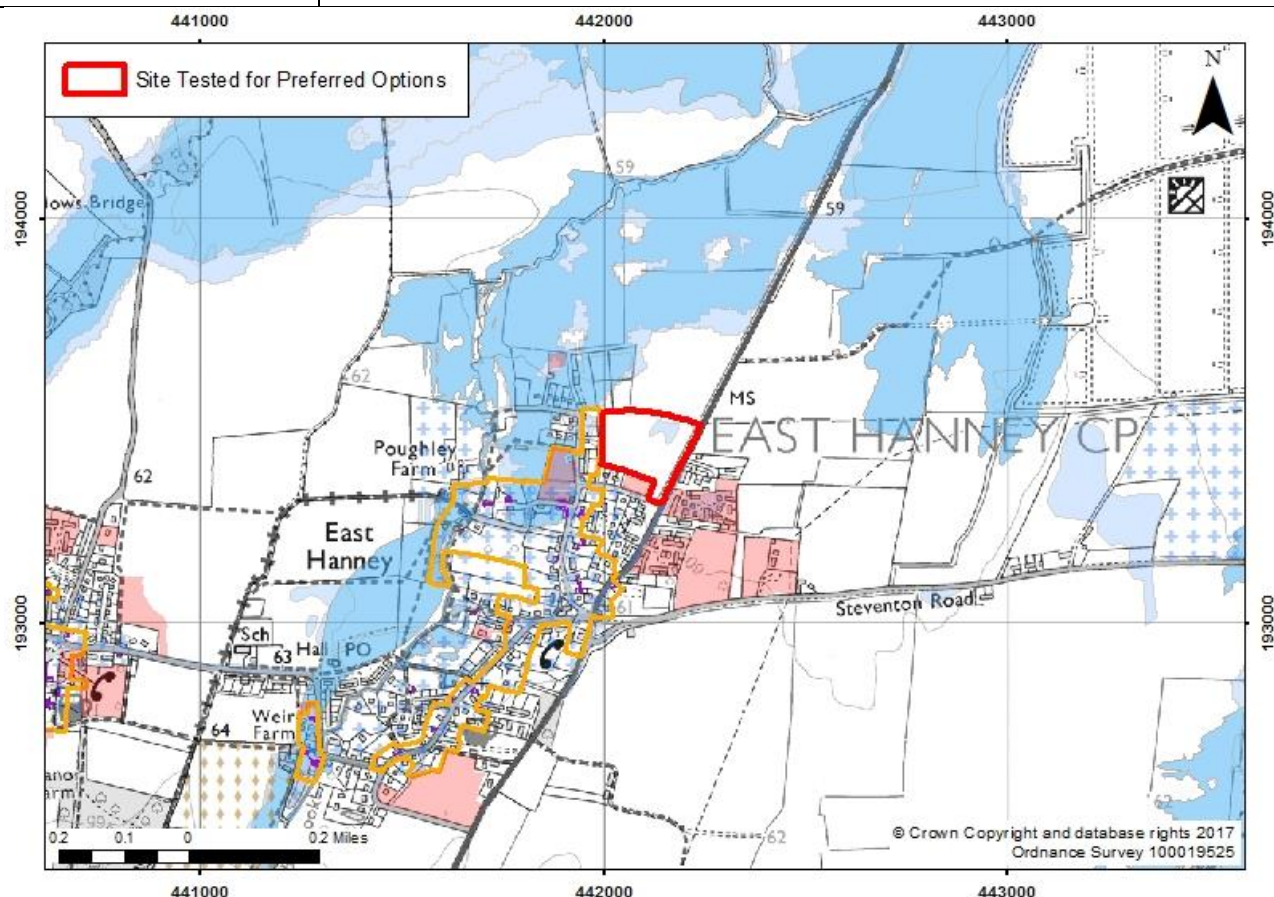


Description: Agricultural land bounded to the north by the existing settlement of East Hanney, to the south and east by agricultural land, and to the west by the Letcombe Brook.

Maximum Capacity - Up to 500 dwellings

Landscape	<ul style="list-style-type: none"> Large parts of this site are open to the wider landscape and disconnected from the village. There is no existing physical boundary which defines the southern end of the site. Significant mitigation would be required.
Flooding	<ul style="list-style-type: none"> Fluvial flood risk zone 1 (low risk), but immediately adjacent to the Letcombe Brook. Limited surface water flood risk.
Ecology	<ul style="list-style-type: none"> Letcombe Brook (chalk stream; water vole records) and Cowslip Meadows Local Wildlife Site is adjacent Traditional Orchard priority habitat on site.
Historic Environment	<ul style="list-style-type: none"> Partially adjacent to the East Hanney Conservation Area as are the grade II listed buildings of Dandridges Mill and the Old Mill House.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The existing bus stop is at the northern end of the village.
Access	<ul style="list-style-type: none"> Access could be provided via Summertown Road or the A338.
Water and Wastewater	<ul style="list-style-type: none"> Drains to Wantage waste water treatment works. The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.

Public Services	<ul style="list-style-type: none"> • The existing primary school (St James) is expanding from 0.5 form entry to 1 form entry. This will enable it to meet the needs of some housing growth, but not to the full scale of this estimated site capacity. Given the already permitted housing growth, a further allocation could be accommodated.
Other Utilities	<ul style="list-style-type: none"> • No identified constraints
Environmental health	<ul style="list-style-type: none"> • Road noise from A338
Sustainability Appraisal	<ul style="list-style-type: none"> • East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The bus stop is at the northern end of the village, distant from the site to the south. There are landscape, heritage and biodiversity concerns associated with this site, including given the adjacent chalk stream and Local Wildlife Site.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>This site was deleted as an allocation from Local Plan 2031 Part 1 but has been tested again for completeness to ensure reasonable alternatives have been considered. Development of most or all of the site will likely result in an adverse impact on the immediate and wider landscape. The site also suffers from ecological constraints along the Letcombe Brook, to the west of the site and could impact upon the setting of nearby listed buildings</p> <p>It is considered that there are more suitable sites in or around the settlement of East Hanney that can accommodate a smaller allocation.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. A smaller area was promoted for around 100 dwellings, which is comparable in scale to other sites promoted in the area. The Council has reviewed the updated information for this site and the potential to deliver a smaller allocation. The Council considers that while the site is well related to the existing settlement, there are alternative sites which, on balance, are more suitable.</p>	



Description: Agricultural land bounded to the north by the existing settlement of East Hanney, to the south and east by agricultural land, and to the west by the East Hanney Conservation Area and the Letcombe Brook flood plain.

Maximum Capacity - Up to 500 dwellings

Landscape

- Site is well contained from the wider landscape, and development would fit into the existing settlement pattern.
- Views from the north can be mitigated through additional planting along the northern boundary.

Flooding

- There is a small area of Flood Zone 2 shown within the site boundary. This area is likely to be a result of a low point rather than a result of nearby watercourses.
- Fluvial flood risk zone 1 (low risk).
- An ordinary watercourse runs along the eastern boundary.

Ecology

- Letcombe Brook (chalk stream; water vole records) is to the north-west of the site.

Historic Environment

- Adjacent to the East Hanney Conservation Area
- The site is distant from a number of listed buildings in the village (c.100m).

Transport Impact (incl. public transport)

- East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The existing bus stop is adjacent to the site.

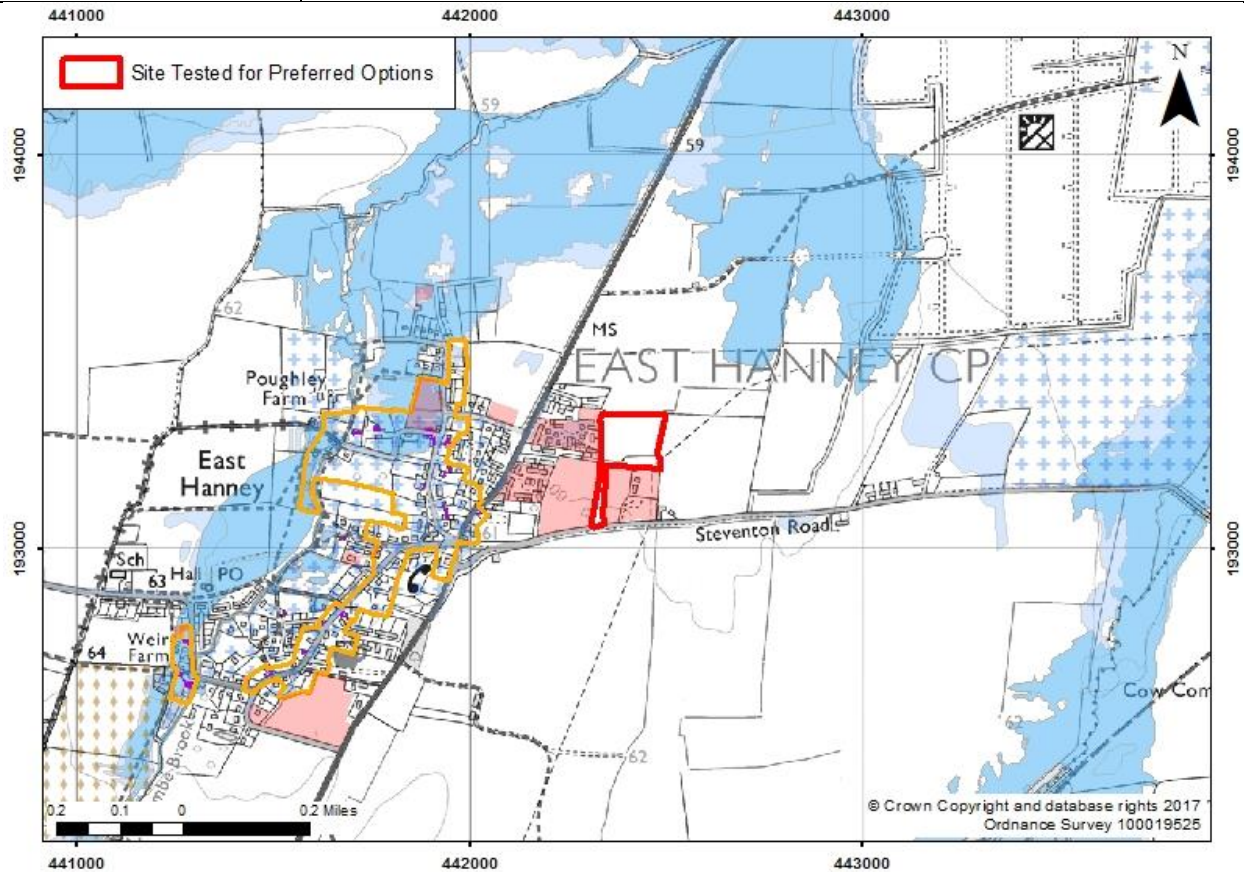
Access

- Access is likely to be provided onto the A338

Water and Wastewater

- Drains to Wantage waste water treatment works.
- The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.

Public Services	<ul style="list-style-type: none"> • The existing primary school (St James) is expanding from 0.5 form entry to 1 form entry. This will enable it to meet the needs of some housing growth. Given the already permitted housing growth, a further allocation could be accommodated.
Other Utilities	<ul style="list-style-type: none"> • No identified constraints
Environmental health	<ul style="list-style-type: none"> • Road noise from A338
Sustainability Appraisal	<ul style="list-style-type: none"> • East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The bus stop is at the northern end of the village, close to this site. There are heritage concerns associated with this site, albeit limited in nature.
Recommendation for Preferred Options: Site is proposed for an allocation of 80 dwellings	
<p>The site is well located on the northern end of the existing settlement of East Hanney. There are few identifiable constraints. There is a small area of Flood Zone 2 within the site, however feedback from the Environment Agency has indicated that this is not a constraint to development. The site lies to the east of the conservation area, however there is restricted inter-visibility which limits harm. The site is immediately adjacent to the bus stop, with good connectivity to Grove, Wantage and Oxford.</p>	
Recommendation for Publication Version: Site is proposed for an allocation of 80 dwellings	
<p>A number of objections were received in relation to development in East Hanney through the Preferred Options Consultation. Key issues include the cumulative impact of development on the settlement, including its services and facilities; the impact that this site would have on the nearby conservation area; traffic issues on the A338; flood risk; the need for a transparent and robust evidence of landscape sensitivity. Alternative sites were also promoted to the east and south of East Hanney, for a scale comparable to the two sites proposed.</p> <p>The Council has considered all of the representations received. There are no technical objections to development of this site and the Council has undertaken an addendum to the Landscape Capacity Study which includes an assessment of this site. The study has concluded that the site has a medium/high capacity for development. Appropriate mitigation is required to the north and west of the site, having regard to the partial views of the nearby conservation area. The Council considers the site is well related to the existing settlement of East Hanney, with good access to public transport, and having regard to other alternatives in the area, is suitable for allocation in Local Plan 2031 Part 2.</p>	



Description: Agricultural land bounded to the north by the existing settlement of East Hanney, to the south and east by agricultural land, and to the west by the Letcombe Brook.

Maximum Capacity - Up to 50 dwellings

Landscape

- The site is well enclosed to the east and north, however some additional planting may be required along the northern boundary.
- The western and southern parts of the site are associated with new or permitted development and development within the site would round out the settlement pattern of the village.

Flooding

- Fluvial flood risk zone 1 (low risk).

Ecology

- A small watercourse runs along the boundary of this site, with the wider network known to contain water vole.

Historic Environment

- Site is distant from any listed buildings and the East Hanney Conservation Area

Transport Impact (incl. public transport)

- East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The existing bus stop is at the northern end of the village.

Access

- Site has existing access onto Steventon Road

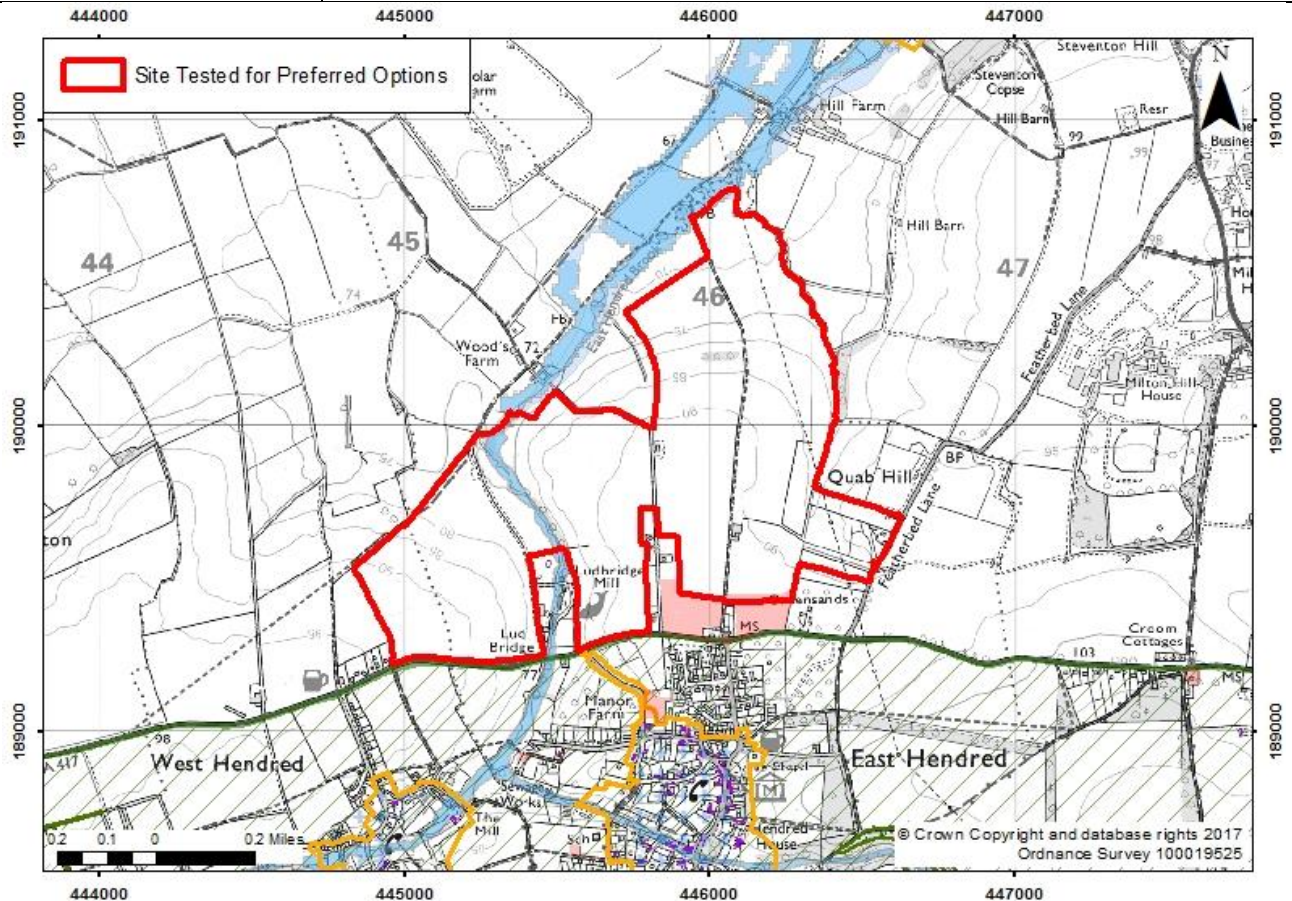
Water and Wastewater

- Drains to Wantage waste water treatment works.
- The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.

Public Services

- The existing primary school (St James) is expanding from 0.5 form entry to 1 form entry. This will enable it to meet the needs of some housing growth. Given the already permitted housing growth, a further allocation could be accommodated.

Other Utilities	<ul style="list-style-type: none"> • No identified constraints
Environmental health	<ul style="list-style-type: none"> • No identified constraints
Sustainability Appraisal	<ul style="list-style-type: none"> • East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The bus stop is at the northern end of the village, away from this site. There are concerns over how this site relates to the existing settlement as immediate connections to the west are limited.
Recommendation for Preferred Options: Site is proposed for an allocation of 50 dwellings	
The site relates well to recently permitted development to the south and west, which have demonstrated the suitability of this location to the east of the A338. There are few constraints within the site, with existing access already available.	
Recommendation for Publication Version: Site is proposed for an allocation of 50 dwellings	
<p>A number of objections were received in relation to development in East Hanney through the Preferred Options Consultation. Key issues include the cumulative impact of development on the settlement, including its services and facilities; traffic issues on the A338; flood risk; the site's relationship to the existing settlement; potential flooding; the need for a transparent and robust evidence of landscape sensitivity. Alternative sites were also promoted to the east and south of East Hanney, for a scale comparable to the two sites proposed.</p> <p>The Council has considered all of the representations received. There are no technical objections to development of this site and the Council has undertaken an addendum to the Landscape Capacity Study which includes an assessment of this site. The study has concluded that the site has a high capacity for development. Appropriate mitigation is required along the northern boundary of the site to ensure the development is well screened. The Council considers the site is well related to the existing settlement of East Hanney, having been demonstrated through the granting of planning permission on adjacent sites and having regard to other alternatives in the area, is suitable for allocation in Local Plan 2031 Part 2.</p>	



Description: Agricultural land bounded by existing permitted development and the A417 to the south, to the east by Featherbed Lane, and to the north and west by agricultural land. The East Hendred brook flows through the site.

Maximum Capacity - Up to 1,500 dwellings

Landscape

- The site is rural, open and exposed, with a strong relationship to the wider rural landscape. The site is visible from high ground within the North Wessex Downs Area of Outstanding Natural Beauty.
- Development within the site would have adverse landscape and visual effects which would be difficult to mitigate without fundamentally changing the character of the landscape.

Flooding

- Areas of Flood Zone 2 and 3 along the East Hendred Brook, which passes through the site. There is documented flooding events from 1992 within this site.

Ecology

- The East Hendred Brook has been identified as a locally important wildlife corridor, and is known to be associated with protected species (European Water Vole). There is evidence of Water Vole along the north-western boundary of the site, and this could extend into the site along the brook to the south.

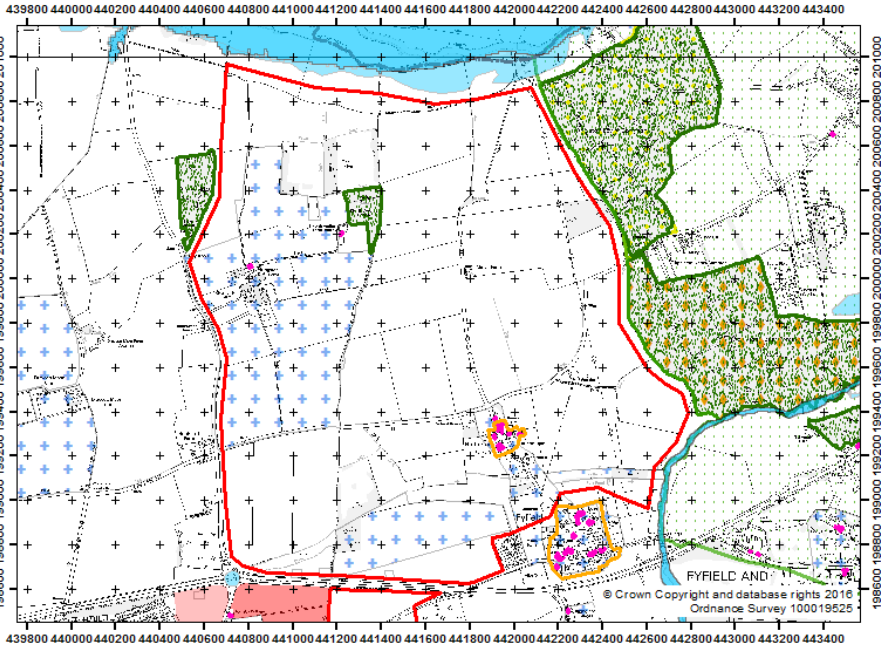
Historic Environment

- No designated heritage assets within the site, but is within an area of known archaeological potential.
- The East Hendred Conservation area lies to the south of the site, and development of the site may have an impact upon its setting.
- Site is visible from the Ridgeway National Trail.

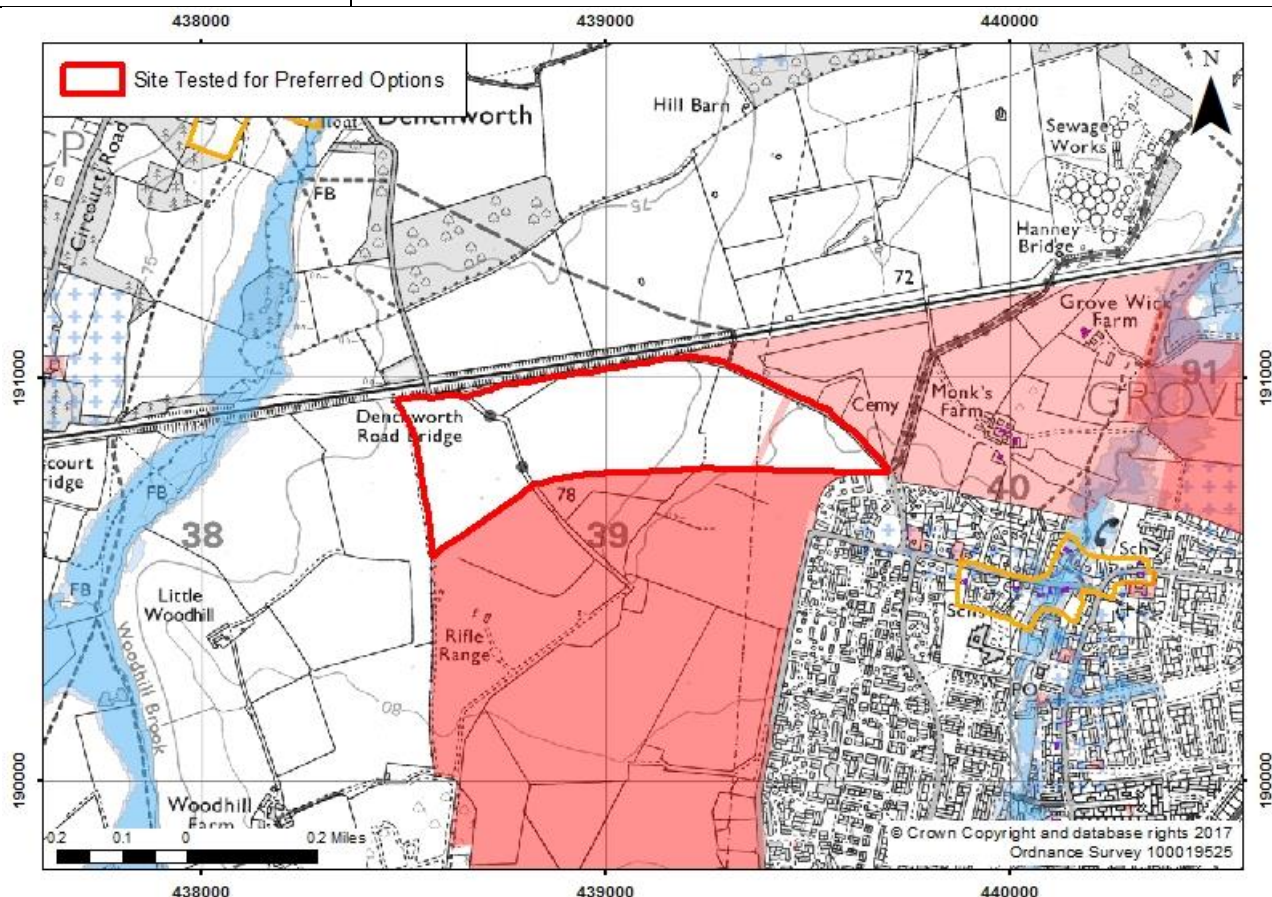
Transport Impact (incl. public transport)

- The site is located to the north of the A417. There is an existing half hourly bus along the A417 (X32 and 32A) which could see frequency enhancements from this site. There is difficulty in rerouting the existing bus service through this site without reducing the service through the existing village or significantly increasing the journey time.

	<ul style="list-style-type: none"> • There are limited employment opportunities in the immediate area of this site. Traffic at peak hours would put increased pressure on the A34 Milton Interchange. • There may be potential for improvements to nearby cycleways which would improve sustainable modes of transport between the site and major employment sites.
Access	<ul style="list-style-type: none"> • Development of the site will require at least two points of access onto the local road network. These would likely be via the A417 and Featherbed Lane. However, there are known capacity concerns at Rowstock Roundabout and along Featherbed Lane.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Didcot Waste water treatment works.
Public Services	<ul style="list-style-type: none"> • Depending on the scale of redevelopment, the site may need to provide a new primary school on site. • Site lies within the current designated area of King Alfred's Academy, but will be closer to the new secondary school at Didcot. There is likely to be sufficient flexibility in the local area to expand secondary school capacity to meet the needs of development in this location.
Other Utilities	<ul style="list-style-type: none"> • A dual circuit extra high voltage power line traverse the north-east of the site. • 11kv power lines also cross the site on an east-west axis.
Environmental health	<ul style="list-style-type: none"> • Road Noise from the A417; Potential for noise arising from the trading estate to the north of the site; Music Festival to the north-east of the site
Sustainability Appraisal	<ul style="list-style-type: none"> • Located within Science Vale, although more limited potential to walk/cycle to employment locations than at some other locations. Comprises land that has low capacity for development from a landscape perspective.
Recommendation for Preferred Options: Site is not proposed for allocation	
This site was not considered for the Preferred Options Local Plan 2031 Part 2.	
Recommendation for Publication Version: Site is not proposed for allocation	
<p>The site was promoted through the Preferred Options consultation for a scale of development between 1,000-1,500 dwellings. The Council has undertaken detailed testing of this site. Development of this site would have a significant adverse impact on the immediate and wider landscape, and would result in a fundamental change to the landscape character in the area.</p> <p>There is historic evidence of flooding along the Ginge Brook, which borders the site to the north-west and flows through the western section of the site. There is also evidence of protected species in the brook. The Council does not recommend this site is allocated.</p>	

FYFL_A	Fyfield (Area of Search)
	 <p>439800 440000 440200 440400 440600 440800 441000 441200 441400 441600 441800 442000 442200 442400 442600 442800 443000 443200 443400</p> <p>198600 198800 199000 199200 199400 199600 199800 200000 200200 200400 200600 200800 201000</p> <p>© Crown Copyright and database rights 2016 Ordnance Survey 100019525</p> <p>FYFIELD AND</p>
<p>Description: Large area of search on land bounded to the south by the A420 and the village of Fyfield, to the east by Ancient Woodland (Appleton Common) and the Oxford Green Belt, to the west by the A415, and to the north by agricultural land in the flood plain of the River Thames. The area of search also includes the hamlet of Netherton.</p>	
	<p>Maximum Capacity - Up to 1,500 until 2031. Capacity for an additional 7,500 after 2031.</p>
<p>Landscape</p>	<ul style="list-style-type: none"> •Key landscape considerations include: retention of nucleated settlement pattern, setting to Conservation Areas and retention of existing features. •Separation between Kingston Bapuze and Fyfield •Thames Path National Trail potentially leads to sensitivities.
<p>Flooding</p>	<ul style="list-style-type: none"> •Fluvial flood risk zone 1 (low risk) •A ditch associated with significant surface water flood risk (high probability) runs east/west between Fyfield and Netherton.
<p>Ecology</p>	<ul style="list-style-type: none"> •Potential impacts on Appleton Lower Common SSSI and Frilford Heath and Ponds SSSI, including through generation of air pollution, potential impacts on the water table, or increased recreational pressure. Our data show that good quality semi improved grassland is present within the area.
<p>Historic Environment</p>	<ul style="list-style-type: none"> •Includes nine listed buildings and areas of non-scheduled archaeological interest. This area also envelopes the Netherton conservation area and is very close to the Fyfield conservation area. The significance of these conservation areas rests largely on the fact that they preserve small rural settlements. •Developing all around them would destroy this sense of rurality and substantially harm their significance.
<p>Transport Impact (incl. public transport)</p>	<ul style="list-style-type: none"> •The development of a new settlement in this location would have a significant adverse impact upon the local and wider road network. Development would require extensive works to the A420, the A415, A338 and at junctions with the A34.
<p>Access</p>	<ul style="list-style-type: none"> • Site could be accessed directly from the A420 subject to infrastructural improvements or via the A415 and other existing local roads in the area.
<p>Water and Wastewater</p>	<ul style="list-style-type: none"> • Development of this site would likely require significant new water and wastewater infrastructure to accommodate growth in this area.

Public Services	<ul style="list-style-type: none"> •A new local centre would be required. •Depending on the scale of development, the site may require one or more primary school. •A new secondary school would be required if the site was developed for the higher end of its potential capacity.
Other Utilities	•3 extra high voltage power lines; and 11 high voltage power lines traverse the site
Environmental health	•Road noise from A420; Air pollution from A420; Contaminated land (site is partly occupied by areas of unknown fill)
Sustainability Appraisal	<ul style="list-style-type: none"> • A new settlement could potentially deliver certain benefits, on the assumption of major infrastructure upgrades, given the location of Fyfield on a main transport corridor in proximity to Oxford. However, this is a rural area and the site contains two settlements with conservation areas.
Recommendation for Preferred Options: Site is not proposed for allocation	
<p>This site was considered as it forms one of the closest location within the Vale for development located outside the Oxford Green Belt and well connected via strategic road network.</p> <p>The informal consultation identified that the site is not available for development and hence not recommended for development. Other constraints were identified including those relating to landscape and the historic environment.</p>	
Recommendation for Publication Version: Site is not proposed for allocation	
No new evidence was submitted through the Preferred Options consultation, and therefore the original recommendation remains unchanged. There are a number of key constraints associated with this site and it remains unavailable for development.	

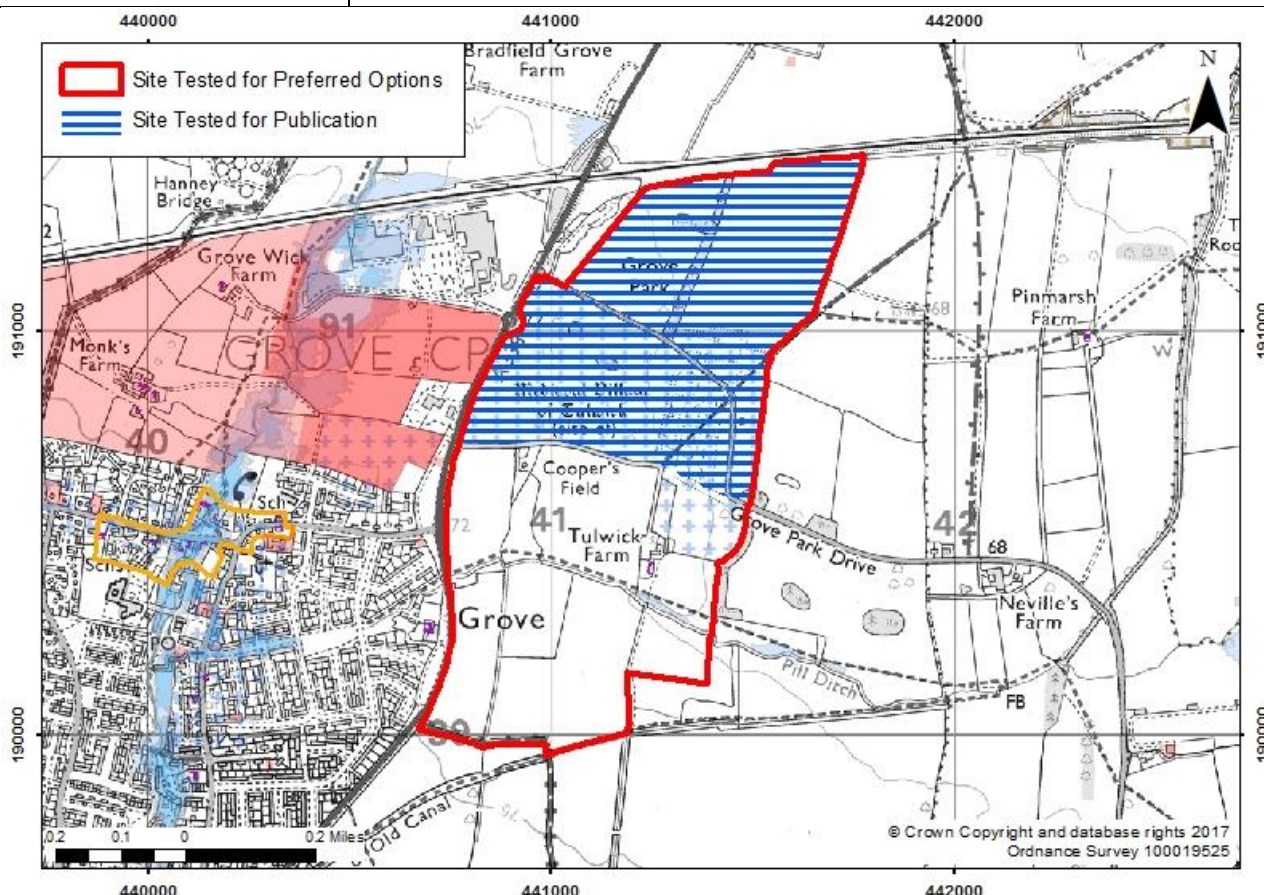


Description: Agricultural land to the north-west of Grove. Site is bounded to the south by the Grove Airfield existing housing allocation, to the east by the Monks Farm strategic site allocation, to the west by agricultural land and to the north by the railway line.

Maximum Capacity –
Up to 700 dwellings

Landscape	<ul style="list-style-type: none"> •Relatively unconstrained, given the committed development to the east (Monks Farm) and south (Grove Airfield). •Seemingly strong boundaries, including the railway line to the north and a hedgerow with mature trees to the west.
Flooding	<ul style="list-style-type: none"> •Fluvial flood zone 1 (low risk) •One notable area with the potential for pooling of surface water (high probability)
Ecology	<ul style="list-style-type: none"> •Relatively unconstrained.
Historic Environment	<ul style="list-style-type: none"> •Relatively unconstrained.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> •Development at this site could facilitate delivery of the Grove Northern Link Road. •Grove is located at the western extent of the Science Vale (where jobs are focused), but Wantage is a market town with a good offer, and committed growth in the area is set to deliver a premium bus service to Milton Park and Oxford, and potentially a new rail station at Grove (longer term).
Access	<ul style="list-style-type: none"> •Site can be accessed from Denchworth Road. Site would deliver part of the Grove Northern Link Road, connecting the adjacent allocations of Grove Airfield with Monks Farm.
Water and Wastewater	<ul style="list-style-type: none"> •Drains to Wantage waste water treatment works.

	<ul style="list-style-type: none"> •The system is above capacity, is unable to cope with the new flows and reinforcement to the sewer network would be required.
Public Services	<ul style="list-style-type: none"> •Primary education needs to be considered in context of other growth at Grove and Wantage. •A new on-site primary school may not be viable; expansion of one of the planned Grove Airfield schools might be more appropriate.
Other Utilities	<ul style="list-style-type: none"> •Two extra high voltage power lines (33kV) intersect the site.
Environmental health	<ul style="list-style-type: none"> •Rail noise; Contaminated land (site lies partly over former grove airfield) •A bridleway level crossing is adjacent.
Other	<ul style="list-style-type: none"> •Deliverability of the site is expected to be towards the later part of the plan period, after neighbouring allocations progressively develop out.
Sustainability Appraisal	<ul style="list-style-type: none"> •A relatively unconstrained site, and development would support the achievement of objectives for the expansion of Grove, alongside existing allocations.
Recommendation for Preferred Options: Site is proposed for allocation for around 300 dwellings up to 2031, with the potential for additional growth after 2031.	
<p>The site is relatively unconstrained. Its allocation would assist with delivering the Grove Northern Link Road. Allocation of this site also allows the masterplanning of the adjoining Local Plan 2031 Part 1 (LPP1) site allocations to be master planned together ensuring that longer term infrastructure requirements can be considered holistically. The site is not expected to deliver housing early in the plan period due to the proximity of LPP1 allocations coming forward during the plan period.</p>	
Recommendation for Publication Version: Site is proposed for allocation for around 400 dwellings up to 2031, with the potential for an additional growth after 2031.	
<p>No significant objections were received to this site and it remains one of the least constrained sites available. The total number of dwellings proposed to be delivered in the plan period has been increased from 300 to 400, although these are likely to come forward towards the end of the plan period (2031). This reflects the recent grant of permission of the Grove Airfield site to the south. The potential future delivery of Grove train station in close proximity of this site also increases the potential for this site to come forward earlier in the plan period.</p>	



Description: Agricultural land to the east of Grove and the A338 which is partly used for informal recreational uses towards the north. Bounded by agricultural land to the east, by the route of the Wilts and Berks Canal to the south, by the existing settlement of Grove to the west and by the railway line to the north.

Maximum Capacity – Up to 1,500 until 2031. Capacity for an additional 800 after 2031.

Landscape

- Development would 'break the boundary' of the A338 and is an intact part of the wider landscape; however, there are a number of landscape features within and at the extent of the site that could provide strong/defensible boundaries.
- The AONB is located c.2km to the south; however, it is not clear that there is a risk of impacts (recognising the intervening committed development at Crab Hill).
- A bridleway and two footpaths cross the site, and the southern extent is defined by the Wilts/Berks Canal (disused), which offers a footpath.

Flooding

- Flood zone 1 (low risk)
- Several small areas with the potential for pooling of surface water.
- This part of the district is associated with high groundwater flood risk.

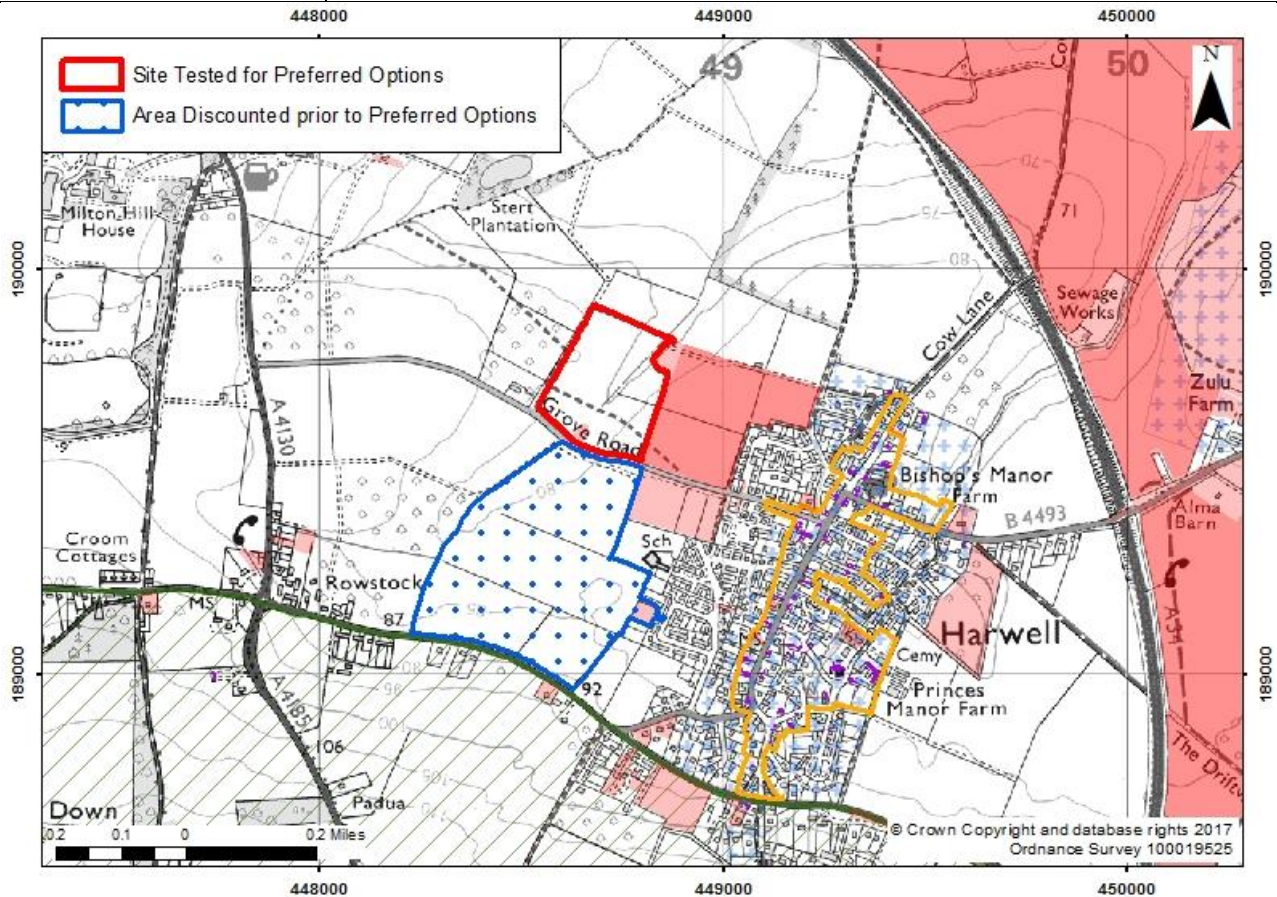
Ecology

- The Wilts/Berks Canal at the southern extent is identified as a locally important (non-designated) ecological corridor and is known to be associated with protected species (Great Crested Newts). The train line at the site's northern extent may also be considered a locally important ecological corridor.

Historic Environment

- Includes the grade II listed Tulwick Farmhouse and cart shed. The development of this site would inevitably harm the significance of these buildings as their context – i.e. the surrounding land farmed from these buildings – would be lost.
- Site also includes the non-scheduled medieval village of Tulwick, which could give rise to significant archaeology.

Transport Impact (incl. public transport)	<ul style="list-style-type: none"> Grove is located at the western extent of the Science Vale (where jobs are focused), but Wantage is a market town with a good offer, and committed growth in the area is set to deliver a premium bus service to Milton Park and Oxford, and potentially a new rail station at Grove (longer term). Feasibility work assessing potential future sites for a railway station at Grove has ruled out this location due to the infrastructure associated with rail electrification.
Access	<ul style="list-style-type: none"> Site can be accessed from the A338.
Water and Wastewater	<ul style="list-style-type: none"> Drains to Wantage waste water treatment works.
Public Services	<ul style="list-style-type: none"> Primary and secondary education needs to be considered in context of other growth at Grove and Wantage. Significant growth on this site would require a new primary school.
Other Utilities	<ul style="list-style-type: none"> 2 high voltage power lines intersect the site.
Environmental health	<ul style="list-style-type: none"> Rail noise; Road noise from A338; Industrial noise and odour (industrial estate to the north-west); Contaminated land (site is partly occupied by an area of unknown fill and lies adjacent an industrial estate and former grove station) A footpath level crossing is adjacent.
Other	<ul style="list-style-type: none"> Deliverability is uncertain, given other commitments and proposals at Grove. There are likely to be market capacity issues.
Sustainability Appraisal	<ul style="list-style-type: none"> Grove is a local service centre in the settlement hierarchy; however, development would result in a significant adverse impact on the landscape in this highly sensitive location and would be difficult to integrate with the existing settlement being located on the far side of the A338.
Recommendation for Preferred Options: Site is not proposed for allocation.	
<p>The site would ultimately result in the built-up area of Grove being extended east of the A338 on land where there are known historical constraints and which would likely have an impact upon the wider landscape. This is not considered to form a natural extension to Grove and would not relate well to the existing settlement or the local centre, services or facilities.</p> <p>A number of other large allocations already existing to the west, including Monks Farm and Grove Airfield, and Crab Hill further south. It is more appropriate to consider the longer-term potential for development at Grove through a future Local Plan review process.</p>	
Recommendation for Publication Version: Site is not proposed for allocation.	
<p>A smaller but still relatively large area was promoted through the Preferred Options consultation. The land has been reassessed and does not relate well to the existing settlement of Grove. The existing conclusions remain and no scale of development is proposed to be allocated within this site.</p>	



Description: Area of agricultural land to the west of Harwell Village. Site is bounded by agricultural land to the north and west, by the A417, agricultural land and the AONB to the south and by the existing village of Harwell to the east, including the new strategic site allocation.

Maximum Capacity –
Up to 100 dwellings

Landscape

- The majority of this site is constrained by the adjacent North Wessex Downs Area of Outstanding Natural Beauty, and also the potential for coalescence with Rowstock to the west. The part of the site north of Grove Road is considerably less constrained in landscape terms.
- The historic field pattern has been identified as locally important.
- There is some potential to make use of landscape features, in the form of a hedgerow/ditch that runs along part of the site's western boundary; however, this boundary is not continuous.
- Difficult to integrate this site with the existing settlement.

Flooding

- Fluvial flood zone 1 (low risk)
- A ditch runs through the northern part of the site, associated with surface water flows, and an area of surface water pooling is downstream.

Ecology

- Relatively unconstrained.

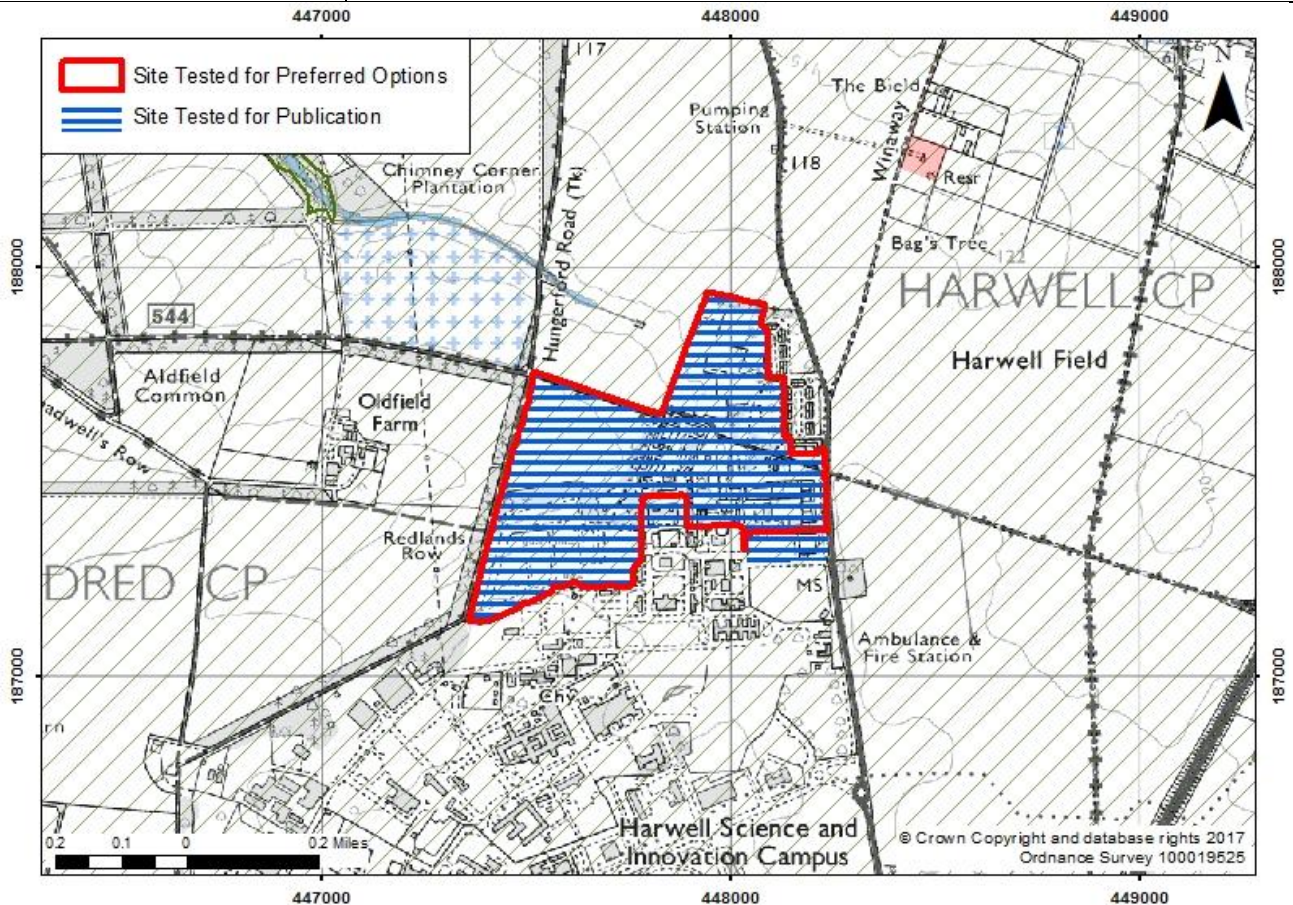
Historic Environment

- Relatively unconstrained. Predetermination archaeological evaluation would be requested.

Transport Impact (incl. public transport)

- Car movements east along Grove Road (in the direction of Didcot) would reach the junction with the B4493 in the centre of Harwell, whilst car movements west along Grove Road (in the Direction of the A34) would then reach the junction with the A4130. Both junctions have congestion issues. Opportunity to improve the cycling network to Harwell Campus, Didcot, Milton Park and Abingdon-on-Thames.

	<ul style="list-style-type: none"> • Harwell is well located in relation to employment opportunities in the Science Vale, and is located on the strategic bus corridor between Didcot and Wantage / Harwell Campus; however, the site is beyond 400m of the existing service.
Access	<ul style="list-style-type: none"> • There are significant issues with respect to direct access from the site onto Grove Road, due to the current road alignment. • The larger site could be accessed via the A417 to the south. A smaller site to the north may be accessed via the existing strategic allocation to the east, however it is unlikely that this is achievable.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Didcot waste water treatment works. • The system is above capacity, can't cope with the new flows and reinforcement in the sewer network would be required.
Public Services	<ul style="list-style-type: none"> • Harwell Primary School is currently 1 form entry, and likely to need to expand to 1.5 form entry to meet the needs of existing permissions/proposals. Some additional housing growth would facilitate the school's expansion to 2FE. • Development of this site would contribute towards need for additional secondary school places in Didcot.
Other Utilities	<ul style="list-style-type: none"> • 2 high voltage power lines intersect the site.
Environmental health	<ul style="list-style-type: none"> • Road noise from A417; Music festival (at Milton Hill, to the north-west)
Sustainability Appraisal	<ul style="list-style-type: none"> • Harwell is well located in relation to employment opportunities in the Science Vale, and is located on the strategic bus corridor between Didcot and Wantage / Harwell Campus; however, the site is beyond 400m of the existing route (with new routes unlikely). Development of the whole site would give rise to landscape concerns, particularly given the adjacent AONB, and there are also traffic constraints.
Recommendation for Preferred Options: Part of the larger site north of Grove Road is allocated for around 100 dwellings.	
<p>Harwell Village is a highly sustainable larger village with good services and facilities with excellent public transport connectivity.</p> <p>The site is in a suitable location on the edge of Harwell Village, in close proximity to key employment sites in Science Vale. The site boundary has been reduced to address key issues that have been identified through consultation, particularly in relation to landscape capacity and sensitivities in relation to the AONB.</p> <p>Road access to the historic centre of the village is constrained although cycling and walking connections could be provided through the adjoining site.</p>	
Recommendation for Publication Version: Site is not proposed for allocation.	
<p>An objection was raised by Oxfordshire County Council to the proposed allocation due to safety concerns predominantly relating to access and the current alignment of the road. In the absence of satisfactory site access and an objection from Oxfordshire County Council, the site is not recommended for allocation.</p>	



Description: Part developed, part undeveloped land at Harwell Campus, bounded to the north, east and west by agricultural land, and to the south by employment uses. The land is currently allocated for employment development.

Maximum Capacity - Up to 850 dwellings
(1,000 @ higher density ~30dph)

Landscape

- A partially brownfield site within the North Wessex Downs Area of Outstanding Natural Beauty, with the undeveloped north-western field most sensitive. Principle for development is demonstrated through existing employment allocation.
- Residential development would result in reduced building heights when compared to employment related development, lessening the impact of the site on its immediate and wider surroundings.

Flooding

- Flood zone 1 (low risk)
- Numerous small patches of surface water flood risk (mainly low probability).

Ecology

- Contains some locally important wildlife and trees, particularly in the south-west which should be retained where possible. Identified as being of local biodiversity value.

Historic Environment

- No archaeological constraints, but within an area of known potential.

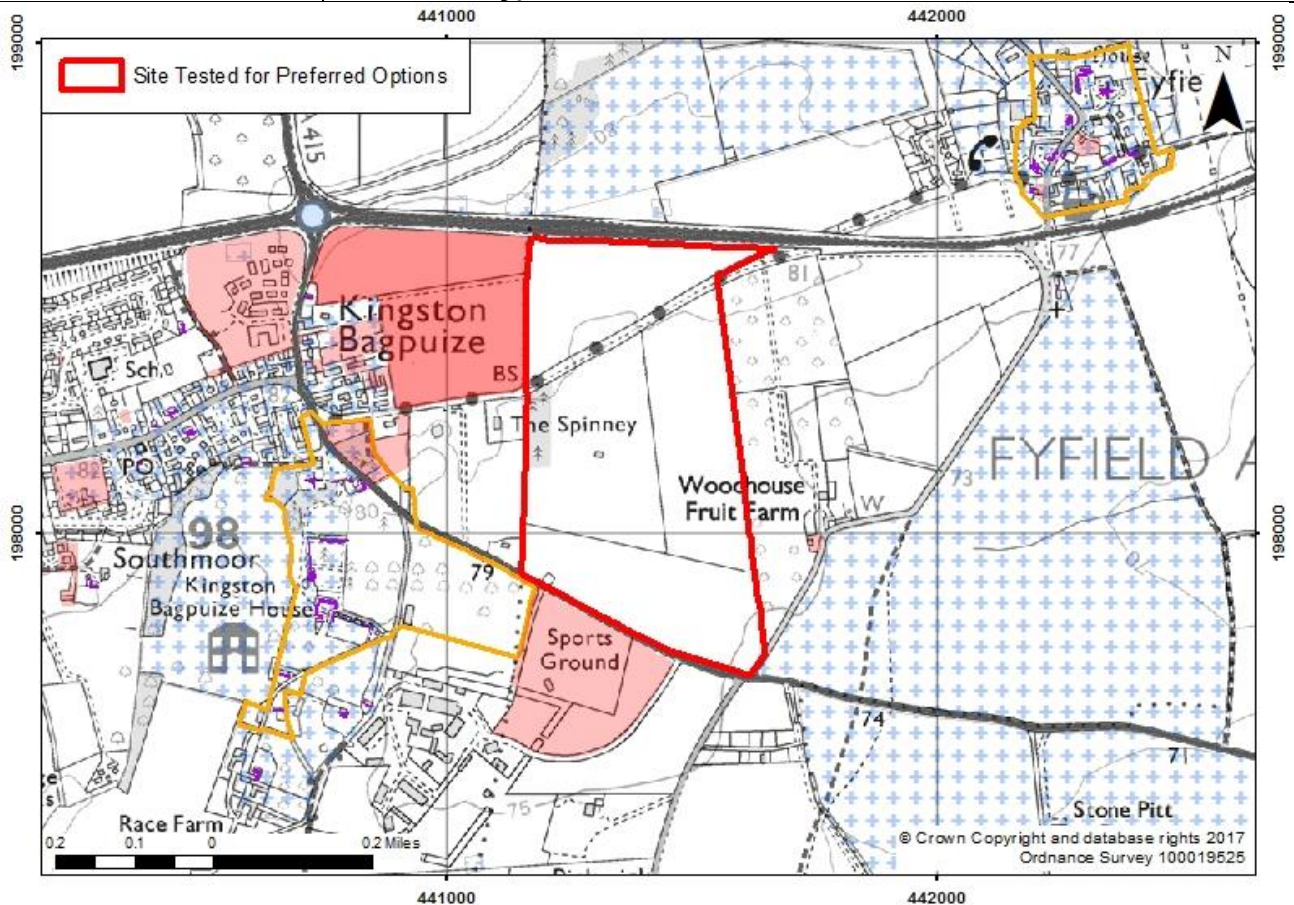
Transport Impact (incl. public transport)

- New north-facing slips at the Chilton Interchange provides additional capacity in the immediate area and an alternative route to the recently upgraded Milton Interchange. The Harwell Link Road will provide an additional option in the future for accessing Didcot without having to rely on using the A34.
- Development would enable a proportion of residents to walk to work, and an excellent bus service connects the Campus to Didcot / Milton Park / Abingdon-on-Thames and Oxford. The bus stop (Harwell Campus Bus Station) is beyond 400m distant, but there is potential for a new stop in close proximity to the site (and the service will benefit from

	a more balanced demand across the day). Also, National Cycle Network route 544 passes through the site, linking to Didcot and Wantage (improvements required).
Access	<ul style="list-style-type: none"> • There may be a need for reconfigured and/or new access junctions along the A4185; bus access may be a consideration; and surface upgrades to Hungerford Road (byway), between the junction with Icknield Way and the A4130, could be required. Local Plan 2031 Part 1 safeguards land for improvements to the access junctions.
Water and Wastewater	<ul style="list-style-type: none"> • This site is located on a principal aquifer, which provides a strategic resource for drinking water supplies and baseflows to watercourses. Previous uses of the site may have led to contamination. • Drains to Didcot waste water treatment works. Significant infrastructure for waste water facilities will be required alongside growth at the campus.
Public Services	<ul style="list-style-type: none"> • Primary education needs to be considered in the context of growth at Harwell Campus, as well as that at Harwell and Chilton villages. Depending on the housing mix that comes forward on this site (suited to the needs of the campus), a new primary school may be required on site. • The site would contribute towards secondary school provision in Didcot. • Would contribute towards expansion of health care provision in Didcot.
Other Utilities	<ul style="list-style-type: none"> • No power lines cross this site. Some off-site reinforcement works may be required to the existing high voltage distribution network.
Environmental health	<ul style="list-style-type: none"> • Road noise from A4185; Lighting and noise from employment uses; Contaminated land (the site lies partly over the former liquid effluent waste plant / sewage farm). Constraints can be mitigated. Former liquid effluent waste plant is currently being remediated.
Other	<ul style="list-style-type: none"> • Housing would lead to the loss of some land currently allocated for employment, and it is also important to note that the southern half is a nationally designated Enterprise Zone. However, the loss of employment land in this location is acceptable, given the quantity of available employment land in the Science Vale, including elsewhere on the campus. The site is large enough to accommodate the projected growth up to 2031 and beyond. Residential development would assist in developing Harwell Campus as a 'live-work-play' community.
Sustainability Appraisal	<ul style="list-style-type: none"> • Redevelopment would involve making best use of brownfield land, although part of the site is greenfield, and there will be a need for careful masterplanning to avoid AONB impacts. Development would deliver major benefits from an economic growth perspective, and the site also performs very well from a sustainable transport perspective.
Recommendation for Preferred Options: Site is proposed for allocation of around 1,000 dwellings, subject to masterplanning	
Harwell Campus has services and facilities equivalent to a larger village with opportunities for enhanced facilities being provided. Housing on this site will increase the sustainability of the location overall and assist in developing the campus as a 'live-work-play' community. The site is relatively unconstrained, and although it is situated in the AONB, the principle for development already exists due to its existing allocation for employment. The impact on the special characteristics of the AONB are likely to be minimised. The area has already experienced significant infrastructure improvements to the transport network. The sites scores very well in sustainability terms overall and has excellent public transport connectivity.	
Recommendation for Publication Version: Site is proposed for allocation of around 1,000 dwellings, subject to masterplanning	
Although there were no technical objections to the site's allocation, a number of objections related to the site's location in the AONB and concerns that the impact on the existing employment land meant that the site would not be able to deliver the projected jobs growth. A number of objections also raised concern that there was a lack of sufficient evidence demonstrating the exceptional circumstances required for this site. Since the Preferred Options	

consultation, the Council has undertaken a study to examine if the remaining employment land, including land designated as Enterprise Zone, can deliver the planned jobs growth in the plan period. This study concludes that there is sufficient land to deliver this growth. The Council has also prepared evidence to demonstrate the exceptional circumstances required to justify allocating part of Harwell Campus for residential development.

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Description: Agricultural land split by the old Oxford Road. Site is bounded to the north by the A420, to the west by the existing settlement of Kingston Bagpuize with Southmoor and recently permitted housing allocation, to the south by recreational grounds and recently permitted housing scheme, and to the east by Woodhouse Fruit Farm.

Maximum Capacity - Up to 860 dwellings

Landscape

- Part of the setting to the Conservation Area and forms the eastern approach to the village.
- Open views to the road would need addressing.
- Trees to the west act as a natural boundary to the village (fits well with the LPP1 allocation)

Flooding

- Fluvial flood risk zone 1 (low risk).
- Limited surface water flood risk.

Ecology

- Potential impacts on Appleton Lower Common SSSI and Frilford Heath, Ponds and Fens SSSI, including through generation of air pollution, potential impacts on the water table, or increased recreational pressure.
- Population of Great Crested Newts at the Millennium Green. Development here could fully enclose the green, creating issues of biodiversity offsetting.

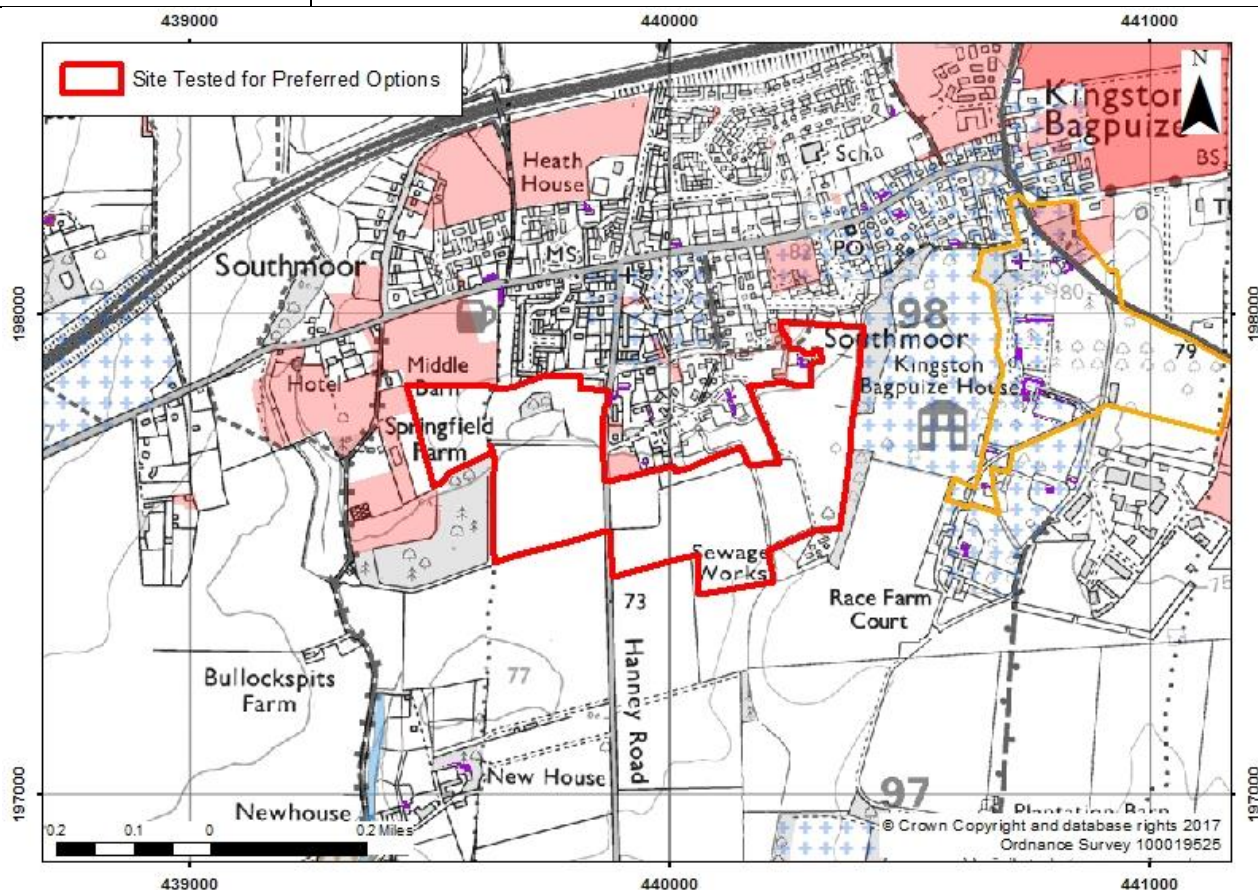
Historic Environment

- Partially abuts the Kingston Bagpuize Conservation Area.
- This site would be highly visible on the approach to Kingston Bagpuize house. This is a grade II* country house and an important part of its significance is as a country house. Housing development on the site proposed would make it feel less like a house in the country and harm this significance. This could be addressed by keeping housing off the southern part of the site and a good thick belt of tree planting, thick enough to shield new development even in winter.
- In addition, the western boundary of the site is on the line of Aelfrith Ditch. Although not scheduled, this earthwork may still be of national significance.

Transport Impact (incl. public transport)	<ul style="list-style-type: none"> • Site could potentially deliver/facilitate a new link road between A420 and A415. There are safety concerns regarding the access onto the A420, potentially necessitating a new strategic junction. • Kingston Bagpuize is located on a strategic transport corridor (A420) and has an excellent bus service (3/hour, with good potential to increase to 4/hour). The site to the east is somewhat distant from the village centre, but could have good access to the bus route and would be likely to provide a new centre on site.
Access	<ul style="list-style-type: none"> • Site can be accessed from the A415. Alternative access could be provided directly from the A420 thus effectively providing a bypass for the existing village.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to the Kingston Bagpuize waste water treatment works. • The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.
Public Services	<ul style="list-style-type: none"> • Primary education: needs to be considered in context of other growth at Kingston Bagpuize with Southmoor. The existing village school (John Blandy) is in the process of expanding from 1 form entry to 1.5 form entry. This expansion is only sufficient to meet the needs of already permitted housing growth. The school's site area would not support further expansion of the school, unless a land swap can be agreed to extend the school site. Development could provide a new primary school for the village, providing longer-term flexibility to accommodate additional demand, should this be needed. • Secondary education: would contribute towards need for additional places in the Faringdon/Abingdon-on-Thames area. Existing nearest secondary schools (Faringdon Community College & Matthew Arnold) do not have site capacity to expand sufficiently for this scale of development, but in isolation it does not make a new secondary school viable. It is anticipated that new secondary school provision will be provided within the Abingdon-on-Thames catchment.
Other Utilities	<ul style="list-style-type: none"> • 3 high voltage power lines traverse the site.
Environmental health	<ul style="list-style-type: none"> • Road noise from A420; Air pollution from A420; Potential for contaminated land (part of site previously formed part of Kingston Bagpuize Airfield)
Sustainability Appraisal	<ul style="list-style-type: none"> • Good public transport connectivity. Development would deliver a new school, and a new road could divert traffic away from the existing village centre. Heritage is a constraint, given the adjacent Kingston Bagpuize Conservation Area, but capable of being successfully mitigated.
Recommendation for Preferred Options: Site is proposed for an allocation of around 600 dwellings, subject to masterplanning	
<p>The site is adjacent to the larger village of Kingston Bagpuize with Southmoor, which has a good range of services and facilities. It is located close to the historic core of the settlement, near to Kingston Bagpuize house. Development of this site could provide a relief road to the east of the existing settlement between the A420 and A415, alleviating traffic pressures on the existing centre.</p> <p>Development could provide for a new primary school, community facilities and some retail provision adding to the existing services and facilities in the area.</p> <p>Development would need to have consideration of the setting of Kingston Bagpuize House, and seek to enhance this setting through careful masterplanning of the site.</p>	
Recommendation for Publication Version: Site is proposed for an allocation of around 600 dwellings, subject to masterplanning	
A number of objections were received from members of the public stating that the development would erode the gap between Kingston Bagpuize and Fyfield. It would also put excessive pressure on the local transport network. Other concerns included the impact of the site on the setting of Kingston Bagpuize House, and the ability of the site to deliver the proposed infrastructure. The Council has considered these and other matters raised, and feel that all	

points raised have been sufficiently addressed through the site-specific requirements, set out in Appendix A of LPP2. The provision of a relief road to the east of Kingston Bagpuize between the A415 and the A420 will alleviate traffic through the centre of the settlement. Appropriate landscaping along the south of the site will protect the setting of Kingston Bagpuize House and the provision of a new primary school on the site will add to the existing facilities in the area.

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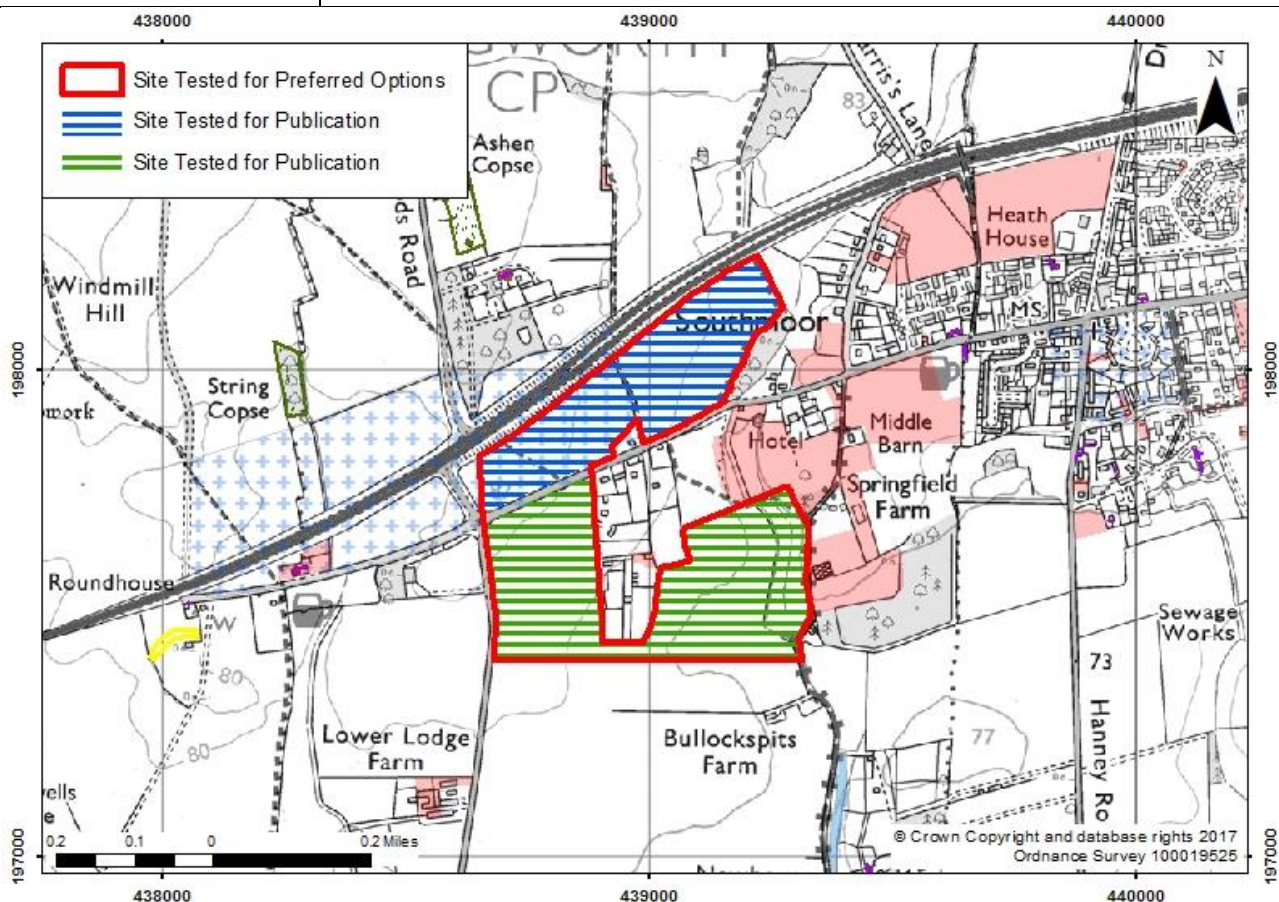


Description: A number of individual field parcels to the south of Kingston Bagpuize with Southmoor. Bounded to the north by the existing settlements, to the south and west by agricultural land, and to the east by the grounds of Kingston Bagpuize House. The site is bisected by the Hanney Road.

Maximum Capacity - Up to 620 dwellings

Landscape	<ul style="list-style-type: none"> • Parts of the site would be suitable for development, although the site forms part of the setting for a number of listed buildings to the east, and the south-eastern fields are open to the wider landscape. • Development may cause feature loss in some areas.
Flooding	<ul style="list-style-type: none"> • Fluvial flood risk zone 1 (low risk). • Notable areas of surface water flood risk, in particular at the site's south-eastern extent.
Ecology	<ul style="list-style-type: none"> • Relatively unconstrained.
Historic Environment	<ul style="list-style-type: none"> • Lies within the setting of a number of listed buildings and development would likely impact upon their setting.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> • Site is relatively distant from the village centre, and bus stops. There are safety concerns regarding the access onto the A420; it is likely that a new strategic junction would be required.
Access	<ul style="list-style-type: none"> • Access could be provided onto the existing local road network. The Hanney Road bisects the site however some improvements may be required in order to accommodate a level of growth.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to the Kingston Bagpuize waste water treatment works. • The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.

Public Services	<ul style="list-style-type: none"> •Primary education: needs to be considered in context of other growth at Kingston Bagpuize with Southmoor. The existing village school (John Blandy) is in the process of expanding from 1 form entry to 1.5 form entry. This expansion is only sufficient to meet the needs of already permitted housing growth. The school's site area would not support further expansion of the school, unless a land swap can be agreed to extend the school site. Even if the school could expand to 2 form entry, it would not be sufficient to meet the needs of the indicative capacity of this site. •Secondary education: would contribute towards need for additional places in the Faringdon/Abingdon-on-Thames area. Existing nearest secondary schools (Faringdon Community College & Matthew Arnold) do not have site capacity to expand sufficiently for this scale of development, but in isolation it does not make a new secondary school viable. It is anticipated that new secondary school provision will be provided within the Abingdon-on-Thames catchment.
Other Utilities	<ul style="list-style-type: none"> •2 high voltage power lines traverse the site.
Environmental health	<ul style="list-style-type: none"> •Potential for contaminated land (south-eastern part of site lies adjacent to a sewage works)
Sustainability Appraisal	<ul style="list-style-type: none"> • Good public transport connectivity, as per the East of Kingston Bagpuize with Southmoor site, but less potential for a larger scheme that delivers new infrastructure. Heritage is a constraint, given listed buildings on the village's southern edge.
Recommendation for Preferred Options: Site is not proposed for allocation.	
While the site is adjacent to the larger village of Kingston Bagpuize with Southmoor, development of this site would have greater impact on the rural edge and landscape setting of the settlement and could be difficult to successfully integrate with the village. It is considered that there is more suitable land in the vicinity with better connections and which can deliver improved services, facilities and infrastructure.	
Recommendation for Publication Version: Site is not proposed for allocation.	
No new evidence was submitted through the Preferred Options consultation, and therefore the original recommendation remains unchanged. The Council considers there is more suitable land in the vicinity with better connections and which can deliver improved services, facilities and infrastructure.	



Description: Agricultural land, bounded to the north by the A420, to the east by the existing settlements of Kingston Bagpuize with Southmoor, and to the south and west by predominantly agricultural land and equine facilities.

Maximum Capacity - Up to 720 dwellings

Landscape

- Northern part of site is contained. Southern part is currently open to the wider landscape; although there is new planting along the boundaries, so this is likely to change in the long term.
- Would need to take account of the existing low density housing in the vicinity.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Limited surface water flood risk.

Ecology

- Relatively unconstrained.

Historic Environment

- Relatively unconstrained.

Transport Impact (incl. public transport)

- Kingston Bagpuize is located on a strategic transport corridor (A420) and has an excellent bus service (3/hour, with good potential to increase to 4/hour).
- Site is relatively distant from the village centre, and bus stops.
- There are safety concerns regarding the access onto the A420, it is likely that a new solution would be required for the junction to the west of the site.

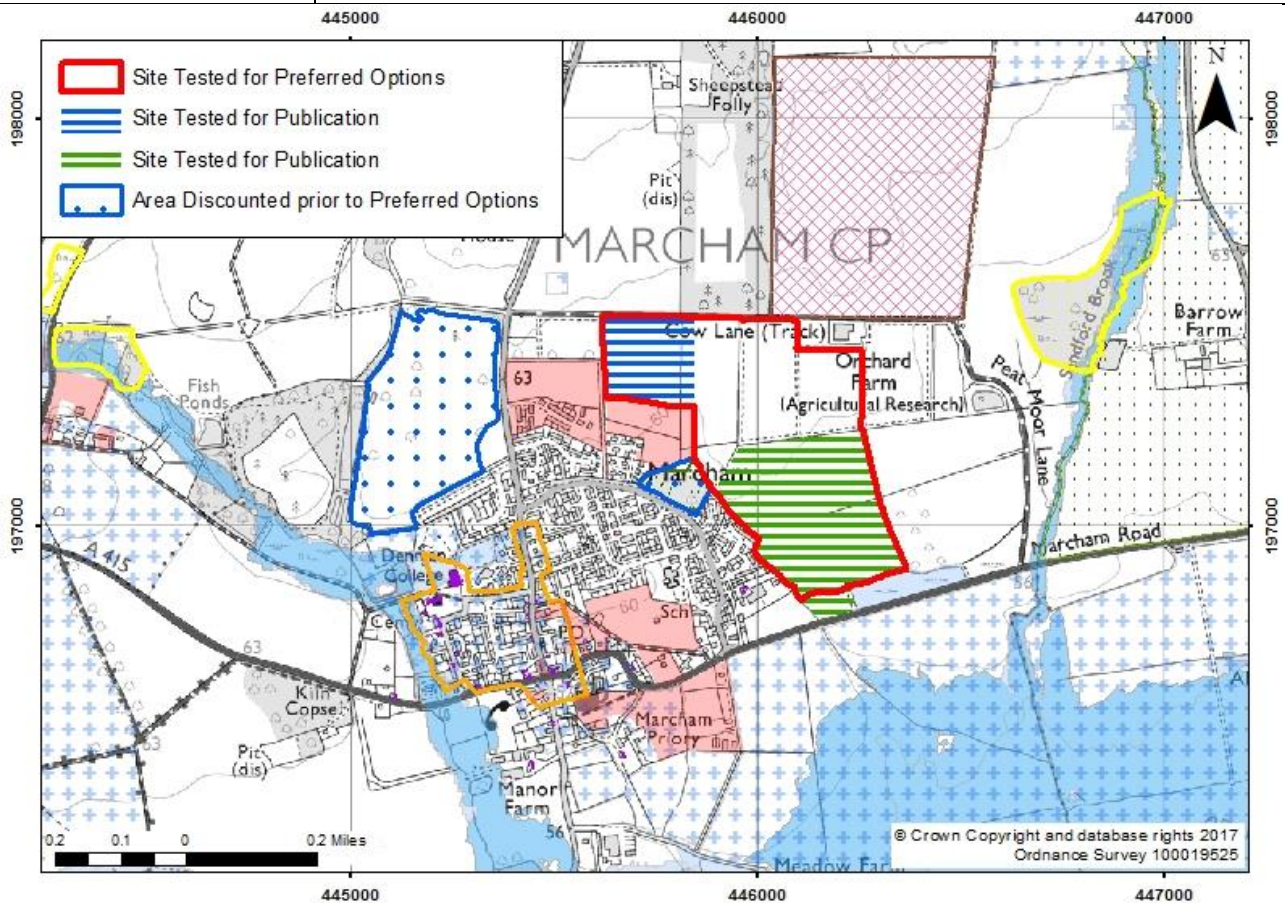
Access

- Access could be provided via Spring Hill

Water and Wastewater

- Drains to the Kingston Bagpuize waste water treatment works.
- The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.

Public Services	<ul style="list-style-type: none"> •Primary education: needs to be considered in context of other growth at Kingston Bagpuize with Southmoor. The existing village school (John Blandy) is in the process of expanding from 1 form entry to 1.5 form entry. This expansion is only sufficient to meet the needs of already permitted housing growth. The school's site area would not support further expansion of the school, unless a land swap can be agreed to extend the school site. Even if the school could expand to 2 form entry, it would not be sufficient to meet the needs of the indicative capacity of this site. •Secondary education: would contribute towards need for additional places in the Faringdon/Abingdon-on-Thames area. Existing nearest secondary schools (Faringdon Community College & Matthew Arnold) do not have site capacity to expand sufficiently for this scale of development, but in isolation it does not make a new secondary school viable. It is anticipated that new secondary school provision will be provided within the Abingdon-on-Thames catchment.
Other Utilities	<ul style="list-style-type: none"> • 3 high voltage power lines traverse the site.
Environmental health	<ul style="list-style-type: none"> •Road Noise from A420; Air pollution from A420; Potential for contaminated land (site is partly occupied by an area of unknown fill)
Sustainability Appraisal	<ul style="list-style-type: none"> • Good public transport connectivity, as per the East of Kingston Bagpuize with Southmoor site, but less well related to the existing village than the East of Kingston Bagpuize with Southmoor site, and would not deliver a new link road or school.
Recommendation for Preferred Options: Site is not proposed for allocation.	
While the site is adjacent to the larger village of Kingston Bagpuize with Southmoor, which has a good range of services and facilities, it does not relate well to the existing settlement and integration of the site would prove difficult. It is considered that there is more suitable land in the vicinity with better connections and which can deliver improved services, facilities and infrastructure.	
Recommendation for Publication Version: Site is not proposed for allocation.	
Two sites were promoted separately through the Preferred Options consultation. Together, these make up the original area which was tested prior to the same consultation. The site north of Spring Hill Road (blue on map) is promoted for up to 200 dwellings, and the site south of Spring Hill Road (green on map) is promoted for up to 400 dwellings. The scale of development for both sites is therefore equivocal to what was previously tested and the original conclusions remain. The sites perform well overall, however the Council considers there is more suitable land in the vicinity with better connections and which can deliver improved services, facilities and infrastructure.	

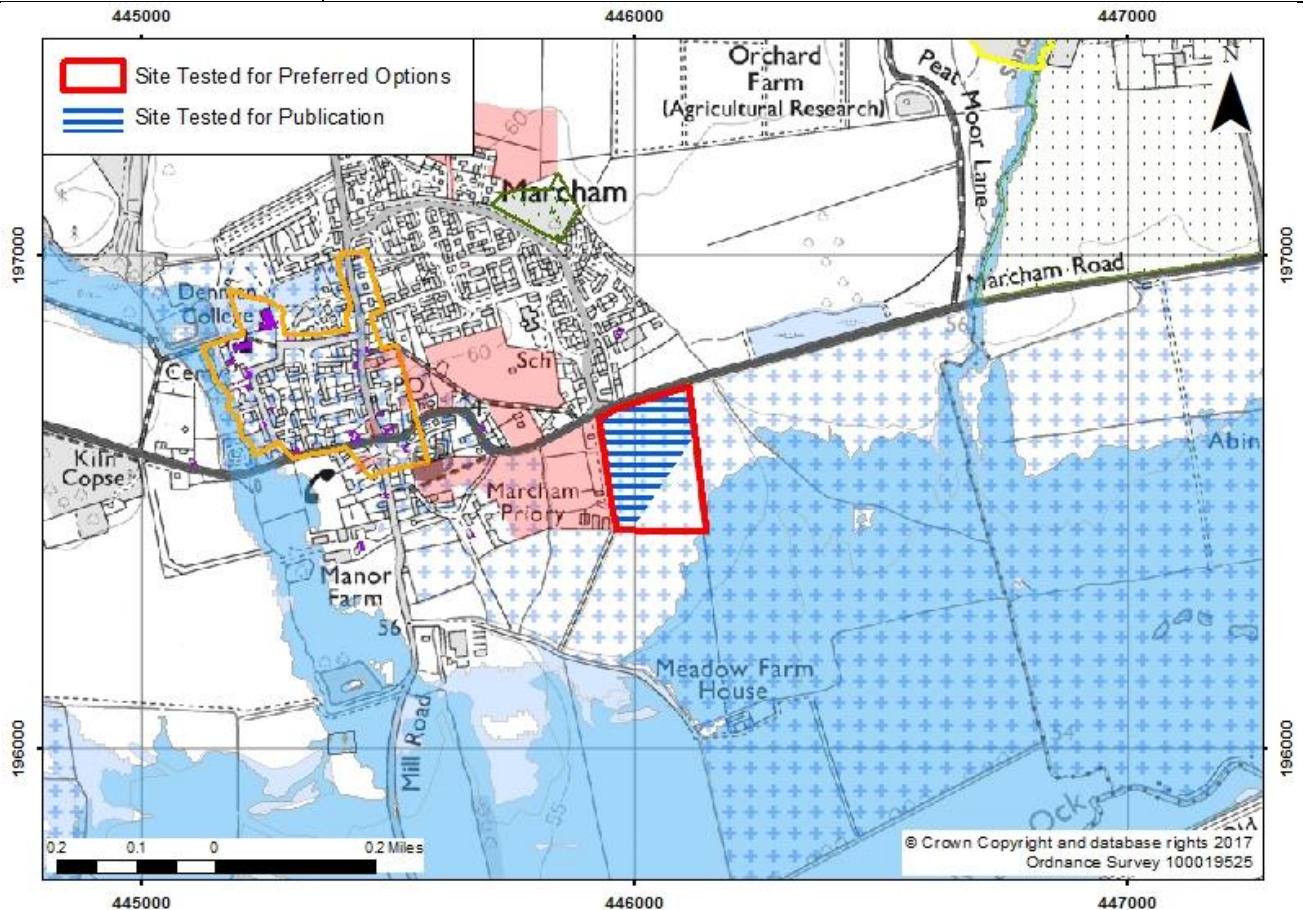


Description: Two areas of land to the north-east and north-west of Marcham village. The north-western parcel comprises principally of land in the ownership of Denham College. The north-eastern site consists of a number of agricultural parcels of land with a small area of Ancient Woodland.

Maximum Capacity - Up to 1,000 dwellings

Landscape	<ul style="list-style-type: none"> The western segment is a parkland landscape, contributing to the setting of Denham College and Marcham Conservation Area. The eastern segment has a strong relationship to new development to west (within western fields), but development of the site would require mitigation to the east and southern boundaries.
Flooding	<ul style="list-style-type: none"> Fluvial flood risk zone 1 (low risk). Limited surface water flood risk.
Ecology	<ul style="list-style-type: none"> Potential for effects on Cothill Fen SAC through recreational pressure. Development here would need to avoid impacts on Barrow Farm Fen SSSI and Frilford Heath, Fens and Ponds SSSI, including through generation of air pollution, potential impacts on the water table or increased recreational pressure. Western site includes mature trees, likely to have biodiversity value. Hyde's Copse in the south of the site is an Ancient Semi Natural Woodland. All land north of Marcham falls within a Conservation Target Area.
Historic Environment	<ul style="list-style-type: none"> Eastern part of the site partially abuts the Settlement Site "North of Cow Lane" Scheduled Monument. It is possible that nationally significant remains extend into the proposed site.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> Traffic passing through the village would be a concern, including given the existing AQMA. There could be an opportunity for a bypass.

	<ul style="list-style-type: none"> • Marcham is located on the A415 – an east-west corridor linking to Abingdon-on-Thames, as opposed to a strategic corridor linking to Oxford and the Science Vale to the south. Housing growth to the north would be away from the transport corridor, although there may be potential for bus service enhancements, given growth at Kingston Bagpuize with Southmoor. The site is within an easy cycling distance to Abingdon-on-Thames; however, a barrier to cycling is difficulty is crossing the Marcham Interchange.
Access	<ul style="list-style-type: none"> • Site could be accessed via adjacent permitted developments, or alternatively through a new access from the A415.
Water and Wastewater	<ul style="list-style-type: none"> • Site drains to Appleton waste water treatment works • The system is above capacity, is unlikely to cope with increased demand and reinforcement in the sewers would be required.
Public Services	<ul style="list-style-type: none"> • The existing primary school is expanding to 1 form entry, but this is only expected to be sufficient for the already permitted housing growth. The school does not have sufficient land available to expand further, unless a land swap can be agreed to extend the school's site. Additional primary and secondary school provision could come forward at the nearby Dalton Barracks site.
Other Utilities	<ul style="list-style-type: none"> • 1 high voltage power line traverses the site.
Environmental health	<ul style="list-style-type: none"> • The site is in close proximity to the Marcham Air Quality Management Area which was designated in 2015 due to high levels of Nitrogen Dioxide. • There is an historic landfill site (Folly Quarry) to the north of the allocated area (although outside of the red-line boundary).
Sustainability Appraisal	<ul style="list-style-type: none"> • Well linked to Abingdon-on-Thames, and relatively well linked to Oxford and very close to a strategic road corridor into Oxford. Part of the site has been identified as having capacity for development from a landscape perspective, in that it is well related to an adjacent new development. Traffic is a concern, particularly given Marcham AQMA, as is primary school capacity. Biodiversity is also a consideration given nearby designated sites.
Recommendation for Preferred Options: The eastern site is proposed for an allocation of around 400 dwellings, subject to masterplanning.	
<p>Marcham is a larger village in a highly sustainable location with good access to a range of services and facilities. It is considered there are opportunities for enhancements to improve access to the market town of Abingdon-on-Thames and the city of Oxford, to accommodate additional traffic from Marcham, without causing a further impact on the AQMA.</p>	
Recommendation for Publication Version: Site is not proposed for allocation.	
<p>Concerns were raised about the cumulative impact of growth in Marcham as a result of two allocations proposing approximately 520 dwellings. The main concerns were in relation to traffic through the settlement and the impact that this would have on air quality, especially given the proximity to the AQMA in the village. Concerns were also raised about the impact of growth on the existing primary school. As a result, the Council has considered a significantly reduced level of growth at Marcham to address these concerns. Two smaller areas within this site have been assessed again for a potential smaller allocation. When looking at these and other alternatives in the vicinity, the Council considers the site to the south-east of Marcham is more suitable due to its proximity to services and facilities within Marcham, and access to the strategic highway network to the east of the Village.</p>	

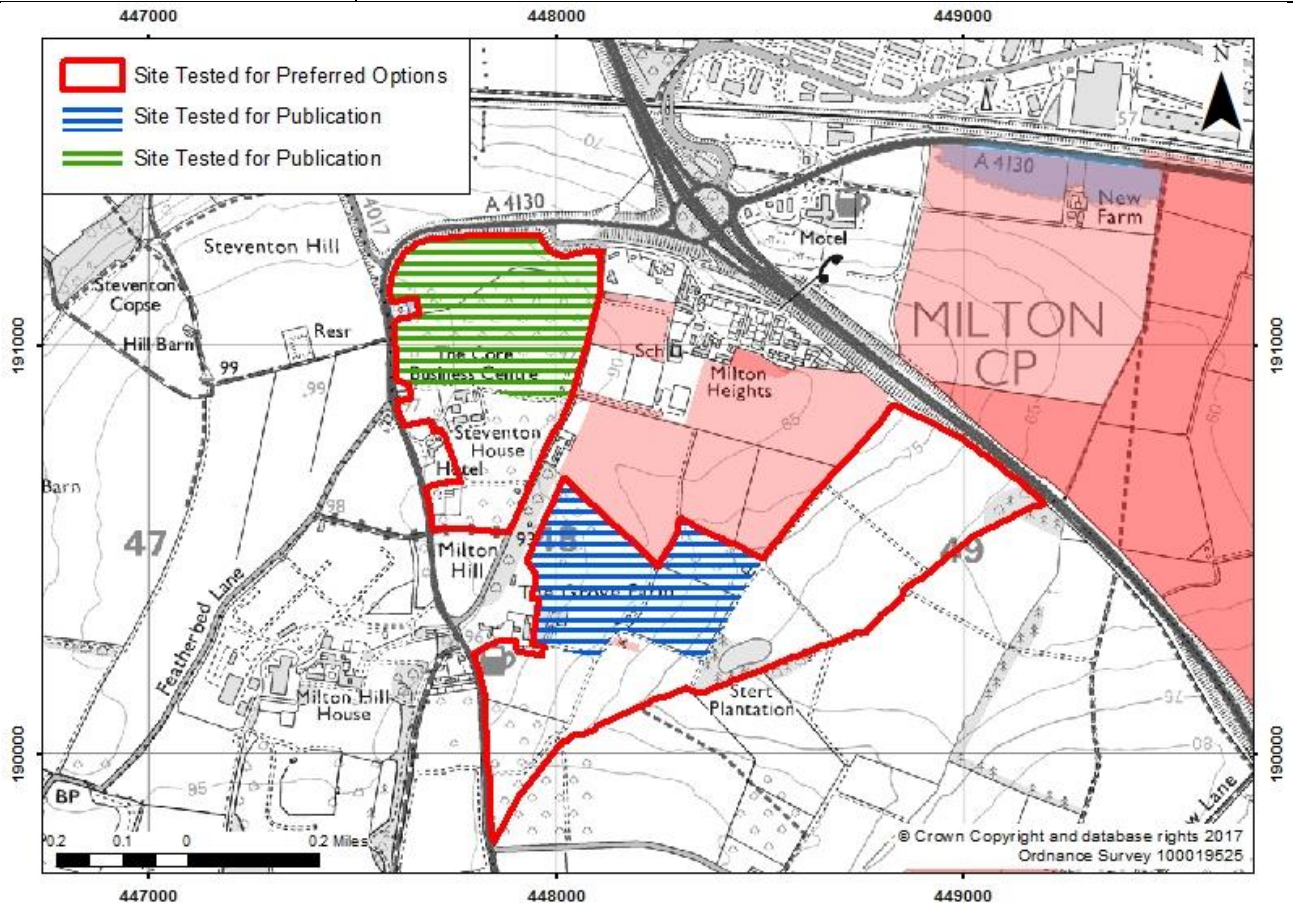


Description: Area of land to the south-east of Marcham village. The site is bounded by committed development to the east, by agricultural land and the River Ock flood plain to the south and east, and the Marcham road (A415) to the north.

Maximum Capacity - Up to 120 dwellings

Landscape	<ul style="list-style-type: none"> The land has a strong relationship to new development to west and existing hedgerows along the south and east of the site provide good screening.
Flooding	<ul style="list-style-type: none"> Fluvial flood risk zone 1 (low risk). Limited surface water flood risk.
Ecology	<ul style="list-style-type: none"> Potential for effects on Cothill Fen SAC through recreational pressure. Development here would need to avoid impacts on Barrow Farm Fen SSSI and Frilford Heath, Fens and Ponds SSSI, including through generation of air pollution, potential impacts on the water table or increased recreational pressure.
Historic Environment	<ul style="list-style-type: none"> There is an area of known archaeological potential within this site.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> Traffic passing through the village would be a concern, including given the existing AQMA. There could be an opportunity for a bypass. Marcham is located on the A415 – an east-west corridor linking to Abingdon-on-Thames, and is very close to the strategic corridor linking to Oxford and the Science Vale to the south. The site is within an easy cycling distance to Abingdon-on-Thames; however, a barrier to cycling is difficulty in crossing the Marcham Interchange.
Access	<ul style="list-style-type: none"> Site could be accessed via the A415. Care is required so that access to and from the site does not result in additional stacking of traffic through the settlement of Marcham.
Water and Wastewater	<ul style="list-style-type: none"> Site drains to Appleton waste water treatment works

	<ul style="list-style-type: none"> • The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.
Public Services	<ul style="list-style-type: none"> • The existing primary school is expanding to 1 form entry, but this is only expected to be sufficient for the already permitted housing growth. The school does not have sufficient land available to expand further, unless a land swap can be agreed to extend the school's site. Additional primary and secondary school provision could come forward at the nearby Dalton Barracks site.
Other Utilities	<ul style="list-style-type: none"> • 1 high voltage power line traverses the site.
Environmental health	<ul style="list-style-type: none"> • The site adjoins the Marcham Air Quality Management Area which was designated in 2015 due to high levels of Nitrogen Dioxide.
Sustainability Appraisal	<ul style="list-style-type: none"> • Well linked to Abingdon-on-Thames, and relatively well linked to Oxford, and very close to a strategic road corridor into Oxford. The site has been identified as having capacity for development from a landscape perspective, and is well related to an adjacent new development. Traffic is a concern, particularly given Marcham AQMA, as is primary school capacity.
Recommendation for Preferred Options: The site is proposed for an allocation of around 120 dwellings, subject to masterplanning.	
<p>Marcham is a larger village in a highly sustainable location with good access to a range of services and facilities. It is considered there are opportunities for enhancements to improve access to the market town of Abingdon-on-Thames and the city of Oxford, to accommodate additional traffic from Marcham, without causing further impact on the AQMA.</p>	
Recommendation for Publication Version: The site is proposed for an allocation of around 90 dwellings, subject to masterplanning.	
<p>Concerns were raised about the cumulative impact of growth in Marcham as a result of two allocations proposing approximately 520 dwellings. The main concerns were in relation to traffic through the settlement and the impact that this would have on air quality. Concerns were also raised about the impact of growth on the existing primary school. As a result, the Council has considered a significantly reduced level of growth at Marcham to address these concerns. Part of the existing site proposed at the Preferred Options consultation stage included land to be safeguarded for the south of Marcham Bypass. This has impacted the development potential of this site (blue lines on map), reducing it from around 120 dwellings to around 90 dwellings.</p> <p>This site has been considered against alternative allocations on the site to the north-east of Marcham, and the Council consider this site to be most suitable due to its proximity to services and facilities within Marcham and access to the strategic highway network, which will be enhanced along with proposed development at Dalton Barracks. It is also well related to the shared footpath/cycleway which links Marcham with the market town of Abingdon-on-Thames to the east and performs well in landscape terms.</p>	



Description: Two areas of predominantly agricultural land with some orchards in the area to the north-west. Site includes the non-strategic employment site "Core Business Centre". Site is bounded by the existing settlement of Milton Heights, the A34 to the east, the A4130 to the north-west and west, and agricultural land to the south.

Maximum Capacity -
Up to 1,500 until 2031. Capacity for an additional 400 after 2031.

Landscape

- Landscape sensitivity varies considerably within the site, with the southern extent and the southern half of the eastern parcel being the areas of greatest sensitivity.
- The site to the west contains a well-established orchard.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Limited surface water flood risk.

Ecology

- Contains an area of traditional orchard priority habitat.

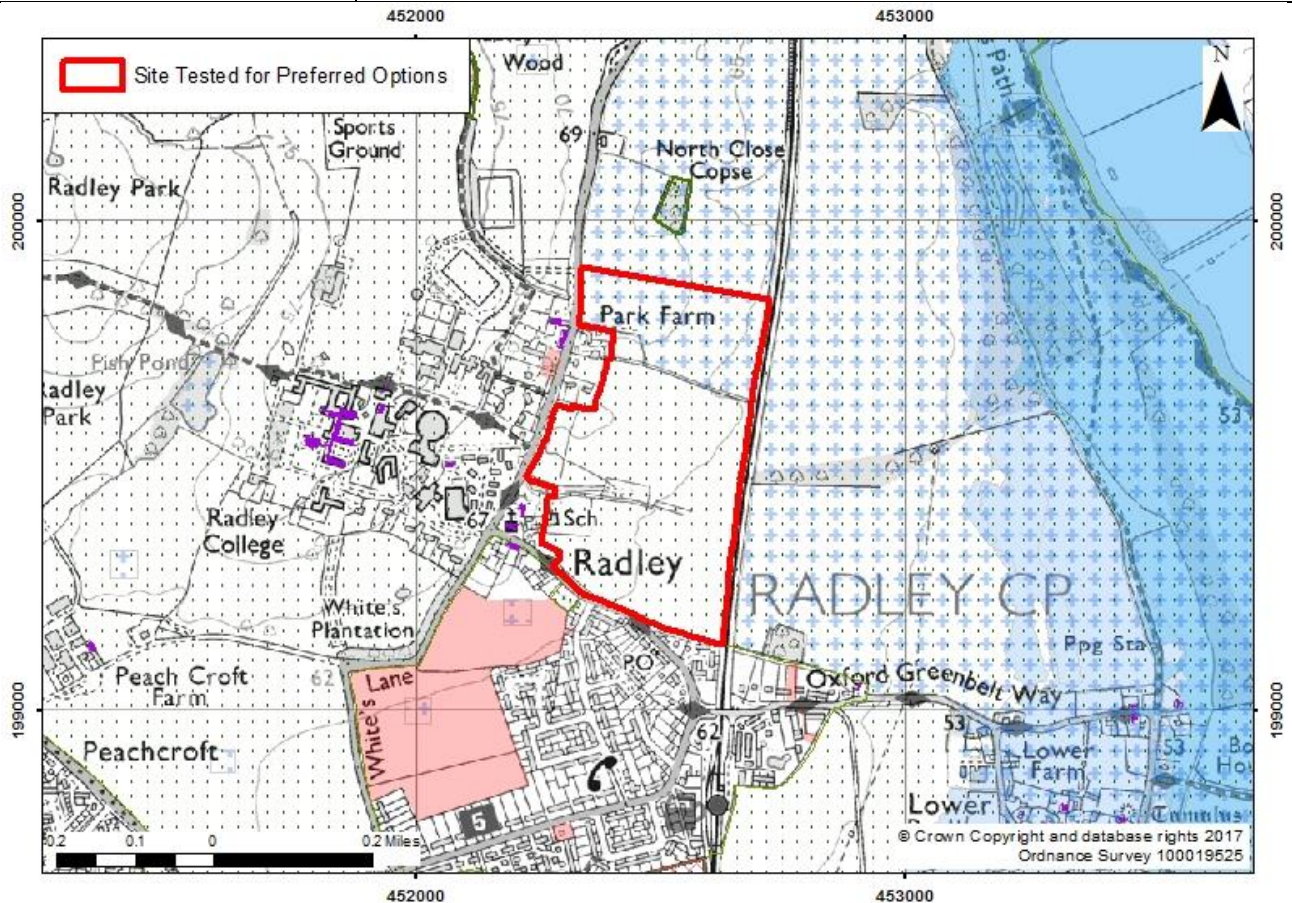
Historic Environment

- Possibly some issues relating to historic field patterns to the east.

Transport Impact (incl. public transport)

- Milton Heights is adjacent to Milton Interchange, a major junction that has seen recent upgrades but still suffers from congestion issues. The village is within walking distance of employment at Milton Park and Harwell Campus. There is an existing LPP1 allocation, and further growth could potentially secure delivery of services/facilities and infrastructure upgrades. This could include a pedestrian/cycle link over A34, or potentially a dedicated bridge for public transport (i.e. buses).
- Further growth in this location is likely to have an adverse impact on the A34 Milton Interchange. Highways England and the Highways Authority object to further development.

Access	<ul style="list-style-type: none"> •The eastern site can be accessed via the existing Local Plan allocation. Other access could be provided via Grove Road and/or Milton Hill, depending on the scale of development.
Water and Wastewater	<ul style="list-style-type: none"> •Drains to Didcot Waste water treatment works.
Public Services	<ul style="list-style-type: none"> •St Blaise Primary School is currently expanding to 0.5 form entry, and would need to expand to 1 form entry to meet the needs of the existing Local Plan allocation. Some additional housing growth would facilitate the school's expansion to 2FE.
Other Utilities	<ul style="list-style-type: none"> •3 high voltage power lines cross the site
Environmental health	<ul style="list-style-type: none"> •Road noise from A4130 and A34; Music festivals to south and west; Potential for contaminated land (site lies adjacent to an area of former military land and a sewage work)
Sustainability Appraisal	<ul style="list-style-type: none"> •Milton Heights is a smaller village adjacent to Milton Interchange, a major junction that has seen recent upgrades but still suffers from congestion. The village is within walking distance of employment at Milton Park and Harwell Campus. There is an existing LPP1 commitment, and further growth could potentially be masterplanned in conjunction, helping to secure delivery of new services/facilities and infrastructure. Options could include a pedestrian/cycle link over A34, or potentially a dedicated bridge for public transport (i.e. buses), thus providing improved sustainable connections to Milton Park and Didcot.
Recommendation for Preferred Options: Site is not proposed for allocation.	
There are landscape sensitivities which restrict development for the majority of the eastern parcel of land. Further development at Milton Heights would likely result in a significant adverse impact on the immediate local and strategic road network. Both Highways England and the Highways Authority object to any increased development at this site unless significant additional mitigation could be provided.	
Recommendation for Publication Version: Site is not proposed for allocation.	
The site was promoted for different scales of development through the Preferred Options consultation. While there is capacity for some development on site, the existing transport network in the immediate vicinity of the site is significantly constrained and is unlikely to cope with any scale of development in this location.	



Description: Agricultural land bounded to the east by the Oxford – Didcot railway line, to the south by the existing settlement of Radley, to the west by the Kennington Road and Radley College, and to the north by agricultural land.

Maximum Capacity - Up to 620 dwellings

Landscape

- Open landscape within the Oxford Green Belt; contributes to the setting of the village and provides separation between Radley and Kennington.
- Thames Path National Trail potentially leads to sensitivities.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Notable area at risk of surface water pooling in the southeast of the site.

Ecology

- Sugworth SSSI is c.1.5km distant; however, this is a geological SSSI, and not likely to be sensitive.

Historic Environment

- Very close to the grade II* listed medieval church of St James, which forms a group with the adjacent 15th C vicarage (also grade II listed) and the grade II barn to the south. Development of the land around these assets could harm the setting of the group and the sense that this is a village church, surrounded to the east by farm land. Development of the northern part of the site would cause harm in the same way.
- There is an area of known archaeological potential within this site.

Transport Impact (incl. public transport)

- Radley has a rail station (30 mins max frequency), and current allocated development may lead to a 4/hour bus service. Radley is within easy cycling distance of Oxford, Abingdon-on-Thames and Culham. Well related to the larger village of Radley, and existing bus stop.

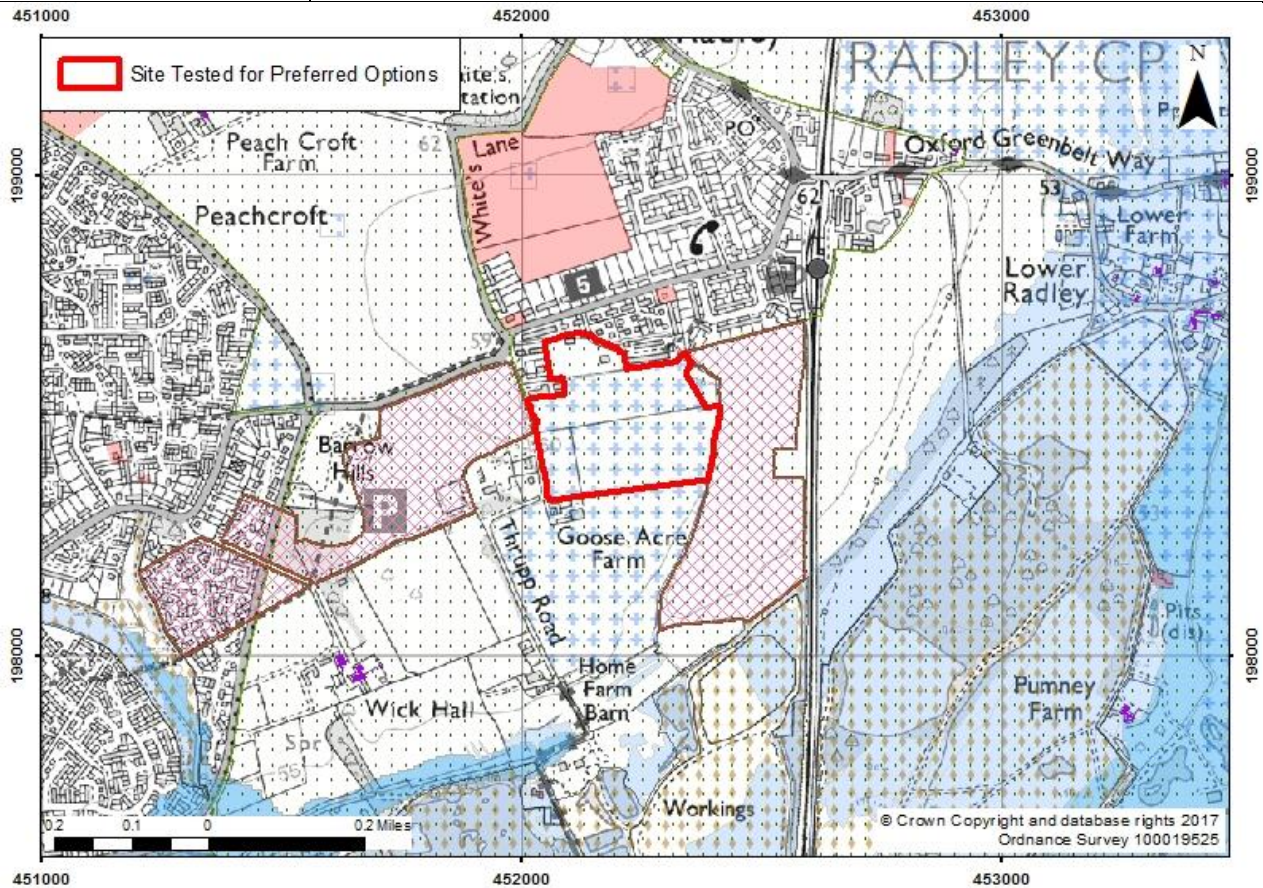
Access

- Access could be provided via the Kennington Road or potentially via Church Road

Water and Wastewater

- Drains to Oxford waste water treatment works.

	<ul style="list-style-type: none"> •The system may need reinforcement. An impact study would be required.
Public Services	<ul style="list-style-type: none"> •This site adjoins that of Radley CE Primary School. Land would need to be provided to enable the school to expand. The school is currently 0.5 form entry. •It is important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> •2 high voltage power lines
Environmental health	<ul style="list-style-type: none"> •Rail noise; Possible contaminated land (sewage works). •Suggestion that the nearby kennels may lead to noise pollution, although these may be relocated.
Oxford Green Belt	<ul style="list-style-type: none"> •The site contributes to the overall aims and purposes of the Oxford Green Belt and any development within the site would harm the integrity of the wider Oxford Green Belt.
Sustainability Appraisal	<ul style="list-style-type: none"> • Well linked to Oxford, given a train station, with good public transport and cycling connections. Well related to the larger village of Radley, although an open landscape in the Oxford Green Belt that contributes strongly to Green Belt purposes and is highly sensitive in landscape terms. Site also contributes to the setting of nearby heritage assets.
Recommendation for Preferred Options: Site is not proposed for allocation.	
The site is highly constrained in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt.	
Recommendation for Publication Version: Site is not proposed for allocation.	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. No new evidence was submitted through the Preferred Options consultation, and therefore the original recommendation remains unchanged. The site is highly constrained in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt, and erodes the open gap between Radley and Kennington,	



Description: Part recreational space, part agricultural land. Site is bounded to the north by the existing settlement of Radley, to the south and east by agricultural land and to the west by the former coal yard/Thrupp lane.

Maximum Capacity
- Up to 240 dwellings

Landscape

- There is no defined boundary to the south and west, leaving it exposed to views from the immediate and wider landscape.
- Thames Path National Trail potentially leads to sensitivities.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Notable area at risk of surface water pooling in the north of the site.

Ecology

- Relatively unconstrained.

Historic Environment

- Situated between the Settlement Sites "North of Wick Hall" Scheduled Monument and "East of Goose Acre Farm" Scheduled Monument. It is possible that nationally significant archaeological remains extend into the proposed site, and the intervisibility between the sites may be of significance. Historic England consider it likely that development of this site would be harmful to the significance of the Monuments.
- There is an area of known archaeological potential within this site.

Transport Impact (incl. public transport)

- Radley has a rail station (30 mins max frequency), and current allocated development may lead to a 4-hour bus service. Radley is within easy cycling distance of Oxford, Abingdon-on-Thames and Culham. Well related to the larger village of Radley, and existing bus stop.

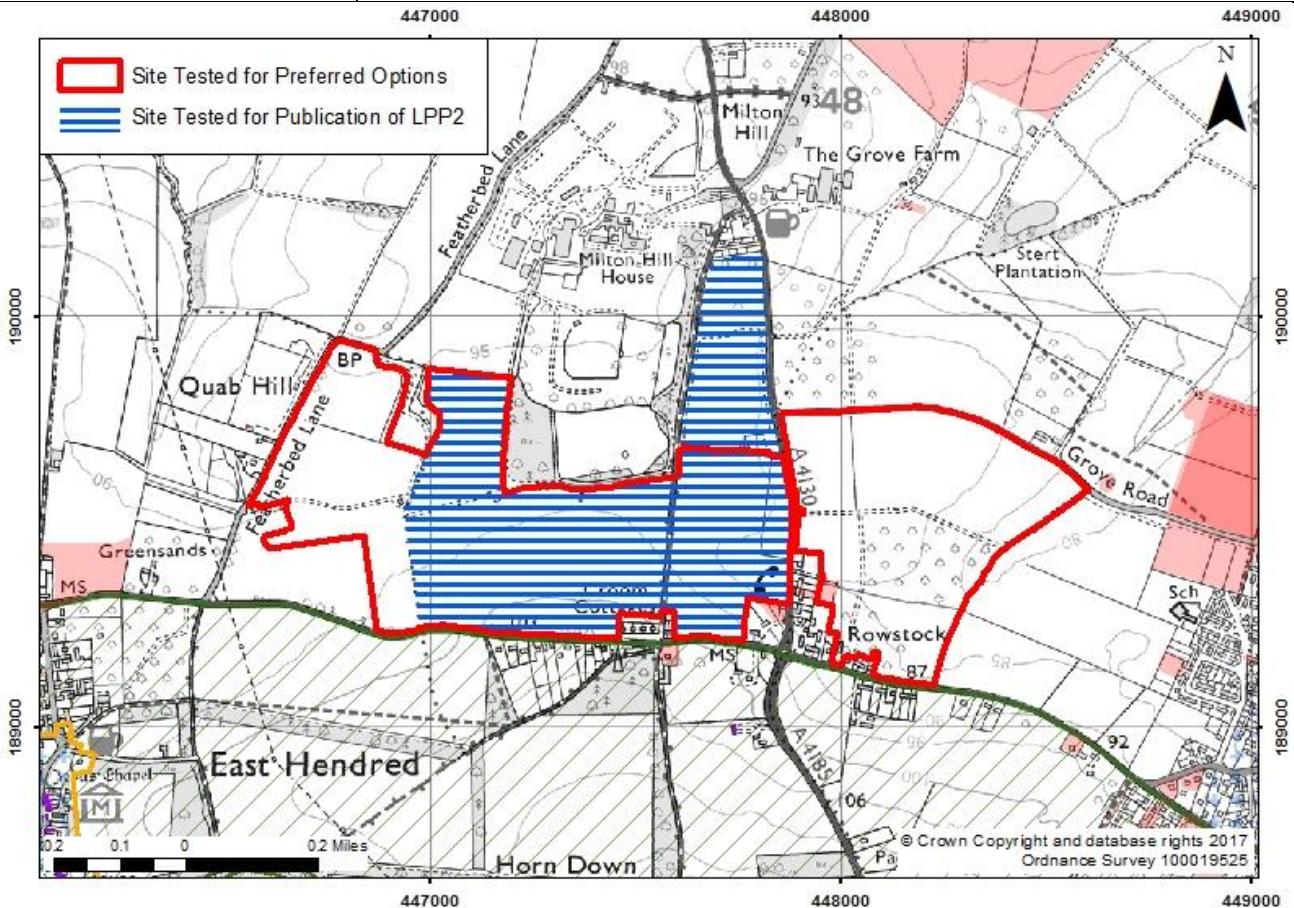
Access

- Access could be provided via Thrupp lane, although significant off-site infrastructural improvements would likely be required.

Water and Wastewater

- Drains to Oxford waste water treatment works.

	<ul style="list-style-type: none"> •The system may need reinforcement. An impact study would be required.
Public Services	<ul style="list-style-type: none"> •Radley CE Primary School would need to expand from its current 0.5 form entry size. •It is important to consider the cumulative impacts of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, sufficient sites should be allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> •2 high voltage power lines •Loss of sports facilities would need to be re-provided.
Environmental health	<ul style="list-style-type: none"> •Possible contaminated land (plastic works formerly lies adjacent to part of the site)
Oxford Green Belt	<ul style="list-style-type: none"> •The site contributes to the overall aims and purposes of the Oxford Green Belt and any development within the site would harm the integrity of the wider Oxford Green Belt.
Sustainability Appraisal	<ul style="list-style-type: none"> • Well linked to Oxford, given a train station, with good public transport and cycling connections. Well related to the larger village of Radley, although an open landscape in the Oxford Green Belt that contributes strongly to Green Belt purposes and is highly sensitive in landscape terms. .
Recommendation for Preferred Options: Site is not proposed for allocation.	
The site is extremely sensitive in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt. The site is also located in between two scheduled monuments where it is possible that nationally significant archaeology may extend into this site. Historic England consider the development of this site would be harmful to the significance of the monuments.	
Recommendation for Publication Version: Site is not proposed for allocation.	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. The site was promoted again through the Preferred Options consultation for around 230 dwellings. The site promoters refer to the Oxford Green Belt Study informing Local Plan 2031 Part 1 which considered the site's potential for removal from the Oxford Green Belt. In response to this, the Council has undertaken a new Oxford Green Belt Study which includes an assessment of this site. The Council has had regard to this, the existing study from Local Plan 2031 Part 1 and the Landscape Capacity Assessment informing Local Plan 2031 Part 2. The Council considers that the site has a low landscape capacity that cannot be mitigated without substantial new screening, and recommends that the site is not proposed for allocation.	



Description: Agricultural land adjoining the settlement of Rowstock. The site is predominantly bounded by agricultural land on all sides, with the A417 and North Wessex Downs Area of Outstanding Natural Beauty to the south.

Maximum Capacity - Up to 1,500 until 2031. Capacity for an additional 600 after 2031.

Landscape

- Adjacent to the North Wessex Downs AONB.
- The western area functions as part of the wider open rural landscape and is highly sensitive.
- The eastern part is less open but, nonetheless contributes to the setting of the AONB;
- There is the issue of coalescence with Harwell, particularly on land to the east of the A4130.

Flooding

- Fluvial flood zone 1 (low risk).
- One notable area at risk of surface water pooling (high probability) on the north-western edge of Rowstock.

Ecology

- Contains an area of traditional orchard priority habitat.

Historic Environment

- Relatively unconstrained (with no listed buildings at Rowstock).
- Potential for some historic field patterns to the east.

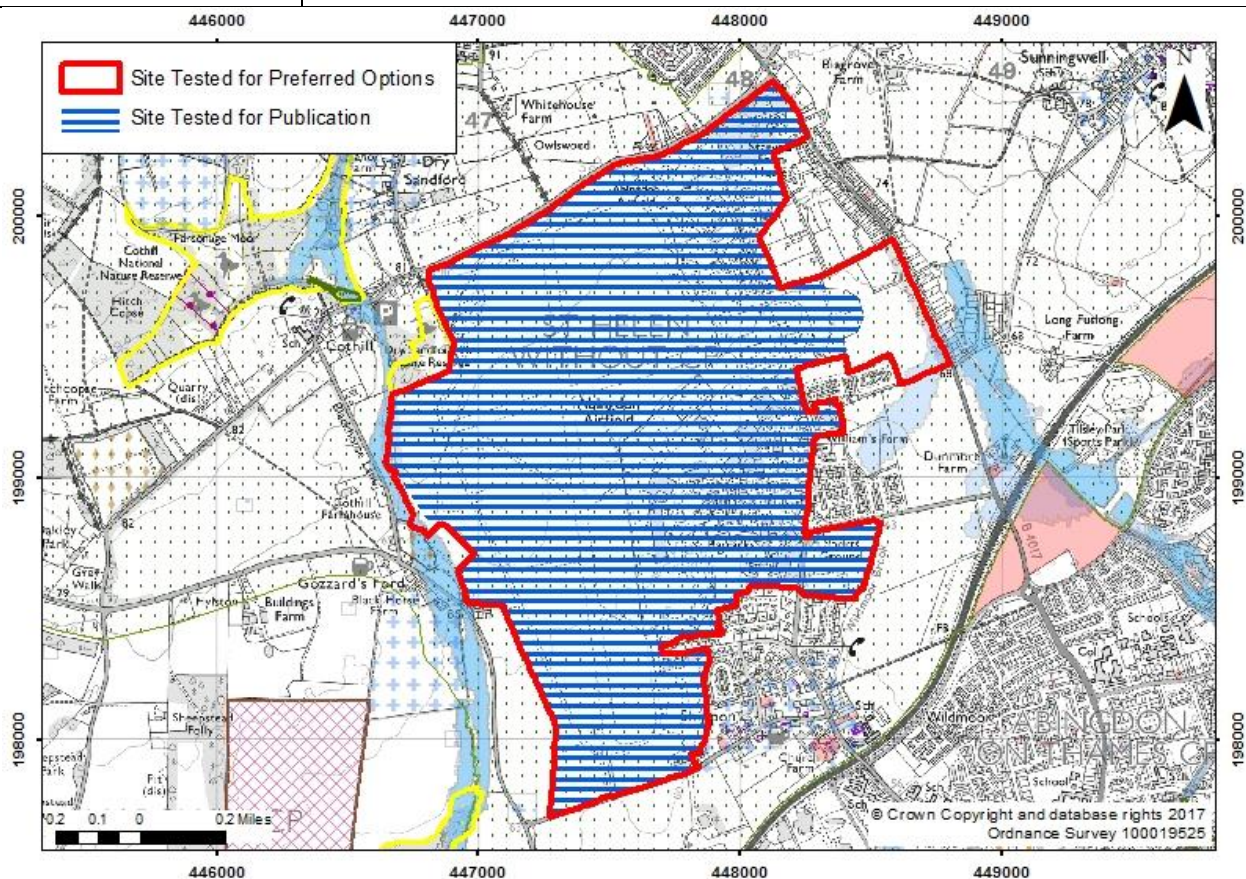
Transport Impact (incl. public transport)

- Rowstock is a smaller village, with limited existing facilities; however, Rowstock lies on the bus route between Didcot and Wantage, including via Harwell Campus to the south. Northbound traffic would put increased pressure on the A34 Milton Interchange. The potential for significant improvements to cycling infrastructure has been highlighted.

Access

- Access could be taken from Featherbed Lane / A4130 / A417.
- Could contribute towards delivery of highway improvements to Featherbed Lane.

Water and Wastewater	<ul style="list-style-type: none"> •Drains to Didcot Waste water treatment works. •Croom Cottages, which are not included in the allocation but are immediately adjacent, currently discharge their foul drainage to soakaway. There may be an opportunity to connect their foul drainage to the main sewer network when the allocated site is connected to the network
Public Services	<ul style="list-style-type: none"> •There is no primary school at Rowstock, meaning that growth would need to be of a sufficient quantum to secure a new school. •Development of this site would contribute towards need for additional secondary school places in the area.
Other Utilities	<ul style="list-style-type: none"> •6 high voltage power lines cross the site.
Environmental health	<ul style="list-style-type: none"> •Road noise from A4130 and A417; Music festivals to the north; Contaminated land (site is partly occupied by a former road haulage business)
Sustainability Appraisal	<ul style="list-style-type: none"> •Rowstock is a small village, with no local facilities; however, it lies on the bus route between Didcot and Wantage, including via Harwell Campus, and employment locations are within cycling distance. Large scale development would deliver a primary school, but there are landscape concerns, particularly given the adjacent AONB.
Recommendation for Preferred Options: Site is not proposed for allocation.	
Development would need to be of a sufficient scale to deliver a new school and additional community facilities as no facilities are currently available on site. However, the vast majority of the site is sensitive to development, which would have an adverse impact on the setting of the AONB immediately to the south. This restricts the potential of the site to deliver the scale required.	
Recommendation for Publication Version: Site is not proposed for allocation.	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. The site was promoted again through the Preferred Options consultation for around 800 dwellings, supported by a vision statement and an updated boundary. The Council has reviewed the evidence received and despite a reduced development area to the west and east, the landscape capacity remains low. The updated area also reduces the potential for the site to be accessed from Featherbed Lane, resulting in increased pressure on the A417. The Council recommend that the site is not allocated in Local Plan 2031 Part 2.	



Description: Dalton Barracks (Abingdon Airfield), adjacent to the settlement of Shippon. Bounded to the east and south by built development and some agricultural land, and to the south-west, west and north by further agricultural land. Cothill Fen SAC is in close proximity to the north-western corner of the site.

Maximum Capacity - Up to 1,500 until 2031. Capacity for an additional 5,500 after 2031.

Landscape

- Capacity for development varies across the site. There is high capacity within the existing development area of the barracks. This capacity reduces as the site becomes more open to the west and north-west.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Some risk of surface water pooling (high probability) in Shippon, to the south of the site.

Ecology

- Potential for effects on Cothill Fen SAC through recreational pressure. Direct run-off to the SAC could be a constraint as could interference with spring water flows although substantial opportunities for mitigation. Also, water resources should be considered.
- The site is directly adjacent to Dry Sandford Pit SSSI and Barrow Farm Fen SSSI is nearby. Also, Gozzards Ford Fen Local Wildlife Site is adjacent. Potential for impacts through increased air pollution, changes in hydrology and recreational pressure.
- Sandford Brook is adjacent.
- Potentially some on-site habitat (phase 1 habitat survey required).

Historic Environment

- Abingdon Airfield is potentially of historic interest.
- Shippon has a historic centre, with a rural approach from the west.

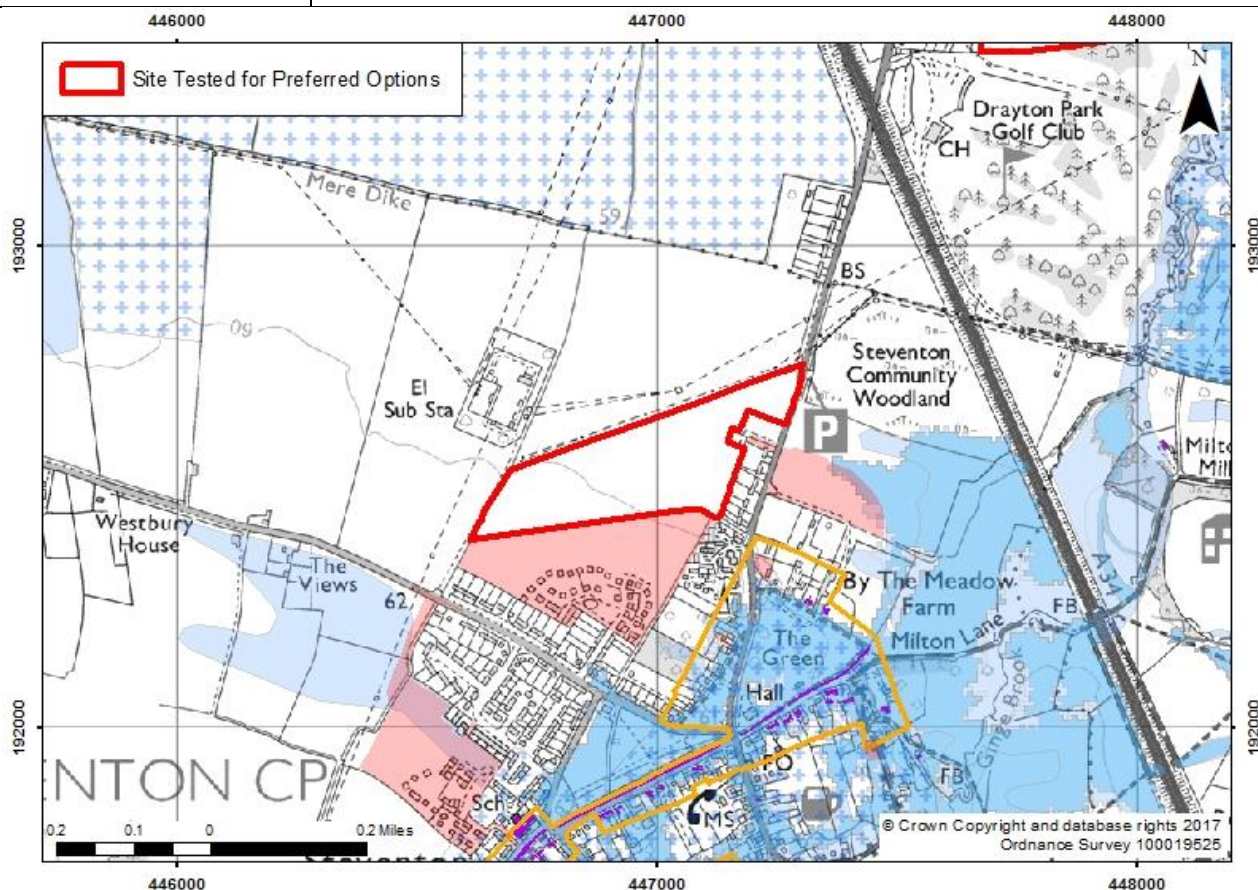
Transport Impact (incl. public transport)

- Dalton Barracks is also located between the two strategic transport corridors into Oxford (A34 and A420), although the A34 junction at Abingdon-on-Thames (Lodge Hill), with its proposed Park & Ride, is relatively close (c.2km). There is an existing half hourly bus route, and a significant scale of growth could support enhancements. There could be the potential to effectively link the site to Lodge Hill Park & Ride, or Cumnor Park & Ride to

	the north. Abingdon-on-Thames is within easy cycling distance from the site with cycle lanes available from the edge of Shippon.
Access	<ul style="list-style-type: none"> •The site already has two existing access points, one from Barrow Road to the south, and a second from Cholswell Road.
Water and Wastewater	<ul style="list-style-type: none"> •This site is located on a principal aquifer, which provides a strategic resource for drinking water supplies and baseflows to watercourses. Previous uses of the site may have led to contamination.
Public Services	<ul style="list-style-type: none"> •Depending on the scale of redevelopment, the site may need to provide for two or three new primary schools. •Site would contribute towards need for additional secondary places in the Abingdon-on-Thames area and depending on scale of longer-term growth, would need to deliver a new secondary school, which would also help to divert traffic away from the existing schools in Abingdon-on-Thames.
Other Utilities	<ul style="list-style-type: none"> •Relatively unconstrained.
Environmental health	<ul style="list-style-type: none"> •Possible contaminated land (site is occupied by the former Abingdon Airfield/Dalton Barracks and the former Blackhorse Lane Landfill and a sewage works lie adjacent to the site)
Oxford Green Belt	<ul style="list-style-type: none"> •The existing barracks buildings could be redeveloped without harm to the aims and purposes of the Green Belt in accordance with paragraph 89 of the NPPF. •The airfield has some contribution to the overall aims and purposes of the Green Belt. There is the potential for sensitive development within the airfield, as part of an overall site masterplan, which would not cause significant harm to the wider Green Belt designation.
Sustainability Appraisal	<ul style="list-style-type: none"> • Redevelopment would involve making best use of brownfield land, and it is understood that the greenfield part of the site could remain predominantly open. This is a Oxford Green Belt location, but it is likely that the existing barracks could be redeveloped with minimal adverse effect to the Oxford Green Belt. Biodiversity is a key environmental constraint, given nearby Cothill Fen SAC and other designated sites associated with the Sandford Brook. The site is well linked to Abingdon-on-Thames, and relatively well linked to Oxford, with opportunities for significant enhancements. This is a large site that will enable delivery of significant new infrastructure, including a cycle/ bus connection to the proposed new Lodge Hill Park and Ride/ Transport Interchange (including Rapid Transit Line 3).
Recommendation for Preferred Options:	
<p>This site represents a significant area of brownfield (previously developed) land that is located close to Oxford and Abingdon-on-Thames. The site is large enough to support a highly sustainable community including new services and infrastructure including for education. It's proximity between two proposed park and rides sites for accessing Oxford, provides an opportunity for highly sustainable public transport connectivity and direct access to the proposed Rapid Transit Line 3 (providing sustainable connections to employment sites to the east of Oxford)</p> <p>Although there is a Special Area of Conservation located to the west of the site, the site is large enough to accommodate a significant amount of open space to provide alternative provision and mitigation.</p> <p>The site is located in the Oxford Green Belt, although contains significant area of Brownfield land and so could support substantial development with limited harm to the purposes of the Oxford Green Belt.</p>	
Recommendation for Publication Version: Site is proposed for an allocation of 1,200 dwellings up to 2031, with potential for more housing after 2031.	
<p>A number of objections were received, in addition to some general comments and comments of support for this proposed allocation through the Preferred Options Consultation. A key issue raised was in relation to the potential merging of Shippon with Whitecross. Other issues raised include a lack of existing infrastructure; uncertainty if the site will become available in the plan period; the cumulative impact of growth from allocations at Marcham and Dalton</p>	

Barracks; development should be restricted to previously developed land. The Council has considered these and other comments received. The Council has responded to the separation issue by amending the total area to be inset to the Oxford Green Belt, to allow a gap between the developable area at Dalton Barracks and the existing settlement of Whitecross. In terms of cumulative impact, the total housing growth proposed in Marcham has been reduced from 520 dwellings to 90 dwellings. The Council seek to deliver a high-quality development that incorporates Garden Village principles, which has a high frequency public transport system linking the site to Oxford City in the longer term. Removing the site from the Oxford Green Belt maximises opportunities for sustainable development. Following discussions with the Defence Infrastructure Organisation (DIO), the Council understands that the site is available for development within the plan period and that development can proceed, even before the Army Regiment currently location on-site is relocated. The Council recommends allocating the site for 1,200 dwellings in the plan period, and propose an area to be inset to the Oxford Green Belt at Dalton Barracks and Shippon to facilitate larger scale development in the longer-term subject to infrastructure delivery coming forward.

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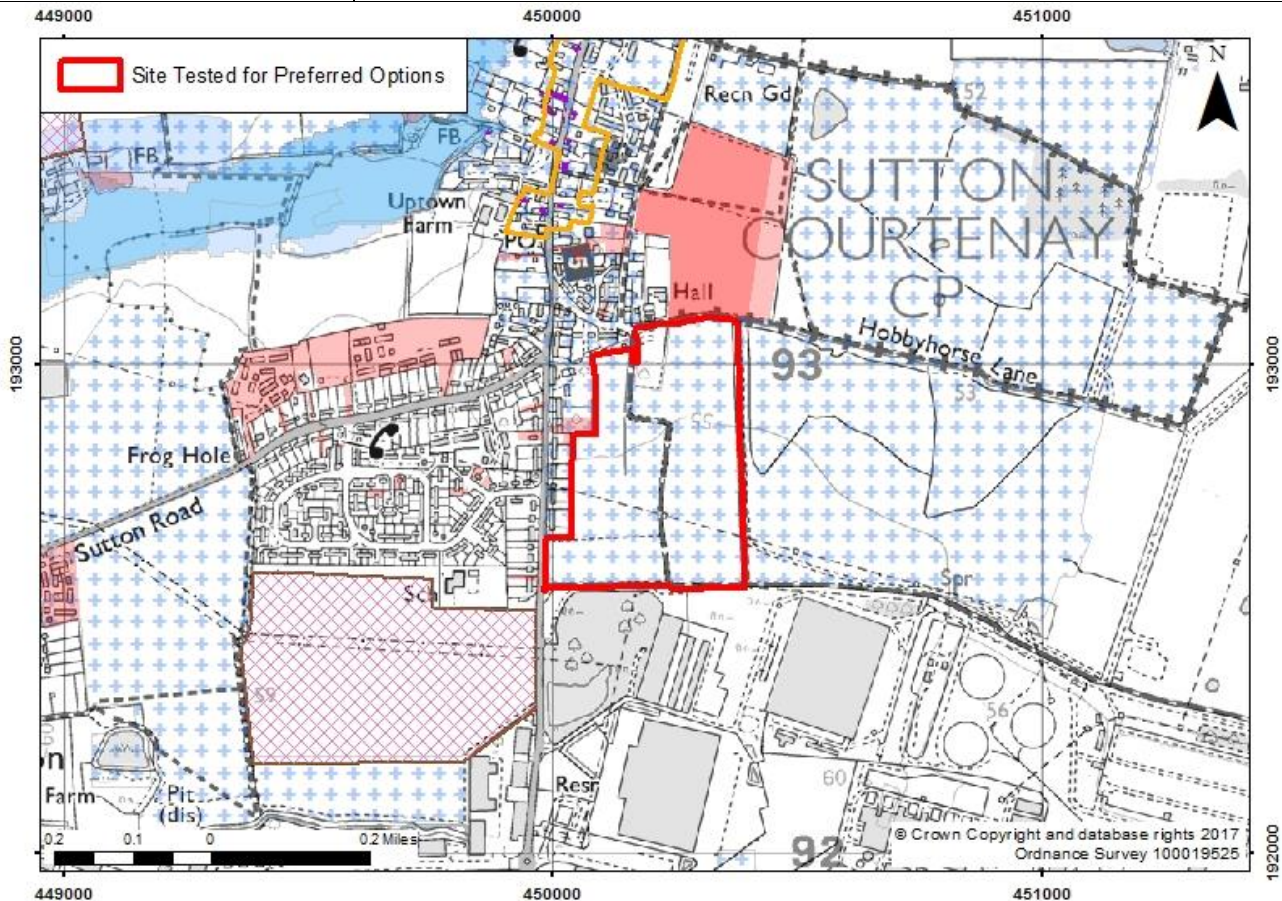


Description: Agricultural land to the north of Steventon village, bounded to the south and east by existing development and permitted housing scheme, and to the north and west by the agricultural land and large overhead pylons.

Maximum Capacity - Up to 260 dwellings

Landscape	<ul style="list-style-type: none"> • There is potential for some development on this site, provided a strong landscape buffer is introduced to the north of the site.
Flooding	<ul style="list-style-type: none"> • Fluvial flood risk zone 1 (low risk). • Limited surface water flood risk.
Ecology	<ul style="list-style-type: none"> • There are records of water vole along the network of the Ginge Brook.
Historic Environment	<ul style="list-style-type: none"> • Relatively unconstrained.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> • Steventon is within walking/cycling of two key Science Vale employment sites (Harwell Campus and Milton Park), but walking and cycling infrastructure is limited. Steventon is not on a main road / strategic bus corridor, and there is a risk of traffic adding to congestion at Milton Interchange (A34) to the east, and/or traffic along the B4017/Marcham Road corridor to the north.
Access	<ul style="list-style-type: none"> • Site could be accessed from the B4017 and potentially from the Hanney Road to the south-west.
Water and Wastewater	<ul style="list-style-type: none"> • The Ginge Brook main river runs south-west to north-east through the village. The brook is currently at moderate ecological status according to the Thames RBMP, so measures to improve the ecological status of the river and to prevent any further deterioration should be included as part of any development proposals. • Site drains to Didcot waste water treatment works.

	<ul style="list-style-type: none"> • Development needs to be assessed individually to make sure there is no detriment in the existing levels of service.
Public Services	<ul style="list-style-type: none"> • Primary education: needs to be considered in context of other growth at Steventon. The existing village school (St Michael's) is in the process of expanding from an admission number of 25 (capacity 175) to an admission number of 30 (capacity 210). This expansion is only sufficient to meet the needs of already permitted housing growth. The school's site area would not support further expansion of the school. There is no sustainable solution currently identified to meet the primary education needs of further housing growth in Steventon. • It will also be important to consider the cumulative impact of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school place planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, it will be important that sufficient sites are allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> • Northern and western borders of the site are defined by 2 dual circuit extra high voltage power lines and 2 other extra high voltage power lines. • An intermediate pressure gas mains cuts through the eastern part of the site, before turning to follow its southern boundary. No mechanical excavations should take place within 3m of this line.
Environmental health	<ul style="list-style-type: none"> • Road noise from A34 and transformer station
Sustainability Appraisal	<ul style="list-style-type: none"> • Within walking/cycling of two key Science Vale employment sites (Harwell Campus and Milton Park), but walking and cycling infrastructure is limited. Steventon is not on a main road / strategic bus corridor, and there is a risk of traffic adding to congestion at Milton Interchange (A34) to the east, and/or traffic in Abingdon-on-Thames to the north. Fairly well related to the large village of Steventon and limited on-site constraints; however, primary school capacity at Steventon is a constraint.
Recommendation for Preferred Options: Site is not proposed for allocation.	
<p>The site is located to the northern edge of Steventon village. The site is reasonably well placed to nearby employment sites. There are some small constraints that affect the capacity of the site, including some landscape sensitivities, traffic congestion and the presence of an intermediate pressure gas mains along the eastern and southern boundary. The key issue for Steventon is lack of a solution to expansion of the existing primary school. Development of this site would be unlikely to provide a new primary school for the village.</p>	
Recommendation for Publication Version: Site is not proposed for allocation.	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. The site was promoted again through the Preferred Options consultation for around 80 dwellings, along with supporting evidence. The Council has reassessed the site in line with the updated evidence, having regard to the key constraints identified above. At present, there is no solution to the capacity issue of primary school provision, as highlighted in the reasons for refusal of the planning application (Ref: P16/V1954/O) for this site. The Council do not recommend this site is allocated in Local Plan 2031 Part 2, but will review this again as part of future Local Plan updates.</p>	



Description: Agricultural land to the south of Sutton Courtenay. Site is bounded to the north by existing development and the Local Plan 2031 Part 1 strategic site, to the west by the existing village of Sutton Courtenay, to the east by an active landfill site, and to the south by business premises adjacent to Didcot power station.

Maximum Capacity – Up to 440 dwellings

Landscape

- Provides the essential separation between Sutton Courtenay and Didcot.
- The land has a higher scenic quality than the modified landscape to the east.

Flooding

- Fluvial flood zone 1 (low risk)
- A significant area of surface water flood risk is found at the site's northern extent.
- This part of the district is associated with high groundwater flood risk.

Ecology

- Relatively unconstrained.

Historic Environment

- Scheduled Monument to the south-west (nationally significant remains could extend into the proposed area).
- There is an area of known archaeological potential within this site.

Transport Impact (incl. public transport)

- Sutton Courtenay is in very close proximity to employment areas to the north of Didcot and at Milton Park; however, it is not located on a main road / strategic bus corridor. Without the proposed Culham River Crossing, there would be a risk of congestion on the current crossing (north of Sutton Courtenay), which is at capacity; traffic would also contribute to Abingdon-on-Thames congestion problems; and there are safety concerns on the Drayton Road.

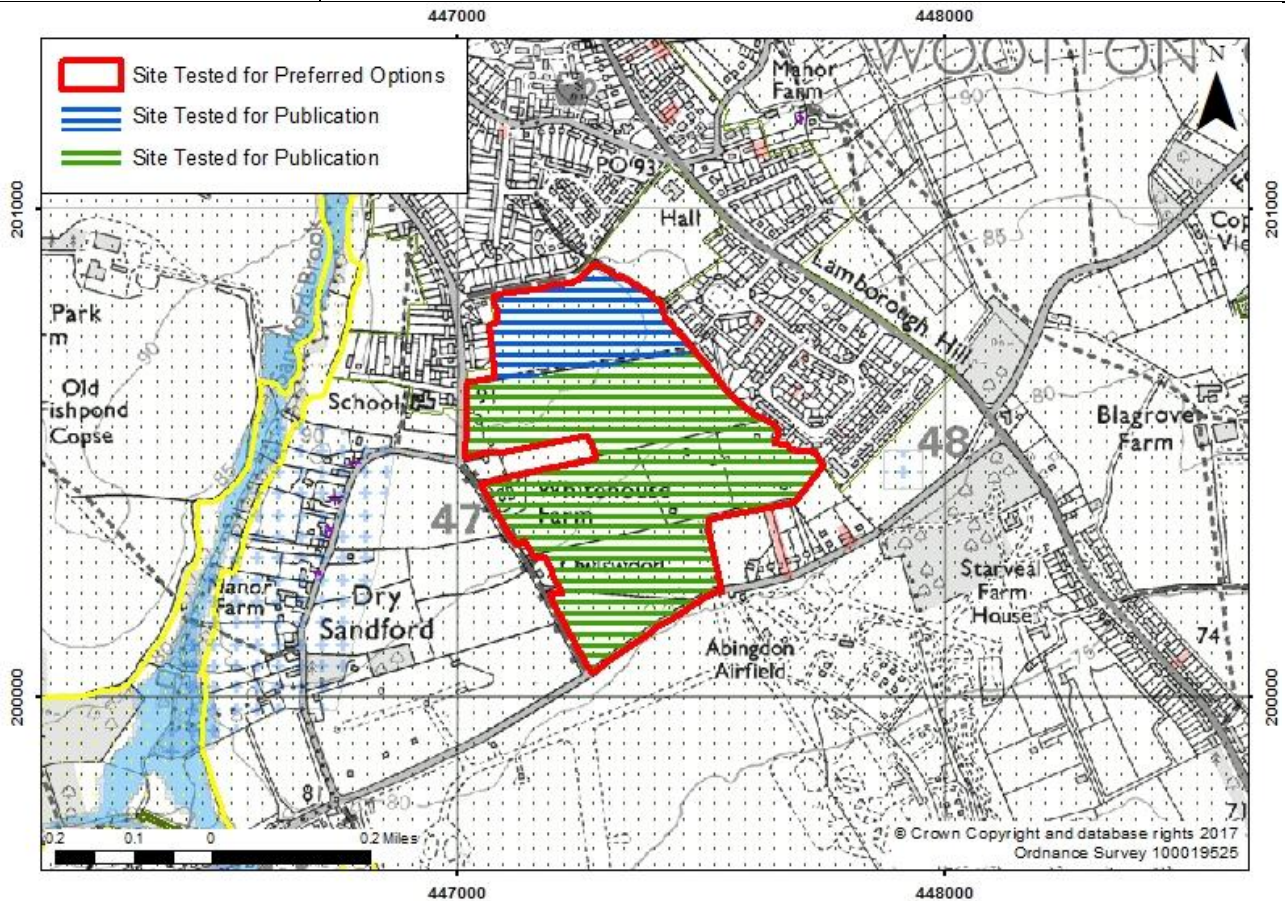
Access

- Access could be provided via the Harwell Road.

Water and Wastewater

- Drains to Drayton waste water treatment works.

	<ul style="list-style-type: none"> •The system is above capacity, can't cope with the new flows and reinforcement in the sewers would be required.
Public Services	<ul style="list-style-type: none"> •Sutton Courtenay Primary School is currently expanding to 1 form entry, and likely to need to expand further to meet the needs of existing permissions/proposals. Some additional housing growth would facilitate the school's expansion to 2FE.
Other Utilities	<ul style="list-style-type: none"> •Numerous power lines cross the site (1 123kV power line; 2 duel circuit extra high voltage power lines; 1 other extra high voltage power line; 1 high voltage power line).
Environmental health	<ul style="list-style-type: none"> •Odour from composting site to the east, industrial noise (power station and distribution to the south); •Potential for contaminated land (adjacent to former Hobbyhorse Lane North and Hobbyhorse Lane South landfills)
Sustainability Appraisal	<ul style="list-style-type: none"> •In close proximity to employment north of Didcot and at Milton Park; however, not on a main road / strategic bus corridor, and there are traffic concerns. The site is constrained, in particular from a landscape (coalescence) and environmental health perspective.
Recommendation for Preferred Options: Site is not proposed for allocation.	
<p>The site is located to the south of Sutton Courtney, and is in close proximity to the strategic employment site of Milton Park. However, the site currently plays an important role of retaining a key open gap between the village and the edge of the built-up area of Didcot.</p> <p>Development of this site would result in coalescence, effectively merging the village with the wider development area of Didcot.</p>	
Recommendation for Publication Version: Site is not proposed for allocation.	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. No new evidence was submitted through the Preferred Options consultation, and therefore the original recommendation remains unchanged. This principally relates to the issue of coalescence, however there are a number of wider constraints which impact the village as a whole, including traffic and utilities.</p>	



Description: Predominantly agricultural land to the south of Wootton village, comprising of a number of individual fields. Bounded to the north and east by the existing settlement of Wootton, to the west by agricultural land and to the south by Dalton Barracks (Abingdon Airfield).

Maximum Capacity - Up to 800 dwellings

Landscape

- The majority of the site is within a sensitive landscape where development would result in a significant adverse impact. Some small-scale development may be possible in the most northern parcel of land.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Limited surface water flood risk.

Ecology

- Potential for effects on Cothill Fen SAC through recreational pressure. Direct run-off to the SAC could be a constraint as could interference with spring water flows. Water resources should also be considered.

Historic Environment

- Relatively unconstrained.

Transport Impact (incl. public transport)

- Wootton is in relatively close proximity to Oxford, but distant from a strategic transport corridor, located half-way between the A34 and the A420. There are currently two buses per hour during the day, and there is seemingly low potential to secure a more frequent service (although development at Dalton Barracks could lead to opportunities).
- In the absence of a high-quality bus service there would be a risk of cars worsening congestion on route to Oxford. This site is beyond 400m of the existing bus stop.

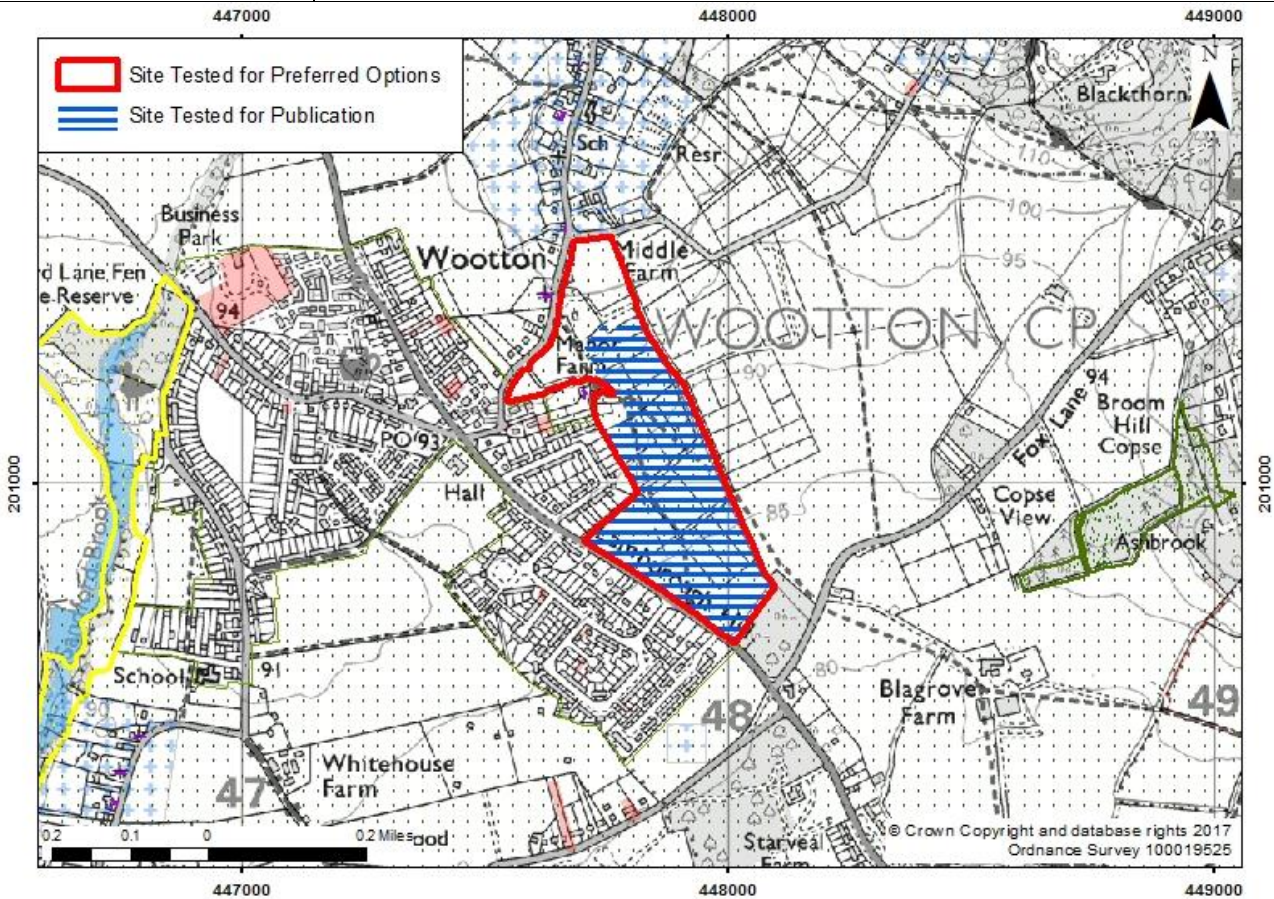
Access

- Access could be provided via Lashford Lane or in the case of a larger scheme, via Honeybottom Lane.

Water and Wastewater

- Drains to Abingdon-on-Thames waste water treatment works.

	<ul style="list-style-type: none"> •The system may need reinforcement. An impact study would be required.
Public Services	<ul style="list-style-type: none"> •Wootton primary school is on constrained site - it might become economic to rebuild the school within a strategic development site. This site is also close to Dry Sandford School which is likely to be able to expand. •It will also be important to consider the cumulative impact of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school place planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, it will be important that sufficient sites are allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> • 1 high voltage power line crosses the site
Environmental health	<ul style="list-style-type: none"> •Noise from airfield; Possible contaminated land (site is partly occupied by a former quarry/area of unknown fill and Abingdon Airfield.
Oxford Green Belt	<ul style="list-style-type: none"> •The majority of the site contributes to the overall aims and purposes of the Oxford Green Belt, however the northern field within the site has potential for development without significant harm to the wider Oxford Green Belt designation.
Sustainability Appraisal	<ul style="list-style-type: none"> • Relatively well linked to Oxford, although not on a strategic road corridor. Fairly well related to the larger village of Wootton, although the majority of the site has been identified as a sensitive landscape (in the Oxford Green Belt).
Recommendation for Preferred Options: Site is not proposed for allocation.	
The site is constrained in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt. The site is very close to the Cothill Fen Special Area Conservation and may be difficult to mitigate likely impacts.	
Recommendation for Publication Version: Site is not proposed for allocation.	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. Two parts of the site were promoted separately through the Preferred Options consultation. The Council has reviewed the evidence submitted as part of these representations, and concluded that the smaller area at the northern end of the site (blue on the map) close to the centre of the settlement has some landscape capacity for development. The larger area (green on the map) remains unsuitable. The Council does not recommend allocating this site in Local Plan 2031 Part 2.	

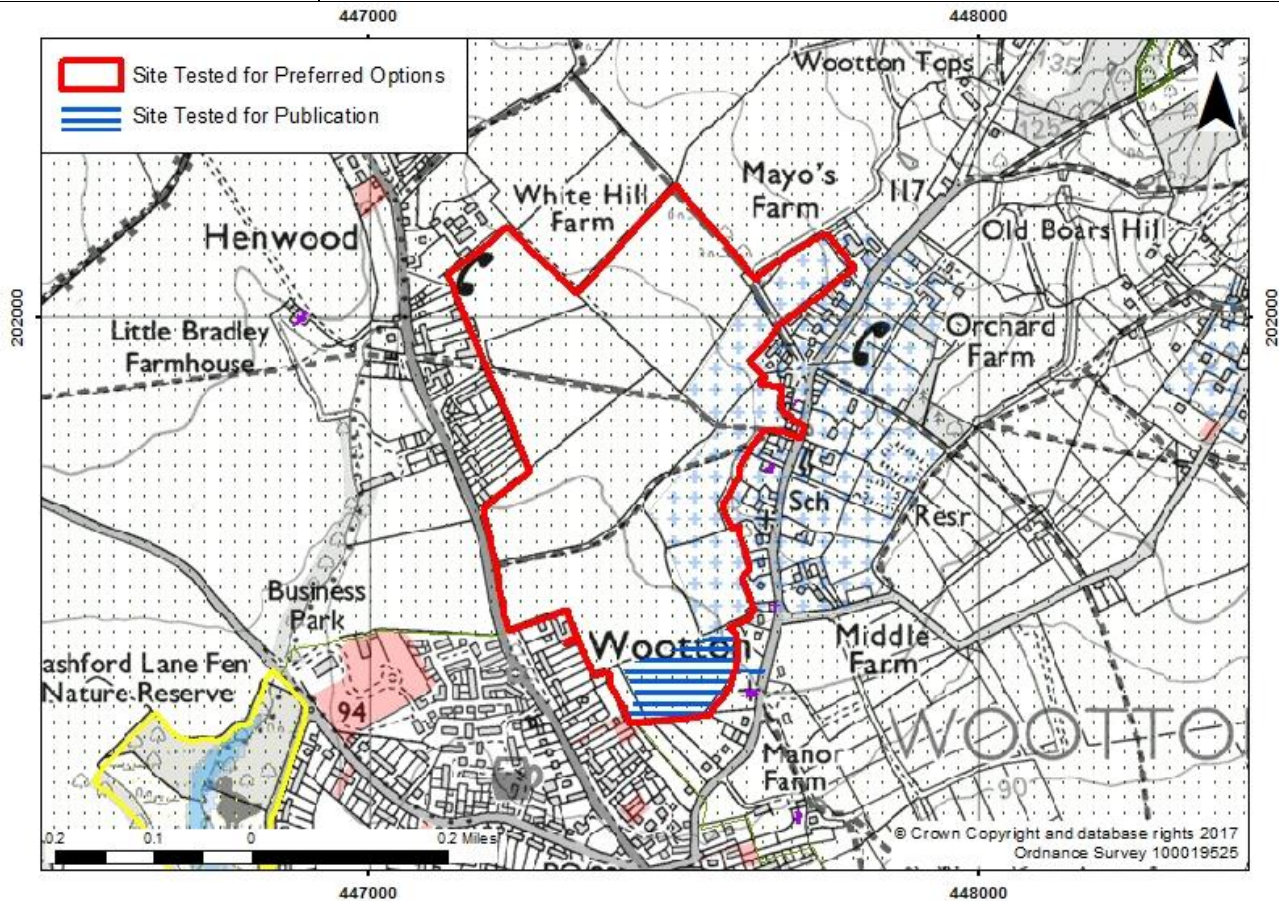


Description: Predominantly agricultural land to the east of Wootton village, comprising of a number of individual fields. Bounded to the west and south by the existing settlement of Wootton, and to the east by further agricultural land.

Maximum Capacity - Up to 410 dwellings

Landscape	<ul style="list-style-type: none"> • There are landscape capacity issues for this site, with much of the site visible from Boars Hill, which contains important views. • The open and exposed characteristics of the site would result in perceived harm to the wider landscape.
Flooding	<ul style="list-style-type: none"> • Fluvial flood risk zone 1 (low risk). • Some surface water flood risk (low probability) in the southeast of the site.
Ecology	<ul style="list-style-type: none"> • Potential for effects on Cothill Fen SAC through recreational pressure. Water resources, flows and quality should also be considered.
Historic Environment	<ul style="list-style-type: none"> • Adjacent to and within the setting of the grade II listed Manor Farmhouse and medieval Church of St Peter. Adequate space would particularly need to be left around the church to protect its setting.
Transport Impact (incl. public transport)	<ul style="list-style-type: none"> • Wootton is in relatively close proximity to Oxford, but distant from a strategic transport corridor, located half-way between the A34 and the A420. There are currently two buses per hour during the day, and there is seemingly low potential to secure a more frequent service (although development at Dalton Barracks could lead to opportunities). • In the absence of a high-quality bus service there would be a risk of cars worsening congestion on route to Oxford. This site is within 400m of the existing bus stop.
Access	<ul style="list-style-type: none"> • Access could be provided via Lamborough Hill
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Abingdon-on-Thames waste water treatment works.

	<ul style="list-style-type: none"> •At this stage, developments need to be assessed individually to make sure there is no detriment in the existing levels of service.
Public Services	<ul style="list-style-type: none"> •Wootton primary school is on constrained site - it might become economic to rebuild the school within a strategic development site. This site is also close to Dry Sandford School which is likely to be able to expand. •It will also be important to consider the cumulative impact of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school place planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, it will be important that sufficient sites are allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> •2 high voltage power lines cross the site
Environmental health	<ul style="list-style-type: none"> •Possible contaminated land (site lies adjacent to an area of unknown fill)
Oxford Green Belt	<ul style="list-style-type: none"> •The site contributes to the overall aims and purposes of the Oxford Green Belt and any development within the site would harm the integrity of the wider Oxford Green Belt.
Sustainability Appraisal	<ul style="list-style-type: none"> • Relatively well linked to Oxford, although not on a strategic road corridor. Within a landscape identified as a highly sensitive (in the Oxford Green Belt).
Recommendation for Preferred Options: Site is not proposed for allocation.	
The site is constrained in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt. The site is close to the Cothill Fen Special Area Conservation and may be difficult to mitigate likely impacts.	
Recommendation for Publication Version: Site is not proposed for allocation.	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. A smaller site was promoted through the Preferred Options consultation. The Council has reviewed the evidence submitted through this representation. and the original recommendation stands. The area is considered to have a medium landscape capacity. The Council does not recommend allocating this site in Local Plan 2031 Part 2	



Description: Predominantly agricultural land to the north of Wootton village, comprising of a number of individual fields. Site is predominantly bounded to the east, south and west by the existing settlement of Wootton and hamlet of Henwood. Site is bounded to the north by further agricultural land.

Maximum Capacity - Up to 790 dwellings

Landscape

- The site forms the essential separation between Wootton and Henwood. Development of the whole site would result in physical and visual coalescence.
- The open and exposed characteristics of the site would result in perceived harm to the wider landscape.

Flooding

- Fluvial flood risk zone 1 (low risk).
- Ditch through the centre of the site is associated with notable surface water floor risk.

Ecology

- Potential for effects on Cothill Fen SAC through recreational pressure. Also, water resources, flows and quality (noting that this site is located within the upper catchment of Sandford Brook).
- Parcel of land to the west of the site proposed as a Local Wildlife Site (species rich grassland).

Historic Environment

- Within the setting of four grade II listed buildings. Adequate space would particularly need to be left around the church to protect its setting.

Transport Impact (incl. public transport)

- Wootton is in relatively close proximity to Oxford, but distant from a strategic transport corridor, located half-way between the A34 and the A420. There are currently two buses per hour during the day, and there is seemingly low potential to secure a more frequent service (although development at Dalton Barracks could lead to opportunities).
- In the absence of a high-quality bus service there would be a risk of cars worsening congestion on route to Oxford. Majority of this site is within 400m of the existing bus stop.

Access	<ul style="list-style-type: none"> • Access could be provided via the Cumnor Road.
Water and Wastewater	<ul style="list-style-type: none"> • Drains to Abingdon-on-Thames Waste water treatment works. • The system is above capacity, can't cope with the new flows and reinforcement in the sewers would be required.
Public Services	<ul style="list-style-type: none"> • Wootton primary school is on constrained site - it might become economic to rebuild the school within a strategic development site. This site is also close to Dry Sandford School which is likely to be able to expand. • It will also be important to consider the cumulative impact of combinations of sites in the vicinity of Abingdon-on-Thames – both in the Vale of White Horse and South Oxfordshire - for secondary school place planning. If the cumulative impacts of new sites on top of already planned growth trigger a need for a new secondary school, it will be important that sufficient sites are allocated in the area to provide sufficient mass for a viable new secondary school.
Other Utilities	<ul style="list-style-type: none"> • 2 high voltage power lines cross the site
Environmental health	<ul style="list-style-type: none"> • Possible contaminated land (site lies partly adjacent to a builder's yard and a depot)
Oxford Green Belt	<ul style="list-style-type: none"> • The majority of the site contributes to the overall aims and purposes of the Oxford Green Belt. Only a small portion of the south-eastern part of the site has some potential for development without significant harm to the wider Oxford Green Belt designation.
Sustainability Appraisal	<ul style="list-style-type: none"> • Relatively well linked to Oxford, although not on a strategic road corridor. Fairly well related to the larger village of Wootton, although an open landscape (in the Oxford Green Belt).
Recommendation for Preferred Options: Site is not proposed for allocation.	
The site is constrained in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt. The site is close to the Cothill Fen Special Area Conservation and may be difficult to mitigate likely impacts.	
Recommendation for Publication Version: Site is not proposed for allocation.	
As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. A small area to the southern end of the site was promoted for 40 dwellings through the Preferred Options Consultation. This falls below the threshold of 50 dwellings set out in Stage 2 of the Site Selection Methodology. When considered against alternatives, the Council does not recommend allocating any part of this site in Local Plan 2031 Part 2.	

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