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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

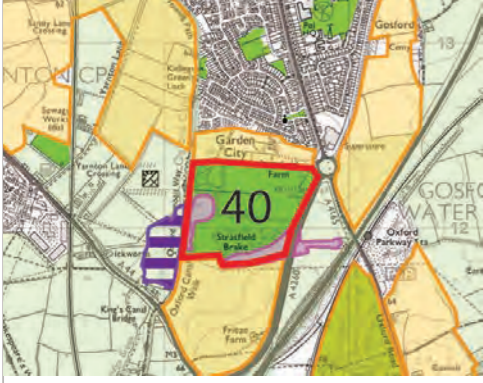
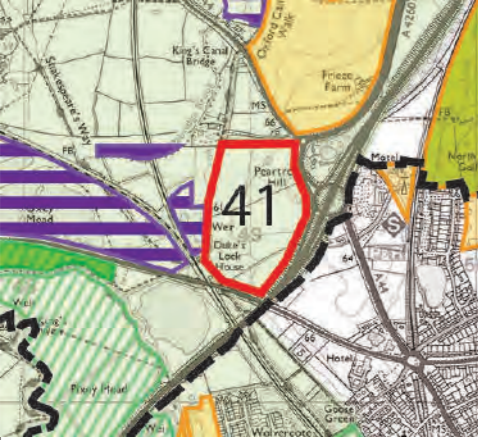
SITE 40: STRATFIELD BRAKE (GOSFORD FARM, KIDLINGTON)									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
CHERWELL DISTRICT 	GREEN BELT	NERC ACT S41 HABITAT - STRATFIELD BRAKE WOODLAND CDC POLICY BSC10: EXISTING GREEN SPACE CDC POLICY PR3: THE OXFORD GREEN BELT CDC POLICY ESD11: CONSERVATION TARGET AREA POLICY ESD15: OXFORD CANAL CONSERVATION AREA CDC POLICY ESD16: OXFORD CANAL TRAIL PUBLIC RIGHT OF WAY	GREEN BELT PARCEL KI6 PURPOSE 1A - HIGH PURPOSE 1B - MEDIUM PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL.	VISUALLY WELL ENCLOSED BY BOUNDARY VEGETATION. POSSIBLE VIEWS FROM: PROW TO EAST. VIEWS FROM SOUTHERN EDGE OF KIDLINGTON AND STRATFIELD BRAKE. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - OXFORD ROAD, A4260 FRIEZE WAY, BICESTER ROAD. OPENNESS OF GREEN BELT.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH OF THE CITY AND FORMS PART OF THE GREEN BELT SEPARATING OXFORD AND KIDLINGTON. IT IS A MODERATELY PERFORMING PARCEL IN THE CONTEXT OF THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015), ALTHOUGH SUBSEQUENT HOUSING ALLOCATIONS WITHIN GB PARCEL KI5 AND THE IMMEDIATE SURROUNDINGS HAVE ADDED PRESSURE TO THE ROLE OF THE GREEN BELT BETWEEN OXFORD AND KIDLINGTON. STRATFIELD BRAKE IS AN AREA OF WOODLAND DESIGNATED UNDER NERC ACT S41 AND IS MANAGED BY THE WOODLAND TRUST, THAT IS LOCATED WITHIN THE SITE. STRATFIELD BRAKE PLAYING FIELDS PROVIDES A RECREATIONAL ASPECT TO THE LANDSCAPE WITHIN THE SITE. THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE AND IS VISUALLY WELL ENCLOSED. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE WESTERN PARTS OF THE SITE ARE OPEN TO VIEWS FROM THE OXFORD CANAL TRAIL AND COULD BE CONSIDERED TO CONTRIBUTE TO THE SETTING OF THE OXFORD CANAL CONSERVATION AREA.			

TABLE 3.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 41: RED BARN FARM, WOODSTOCK ROAD									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>CHERWELL DISTRICT</p> 	GREEN BELT	<p>CDC POLICY PR3: THE OXFORD GREEN BELT CDC POLICY ESD11: CONSERVATION TARGET AREA POLICY ESD15: OXFORD CANAL CONSERVATION AREA CDC POLICY ESD16: OXFORD CANAL TRAIL PUBLIC RIGHT OF WAY</p>	<p>GREEN BELT PARCEL OX22</p> <p>PURPOSE 1A - HIGH PURPOSE 1B - LOW PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM</p>	<p>OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL.</p>	<p>VISUALLY WELL ENCLOSED BY BOUNDARY VEGETATION. POSSIBLE VIEWS FROM: PROW WITHIN SITE AND TO WEST, INCLUDING OXFORD CANAL WALK AND OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTES. OXFORD CANAL CONSERVATION AREA SETTING. VIEWS FROM SOUTHERN EDGE OF STRATFIELD BRAKE. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - OXFORD ROAD, A4260 FRIEZE WAY, A44 WOODSTOCK ROAD. OPENNESS OF GREEN BELT.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH WEST OF THE CITY. IT IS A MODERATELY PERFORMING PARCEL IN THE CONTEXT OF THIS LVASA AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE. THE SITE IS VISUALLY OPEN DUE TO ITS FLAT NATURE AND LARGE SCALE FIELD PATTERN. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS ADJACENT TO THE OXFORD CANAL CONSERVATION AREA ALONG ITS WESTERN BOUNDARY, FROM WHICH THERE ARE OPEN VIEWS ACROSS THE SITE FROM THE OXFORD CANAL LDWR. THE SITE IS SEGREGATED FROM THE CITY BY THE A34 AND A44 TO THE EAST. PIXEY AND YARNTON MEADS SSSI IS LOCATED APPROXIMATELY 400M TO THE WEST OF THE SITE. A LOCAL WILDLIFE SITE IS LOCATED ADJACENT TO THE WESTERN BOUNDARY OF THE SITE.</p>			

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STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

3.7 PREFERRED SITES

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

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

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

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

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

The seven sites identified as Green/Amber (Sites 4, 15, 28, 30, 33, 36 and 41) are considered to be worthy of further field based assessment, which is presented in Stage 2 on the following pages.

4.0 STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

4.1 INTRODUCTION

The seven shortlisted potential sites have been further assessed through field-based work on the 28th March 2023 and 20th July 2023 to create a more detailed analysis of their landscape and visual constraints and opportunities. This provides a “light touch” baseline assessment of each site, based on the guidelines for landscape and visual impact assessment (GLVIA3).

4.2 SITE LOCATIONS

The site locations are illustrated on Figure 4.1 opposite in the context of the District level Green Belt and site allocations within adopted Local Plans. Some site allocations have resulted in the removal of areas of the Green Belt to accommodate the proposed development. Strategic areas of open space within some of these sites have been retained within the Green Belt.

4.3 STAGE 2: SITE BASED LVASA

The following pages set out the findings of the Stage 2 assessments for each of the seven sites in Tables 4.1 - 4.6. Professional judgements based on the desktop and field-based analysis have been used to reach the conclusions, which are presented at the end of each table and summarised in section 4.4. The preferred sites are identified in section 4.5.

LEGEND

- STAGE 2 ASA SITE BOUNDARIES
- DISTRICT GREEN BELT DESIGNATION
- SITE SAFEGUARDED FOR REPLACEMENT GOLF COURSE WITHIN ADOPTED CHERWELL DISTRICT PLAN (SITE 33 WITHIN THIS LVASA)
- SITES ALLOCATED FOR DEVELOPMENT WITHIN ADOPTED LOCAL PLANS (INCLUDING SITES THAT HAVE LEAD TO ALTERATIONS TO THE GREEN BELT BOUNDARY WITHIN THE ALLOCATED SITE OR ARE LOCATED ENTIRELY WITHIN THE GREEN BELT)

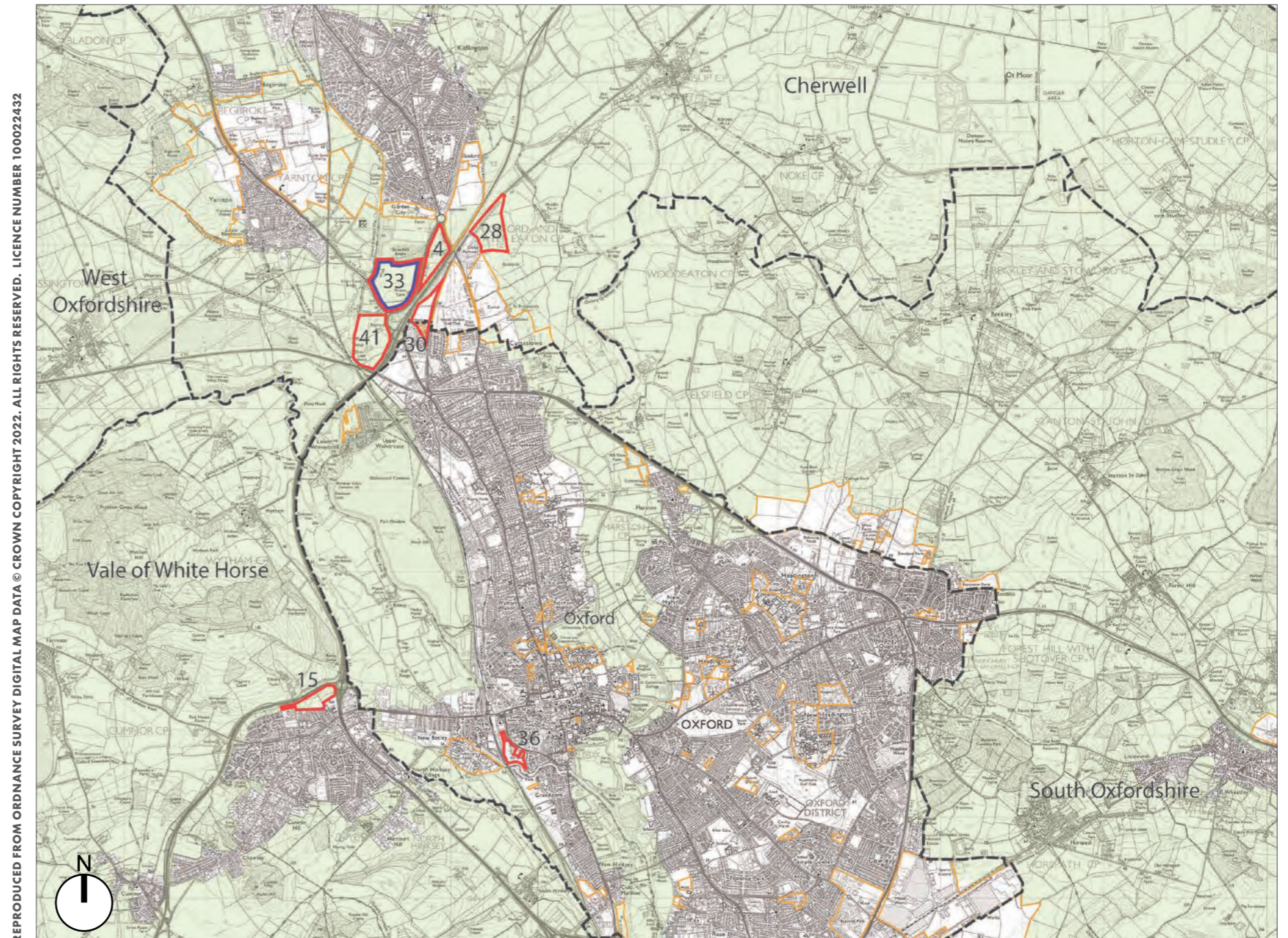



FIGURE 4.1 – SUMMARY OF SITES SUBJECT TO FIELD BASED ASSESSMENT (FABRIK, 2023)

4.0 STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

TABLE 4.1 SUMMARY OF SITE BASED LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 4: LAND EAST OF STRATFIELD BRAKE							
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS AND SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	SUMMARY OF FINDINGS OF CHERWELL DC GREEN BELT ASSESSMENT (CDC GBA)	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL: RELEVANT KEY CHARACTERISTICS	SUMMARY OF POTENTIAL LANDSCAPE SENSITIVITIES IDENTIFIED ON SITE	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES IDENTIFIED ON SITE	STAGE 2 CONCLUSION
CHERWELL DISTRICT 	GREEN BELT	NERC ACT S41 HABITAT - STRATFIELD BRAKE WOODLAND CDC POLICY PR3: THE OXFORD GREEN BELT CDC GREEN BELT PARCEL K15 PURPOSE 1A - N/C PURPOSE 1B - N/C PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - LOW	THE SOUTHERN HALF OF THIS SITE IS ASSESSED UNDER SITE PARCEL PR39B OF THE CDC GBA, INCLUDING A THIN STRIP OF LAND TO THE SOUTH OF THE A34. THE RELEASE OF THIS SITE IS CONSIDERED BY THE CDC GBA TO RESULT IN A "HIGH LEVEL OF HARM" TO THE GREEN BELT. "PR39B LACKS RELATIONSHIP WITH THE URBAN FRINGE OF OXFORD BUT IS TOO CLOSE TO IT TO BE ASSOCIATED WITH OTHER SETTLEMENTS. ANY DEVELOPMENT IN THIS AREA WOULD THEREFORE BE CONSIDERED SIGNIFICANT SPRAWL AND AN ENCROACHMENT ON COUNTRYSIDE THAT WOULD REDUCE THE GAP BETWEEN OXFORD AND KIDLINGTON/YARNTON". THE NORTHERN HALF OF SITE 4 IS NOT ASSESSED WITHIN THE CDC GREEN BELT. HOWEVER, GIVEN THE SURROUNDING GREEN BELT CONTEXT, IT IS LIKELY THAT THE RELEASE OF THIS PART OF THE SITE WOULD ALSO BE AT ODDS WITH THE PURPOSES OF THE GREEN BELT.	THIS AREA, BETWEEN OXFORD AND KIDLINGTON, IS LARGELY CHARACTERISED BY MEDIUM TO LARGE-SIZED ARABLE FIELDS AND PASTURELAND. THE HAWTHORN AND ELM HEDGES ARE GENERALLY IN POOR CONDITION AND OFTEN GAPPY AND FRAGMENTED. THE MAIN STRUCTURAL LANDSCAPE ELEMENTS ARE THE THINLY-DISTRIBUTED HEDGEROW TEES OF OAK, DEAD ELM AND ASH, AS WELL AS SOME TREE BELTS SURROUNDING FARMHOUSES. STRATFIELD BRAKE IS A SIGNIFICANT BLOCK OF SEMI-NATURAL DECIDUOUS WOODLAND TO THE SOUTH OF KIDLINGTON.	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH OF THE CITY AND FORMS PART OF THE GREEN BELT SEPARATING OXFORD AND KIDLINGTON. THE CDC AND OCC LOCAL PLAN ALLOCATIONS TO THE EAST, NORTH AND SOUTH OF THE SITE HAVE IMPACTED ON THE OPENNESS AND EXTENT OF LANDSCAPE THAT SEPARATES OXFORD AND KIDLINGTON. STRATFIELD BRAKE SPORTS GROUND AND THE EMERGING SPORTS PROVISION IN THE RECENTLY CONSENTED PR7A ALLOCATED SITE TO THE EAST ARE ESTABLISHING A RECREATIONAL CHARACTER TO THE LOCAL AREA. THE MATURE MIXED WOODLAND WITHIN THE SITE IS DESIGNATED UNDER NERC ACT S41. IT CREATES A PHYSICAL AND VISUAL SEPARATION BETWEEN THE TWO PARTS OF THE SITE. THE WOODLAND IS CONSIDERED AN IMPORTANT LANDSCAPE FEATURE ALTHOUGH SOME SIGNS OF ASH DIEBACK WERE NOTED. LARGE OVERHEAD TRANSMISSION LINES (OTL) ARE NOTED IN THE SOUTHERN HALF WITH SMALLER OTL IN THE NORTHERN HALF. THE TOPOGRAPHY OF THE SITE IS FLAT WITH SOME EMBANKMENTS ASSOCIATED WITH THE SURROUNDING TRANSPORT CORRIDORS CONTRIBUTING TO THE SENSE OF ENCLOSURE. TWO MATURE OAK TREES ARE PROMINENT FEATURES ON THE EASTERN BOUNDARY AS ARE THE POPLARS ON THE NORTHERN BOUNDARY. THE SITE IS CURRENTLY USED FOR COMMERCIALY GROWING WILLOW.	THE SITE IS NOT PUBLICLY ACCESSIBLE AND IS VISUALLY WELL ENCLOSED BY ITS BOUNDARY VEGETATION, WHICH BROADLY FOLLOW THE EXISTING TRANSPORT CORRIDORS THAT DEFINE THE SITE BOUNDARIES. THERE ARE OPEN VIEWS OF THE SITE BOUNDARY VEGETATION FROM OXFORD ROAD, BICESTER ROAD AND THE A4260 FRIEZE WAY AND THE SITE CONTRIBUTES VISUALLY TO THE EXPERIENCE OF ROAD USERS TRAVELLING BETWEEN OXFORD AND KIDLINGTON. THERE ARE PARTIAL VIEWS OF THE WESTERN BOUNDARY VEGETATION FROM STRATFIELD BRAKE SPORTS GROUND TO THE WEST AND OPEN VIEWS OF THE EASTERN BOUNDARY VEGETATION FROM PROW 229 WITHIN THE ALLOCATED SITE TO THE EAST.	DEVELOPMENT IN SITE 4 WOULD POTENTIALLY BE AT ODDS WITH THE PURPOSES OF THE GREEN BELT BETWEEN OXFORD AND KIDLINGTON BUT SITE FORMS PART OF APPROACH TO THE CITY. THE CENTRAL WOODLAND IS A KEY CONSTRAINT. BOUNDARY VEGETATION IS MIXED QUALITY AND TOPOGRAPHY IS FLAT. NOT PART OF A DEFINED VIEW CORRIDOR. OTL AND SITE SHAPE MEAN THE SOUTHERN HALF IS UNSUITABLE. POTENTIAL FOR THE PROPOSED DEVELOPMENT IN NORTHERN HALF FROM A LANDSCAPE AND VISUAL PERSPECTIVE.
SUMMARY OF STAGE 1 ASA							
FABRIK	SAVILLS	RIDGE					





PHOTOGRAPH 1: VIEW OF SITE 4 FROM THE FIELD ENTRANCE ALONG OXFORD ROAD, LOOKING WEST ACROSS THE SITE

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STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

TABLE 4.2 SUMMARY OF SITE BASED LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

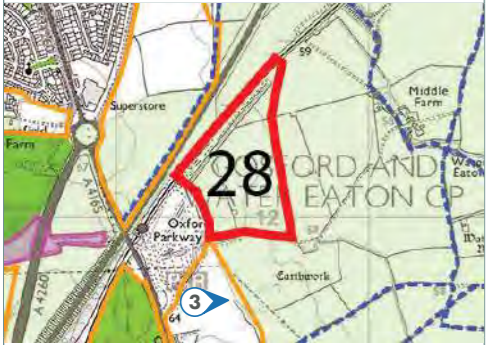


SITE 15: LAND BEHIND BOTLEY SCHOOL													
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS AND SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	SUMMARY OF VALE OF WHITE HORSE DC GREEN BELT ASSESSMENT	VOWH LCT LW: WOODED CORALLIAN LIMESTONE RIDGE/LCA LW2: RELEVANT KEY CHARACTERISTICS	SUMMARY OF POTENTIAL LANDSCAPE SENSITIVITIES IDENTIFIED ON SITE	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES IDENTIFIED ON SITE	STAGE 2 CONCLUSION						
<p>VALE OF WHITE HORSE DISTRICT</p> 	GREEN BELT	<p>VOWH POLICY CP13: OXFORD GREEN BELT</p> <p>VOWH GREEN BELT PARCEL B05 PURPOSE 1A - LOW PURPOSE 1B - HIGH PURPOSE 2 - N/C PURPOSE 3 - LOW PURPOSE 4 - MEDIUM</p>	<p>THE VOWH GREEN BELT ASSESSMENT CONSIDERS THE POTENTIAL REMOVAL OF THE SITE FROM THE GREEN BELT WITHIN THE PHASE 3 REPORT (NOVEMBER 2014), IDENTIFIED AS SITE 1 IN THE EXTRACT BELOW. THE DOCUMENT CONCLUDES THAT THE HIGHER GROUND IN THE SITE "IS VISIBLE FROM SEVERAL LOCATIONS BLENDING INTO THE OPEN GREEN BELT NORTH OF THE A420. IT IS IMPORTANT THAT THIS LAND IS RETAINED AS OPEN SPACE AND REMAINS RURAL IN CHARACTER."</p>	<p>THE CHARACTER AREA CONSISTS OF EXTENSIVE TRACTS OF OAK AND ASH WOODLAND INTERSPERSED WITH AREAS OF PARKLAND AND MEDIUM TO LARGE SCALE ARABLE FIELDS, LOCATED PROMINENTLY ON WYTHAM HILL, ABOVE THE THAMES VALE TO THE NORTH, EAST AND WEST. THERE ARE OCCASIONAL INTACT HAWTHORN HEDGES, ALONG ARABLE FIELD BOUNDARIES OUTSIDE AREAS OF WOODLAND.</p> <p>THE WYTHAM WOODS ARE DESIGNATED AS A SSSI CONSISTING OF A COMPLEX OF ANCIENT WOODLAND, WOOD PASTURE, COMMON LAND AND OLD LIMESTONE GRASSLAND ON A VARIETY OF SOILS. THE SITE HAS AN EXCEPTIONALLY RICH FLORA AND FAUNA.</p> <p>THE BUSY A34 AND A420 EDGE THE AREA TO THE EAST AND SOUTH.</p> <p>THE SLOPES ALSO PROVIDE A NORTHERN BACKDROP TO BOTLEY. THE WOODED SLOPES ARE PROMINENT IN THE CONE OF VIEWS FROM OXFORD TO THE EAST, AND THERE ARE VIEWS ACROSS TO OXFORD IN THE OPPOSITE DIRECTION.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE WEST OF THE CITY ON THE NORTHERN EDGE OF BOTLEY. THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE BUT IS SEGREGATED FROM THE WIDER DESIGNATION BY THE A420. WYTHAM WOODS SSSI IS LOCATED APPROXIMATELY 300M NORTH OF THE SITE AT ITS NEAREST POINT. OVERHEAD TRANSMISSION LINES (OHT) CROSS THROUGH THE SITE AND WOULD POSE A SIGNIFICANT CONSTRAINT TO DEVELOPMENT DUE TO THE REQUIRED EASEMENTS. THE SITE CONSISTS OF A MIXTURE OF AGRICULTURAL FIELDS AND OPEN AMENITY SPACE ASSOCIATED WITH THE TILBURY FIELDS RESIDENTIAL DEVELOPMENT TO THE SOUTH.</p>	<p>THE WOODED BOUNDARIES OF THE SITE CREATE A SENSE OF VISUAL ENCLOSURE TO THE NORTH AND SOUTH. THE EASTERLY SLOPING TOPOGRAPHY ALLOWS LONG DISTANCE VIEWS TOWARDS OXFORD AND THE WOODED SLOPES OF THE SITE ARE PROMINENT IN THE CONE OF VIEWS FROM OXFORD TO THE EAST. VIEWS FROM THE LOCAL ROAD NETWORK ARE TRUNCATED BY INTERVENING VEGETATION AND BUILT FORM.</p>	<p>DEVELOPMENT IN SITE 15 WOULD BE DIFFICULT TO ACHIEVE DUE TO THE TOPOGRAPHY OF THE SITE AND THE EASEMENTS REQUIRED FOR THE OHT. THE SITE IS PROMINENT IN VIEWS TO AND FROM OXFORD. THE SITE IS CONSIDERED TO BE HIGHLY VISUALLY SENSITIVE AND AN INAPPROPRIATE LOCATION FOR THE PROPOSED DEVELOPMENT FROM A LANDSCAPE AND VISUAL PERSPECTIVE.</p>						
<p>SUMMARY OF STAGE 1 ASA</p> <table border="1"> <thead> <tr> <th>FABRIK</th> <th>SAVILLS</th> <th>RIDGE</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FFD700;"></td> <td style="background-color: #FFD700;"></td> <td style="background-color: #FFD700;"></td> </tr> </tbody> </table>								FABRIK	SAVILLS	RIDGE			
FABRIK	SAVILLS	RIDGE											
													



PHOTOGRAPH 2: VIEW OF SITE 15 FROM THE CENTRE OF THE SITE, LOOKING NORTH EAST TOWARDS OXFORD.

4.0 STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

TABLE 4.3 SUMMARY OF SITE BASED LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 28: LAND NORTH OF OXFORD PARKWAY STATION													
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS AND SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	SUMMARY OF CHERWELL DC GREEN BELT ASSESSMENT	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL: RELEVANT KEY CHARACTERISTICS	SUMMARY OF POTENTIAL LANDSCAPE SENSITIVITIES IDENTIFIED ON SITE	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES IDENTIFIED ON SITE	STAGE 2 CONCLUSION						
<p>CHERWELL DISTRICT</p> 	GREEN BELT	<p>CDC POLICY PR3: THE OXFORD GREEN BELT</p> <p>GREEN BELT PARCEL OX2</p> <p>PURPOSE 1A - MEDIUM PURPOSE 1B - HIGH PURPOSE 2 - MEDIUM PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM</p>	<p>THE WESTERN HALF OF THIS SITE IS ASSESSED UNDER SITE PR167 AND THE EASTERN HALF UNDER SITE PARCEL PR50C OF THE CDC GREEN BELT ASSESSMENT. THE RELEASE OF PR167 IN ITS ENTIRETY AND PR50C ARE BOTH CONSIDERED TO RESULT IN A HIGH LEVEL OF HARM. THE RELEASE OF THESE SITES "WOULD WEAKEN THE JUSTIFICATION FOR RETAINING THE GREEN BELT STATUS OF THE ADJACENT OXFORD PARKWAY AND THE WATER EATON PARK AND RIDE. IT WOULD ALSO WEAKEN THE GREEN BELT CONTRIBUTION OF THE LAND BETWEEN HERE AND THE SOUTHERN EDGE OF KIDLINGTON BUT ALSO, BEING LOCATED TO THE SOUTH OF THE A34, WOULD HAVE A DEGREE OF ASSOCIATION WITH OXFORD. PROXIMITY TO MAJOR ROADS, RAIL, LIGHTING, PYLONS, CAR PARKING AND THE STATION BUILDING LIMIT THE COUNTRYSIDE CHARACTER OF THE SETTLEMENT GAP IN THIS AREA, BUT THE PARCEL STILL RELATES STRONGLY TO THE WIDER CHERWELL VALLEY COUNTRYSIDE.</p>	<p>THIS AREA, BETWEEN OXFORD AND KIDLINGTON, IS LARGELY CHARACTERISED BY MEDIUM TO LARGE-SIZED ARABLE FIELDS AND PASTURELAND. THE HAWTHORN AND ELM HEDGES ARE GENERALLY IN POOR CONDITION AND OFTEN GAPPY AND FRAGMENTED. THE MAIN STRUCTURAL LANDSCAPE ELEMENTS ARE THE THINLY-DISTRIBUTED HEDGEROW TEEES OF OAK, DEAD ELM AND ASH, AS WELL AS SOME TREE BELTS SURROUNDING FARMHOUSES. STRATFIELD BRAKE IS A SIGNIFICANT BLOCK OF SEMI-NATURAL DECIDUOUS WOODLAND TO THE SOUTH OF KIDLINGTON.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH EAST OF THE CITY. THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE AND IS REPRESENTATIVE OF THE MEDIUM - LARGE SIZED ARABLE FIELDS AND PASTURELAND FOUND THROUGHOUT THE AREA. FIELD BOUNDARIES ARE DEFINED BY HEDGEROWS WITH INDIVIDUAL SEMI-MATURE AND MATURE TREES SCATTERED ALONG THEM. THESE ARE PROMINENT FEATURES IN THE LANDSCAPE DUE TO THE BROADLY FLAT TOPOGRAPHY. THE SITE HAS A RURAL CHARACTER AND IS WELL ASSOCIATED WITH THE SURROUNDING COUNTRYSIDE OF THE RIVER CHERWELL VALLEY. THE GRADE II LISTED MIDDLE FARMHOUSE IS VISIBLE ACROSS THE SITE</p>	<p>THE SITE IS VISUALLY OPEN DUE TO ITS FLAT NATURE AND THE SURROUNDING FLOODPLAIN TOPOGRAPHY. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. ALTHOUGH IT IS LESS IMPORTANT TO THE SENSE OF SEPARATION BETWEEN OXFORD AND KIDLINGTON THAN THE SITES TO THE NORTH OF THE A34. THE SITE IS NOT PUBLICLY ACCESSIBLE BUT IS VIEWED FROM OXFORD PARKWAY PARK AND RIDE AND THE WIDER PROW NETWORK TO THE EAST, INCLUDING THE OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTE.</p>	<p>DEVELOPMENT IN SITE 28 WOULD POTENTIALLY BE AT ODDS WITH THE PURPOSES OF THE GREEN BELT BETWEEN OXFORD AND KIDLINGTON BUT ALSO INTRODUCE DEVELOPMENT OF SIGNIFICANT SCALE INTO THE LARGELY RURAL CHERWELL VALLEY TO THE EAST. BOUNDARY VEGETATION IS LIMITED AND TOPOGRAPHY IS FLAT. THE SITE IS NOT PART OF A DEFINED VIEW CORRIDOR BUT DEVELOPMENT WOULD BE HIGHLY VISIBLE FROM THE PROW NETWORK TO THE EAST, INCLUDING THE OXFORD GREENBELT WAY. THE SITE ALSO HAS A VISUAL RELATIONSHIP WITH THE GRADE II LISTED MIDDLE FARMHOUSE, LEADING TO POTENTIAL IMPACTS ON ITS LANDSCAPE SETTING. THERE COULD BE POTENTIAL FOR THE PROPOSED DEVELOPMENT IN WESTERN HALF OF THE SITE FROM A LANDSCAPE AND VISUAL PERSPECTIVE.</p>						
<p>SUMMARY OF STAGE 1 ASA</p> <table border="1"> <thead> <tr> <th>FABRIK</th> <th>SAVILLS</th> <th>RIDGE</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FFD700;"></td> <td style="background-color: #FF0000;"></td> <td style="background-color: #FFD700;"></td> </tr> </tbody> </table>								FABRIK	SAVILLS	RIDGE			
FABRIK	SAVILLS	RIDGE											
													


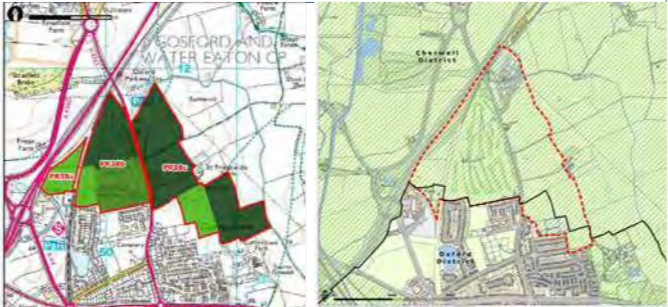


PHOTOGRAPH 3: VIEW OF SITE 28 FROM THE SOUTH WESTERN BOUNDARY ADJACENT TO OXFORD PARKWAY PARK AND RIDE, LOOKING EAST ACROSS THE SITE

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STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

TABLE 4.4 SUMMARY OF SITE BASED LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS



SITE 30: LAND NEAR TO PEAR TREE PARK AND RIDE													
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS AND SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	SUMMARY OF CHERWELL DC GREEN BELT ASSESSMENT	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL: RELEVANT KEY CHARACTERISTICS	SUMMARY OF POTENTIAL LANDSCAPE SENSITIVITIES IDENTIFIED ON SITE	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES IDENTIFIED ON SITE	STAGE 2 CONCLUSION						
<p>CHERWELL DISTRICT</p>  <p>SUMMARY OF STAGE 1 ASA</p> <table border="1"> <tr> <td>FABRIK</td> <td>SAVILLS</td> <td>RIDGE</td> </tr> <tr> <td style="background-color: #90EE90;"></td> <td style="background-color: #FF0000;"></td> <td style="background-color: #90EE90;"></td> </tr> </table>	FABRIK	SAVILLS	RIDGE				N/A	<p>PUBLIC RIGHT OF WAY</p> <p>GREEN BELT PARCEL OX1</p> <p>PURPOSE 1A - HIGH PURPOSE 1B - HIGH PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM</p> <p>*SUBSEQUENTLY REMOVED FROM THE GREEN BELT IN THE CHERWELL LOCAL PLAN. THIS OXFORD GREEN BELT STUDY FINDINGS ARE THEREFORE DISCOUNTED TO REFLECT ITS CURRENT NON GREEN BELT STATUS.</p>	<p>THIS SITE IS ASSESSED AS SITE PR38A, FORMING THE WESTERN MOST PARCEL OF SITE 38 IN THE CDC GREEN BELT ASSESSMENT. THE RELEASE OF PR38A IS CONSIDERED TO RESULT IN A "MODERATE LEVEL OF HARM" WITH THE RELEASE OF PR38 AS A WHOLE CONSIDERED TO RESULT IN A HIGH LEVEL OF HARM AS SHOWN BY THE LEFT HAND IMAGE BELOW. PR38 IS CONSIDERED AS A WHOLE TO BE "CRITICAL TO THE MAINTENANCE OF SEPARATION BETWEEN OXFORD AND KIDLINGTON, AND WOULD REPRESENT SIGNIFICANT SPRAWL OF THE LARGE URBAN AREA OF OXFORD." THE OUTCOME OF THE GREEN BELT REVIEW IN THE CHERWELL LOCAL PLAN RESULTED IN THE RELEASE OF ALMOST ALL OF PR38 IN ADDITION TO OXFORD PARKWAY AND THE LAND BETWEEN THE A34 AND PR38 TO THE NORTH WEST. THE A34 NOW FORMS THE GREEN BELT BOUNDARY AND THEREFORE SITE 30 IS NO LONGER WITHIN THE GREEN BELT.</p> 	<p>THIS AREA, BETWEEN OXFORD AND KIDLINGTON, IS LARGELY CHARACTERISED BY MEDIUM TO LARGE-SIZED ARABLE FIELDS AND PASTURELAND. THE HAWTHORN AND ELM HEDGES ARE GENERALLY IN POOR CONDITION AND OFTEN GAPPY AND FRAGMENTED. THE MAIN STRUCTURAL LANDSCAPE ELEMENTS ARE THE THINLY-DISTRIBUTED HEDGEROW TEES OF OAK, DEAD ELM AND ASH, AS WELL AS SOME TREE BELTS SURROUNDING FARMHOUSES. STRATFIELD BRAKE IS A SIGNIFICANT BLOCK OF SEMI-NATURAL DECIDUOUS WOODLAND TO THE SOUTH OF KIDLINGTON.</p>	<p>THE SITE IS LOCATED TO THE NORTH OF THE CITY. THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE AND IS REPRESENTATIVE OF THE MEDIUM - LARGE SIZED ARABLE FIELDS AND PASTURELAND FOUND THROUGHOUT THE AREA. FIELD BOUNDARIES ARE DEFINED BY UNMANAGED HEDGEROWS AND TREE BELTS ASSOCIATED WITH THE A34 CORRIDOR TO THE WEST AND THE RAILWAY LINE TO THE EAST WITH THE VEGETATION WITHIN THE GOLF CLUB BEYOND. THIS BOUNDARY VEGETATION CREATES A SENSE OF ENCLOSURE TO THE OPEN PASTORAL FIELDS WITHIN THE SITE. A SINGLE PROW CROSSES THROUGH THE CENTRE OF THE SITE FROM WEST TO EAST CONNECTING TO A BRIDGE OVER THE RAILWAY LINE. THE BUILT FORM OF THE HOTELS AT PEAR TREE ARE VISIBLE TO THE SOUTH.</p>	<p>THE SITE HAS A SENSE OF OPENNESS WITHIN IT DUE TO THE PASTORAL FIELDS, HOWEVER THE BOUNDARY VEGETATION LIMITS ANY VIEWS OUT OF THE SITE TO THE SURROUNDING AREA. THERE ARE OPEN VIEWS OF THE SITE FROM THE PROW RUNNING THROUGH ITS CENTRE AS WELL AS VIEWS FROM THE PASSING TRAINS ON THE RAILWAY LINE ADJACENT TO THE EASTERN BOUNDARY, WHICH RUNS ON A SMALL EMBANKMENT. THE VEGETATION WITHIN NORTH OXFORD GOLF COURSE BEYOND ADDS TO THE SENSE OF ENCLOSURE.</p>	<p>DEVELOPMENT IN SITE 30 WOULD INTRODUCE DEVELOPMENT OF SIGNIFICANT SCALE INTO THE OPEN FIELDS OF THE SITE. THE BOUNDARY VEGETATION WOULD PROVIDE SOME ENCLOSURE AND SCREENING OF VIEWS FROM THE A34 TO THE WEST. THE SITE IS NOT PART OF A DEFINED VIEW CORRIDOR BUT DEVELOPMENT WOULD BE HIGHLY VISIBLE FROM THE PROW WITHIN THE SITE, WHICH WOULD LIKELY NEED TO BE REALIGNED. THERE COULD BE POTENTIAL FOR THE PROPOSED DEVELOPMENT IN THE SITE FROM A LANDSCAPE AND VISUAL PERSPECTIVE.</p>
FABRIK	SAVILLS	RIDGE											



PHOTOGRAPH 4: VIEW OF SITE 30 FROM THE PROW WITHIN THE SITE, LOOKING EAST TOWARDS NORTH OXFORD GOLF CLUB

4.0 STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

TABLE 4.5 SUMMARY OF SITE BASED LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 33: FRIEZE FARM, NEAR TO OXFORD PARKWAY													
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS AND SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	SUMMARY OF CHERWELL DC GREEN BELT ASSESSMENT	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL: RELEVANT KEY CHARACTERISTICS	SUMMARY OF POTENTIAL LANDSCAPE SENSITIVITIES IDENTIFIED ON SITE	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES IDENTIFIED ON SITE	STAGE 2 CONCLUSION						
<p>CHERWELL DISTRICT</p>  <p>SUMMARY OF STAGE 1 ASA</p> <table border="1"> <thead> <tr> <th>FABRIK</th> <th>SAVILLS</th> <th>RIDGE</th> </tr> </thead> <tbody> <tr> <td style="background-color: yellow;"></td> <td style="background-color: green;"></td> <td style="background-color: red;"></td> </tr> </tbody> </table>	FABRIK	SAVILLS	RIDGE				GREEN BELT	<p>CDC POLICY PR6C - LAND AT FRIEZE FARM: RESERVED SITE FOR REPLACEMENT GOLF COURSE</p> <p>CDC POLICY PR3: THE OXFORD GREEN BELT</p> <p>CDC POLICY ESD11 CONSERVATION TARGET AREA</p> <p>PUBLIC RIGHT OF WAY</p> <p>GREEN BELT PARCEL K16</p> <p>PURPOSE 1A - HIGH</p> <p>PURPOSE 1B - MEDIUM</p> <p>PURPOSE 2 - HIGH</p> <p>PURPOSE 3 - MEDIUM</p> <p>PURPOSE 4 - MEDIUM</p>	<p>THE SITE IS ASSESSED UNDER SITE PARCEL PR39A OF THE CDC GREEN BELT ASSESSMENT. THE RELEASE OF THIS SITE IS CONSIDERED TO RESULT IN A HIGH LEVEL OF HARM TO THE GREEN BELT. "PR39A LACKS RELATIONSHIP WITH THE URBAN FRINGE OF OXFORD BUT IS TOO CLOSE TO IT TO BE ASSOCIATED WITH OTHER SETTLEMENTS. ANY DEVELOPMENT IN THIS AREA WOULD THEREFORE BE CONSIDERED SIGNIFICANT SPRAWL AND AN ENCROACHMENT ON COUNTRYSIDE THAT WOULD SIGNIFICANTLY REDUCE THE GAP BETWEEN OXFORD AND KIDLINGTON/ YARNTON AND WOULD ADVERSELY AFFECT THE HISTORIC SETTING OF THE CITY. BREACHING THE A34 WOULD ALSO WEAKEN THE ROLE OF THE GREEN BELT TO THE SOUTH-WEST, IN THE AREA CONTAINED BY THE A34, A40, A44 AND OXFORD CANAL (ASSESSED AS SITE PR41)".</p> 	<p>THIS AREA, BETWEEN OXFORD AND KIDLINGTON, IS LARGELY CHARACTERISED BY MEDIUM TO LARGE-SIZED ARABLE FIELDS AND PASTURELAND. THE HAWTHORN AND ELM HEDGES ARE GENERALLY IN POOR CONDITION AND OFTEN GAPPY AND FRAGMENTED. THE MAIN STRUCTURAL LANDSCAPE ELEMENTS ARE THE THINLY-DISTRIBUTED HEDGEROW TEES OF OAK, DEAD ELM AND ASH, AS WELL AS SOME TREE BELTS SURROUNDING FARMHOUSES. STRATFIELD BRAKE IS A SIGNIFICANT BLOCK OF SEMI-NATURAL DECIDUOUS WOODLAND TO THE SOUTH OF KIDLINGTON.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH WEST OF THE CITY. THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE. THE SITE IS ADJACENT TO THE OXFORD CANAL CONSERVATION AREA ALONG ITS WESTERN BOUNDARY. FRIEZE FARMHOUSE IN THE SOUTH EAST OF THE SITE IS A GRADE II LISTED BUILDING. IT IS CONSIDERED THAT THE SITE CONTRIBUTES TO THE SETTINGS OF THESE HERITAGE DESIGNATIONS.</p> <p>A SINGLE PROW CROSSES EAST - WEST THROUGH THE SOUTHERN PART OF THE SITE AND OVERHEAD TRANSMISSION LINES CROSS THROUGH THE NORTHERN PART OF THE SITE.</p> <p>THE SITE IS SAFEGUARDED FOR A POTENTIAL NEW GOLF COURSE WITHIN THE CDC LOCAL PLAN, WHICH IS LINKED TO THE HOUSING ALLOCATION IN THE OXFORD CITY COUNCIL PLAN FOR NORTH OXFORD GOLF CLUB TO THE EAST OF THE A34.</p>	<p>THE SITE IS VISUALLY OPEN DUE TO ITS FLAT NATURE AND LARGE SCALE FIELD PATTERN. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THERE ARE OPEN VIEWS OF THE SITE FROM THE OXFORD CANAL WALK AND OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTES AND THE PROW WITHIN THE SOUTHERN PART OF THE SITE. THERE ARE ALSO OPEN VIEWS ACROSS THE SITE FROM THE A44 WOODSTOCK ROAD ALONG THE SOUTH WESTERN BOUNDARY AND FROM STRATFIELD BRAKE TO THE NORTH WHERE GAPS IN THE VEGETATION ALLOW.</p>	<p>DEVELOPMENT IN SITE 33 WOULD LEAD TO HIGH HARM TO THE GREEN BELT BETWEEN OXFORD AND KIDLINGTON/ YARNTON AS STATED BY THE CHERWELL GBA. STRATFIELD BRAKE WOODLAND IS A KEY CONSTRAINT TO THE NORTH AND THE OXFORD CANAL CONSERVATION AREA TO THE WEST. THE SITE HAS A RURAL CHARACTER AND LIMITED ASSOCIATION WITH OXFORD DUE TO ITS WESTERLY SLOPING TOPOGRAPHY AND THE MAJOR TRANSPORT CORRIDORS CREATING A SENSE OF SEPARATION. BOUNDARY VEGETATION IS MIXED QUALITY. NOT PART OF A DEFINED VIEW CORRIDOR BUT THERE ARE OPEN VIEWS FROM THE OXFORD CANAL WALK AND CONSERVATION AREA, THE SITE THEREFORE CONTRIBUTES TO ITS SETTING. THE SITE IS NOT CONSIDERED SUITABLE FOR THE PROPOSED DEVELOPMENT FROM A LANDSCAPE AND VISUAL PERSPECTIVE.</p>
FABRIK	SAVILLS	RIDGE											



PHOTOGRAPH 5: VIEW OF SITE 33 FROM THE OXFORD CANAL WALK LONG DISTANCE ROUTE ALONG THE WESTERN BOUNDARY, LOOKING EAST ACROSS THE SITE.

4.0

STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

TABLE 4.6 SUMMARY OF SITE BASED LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS



SITE 36: OXPENS							
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS AND SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	SUMMARY OF OXFORD CC GREEN BELT ASSESSMENT	LCT 9: PASTORAL FLOODPLAINS/LCA 9E: HINKSEY/BULSTAKE STREAMS: RELEVANT KEY CHARACTERISTICS:	SUMMARY OF POTENTIAL LANDSCAPE SENSITIVITIES IDENTIFIED ON SITE	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES IDENTIFIED ON SITE	STAGE 2 CONCLUSION
<p>OXFORD CITY COUNCIL</p> 	N/A	<p>OCC POLICY: AREAS OF CHANGE OCC: LOCAL CYCLE CONNECTION ROUTES SETTING OF CONSERVATION AREA</p> <p>N/A - OUTSIDE GREEN BELT DESIGNATION</p>	N/A - OUTSIDE GREEN BELT DESIGNATION	<p>FLAT, WIDE ALLUVIAL FLOODPLAINS BETWEEN THE HILLS THAT ENCLOSE OXFORD TRANQUIL PASTORAL FLOODPLAINS WITH CATTLE OFTEN A FEATURE OF THE SCENE BOATHOUSES, LOCKS AND PUBS ARE LANDMARKS ALLOTMENTS, PLAYING FIELDS AND RECREATIONAL BUILDINGS ARE OFTEN FOUND IN THE OPEN FLOODPLAIN VIEWS ACROSS THE OPEN LANDSCAPE TO ADJACENT URBAN AREAS</p> <p>THE HINKSEY / BULSTAKE STREAMS CHARACTER AREA (9E) "FORMS PART OF THE WIDER FLAT, ALLUVIAL FLOODPLAIN OF THE SOUTHERN PART OF THE RIVER THAMES, COMPRISING THE STREAMS AND TRIBUTARIES THAT BORDER THE SOUTHWEST OF OXFORD."</p>	<p>THE SITE IS NOT WITHIN THE GREEN BELT AND IS CONSIDERED TO BE A PART BROWNFIELD SITE CLOSE TO THE CITY CENTRE. ITS CURRENT USE IS PART PUBLIC CAR PARK, PART PUBLIC OPEN SPACE KNOWN AS OXPENS MEADOW. SOME OTHER AREAS OF THE SITE ARE FENCED OFF AND IN A DERELICT STATE. OXFORD ICE RINK IS LOCATED CENTRALLY TO THE SITE BUT OUTSIDE THE SITE BOUNDARY. THE SITE IS IN CLOSE PROXIMITY TO THE RIVER THAMES FORMS PART OF ITS FLOODPLAIN, WHICH IS REPRESENTATIVE OF THE CHARACTER AREA IT IS LOCATED WITHIN. TOPOGRAPHICALLY, THE SITE IS RELATIVELY FLAT, GENTLY SLOPING TOWARDS THE RIVER WITH SOME LOCALISED AREAS OF UNDULATION MAINLY ASSOCIATED WITH FORMER MANMADE INFLUENCES ON THE SITE.</p>	<p>THE SITE IS CONSIDERED TO FORM PART OF THE IDENTIFIED VIEWS IN POLICY FROM RALEIGH PARK AND BOAR'S HILL TO THE SOUTH OF THE SITE AND THEREFORE THE SETTING TO THE HISTORIC CENTRE OF OXFORD. FROM THE IMMEDIATE SURROUNDINGS, THE SITE IS VIEWED AS PART OF THE LOCAL URBAN ENVIRONMENT WITH OXPENS MEADOW PROVIDING AN OPEN CHARACTER TO THE RIVER THAMES CORRIDOR WHERE THERE ARE OPEN VIEWS OF THE SITE FROM THE PROW AND LDWR. THERE ARE OPEN VIEWS OF THE SITE FROM THE A420 ALONG THE NORTHERN BOUNDARY OF THE SITE AND THE RAILWAY LINE TO THE SOUTH. THERE ARE ALSO VIEWS OF THE SITE FROM A NUMBER OF RESIDENTIAL AND EMPLOYMENT AREAS IN THE IMMEDIATE VICINITY OF THE SITE.</p>	<p>SITE 36 IS NOT LOCATED WITHIN THE GREEN BELT AND THEREFORE WOULD NOT LEAD TO HARM IN THIS REGARD. THE SITE IS LOCATED IN CLOSE PROXIMITY TO THE CITY CENTRE AND FORMS PART OF THE DESIGNATED VIEW CONES FROM THE SOUTH OF THE CITY, IN PARTICULAR FROM RALEIGH PARK AND BOAR'S HILL. THE SITE THEREFORE CONTRIBUTES TO THE HISTORIC SETTING OF THE CITY CENTRE. DEVELOPMENT WOULD RESULT IN THE LOSS OF AREAS OF EXISTING OPEN SPACE IN THE FORM OF OXPENS MEADOW AND WOULD BE OF A SCALE THAT WOULD DIMINISH THE PROMINENCE OF THE CITY CENTRE SPIRES. THE SITE IS THEREFORE NOT CONSIDERED TO BE SUITABLE FOR THE PROPOSED DEVELOPMENT DUE TO ITS VISUAL SENSITIVITIES AND TOWNSCAPE CHARACTER.</p>
SUMMARY OF STAGE 1 ASA							
FABRIK	SAVILLS	RIDGE					



PHOTOGRAPH 6: VIEW OF SITE 36 FROM THE PROW WITHIN OXPENS MEADOW AT THE SOUTHERN EDGE, LOOKING NORTH TOWARDS THE ICE RINK AND CENTRAL OXFORD.

4.0 STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

TABLE 4.7 SUMMARY OF SITE BASED LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS

SITE 41: RED BARN FARM, WOODSTOCK ROAD													
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS AND SUMMARY OF OXFORD GREEN BELT STUDY FINDINGS	SUMMARY OF CHERWELL DC GREEN BELT ASSESSMENT	OXFORDSHIRE LCT: VALE FARMLAND / LCA F: PEARTREE HILL: RELEVANT KEY CHARACTERISTICS	SUMMARY OF POTENTIAL LANDSCAPE SENSITIVITIES IDENTIFIED ON SITE	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES IDENTIFIED ON SITE	STAGE 2 CONCLUSION						
<p>CHERWELL DISTRICT</p>  <p>SUMMARY OF STAGE 1 ASA</p> <table border="1"> <thead> <tr> <th>FABRIK</th> <th>SAVILLS</th> <th>RIDGE</th> </tr> </thead> <tbody> <tr> <td style="background-color: #FFD700;"></td> <td style="background-color: #FF0000;"></td> <td style="background-color: #FF0000;"></td> </tr> </tbody> </table>	FABRIK	SAVILLS	RIDGE				<p>GREEN BELT</p>	<p>CDC POLICY PR3: THE OXFORD GREEN BELT CDC POLICY ESD11: CONSERVATION TARGET AREA POLICY ESD15: OXFORD CANAL CONSERVATION AREA CDC POLICY ESD16: OXFORD CANAL TRAIL PUBLIC RIGHT OF WAY</p> <p>GREEN BELT PARCEL OX22 PURPOSE 1A - HIGH PURPOSE 1B - LOW PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM</p>	<p>THE SITE IS ASSESSED UNDER SITE PARCEL PR41A OF THE CDC GREEN BELT ASSESSMENT. THE RELEASE OF THIS SITE IS CONSIDERED TO RESULT IN A HIGH LEVEL OF HARM TO THE GREEN BELT. "PR41A LACKS RELATIONSHIP WITH THE URBAN FRINGE OF OXFORD. ANY DEVELOPMENT IN THIS AREA WOULD BE URBAN SPRAWL AND ENCROACHMENT ON COUNTRYSIDE THAT WOULD REDUCE THE GAP BETWEEN OXFORD AND YARNTON AND WOULD ADVERSELY AFFECT THE HISTORIC SETTING OF THE CITY. PARTIAL RELEASE OF THE PARCEL WOULD NOT RESULT IN SIGNIFICANTLY LESS HARM TO THE GREEN BELT, AS CROSSING THE A34 BARRIER IS THE KEY FACTOR".</p> 	<p>THIS AREA, BETWEEN OXFORD AND KIDLINGTON, IS LARGELY CHARACTERISED BY MEDIUM TO LARGE-SIZED ARABLE FIELDS AND PASTURELAND. THE HAWTHORN AND ELM HEDGES ARE GENERALLY IN POOR CONDITION AND OFTEN GAPPY AND FRAGMENTED. THE MAIN STRUCTURAL LANDSCAPE ELEMENTS ARE THE THINLY-DISTRIBUTED HEDGEROW TEES OF OAK, DEAD ELM AND ASH, AS WELL AS SOME TREE BELTS SURROUNDING FARMHOUSES.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE NORTH WEST OF THE CITY. THE SITE IS NOT WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED AS HIGH VALUE AND IS CURRENTLY IN USE FOR AGRICULTURE, GIVING IT A RURAL CHARACTER. THE SITE IS ADJACENT TO THE OXFORD CANAL CONSERVATION AREA ALONG ITS WESTERN BOUNDARY AND IS CONSIDERED TO CONTRIBUTE TO ITS SETTING. THE LAND TO THE WEST OF THE SITE IS DESIGNATED AS A LOCAL WILDLIFE SITE. THE OXFORD CANAL WALK LONG DISTANCE WALKING ROUTE RUNS ALONG THE WESTERN BOUNDARY OF THE SITE. THE SITE PLAYS A ROLE IN THE SETTING OF CANAL CONSERVATION AREA. THE BOUNDARIES OF THE SITE ARE WELL DEFINED BY EXISTING MOVEMENT CORRIDORS (OXFORD CANAL, A34 AND A44 AND ANY ASSOCIATED VEGETATION ALONGSIDE THESE ROUTES. THE TOPOGRAPHY OF THE SITE SLOPES FROM EAST - WEST, AWAY FROM THE MAIN SETTLEMENT. THE SITE THEREFORE IS CONSIDERED TO HAVE LITTLE RELATIONSHIP WITH THE EXISTING SETTLEMENT.</p>	<p>THE SITE IS WELL ENCLOSED BY BOUNDARY VEGETATION TO THE NORTH, EAST AND SOUTH, LIMITING VISUAL CONNECTIVITY WITH THE WIDER AREA AND SETTLEMENT IN THESE DIRECTIONS. THE WESTERN BOUNDARY HAS AN OPEN CHARACTER WITH OPEN VIEWS ACROSS THE SITE FROM THE OXFORD CANAL WALK AND CONSERVATION AREA. THE SITE CONTRIBUTES TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS NOT PUBLICLY ACCESSIBLE AND VIEWS FROM THE SURROUNDING ROAD NETWORK ADJACENT TO THE BOUNDARIES ARE LIMITED BY THE INTERVENING BOUNDARY VEGETATION.</p>	<p>DEVELOPMENT IN SITE 41 WOULD LEAD TO HIGH HARM TO THE GREEN BELT BETWEEN OXFORD AND KIDLINGTON/YARNTON. THE OXFORD CANAL CONSERVATION AREA TO THE WEST IS A KEY CONSTRAINT. THE SITE HAS A RURAL CHARACTER AND LIMITED ASSOCIATION WITH OXFORD DUE TO ITS WESTERLY SLOPING TOPOGRAPHY AND THE MAJOR TRANSPORT CORRIDORS CREATING A SENSE OF SEPARATION. BOUNDARY VEGETATION IS MIXED QUALITY. NOT PART OF A DEFINED VIEW CORRIDOR BUT THERE ARE OPEN VIEWS FROM THE OXFORD CANAL WALK AND CONSERVATION AREA, THE SITE THEREFORE CONTRIBUTES TO ITS SETTING. THE SITE IS NOT CONSIDERED SUITABLE FOR THE PROPOSED DEVELOPMENT FROM A LANDSCAPE AND VISUAL PERSPECTIVE.</p>
FABRIK	SAVILLS	RIDGE											



PHOTOGRAPH 7: VIEW OF SITE 41 FROM THE OXFORD CANAL WALK LONG DISTANCE ROUTE ALONG THE WESTERN BOUNDARY, LOOKING EAST ACROSS THE SITE.

4.0

STAGE 2: SITE BASED ALTERNATIVE SITES ASSESSMENT

4.4 SUMMARY OF STAGE 2 LVASA

SUMMARY AND COMPARISON OF STAGE 2 SITES

Of the seven sites assessed in the Stage 2 LVASA, four are not considered to be suitable for the proposed development and three are considered to be potentially suitable.

Of the five sites located within the Green Belt, all are considered to lead to a “high level of harm” as described by the relevant district Green Belt Assessments should they be developed. The exception being the northern half of site 4, which is not assessed in a published document. However, this LVASA considers that development of this part of Site 4 would also be at odds with the purposes of the Green Belt.

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

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

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

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

SUMMARY OF POSSIBLE GREEN BELT DEVELOPMENT SCENARIOS

The Cherwell District Green Belt Study (LUC, 2017) recognises the challenges of the local Green Belt context in relation to development requirements and in particular housing targets. The Study identifies possible scenarios for accommodating a share of Oxford’s housing need. Three scenarios are identified for consideration. It is noted that any combination of these may also be possible and that these principles in terms of Green Belt harm could be applied to other forms of development in this report.

“Possible scenarios for accommodating a share of Oxford’s housing need:

- *Focusing development on sites assessed as making a lower contribution to Green Belt.*
- *Focusing development on the most ‘fragile’ areas of Green Belt.*
- *Focusing development on new inset, or outer Green Belt edge, settlements.”*

Given that Site 4 and Site 28 are both identified within or adjacent to areas that would result in “high harm” to the Green Belt as defined by the CDC GBA, scenario 2 above is considered by this LVASA to be the most pertinent scenario to this assessment. In relation to the release of *“the most fragile areas of Green Belt”* land, the Cherwell District Green Belt Study states:

“Green Belt that occupies only a small/narrow area between separate urban settlements will tend to rate highly in terms of its role in preventing settlement coalescence. However, if environmental assessment determines that this land lacks significant value then a case could be made for accepting the coalescence, or near-coalescence, of settlements in order to maximise the scale of development in one area, and consequently to minimise the number of separate locations in which ‘exceptional circumstances’ for Green Belt release would need to be demonstrated.”

A potential location for this scenario is identified as:

- *“Between Oxford and Kidlington – either contained to the south of the A34, to retain a small Green Belt gap, or a larger expansion leaving no gap – e.g. defined to the west by Frieze Way and including land to the east of Kidlington between Bicester Road and the A34.”*

It is this scenario that has seen the release of Site 30 from the Green Belt, despite the identified harms by the CDC GBA.

STAGE 2 CONCLUSION

Site 4 contributes to the Green Belt between Oxford and Kidlington and forms part of the approach and northern gateway to the City along the A4165 Oxford Road. Its boundaries are well vegetated and it is not publicly accessible, therefore views of the internal arrangements of the Site are limited. The Site plays a role in the separation between Oxford and Kidlington in combination with the surrounding landscape when viewed from the transport corridors, Stratfield Brake Sports Ground to the west and the PRoW to the east. The existing sports ground and the recently consented sports pitches within the retained open space immediately east of the site are strengthening a recreational character to the landscape separating Oxford and Kidlington. Built form is

visible within the local environment and contributes to an edge of settlement character. The recently consented housing allocation to the north east of the site would add to this character. The Sainsbury’s superstore to the north is a building of large mass, albeit relatively low height.

Site 28 is located to the east of Oxford Parkway Station. It is a flat, open landscape with a strong association with the River Cherwell Valley, which forms the eastern rural setting to the city. The western part of the Site has an association with Oxford Parkway Station and the associated Park and Ride, with the Hanson Aggregates facility immediately north giving elements of industrial character. To the east the large scale field pattern and open views from across the rising ground towards Islip, including from the Oxford Greenbelt Way LDWR and other PRoWs contribute to the visual sensitivities of this site. The recently consented housing allocation to the north of the site brings the settlement edge of Kidlington closer to this site, although the A34 and railway line do create a defined separation. The Grade II Listed Middle Farm to the east of this site is visible from Oxford Parkway with its frontage orientated to look out across the Site. Its landscape setting is another consideration for any proposed development within this location.

Site 30 is no longer within the Green Belt since the adoption of the Cherwell Local Plan. Whilst it is considered to have few landscape and visual constraints, a single PRoW runs through the centre of the site, which has open views and would likely require a diversion to facilitate development. The boundaries and surrounding landscape are well vegetated, creating a sense of enclosure with the A34 and railway line defining the eastern/western boundaries. These could create barriers to access. The open nature of the railway line along the eastern boundary is a consideration.

Potential development within both Site 4 and Site 28 are considered by this LVASA Stage 2 assessment to potentially be at odds with the purposes of the Green Belt between Oxford and Kidlington. Despite the Cherwell District Green Belt Study considering sites for residential development, the identified development scenarios are still considered to be relevant to the potential stadium development. The issues relevant to the Green Belt are considered to arise from a loss of openness due to the massing and scale of a stadium proposal for both sites. Additionally for Site 4, there would be a reduced sense of openness between Oxford and Kidlington and a potential impact on the Priority Habitat woodland within the Site. For Site 28 there would be the introduction of a large scale building into an open, rural river valley landscape that contributes to the historic setting to the city.

Site 30 would not cause harm to the Green Belt, however, development within it is likely to have significant impacts on views from the PRoW within the site, which would require diversion. The constrained boundaries of the A34 and railway line to the east and west would also have potential implications for any development coming forward on the Site in terms of physical and visual constraint. These issues are not considered to be major constraints and therefore this site is considered suitable for the proposed development from a landscape and visual perspective.

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

5.0

CONCLUSION

5.1 CONCLUSION

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

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

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

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

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

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

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

The seven sites identified as Green/Amber (Sites 4, 15, 28, 30, 33, 36 and 41) are considered to be worthy of further field based assessment. Of the seven sites assessed in the Stage 2 LVASA, four are not considered to be suitable for the proposed development and three are considered to be potentially suitable.

Of the five sites located within the Green Belt, all are considered to lead to a “high level of harm” as described by the relevant district Green Belt Assessments should they be developed. The exception being the northern half of site 4, which is not assessed in a published document. However, this LVASA considers that development of this part of Site 4 would also be at odds with the purposes of the Green Belt.

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

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

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

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

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

the introduction of a large scale building into an open, rural river valley landscape that contributes to the historic setting to the city.

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

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

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Appendix 6:

Landscape and Visual Alternative Site Assessment (LVASA)
Addendum

OUFC STADIUM, OXFORD

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

ISSUE SHEET

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

REVISION	DATE	REVISION DETAILS	PREPARED BY	CHECKED BY	APPROVED BY
1	04/07/2023	DRAFT FOR INTERNAL REVIEW	SR	AS	AS
2	06/07/2023	DRAFT FOR CLIENT REVIEW	SR	AS	AS
3	03/11/2023	DRAFT FOR CLIENT REVIEW	SR	AS	AS
4	04/12/2023	FINAL ISSUE	SR	AS	AS

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PROJECT NUMBER: D3263
VERSION: 4
VERSION DATE: DECEMBER 2023
COMMENT: ISSUE

EXECUTIVE SUMMARY

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

This document builds upon the Alternative Sites Assessments produced by Savills and Ridge and Partners LLP and feeds into the balance of the overall feasibility conclusions for each site included within the Ridge and Partners LLP Assessment. In line with the main LVASA document, this LVASA Addendum has considered the following landscape and visual matters in relation to nine additional sites, which do not meet OUFC's key requirements in relation to proximity to a Sustainable Transport Hub:

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

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

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

Notwithstanding that the nine sites assessed in this LVASA Addendum do not meet OUFC's requirements in respect of proximity to a Sustainable Transport Hub, all nine are also not considered to be suitable for the proposed development in landscape and visual terms.

Eight of the nine sites are located within the Green Belt. Sites 2 and 3 are located within Green Belt parcels that score three "Highs" against the five assessed Purposes, warranting a Red rating in accordance with the LVASA methodology on this basis alone, although there are other factors that contribute to this assessment as well. The remaining six Green Belt sites are all considered to lead to a "high level of harm" to either one, two Green Belt purposes as described in the Oxford Green Belt Study (2015) should they be developed. Whilst, this level of harm to the Green Belt would normally warrant an Amber rating in accordance with this LVASA methodology, a combination of other factors have influenced the final judgements to be Red.

Site 2 is located within the Oxford Green Belt to the east of the city and approximately 3.7 miles/6.1km from Oxford Train Station. The site forms part of the Green Belt and has a rural fringe character. This is reflected in its "high" performance against three Green Belt purposes as identified by the Oxford GBS (2015). The site consists of relatively flat, sports fields that are currently used by OUFC as their training facility. There are views towards the site from the PRoW network to the north of the site around Brasenose Wood SSSI and Shotover Country Park. The site's proximity to a SSSI, its existing sporting use and views from the north all contribute to its Red rating in addition to its performance against the Green Belt purposes.

Site 3 consists of relatively flat, sports fields with an athletics track and 3G pitch in the east. That are currently used as Horspath Sports Ground and home to a variety of local sports clubs. There are views towards the site from the PRoW network to the north of the site around Brasenose Wood SSSI, which lies approximately 150m from the site boundary and from Shotover Country Park. The site is adjacent to an industrial townscape and at the edge of an agricultural landscape character area. It makes a contribution to the openness of the Green Belt in combination with the surrounding rural landscape to the north and east, although the surrounding industrial built form in Cowley is visible to the south and west.

Site 9 consists of relatively flat, agricultural fields that form part of the River Thames floodplain. There is evidence of historic ridge and furrow agricultural practices within the western part of the site and the wider landscape surrounding the site to the west and north. Whilst not a formal designation, their presence elevates the landscape value of the site through visible time depth and landscape heritage not demonstrated by many other sites. It is considered that this historic landscape should be conserved and therefore site 9 is assessed as Red.

Site 10 is an existing public open space in use for formal sports provision. It is subject to a strategic allocation under Policy Sp11 of the Oxford Local Plan for residential development of up to 120 new homes with two full size football pitches and one junior pitch retained on site. This policy position, and its current/proposed use as public open space alongside the proximity to existing residential uses prevent this site from being considered suitable from a landscape and visual perspective.

Site 11 makes a contribution to the openness of the Green Belt in combination with the surrounding landscape due to its exposed location on rising ground and its lack of enclosure due to gappy hedgerow field boundaries. The site therefore is exposed to long distance views to the south, with views from Long Distance Walking Routes and to the scarp of the North Wessex Downs AONB in the distance. There is also a possible visual relationship in the setting of a Scheduled Monument immediately south of the site, and the Grade I Registered Park and Garden of Nuneham Courtenay approximately 2.7km to the south. These are both national level designations and therefore Site 11 is assessed as Red.

Site 21 is well enclosed but the proposed development would have a significant impact on the residential properties on Sugworth Lane to the north. The site is also in close proximity to Sugworth SSSI which lies approximately 225m to the north east. Sugworth SSSI is designated for its early interglacial deposits which are "extremely rare in Britain." Sugworth is "at present the only presumed Cromerian site associated with Thames deposits, and it is therefore a locality of major significance." The site's proximity to a national designation of such importance is considered to result in a Red rating.

Site 22 is considered to be representative of the key characteristics of the LCA LM25, including: "Countryside within the Character Area forms the setting to a number of adjacent settlements, and provides separation between Abingdon and the surrounding villages. The Character Area also forms the immediate rural setting to listed buildings associated with Beaulieu Court Farm located on high ground at the eastern edge of Sunningwell, to the north-west of the Character Area". The policy commitment to highways improvements with Park & Ride facility under Policy CP12 within the site confers a change in landscape setting to the site should this be delivered. This would also mean that any development within the site would be pushed closer to Sunningwell and its associated listed buildings. The site is visually open and any development of significant scale could be visible from a number of visual receptors, potentially including identified scenic viewpoints within the North Wessex Downs AONB and affect the landscape settings of listed buildings within Sunningwell, all of which inform the Red rating for this site.

Site 23 has an association with Radley Park, whilst this isn't a Registered Park and

Garden, the landscape character assessment identifies that parts of it were designed by Capability Brown and therefore the site is considered to have some elevated heritage value in landscape terms. Overhead power lines cross through the centre of the site and would be a major constraint to development unless removed. The site is located within the rural landscape between Abingdon and Kennington. Whilst this landscape is well defined by the tree belts associated with the A34 and Radley Park, it has a distinctly rural, undeveloped character in combination with the landscape to the north east. The associations with Capability Brown and considered to elevate the landscape heritage value of this site. The pylons are a significant constraint to development and this combination results in this site being considered to be Red.

Site 32 has an open character due to its large scale, rectilinear field pattern and relatively flat topography. Low hedgerow boundaries to the north and west allow views north across the airport runway, and west towards Bladon and Blenheim Palace registered park and garden from the north western part of the site, although there is no visual connectivity with the palace itself. The south eastern part of the site is similar in character but slightly more enclosed by its surrounding residential and industrial land uses. Rushy Meadows SSSI is located in close proximity to the east of this part of the site with the Oxford Canal and its associated Conservation area beyond. A PRoW runs along the southern boundary providing open views across the site. This site forms part of the Green Belt and contributes towards the sense of openness, although it is a less highly performing parcel compared to others within this assessment. Whilst the scale of built form in the industrial areas and airport to the north and north east are more in keeping with the character of a football stadium, the proximity to the airport and its flight path are visual issues that negatively impact this site's potential. The open nature of the site and views north and west are considered important alongside views from the residential properties surrounding the site and the proximity to Rushy Meadows SSSI. The above factors result in this site being assessed as Red.

Considering the analysis set out in this LVASA Addendum, it is considered that none of the additional sites assessed have the potential to accommodate the proposed development without significant landscape and visual impacts. In combination with other assessments and the fact that these sites do not meet the preferred criteria of OUFC in terms of proximity to a Sustainable Transport Hub (within a 2km radius), this Addendum concludes that in landscape and visual terms none of these sites should be carried forward for further assessment at this stage.



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EXTRACT OF FIGURE A1.1 - PLAN SHOWING THE LOCATIONS OF THE ADDENDUM SITES AND THEIR PROXIMITY TO SUSTAINABLE TRANSPORT NODES (FABRIK 2023)

1.0 INTRODUCTION

1.1 INTRODUCTION

fabrik Chartered Landscape Architects have been appointed by Oxford United Football Club (OUFC) to prepare this Addendum to the previously prepared Landscape and Visual Alternative Sites Assessment (LVASA).

This Addendum provides an additional landscape and visual desktop assessment of nine potential sites. In terms of the OUFC site requirements, these sites all meet the minimum site size requirement of 9.4 acres/3.8 hectares. However, they are not considered to be “highly accessible from a major sustainable transport node (2km)”. Therefore, against the Club’s requirements, these nine sites are less preferable than those assessed in the LVASA and were originally scoped out of the main assessment. However, in the interests of completeness, these sites have now been subject to a Stage 1 equivalent desktop assessment of their landscape and visual constraints and opportunities. The findings of which are set out on the following pages. The Stage 1 Methodology set out in Section 2 of the LVASA has been used for this Addendum.






A summary of the Savills and Ridge ASA ratings for these sites is presented in Table A1.1 below.

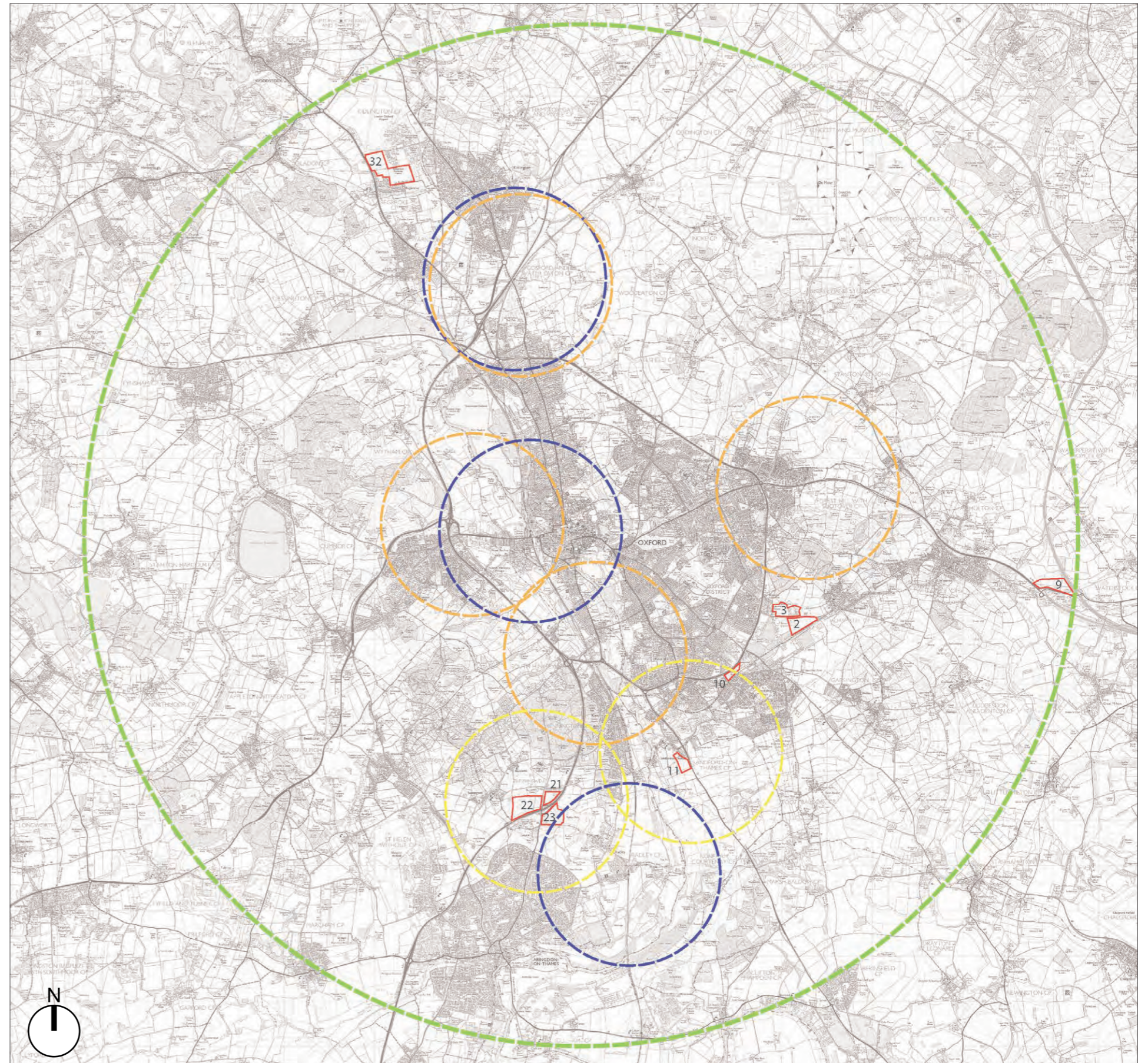
Table A1.1: Summary of Savills and Ridge ASAs

Savills RAG Rating	Ridge RAG Rating	Sites identified in blue on Figure A1.1	Total
Amber	Amber	2, 3, 9, 11, 21, 22, 23	7
Amber	Red	10, 32	2

The locations of the sites assessed in this Addendum are shown on Figure A1.1 opposite in relation to the existing sustainable transport hubs. Eight of the nine sites are located outside of the 2km catchments of the existing train stations and Park & Ride facilities. Site 23 is partly within 2km of Radley Train Station but the majority of this site is outside of the requisite catchment. It is also noted that sites 10, 11, 21, 22 and 23, are within 2km of a proposed Park & Ride facility as part of an adopted strategic allocation policy. As these are not operational at the time of writing, these sites are not considered to be within the requisite 2km distance, however the policy position is acknowledged.

LEGEND

-  SITE BOUNDARIES
-  EFL CRITERIA - RADIUS OF 7 MILES FROM CITY CENTRE
-  OUFC CRITERIA - 2 KM OF A MAJOR SUSTAINABLE TRANSPORT NODE: TRAIN STATION
-  OUFC CRITERIA - 2 KM OF A MAJOR SUSTAINABLE TRANSPORT NODE: PARK & RIDE
-  OUFC CRITERIA - 2 KM OF A MAJOR SUSTAINABLE TRANSPORT NODE: PROPOSED PARK & RIDE ALLOCATED WITHIN A LOCAL PLAN



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FIGURE A1.1 – PLAN SHOWING THE LOCATIONS OF THE ADDENDUM SITES AND THEIR PROXIMITY TO SUSTAINABLE TRANSPORT NODES (FABRIK, 2023)

2.0

ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

2.1 INTRODUCTION

The nine sites assessed in this Addendum are located within the administrative areas of Cherwell District Council, Oxford City Council, South Oxfordshire District Council and Vale of White Horse District Council. The national policy context is set out in Section 3 of the main LVASA. The local level policies of relevance to the Addendum sites are summarised below and illustrated on Figures A2.1, A2.2 and A2.3 on page 7.

2.2 SUMMARY OF LOCAL LEVEL POLICIES AND DESIGNATIONS

The local level policies and designations of relevance to the Addendum sites are set out within the development plans for South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC). The relevant policy documents are:

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

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

HABITATS AND BIODIVERSITY

Relevant Policies and Designations:

- CDC Policy ESD10: Protection and Enhancement of Biodiversity and the Natural Environment
- CDC Policy ESD11 - Conservation Target Areas
- SODC Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species
- VoWH Policy CP46: Conservation and Improvement of Biodiversity

Under CDC Policy ESD 10, SODC Policy ENV 2 and VoWH Policy CP 46, development proposals that impact on local nature designations will only be permitted where:

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

These policies are of relevance to sites 3, 9, 11, 21, 22, 23 and 32. Site 21 is in close proximity to Sugworth SSSI which lies approximately 225m to the north east. Site 3 is in close proximity to Brasenose Wood and Shotover Hill SSSI approximately 200m to the north. Site 32 lies adjacent to Rushy Meadows SSSI, which is to the east of the site.

HERITAGE

Relevant Policies and Designations:

- SODC Policy ENV 8: Conservation Areas
- SODC Policy ENV 9: Archaeology and Scheduled Monuments

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

SODC Policy ENV 8: Conservation Areas states that *“Proposals for development within or affecting the setting of a Conservation Area must conserve or enhance its special interest, character, setting and appearance.”* This policy is potentially of relevance to site 9 due to the setting of Waterstock Conservation Area to the east.

SODC Policy ENV 9: Archaeology and Scheduled Monuments states that: *“Development must protect the site and setting of Scheduled Monuments or nationally important designated or undesignated archaeological remains...”* This policy is relevant to site 11 due to its close proximity to a Scheduled Monument to the south which is designated as a *“Romano-British pottery site, prehistoric ring-ditches and enclosures, including medieval ridge and furrow, Lower Farm, Nuneham Courtenay”* and the Grade I Registered Park and Garden at Nuneham Courtenay.

DESIGN QUALITY

Relevant Policies and Designations:

- VoWH Policy CP12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area.
- SODC Policy STRAT11: Land South of Grenoble Road

Design Quality is covered throughout the local development plans via site allocation policies, which provide a spatial designation, and other general development management policies. Within SODC, site allocation policy STRAT11 is of relevance to site 11 through its proximity and land uses proposed. The allocation is to *“deliver approximately 3000 new homes, 2,480 expected within this Plan period, provide at least 10 hectares of employment land incorporating an extension to the Oxford Science Park, a Park and Ride site adjacent to the A4074 and supporting services and facilities.”* The new Park and Ride facility is safeguarded within the allocation adjacent to the A4074 and site 11.

VoWH Policy CP12 safeguards land for strategic highway improvements to the A34 and is of relevance to sites 21, 22 and 23. The policy states that land is safeguarded to support the delivery of the following identified transport schemes:

- *“South Abingdon-on-Thames Bypass linking the A415 to the West and South East of the town, including a new River Thames crossing*
- *Diamond Interchange at the A34 Lodge Hill Junction*
- *Land for improvements to Frilford Lights.*

New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping and means of access. Any proposals for development that may reasonably be considered to impact the

delivery of the identified schemes (as shown by maps in Appendix E and the Adopted Policies Map) should demonstrate the proposal would not harm their delivery.”*

Land is safeguarded within site 22 for a new Park and Ride facility under this policy, which may also affect sites 21 and 23.

ACCESS AND OPEN SPACE

Relevant Policies and Designations:

- Public Rights of Way

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

GREEN BELT

Relevant Policies and Designations:

- CDC Policy PR3: The Oxford Green Belt
- OCC Policy G3: Green Belt
- SODC Policy STRAT 6: Green Belt
- VOWH Policy CP13: The Oxford Green Belt

The local Green Belt policies listed above all aim to protect the Green belt to *“maintain its openness and permanence”* in line with the NPPF (July 2021). All local Green Belt policies identify that *“Proposals for inappropriate development will not be approved except in very special circumstances...”* and that *“very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”* in line with the NPPF.

Summary of Local Green Belt Assessments

Eight of the nine Addendum sites are located within the Green Belt, with Site 10 within the Oxford City boundary outside the Green Belt. The Oxford Green Belt has been subject to numerous assessments at both the county and district level. The county level assessment - The Oxford Green Belt Study (LUC, 2015) had an overall aim to: *“assess the extent to which the land within the Oxford Green Belt performs against the purposes of Green Belts, as set out in... the National Planning Policy Framework (NPPF)”*. The brief for this study did *“not advise on the suitability or potential of land in the Oxford Green Belt for development”* but has considered the performance of the Oxford Green Belt as a whole against the NPPF purposes. The district level assessments provide more detailed assessments of individual parcels and sites relating to the proposed site allocations within the relevant Local Plans.

The high-level, strategic nature of the county level study is considered to be an appropriate level of assessment for the purposes of this LVASA Addendum. The district level assessments have therefore been scoped out of this stage.

Summary of Oxford Green Belt Study (2015) Findings

The Oxford Green Belt Study assessed the performance of the identified parcels within the Oxford Green Belt against Green Belt purposes 1-4 set out in the NPPF.

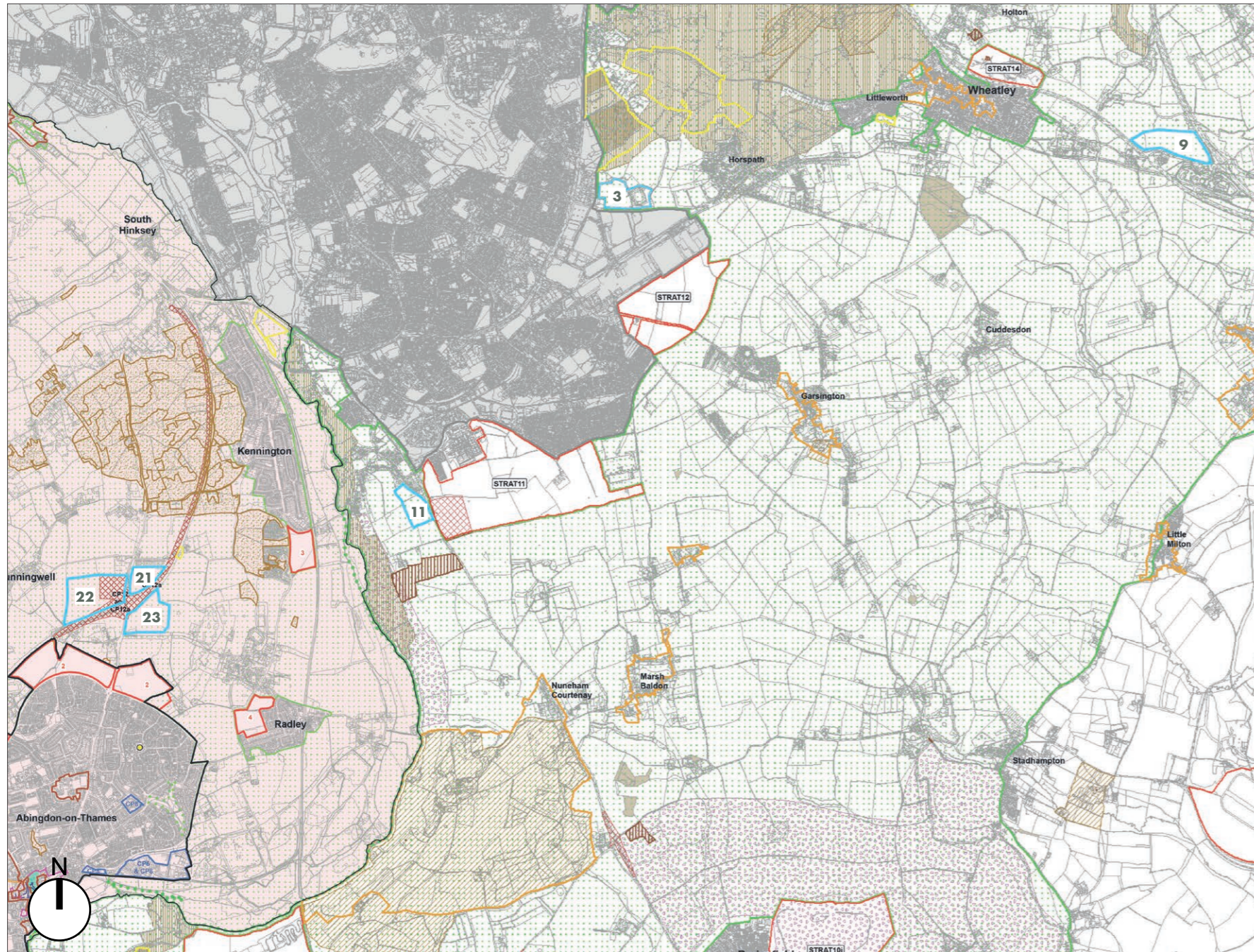


FIGURE A2.1 – EXTRACT OF THE SODC AND VOWHDC POLICIES AND DESIGNATIONS RELEVANT TO ADDENDUM SITES 3, 9, 11, 21, 22 AND 23 (SODC, 2020, VOWHDC, 2016/19, FABRIK, 2023)

FIGURE A2.1 LEGEND

- SITE BOUNDARIES
- SODC STRAT/VOWH CP4 - STRATEGIC ALLOCATIONS
- SODC ENV2/VOWH CP46 - SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- SODC STRAT 6/VOWH CP13 - GREEN BELT
- SODC EP5 - MINERALS SAFEGUARDING AREAS
- SODC ENV2 - CONSERVATION TARGET AREAS
- SODC ENV8/VOWH DP37 - CONSERVATION AREAS
- SODC ENV10 - SCHEDULED MONUMENTS
- SODC ENV10 - REGISTERED PARK AND GARDENS
- SODC TRANS3/VOWH CP12 - SAFEGUARDING ROAD AND RAIL SCHEMES
- SODC ENV2 - ANCIENT WOODLAND

- VOWH CP46 - ANCIENT WOODLAND
- VOWH DP31 - THAMES PATH NATIONAL TRAIL

FIGURES A2.2 AND A2.3 LEGEND

- SITE BOUNDARIES
- EXISTING GREEN SPACE
- GREEN BELT
- SSSI
- LOCAL WILDLIFE SITES
- ANCIENT WOODLAND
- STRATEGIC ALLOCATION
- REGISTERED PARKS AND GARDENS

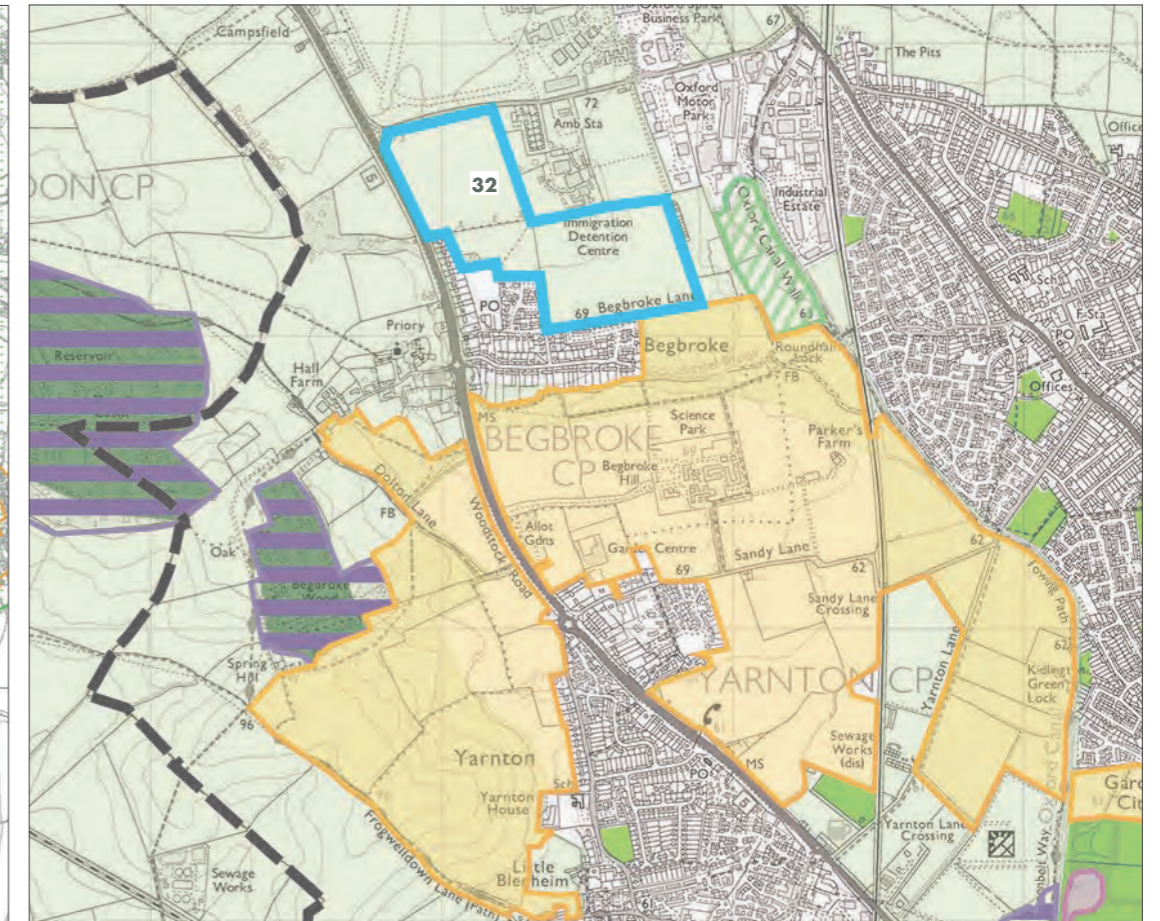


FIGURE A2.2 – EXTRACT OF THE CDC POLICIES AND DESIGNATIONS RELEVANT TO ADDENDUM SITE 32 (FABRIK, 2023)

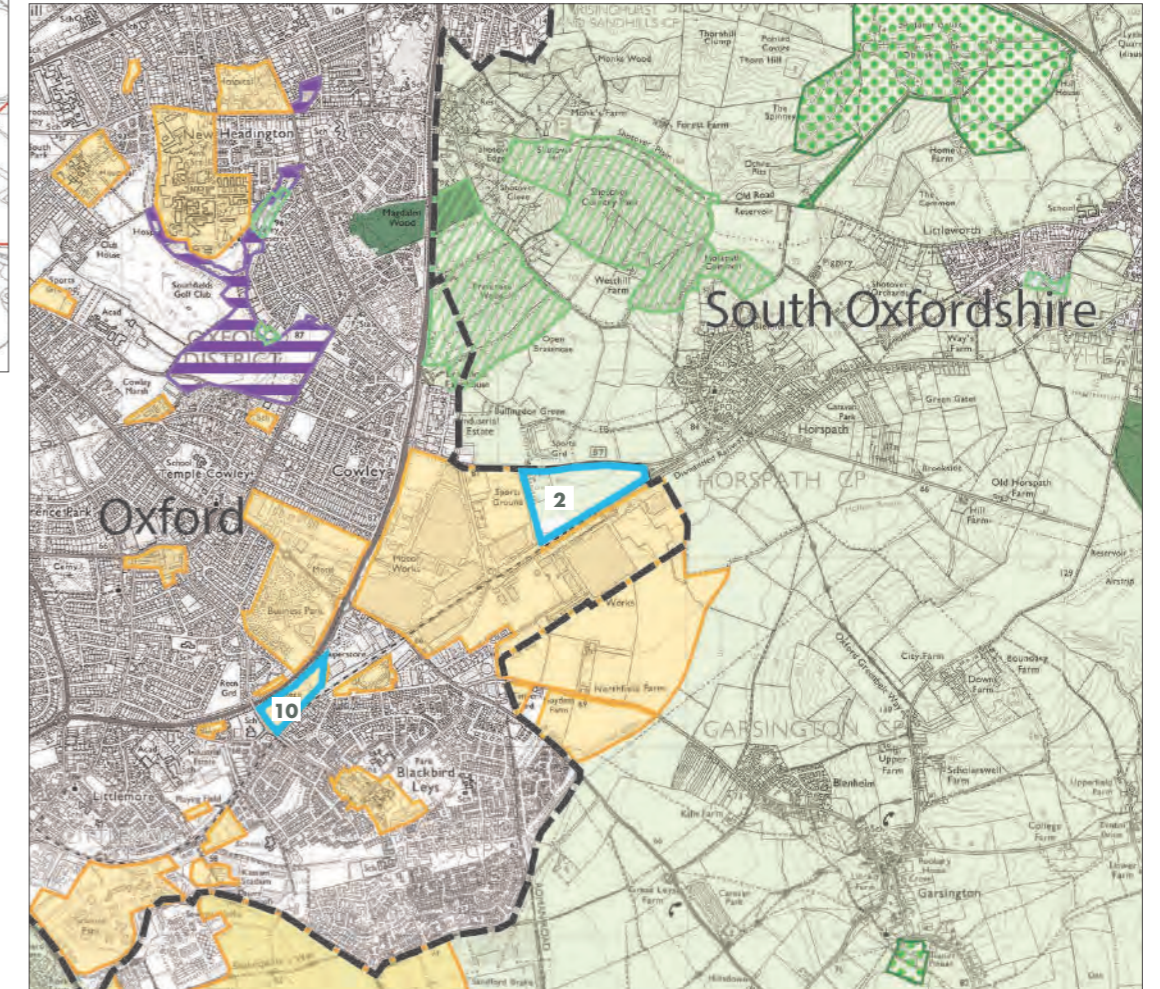


FIGURE A2.3 – EXTRACT OF THE OCC POLICIES AND DESIGNATIONS RELEVANT TO ADDENDUM SITES 2 AND 10 (FABRIK, 2023)

2.0 ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

Purpose 5: "To assist in urban regeneration, by encouraging the recycling of derelict and other urban land" has not been assessed. Table A2.1 sets out how the ratings used were defined:

Table A2.1: Summary of Criteria Ratings

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

The Green Belt Parcels of relevance to the Addendum sites and a summary of the LUC assessment against Purposes 1-4 are set out in Table A2.2 below and illustrated on Figures A2.4 - A2.8 opposite.








Table A2.2: Summary of Oxford Green Belt Assessment Findings

Oxford GBS Parcel Reference	Addendum Site Reference	Purpose 1 - Issue 1a	Purpose 1 - Issue 1b	Purpose 2	Purpose 3	Purpose 4
Broad Area 3	9	N/C	N/C	N/C	High	Low
Broad Area 6	11	N/C	N/C	N/C	High	Low
Broad Area 9	21, 22	N/C	N/C	Low	High	High
AT5	23	N/C	N/C	High	Medium	Low
OX13	3	Medium	High	High	Medium	Low
OX14	2	High	High	High	Medium	Medium
KI8	32	N/C	N/C	High	Low	N/C

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

Parcel OX14 is rated "High" against three of the five Purposed with two "Medium" ratings. Parcel OX13 has two "Highs", two "Mediums" and one "Low". Broad Area 9 is rated "High" against two of the five Purposes with one "Low" and two "No Contributions". Parcel AT5 has one "High", one "Medium", one "Low" and two "No Contributions". Parcel KI8 and Broad Areas 3 and 6 have one "High", one "Low" and three "No Contributions".

LEGEND

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

Whilst the Oxford Green Belt Assessment provides a general analysis of the performance of the Green Belt Purposes. It does not take into account the district level allocations or alterations secured through the subsequently adopted Local Plans. The level of detail outlined on this page is consistent with the Stage 1 assessment in the main LVASA.

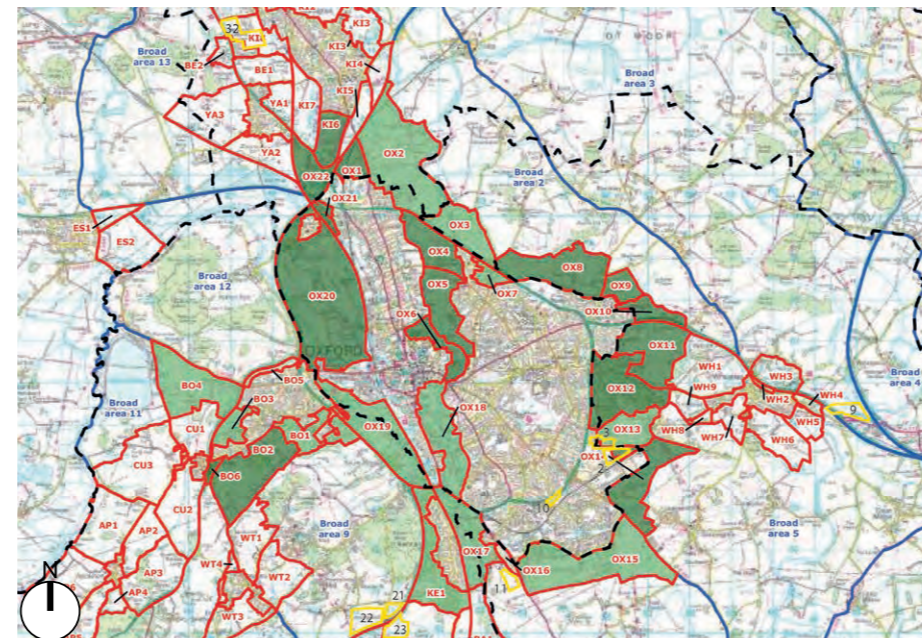


FIGURE A2.4 - PERFORMANCE AGAINST GREEN BELT PURPOSE 1A (LUC, 2015)

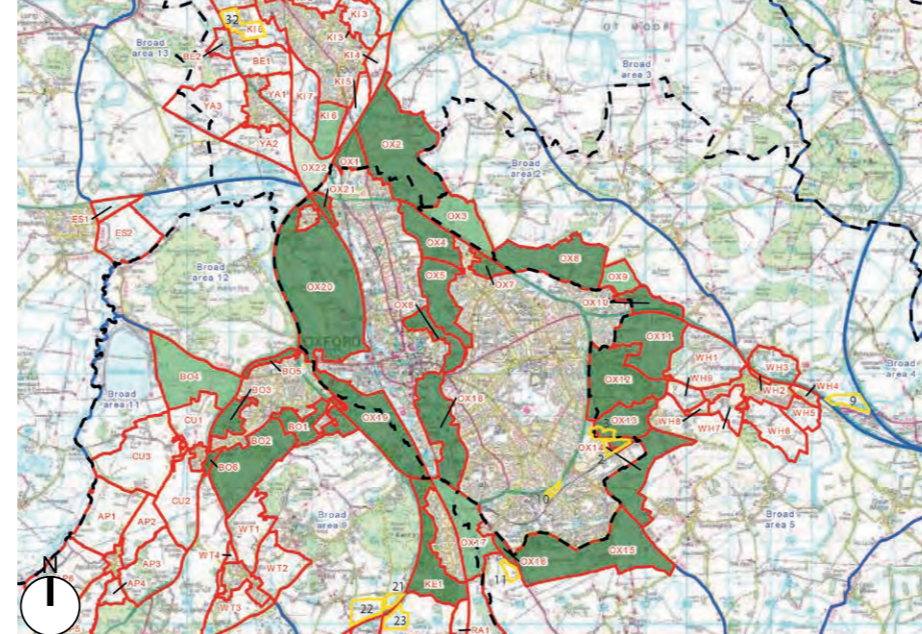


FIGURE A2.5 - PERFORMANCE AGAINST GREEN BELT PURPOSE 1B (LUC, 2015)

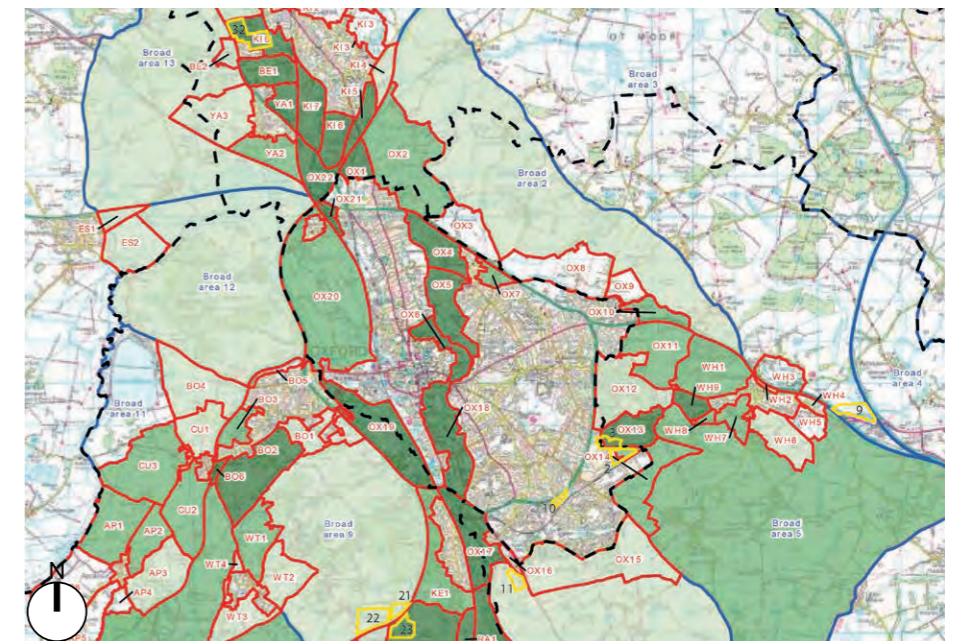


FIGURE A2.6 - PERFORMANCE AGAINST GREEN BELT PURPOSE 2 (LUC, 2015)

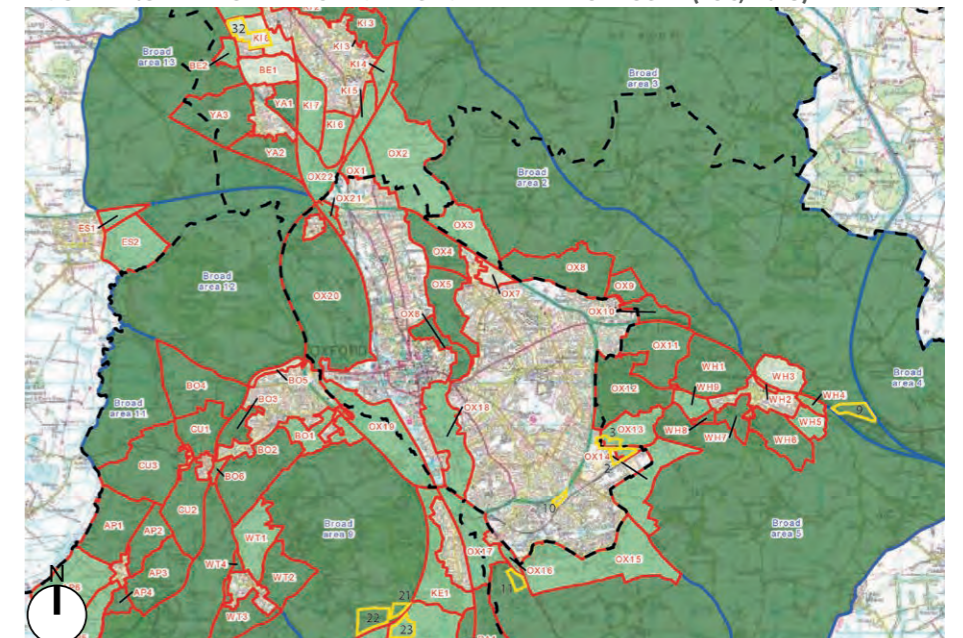


FIGURE A2.7 - PERFORMANCE AGAINST GREEN BELT PURPOSE 3 (LUC, 2015)

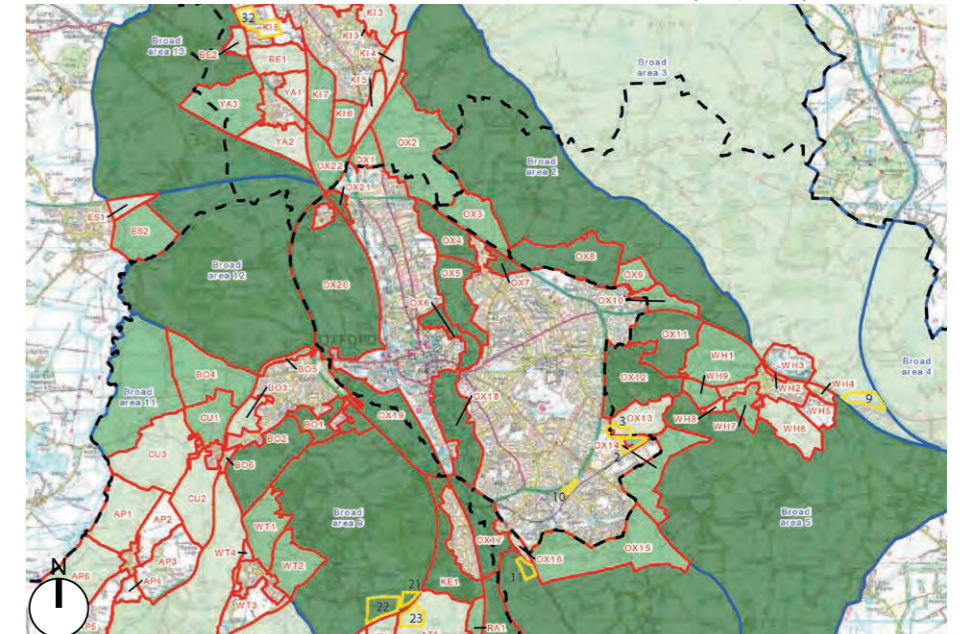


FIGURE A2.8 - PERFORMANCE AGAINST GREEN BELT PURPOSE 4 (LUC, 2015)

2.0

ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

2.3 SUMMARY OF LANDSCAPE CHARACTER ASSESSMENTS

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

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

The Landscape Character Areas of relevance to the sites are summarised below.

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

Site 9 is identified within LCA 3: The Clay Vale in the SODC Landscape Character Assessment. This LCA is described as embracing: *“the low-lying, gentle landscape which overlies the Gault Clay across the centre of the South Oxfordshire district.”*

Site 9 is identified as lying within LCT 19: Undulating Open Vale as illustrated on Figure A2.9. The key characteristics of which are:

- *“Low-lying, undulating or gently rolling landform.*
- *Large-scale farmland, mostly under intensive arable cultivation.*
- *Typically large fields, with rectilinear pattern of field boundaries.*
- *Weak structure of tightly clipped or gappy hedgerows, with few hedgerow trees.*
- *Open, denuded and exposed character, with high intervisibility.*
- *Distinctive elevated and expansive character on higher ground, with dominant sky and long views.*
- *Predominantly rural character but some localised intrusion of main roads (including M40/A40), overhead power lines and built development.*

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

- *“Minimise the visual impact of intrusive land uses at the fringes of towns, villages and farms with the judicious planting of tree and shrub species characteristic of the area. This will help to screen the development and integrate it more successfully with its surrounding countryside.*
- *Maintain the nucleated pattern of settlements, and promote the use of building materials to maintain vernacular style and a scale of development and that are appropriate to the Clay Vale (see also the South Oxfordshire Design Guide, November 2016).*
- *Maintain local distinctiveness by controlling the quality of built development taking into account its scale, setting and use of local building materials.*

- *Protect the sparsely settled character of the landscape and the integrity and vernacular character of the estate villages.”*

Site 11 is identified within LCA 2: Nuneham Courtenay Ridge in the SODC Landscape Character Assessment as shown on Figure A2.10 on the following page. This LCA is described as comprising: *“the southerly part of the low limestone hills of the mid-vale ridge, which appears as a prominent spur of higher land above the River Thames which bounds it to the west and south.”*

Site 11 is identified as lying within LCT 13: Open Farmed Hills and Valleys. The key characteristics of which are:

- *“Rolling plateau landform.*
- *Large-scale farmland, mostly in arable cultivation.*
- *Large fields, with rectilinear field boundaries, typical of parliamentary enclosures.*
- *Weak structure of tightly clipped or gappy hedgerows, with few hedgerow trees.*
- *Open, denuded and exposed character, with prominent skylines and hillsides and high intervisibility;*
- *Distinctive elevated and expansive character on ridges and higher ground, with dominant sky and long views.*
- *Predominantly rural character but some localised intrusion of main roads, overhead power lines and built development.”*

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

- *“Minimise the visual impact of intrusive land uses at the fringes of towns, villages and farms with the judicious planting of tree and shrub species characteristic of the area. This will help to screen the development and integrate it more successfully with its surrounding countryside.*
- *Maintain the nucleated pattern of settlements, and promote the use of building materials to maintain vernacular style and a scale of development and that are appropriate to Nuneham Courtenay Ridge (see also the South Oxfordshire Design Guide, November 2016).*
- *The siting, scale and materials used for the construction of new barns should be chosen to minimise visual intrusion. Where appropriate, they should be screened with the judicious planting of tree and shrub species characteristic to the area.”*

Site 3 is identified within LCA 1: Oxford Heights in the SODC Landscape Character Assessment as shown on Figure A2.11 opposite. This LCA is described as

LEGEND

SITE BOUNDARY

SOUTH OXFORDSHIRE DC: LANDSCAPE CHARACTER

19. UNDULATING OPEN VALE 13. OPEN FARMED HILLS AND VALLEYS

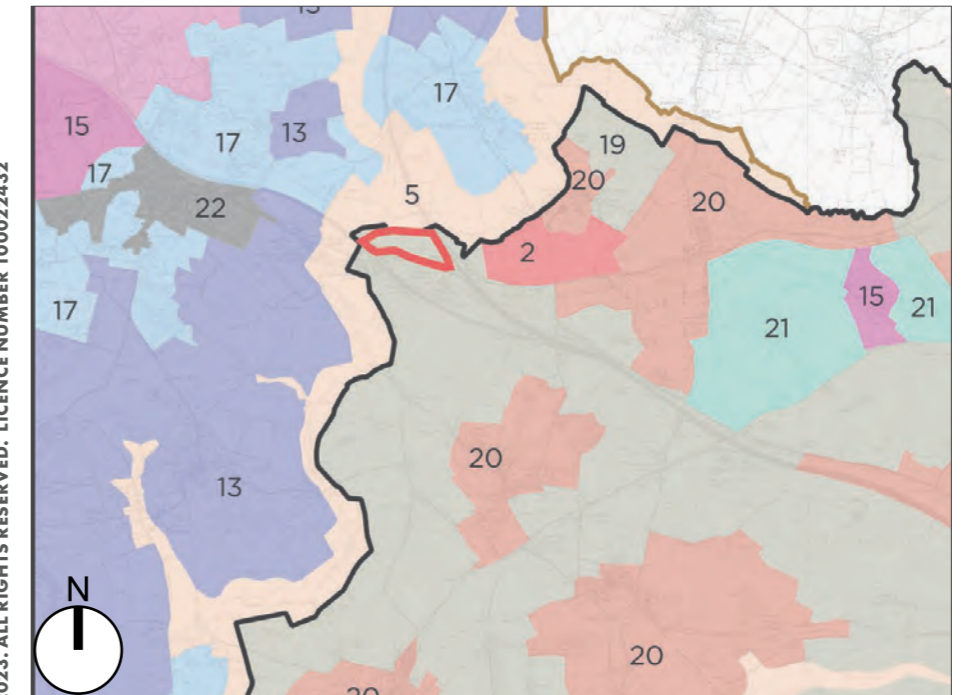


FIGURE A2.9 – SUMMARY OF SODC LANDSCAPE CHARACTER AREAS RELEVANT TO ADDENDUM SITE 9 (LEPUS CONSULTING, 2017)

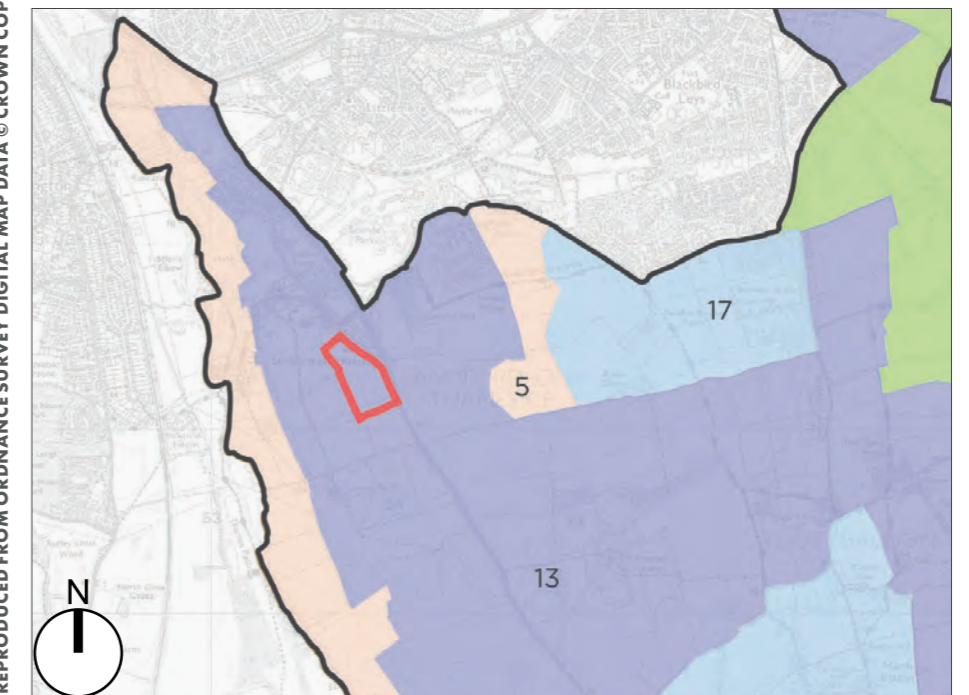


FIGURE A2.10 – SUMMARY OF SODC LANDSCAPE CHARACTER AREAS RELEVANT TO ADDENDUM SITE 11 (LEPUS CONSULTING, 2017)

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2.0 ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

comprising: “focused upon the northerly, higher hills of the Mid-Vale Ridge which surround Oxford to the east. It includes the fringing lowlands of Otmoor and the Rivers Ray and Thame.”

Site 3 is identified as lying within LCT 17: Semi-Enclosed Farmed Hills and Valleys. The key characteristics of which are:

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

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

- “Minimise the visual impact of intrusive land uses, such as industrial estates, barns, new houses at the fringes of towns and villages with the judicious planting of tree and shrub species characteristic of the area. This will help to screen the development and integrate it more successfully with its surrounding countryside.
- Maintain the nucleated pattern of settlements, and promote the use of building materials to maintain vernacular style and a scale of development and that are appropriate to Oxford Heights (see also the South Oxfordshire Design Guide, November 2016).
- Avoid inappropriate development within the open and exposed hills where it would be intrusive.”

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

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

LCT 4: Estate Farmlands

The northern half of site 32 falls within LCT 4: Estate Farmlands as shown on Figure A2.12 opposite. This LCT is described as: “a rolling agricultural landscape characterised by parklands and a well ordered pattern of fields and estate plantations.” The key characteristics are identified as:

- Medium to large, regularly shaped, hedged fields.

- Small, geometric plantations and belts of trees.
- Large country houses set in ornamental parklands.
- Small estate villages and dispersed farmsteads.

LCA C: Woodstock

Within LCT 4, the northern half of site 4 is identified as being within LCA C: Woodstock as shown on Figure A2.12 opposite. The landscape character of which is described as:

“This area has a prominent rolling landform. There are small, rectilinear mixed and deciduous plantations scattered throughout and they are a characteristic landscape feature of this area. They are found largely along roads, field boundaries and around farm houses. Large, geometric arable fields are dominant, but semi-improved grassland is found within the extensive grounds of Blenheim Park, at Tackley Park, and on parts of the steeper slopes throughout the area. Hedges are dominated by hawthorn and blackthorn, and are generally low and gappy. Hedgerow trees of ash, field maple, sycamore and dead elm are largely confined to hedges bordering roads and tracks.”

Its biodiversity value is described as: “This area supports a wide range of locally important habitats including plantations, scrub, semi-improved grassland, species-poor hedges with trees and tree-lined watercourses. It also includes part of Blenheim Park, with its veteran and mature trees and lakes. There is also surviving limestone grassland on some of the steeper slopes in the area, at Tackley for example, and also parts of Shipton-on-Cherwell Quarry.”

The landscape strategy for this LCT is to: “conserve the planned estate character of this landscape type through maintenance and enhancement of the parklands, woodlands and field boundaries.”

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

The key recommendations are:

- Safeguard and enhance the estate character of this landscape type through the protection, management and enhancement of its parklands, woodlands and hedgerow network.
- Ensure that remaining priority and other important habitats are in favourable condition and management.

LEGEND

SITE BOUNDARY

OCC: LANDSCAPE/TOWNSCAPE CHARACTER

POST 1960S SUBURBS - 6A BLACKBIRD LEYS

20TH CENTURY FRINGE BUSINESS, INDUSTRY AND RETAIL - 8A COWLEY MOTOR WORKS

CDC: LANDSCAPE CHARACTER

ESTATE FARMLANDS
LOWLAND VILLAGE FARMLANDS

SODC: LANDSCAPE CHARACTER

17. SEMI-ENCLOSED FARMED HILLS AND VALLEYS

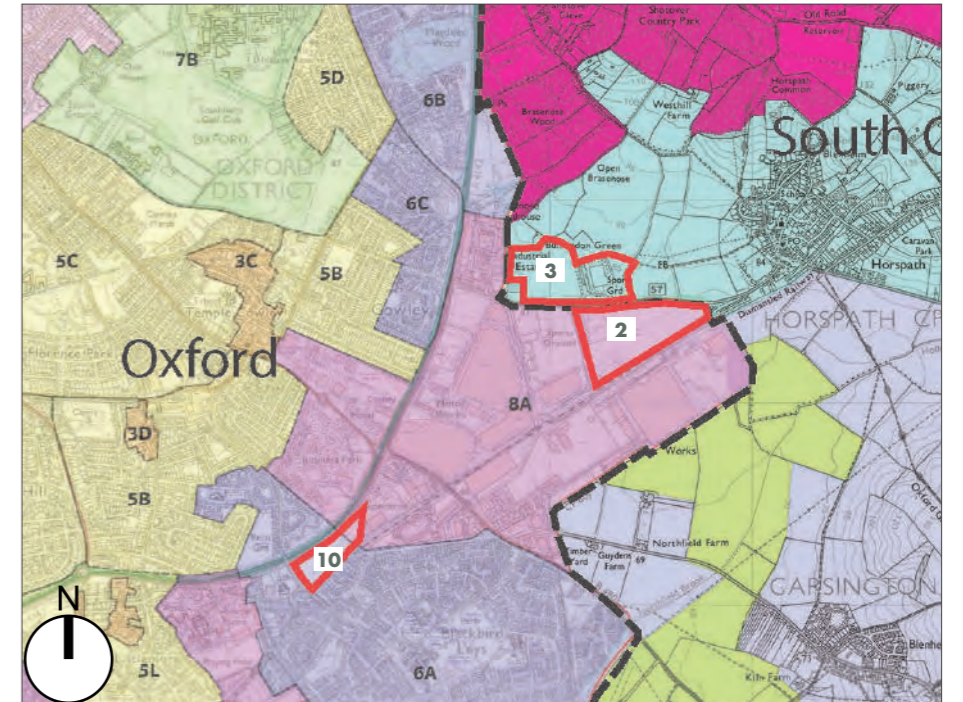


FIGURE A2.11 – SUMMARY OF SODC AND OCC LANDSCAPE/TOWNSCAPE CHARACTER AREAS RELEVANT TO ADDENDUM SITES 2, 3 AND 10 (FABRIK, 2023)

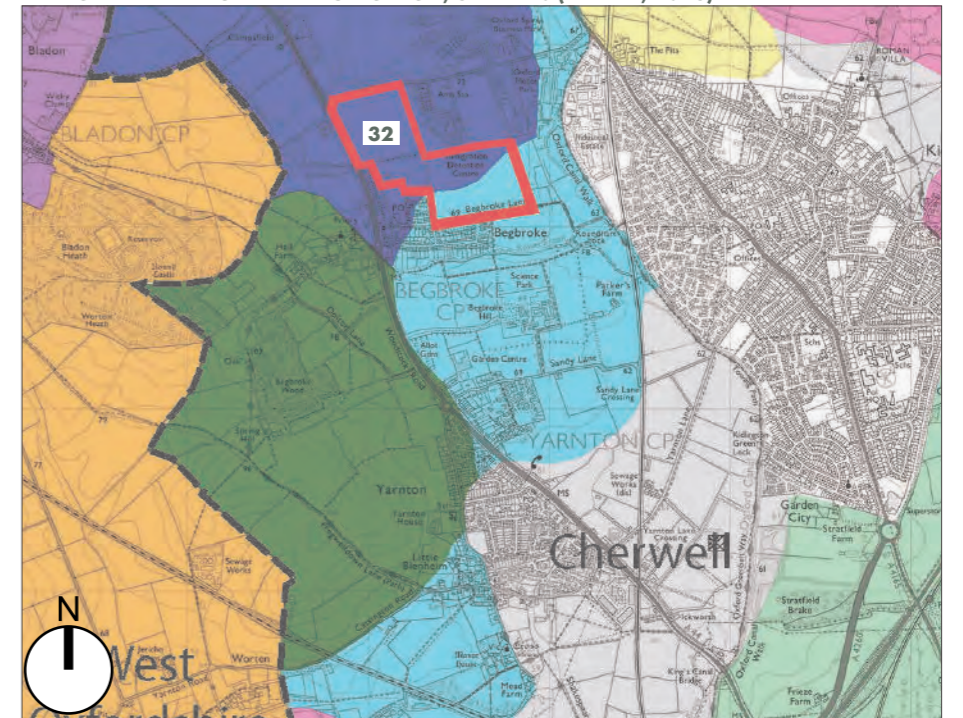


FIGURE A2.12 – SUMMARY OF CDC LANDSCAPE CHARACTER AREAS RELEVANT TO ADDENDUM SITE 32 (FABRIK, 2023)

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ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

LCT 8: Lowland Village Farmlands

The southern half of site 32 falls within LCT 8: Lowland Village Farmlands. This LCT is described as: “a variable, often large scale farmed landscape closely associated with village settlements.” The key characteristics are identified as:

- A varied, gently rolling and almost flat topography.
- Medium to large-sized arable and hedged fields.
- Thinly scattered hedgerow trees, which are mostly ash.
- Ash, willow and poplars fringing ditches and streams.
- Prominent village settlements scattered throughout the area.

LCA I: Begbroke

Within LCT 8, the southern half of site 32 is identified as being within LCA I: Begbroke. The landscape character of which is described as:

“The area is characterized by medium-sized arable fields enclosed by prominent poplar shelterbelts and tall, thick hedges dominated by elm, hawthorn with some hazel and field maple. Scattered hedgerow trees of ash, oak and some field maple are found throughout the area, and a dense corridor of willows borders Rowell Brook.”

Its biodiversity value is described as: “Apart from locally important habitats such as species-poor hedges with trees and tree-lined water courses, the most important habitats are areas of wet grassland to the north of Kidlington and unimproved alluvial meadows lying adjacent to the Oxford Canal.”

The landscape strategy for this LCT is to: “conserve and enhance the vernacular character of the villages and strengthen the existing pattern of hedgerows, hedgerow trees and tree-lined watercourses.”

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

The key recommendations are:

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

OXFORD CITY COUNCIL: A CHARACTER ASSESSMENT OF OXFORD IN ITS LANDSCAPE SETTING (CBA, 2022)

TCT 8A Cowley Motor Works

Townscape Character Area (TCA) 8A Cowley Motor Works is located within Townscape Character Type (TCT) 8: 20th Century Fringe Business, Industry and Retail. The northern tip of site 10 and the entirety of site 2 lie within TCA 8A as

illustrated on Figure A2.11 on the previous page.

The character of this TCA is described as: “The area remains the largest industrial area of Oxford, dominated by the motor works. There is great contrast between the large scale, expansive works buildings and car parks in the north and east of the area, with the much smaller scale, formally laid out business park and leisure units to the east of the bypass.

There is limited green space through this area, including some sports fields in the northeast, wooded railway embankments through the centre of the area and occasional pockets of amenity lawns and verges. Landscaping including avenues of trees and planted roadside gardens in the Oxford Business Park is more considered, softens the built form and breaks up the massing.”

The positive strong characteristics and features are described as the “distinctive large scale industrial zone on the western edge of the city, dominated by the Cowley Motor Works, particularly the MINI plant. The more recent business parks and retail areas have attempted to develop more attractive working and retail environment through the use of contemporary architecture, ornamental planting and designed landscaping.”

This contrasts with the negative/weak characteristic features, which include the older industrial areas described as: “utilitarian in character, with large, monolithic buildings dominating the area alongside large swathes of hardstanding...”

The area is identified as having “some sensitivity to change due to its contribution to the industrial heritage of Oxford.” Threats to local character include: “new tall development that is highly visible, particularly on the urban edge and in the context of existing built form”.

TCT 6A Blackbird Leys

TCA 6A Blackbird Leys is located within TCT 6: Post 1960s Suburbs. The majority of site 10 lies within TCA 6A as illustrated on Figure A2.11 on the previous page.

The character of this TCA is described as “the largest post 1960s suburb of Oxford. It is divided into two parts: a large 1960s development in the north of Northfield Brook, and to the south a more recent residential area.”

The positive strong characteristics and features are described as the “Large areas of green space that are well-connected through this suburb. The area to the south of Northfield Brook is built with more attention to architectural detailing and better finishes to the public realm. The presence of vernacular buildings of local stone, the historic avenue of horse chestnuts along Windale Avenue, the Northfield Brook corridor and the presence of grass verges and street trees through the area, contribute to the landscape quality.”

This contrasts with the negative/weak characteristic features, which include “some signs of neglect and mis-management. The north of the area comprises a residential area which lacks quality in architectural detailing and suffers from a layout which has problems in respect of clarity of ownership of common spaces.”

The area is identified as having “limited sensitivity to change due to the limited historic integrity and characteristic townscape features.” Threats to local character include: “New built development on the public green spaces that alters pedestrian and

ecological connectivity through the area” and “loss of green space including grass verges, public open space and private gardens that would alter the character of the area”.

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

Corallian Limestone Ridge with Woodland

The LCT and LCA of relevance to sites 21, 22 and 23 are LCT LM: Corallian Limestone Ridge with Woodland and LCA LM25: Abingdon to Kennington as illustrated on Figure A2.13 on the following page. The key characteristics of which are described as:

- “The area is gently rolling, with mostly north facing slopes up to a maximum height of approximately 100m AOD, below the steeper slopes of Boars Hill to the north-west, and above the Thames Valley floor to the east.
- A local ridge spur broadens out towards the south of the Character Area, to form prominent south facing slopes between Lodge Hill and Radley College.
- The Character Area consists of large scale arable fields, with an area of remnant parkland, pond and sports fields to the south-east. The eastern part of the area incorporates a golf course, and the grounds of Radley College, elements of which were designed by Capability Brown.
- The area is predominately classified as grade 3 agricultural land.
- There are limited areas of woodland and tree groups, including a small area of ancient woodland at Radley Little Wood.
- There are layers of boundary vegetation across the Character Area, although hedges vary in intactness, with some gaps in the hedgerow network along field boundaries in places. Remnant parkland to the south-east is well vegetated with tree belts and mature trees within fields.
- A double tree line avenue is orientated east-west along the top of the local ridge feature between Lodge Hill and Radley College, and forms part of the northern back-drop in views north of Abingdon.
- Pylons cross the eastern part of the area.
- There are a few small groups of dwellings, including between Bayworth Manor and the A34, but large parts of the farmland are unsettled with the exception of the occasional farmstead.
- Countryside within the Character Area forms the setting to a number of adjacent settlements, and provides separation between Abingdon and the surrounding villages.
- The Character Area also forms the immediate rural setting to listed buildings associated with Beaulieu Court Farm located on high ground at the eastern edge of Sunningwell, to the north-west of the Character Area. The grounds of Radley College within the eastern end of the area provide the setting to listed buildings within the college complex.
- The area also forms the central and western parts of the gap between Radley and Kennington.
- The A34 dual carriageway forms a corridor of highway edged by broad bands of planting, through the middle of the Character Area, and includes the junction with the A4183 towards the centre of the area.
- A number of other roads, plus public rights of way, including the Oxford Greenbelt Way, cross most parts of the area.

2.0 ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

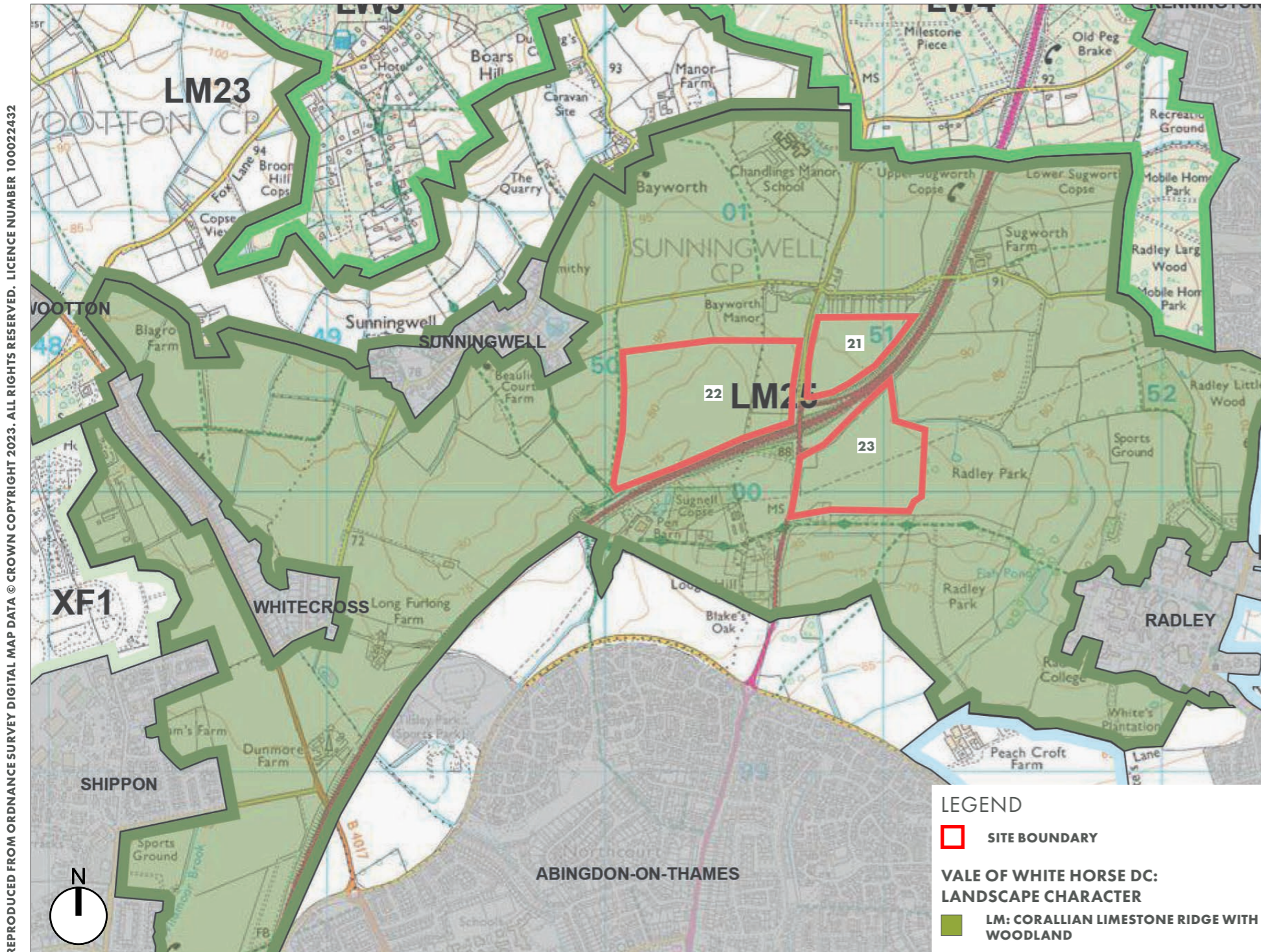


FIGURE A2.9 – SUMMARY OF VOWHDC LANDSCAPE CHARACTER AREAS RELEVANT TO ADDENDUM SITES 21, 22 AND 23 (HDA, 2017)

- Boundary vegetation combined with rolling topography, frequently shortens views, although large scale fields allow views across the landscape to the nearest tree cover, including woodland on Boars Hill to the north of the Character Area.
- This is a relatively rural area, with rolling topography and layers of vegetation aiding the sense of peace and tranquillity in parts of the Character Area. However, a variety of human influences, including pylons, settlement and roads, limit the sense of remoteness across large parts of the Character Area.

The Landscape Strategy for LCT LM is: “to conserve the woodlands, hedges and riparian vegetation which give the ridge its treed character, protect remaining semi-natural habitats and resist further urbanising sprawl of low density development.”

SUMMARY OF LANDSCAPE CHARACTER FOR THE LVASA ADDENDUM

The landscape character areas described in this section describe the characteristics, sensitivities and development guidelines that are of relevance to the sites assessed within the LVASA Addendum as set out in Table A2.3 on the following pages. The relevant LCAs are identified within Table A2.3 and the detail set out here has influenced the summaries set out against each site as part of this LVASA Addendum.

2.4 LANDSCAPE SENSITIVITY/CAPACITY ASSESSMENTS

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

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

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

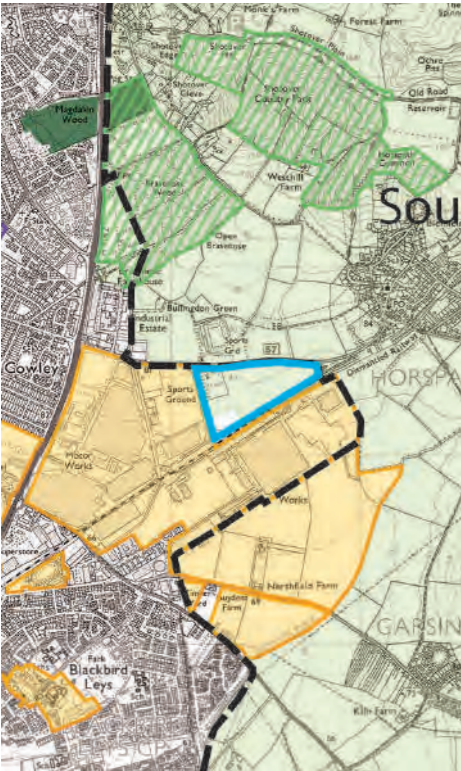
2.5 STAGE 1: DESKTOP LVASA ADDENDUM

The following pages set out a summary of the landscape and visual considerations for each of the Addendum sites in Table A2.3. The consideration of the relevant landscape policies and designations, Green Belt parcels, landscape character areas and visual sensitivities informs a conclusion on the development potential of the site in landscape and visual terms. This conclusion is presented as Red, Amber or Green alongside the previous findings of the Savills and Ridge ASAs in line with the methodology set out in the main LVASA report.

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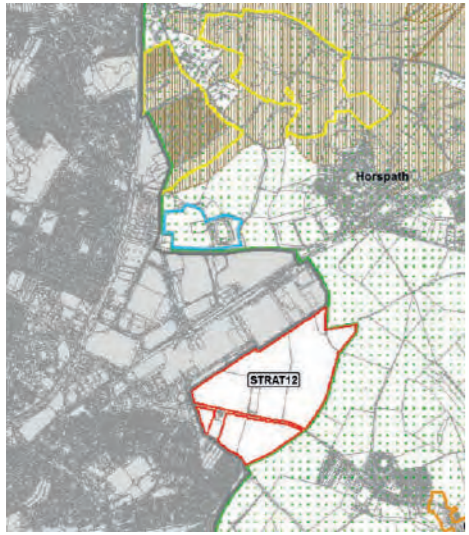
ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

SITE 2: OXFORD CITY SPORTS PARK									
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>OXFORD CITY COUNCIL</p> 	GREEN BELT	OCC POLICY G3: GREEN BELT	<p>GREEN BELT PARCEL OX14</p> <p>PURPOSE 1A - HIGH PURPOSE 1B - HIGH PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - MEDIUM</p>	<p>OCC TCT 8: 20TH CENTURY FRINGE BUSINESS, INDUSTRY AND RETAIL - TCA 8A COWLEY MOTOR WORKS</p>	<p>OPEN, SPORTS FIELD CHARACTER ON RELATIVELY FLAT GROUND WITH HEDGEROW BOUNDARIES TO THE NORTH, AND WELL VEGETATED BOUNDARIES OF THE RAILWAY LINE TO THE SOUTH WITH INDUSTRIAL USES BEYOND TO THE SOUTH AND WEST. THERE ARE LONG DISTANCE VIEWS NORTH ACROSS THE WIDER LANDSCAPE TO THE HILLS OF SHOTOVER COUNTRY PARK TO THE NORTH OF THE CITY.</p> <p>POSSIBLE VIEWS FROM: HORSPATH ROAD/OXFORD ROAD THE PROW NETWORK TO THE NORTH OF THE SITE AROUND BRASENOSE WOOD SSSI AND SHOTOVER COUNTRY PARK. THE INDUSTRIAL USES SURROUNDING THE SITE TO THE SOUTH AND WEST.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE EAST OF THE CITY AND APPROXIMATELY 3.7 MILES/6.1KM FROM OXFORD TRAIN STATION. THE SITE FORMS PART OF THE GREEN BELT AND HAS A RURAL FRINGE CHARACTER. THIS IS REFLECTED IN ITS "HIGH" PERFORMANCE AGAINST THREE GREEN BELT PURPOSES AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE CONSISTS OF RELATIVELY FLAT, SPORTS FIELDS THAT ARE CURRENTLY USED BY OUFCA AS THEIR TRAINING FACILITY. VEGETATION IS CONFINED TO THE TREE BELTS AND HEDGEROWS ALONG THE BOUNDARIES OF THE SITE AND ASSOCIATED WITH THE RAIL CORRIDOR TO THE SOUTH. THERE ARE VIEWS TOWARDS THE SITE FROM THE PROW NETWORK TO THE NORTH OF THE SITE AROUND BRASENOSE WOOD SSSI AND SHOTOVER COUNTRY PARK. THE SITE IS WITHIN AN INDUSTRIAL TOWNSCAPE CHARACTER AREA IN WHICH ITS OPEN SPACE IS VALUED. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING RURAL LANDSCAPE TO THE NORTH AND EAST, ALTHOUGH THE SURROUNDING LARGE SCALE BUILT FORM IN COWLEY TO THE SOUTH AND WEST DETRACT FROM THIS SENSE OF OPENNESS.</p>			

2.0 ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT


TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

SITE 3: LAND TO THE NORTH OF HORSPATH ROAD									
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
SOUTH OXFORDSHIRE DISTRICT COUNCIL 	GREEN BELT SSSI - BRASENOSE WOOD TO NORTH	SODC POLICY STRAT6: GREEN BELT SODC POLICY ENV2: SSSI SODC POLICY ENV2: CONSERVATION TARGET AREAS SODC POLICY ENV2: ANCIENT WOODLAND	GREEN BELT PARCEL OX13 PURPOSE 1A - MEDIUM PURPOSE 1B - HIGH PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - LOW	LCA 1: OXFORD HEIGHTS / LCT 17: SEMI-ENCLOSED FARMED HILLS AND VALLEYS	<p>OPEN, SPORTS FIELD CHARACTER ON RELATIVELY FLAT GROUND WITH HEDGEROW BOUNDARIES TO THE SOUTH AND TREE BELTS TO THE EAST/ NORTH. THERE ARE INDUSTRIAL USES BEYOND TO THE WEST. THERE ARE LONG DISTANCE VIEWS NORTH ACROSS THE WIDER LANDSCAPE TO THE HILLS OF SHOTOVER COUNTRY PARK TO THE NORTH OF THE CITY.</p> <p>POSSIBLE VIEWS FROM: HORSPATH ROAD/OXFORD ROAD THE PROW NETWORK TO THE NORTH OF THE SITE AROUND BRASENOSE WOOD SSSI AND SHOTOVER COUNTRY PARK. THE INDUSTRIAL USES SURROUNDING THE SITE TO THE WEST.</p>	THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE EAST OF THE CITY AND APPROXIMATELY 3.7 MILES/6.1KM FROM OXFORD TRAIN STATION. THE SITE FORMS PART OF THE GREEN BELT AND HAS AN EDGE OF SETTLEMENT CHARACTER. THIS IS REFLECTED IN ITS "HIGH" PERFORMANCE AGAINST TWO GREEN BELT PURPOSES AS IDENTIFIED BY THE OXFORD GBS (2015), ALTHOUGH IT IS LESS HIGHLY PERFORMING THAN SITE 2 IMMEDIATELY SOUTH EAST OF THIS SITE. THE SITE CONSISTS OF RELATIVELY FLAT, SPORTS FIELDS WITH AN ATHLETICS TRACK AND 3G PITCH IN THE EAST. THESE ARE CURRENTLY USED AS HORSPATH SPORTS GROUND AND HOME TO A VARIETY OF LOCAL SPORTS CLUBS. VEGETATION IS CONFINED TO THE TREE BELTS AND HEDGEROWS ALONG THE BOUNDARIES OF THE SITE. THERE ARE VIEWS TOWARDS THE SITE FROM THE PROW NETWORK TO THE NORTH OF THE SITE AROUND BRASENOSE WOOD SSSI, WHICH LIES APPROXIMATELY 150M FROM THE SITE BOUNDARY AND FROM SHOTOVER COUNTRY PARK. THE SITE IS ADJACENT TO AN INDUSTRIAL TOWNSCAPE AND AT THE EDGE OF AN AGRICULTURAL LANDSCAPE CHARACTER AREA. IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING RURAL LANDSCAPE TO THE NORTH AND EAST, ALTHOUGH THE SURROUNDING INDUSTRIAL BUILT FORM IN COWLEY IS VISIBLE TO THE SOUTH AND WEST.			

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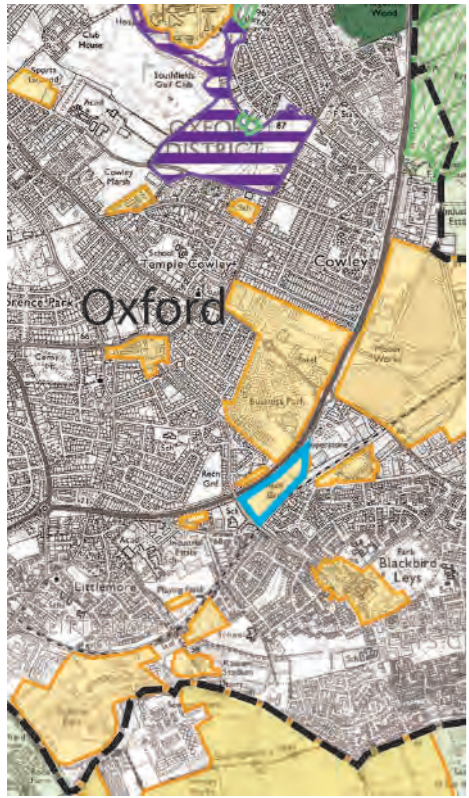
ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

SITE 9: LAND BETWEEN THE A40 AND M40									
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>SOUTH OXFORDSHIRE DISTRICT</p> 	GREEN BELT	SODC POLICY STRAT6: GREEN BELT	<p>GREEN BELT BROAD AREA 3</p> <p>PURPOSE 1A - N/C PURPOSE 1B - N/C PURPOSE 2 - N/C PURPOSE 3 - HIGH PURPOSE 4 - LOW</p>	<p>SODC LCT: THE CLAY VALE / LCA 19: UNDULATING OPEN VALE</p>	<p>BROADLY FLAT, OPEN FIELDS VISUALLY WELL ENCLOSED BY BOUNDARY VEGETATION ASSOCIATED WITH A40 AND M40 CORRIDORS.</p> <p>POSSIBLE VIEWS FROM: PROW RUNNING EAST - WEST THROUGH THE MIDDLE OF THE SITE</p> <p>WIDER PROW NETWORK TO THE WEST AND EAST, INCLUDING THE OXFORDSHIRE WAY LONG DISTANCE WALKING ROUTE. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - A40 AND M40</p> <p>OPENNESS OF GREEN BELT.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE EAST OF THE CITY AND APPROXIMATELY 7.2 MILES/11.5KM FROM OXFORD TRAIN STATION. THE SITE FORMS PART OF THE GREEN BELT AND HAS A RURAL CHARACTER. THIS IS REFLECTED IN ITS "HIGH" PERFORMANCE AGAINST GREEN BELT PURPOSE 3 - SAFEGUARDING OF THE COUNTRYSIDE FROM ENCROACHMENT, ALTHOUGH THE PARCEL SCORES AS "LOW" OR MAKING "NO CONTRIBUTION" TO THE OTHER PURPOSES AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE CONSISTS OF RELATIVELY FLAT, AGRICULTURAL FIELDS THAT FORM PART OF THE RIVER THAME FLOODPLAIN. THERE IS EVIDENCE OF HISTORIC RIDGE AND FURROW AGRICULTURAL PRACTICES WITHIN THE WESTERN PART OF THE SITE AND THE WIDER LANDSCAPE SURROUNDING THE SITE TO THE WEST AND NORTH. THE EASTERN PART OF THE SITE APPEARS MORE INTENSIVELY FARMED IN DESKTOP ANALYSIS, BUT THE POTENTIAL FOR FURTHER RIDGE AND FURROW EVIDENCE CANNOT BE DISCOUNTED AT THIS STAGE. THIS EVIDENCE ELEVATES THE HISTORIC VALUE OF THIS LANDSCAPE. VEGETATION IS CONFINED TO THE TREE BELTS ALONG THE BOUNDARIES OF THE SITE AND ASSOCIATED WITH THE M40 AND A40 ROAD CORRIDORS. A PROW RUNS THROUGH THE CENTRE OF THE SITE AND HAS OPEN VIEWS ACROSS THE SITE IN ALL DIRECTIONS. THE SITE IS WITHIN A LANDSCAPE CHARACTER AREA IDENTIFIED FOR ITS "OPEN, DENUDED AND EXPOSED CHARACTER, WITH HIGH INTERVISIBILITY". IT MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING RURAL LANDSCAPE, ALTHOUGH THE M40 AND ASSOCIATED SERVICE STATION, A40 AND OVERHEAD POWER LINES IN THE IMMEDIATE SURROUNDINGS ARE DETRACTING FEATURES.</p>			

2.0 ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

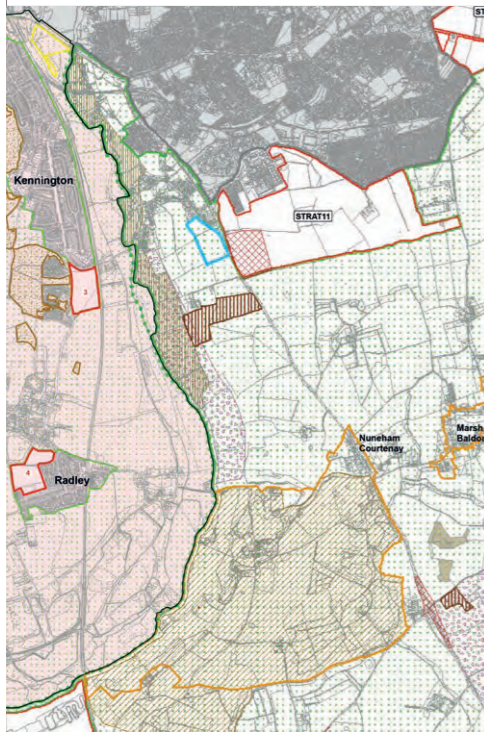
SITE 10: SANDY LANE SPORTS GROUND, BLACKBIRD LEYS									
SITE LOCATION	NATIONAL SPATIAL PLANNING, LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>OXFORD CITY COUNCIL</p> 	N/A	POLICY SP11: SANDY LANE RECREATION GROUND AREAS OF CHANGE	N/A	<p>OCC TCT 6: POST 1960S SUBURBS - TCA 6A BLACKBIRD LEYS AND</p> <p>OCC TCT 8: 20TH CENTURY FRINGE BUSINESS, INDUSTRY AND RETAIL - TCA 8A COWLEY MOTOR WORKS</p>	<p>THE SITE IS VISUALLY WELL ENCLOSED BY THE EXISTING BOUNDARY VEGETATION FOLLOWING TRANSPORT CORRIDORS TO THE NORTH, WEST AND SOUTH. THE EXISTING USE AS SPORTS PITCHES MEANS THE SITE IS EXPERIENCED AS A PUBLIC OPEN SPACE WITHIN A SUBURBAN SETTING.</p> <p>POTENTIAL VIEWS FROM: A4142 EASTERN BY-PASS ROAD, BARNS ROAD, BLACKBIRD LEYS ROAD AND SANDY LANE WEST. VIEWS FROM THE RESIDENTIAL PROPERTIES SURROUNDING THE SITE TO THE SOUTH, WEST AND NORTH.</p>	<p>THE SITE IS AN EXISTING PUBLIC OPEN SPACE IN USE FOR FORMAL SPORTS PROVISION. IT IS SUBJECT TO A STRATEGIC ALLOCATION UNDER POLICY SP11 OF THE OXFORD LOCAL PLAN FOR RESIDENTIAL DEVELOPMENT OF UP TO 120 NEW HOMES WITH TWO FULL SIZE FOOTBALL PITCHES AND ONE JUNIOR PITCH RETAINED ON SITE. THIS POLICY POSITION, AND ITS CURRENT/PROPOSED USE AS PUBLIC OPEN SPACE ALONGSIDE THE PROXIMITY TO EXISTING RESIDENTIAL USES PREVENT THIS SITE FROM BEING CONSIDERED SUITABLE FROM A LANDSCAPE AND VISUAL PERSPECTIVE.</p>			

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ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

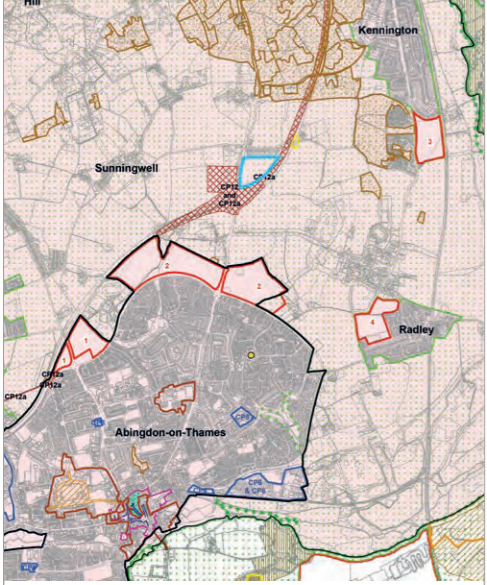
SITE 11: LAND OFF HENLEY ROAD, SANDFORD ON THAMES

SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>SOUTH OXFORDSHIRE DISTRICT</p> 	<p>GREEN BELT</p>	<p>SODC POLICY STRAT 6: GREEN BELT SODC POLICY STRAT 11: LAND SOUTH OF GRENABLE ROAD SODC POLICY ENV 2: CONSERVATION TARGET AREAS SODC POLICY ENV 9: ARCHAEOLOGY AND SCHEDULED MONUMENTS</p>	<p>GREEN BELT BROAD AREA 6</p> <p>PURPOSE 1A - N/C PURPOSE 1B - N/C PURPOSE 2 - N/C PURPOSE 3 - HIGH PURPOSE 4 - LOW</p>	<p>SODC LCA 2: NUNEHAM COURTENAY RIDGE SODC LCT 13: OPEN FARMED HILLS AND VALLEYS</p>	<p>OPEN, RURAL CHARACTER ON RISING GROUND WITH GAPPY HEDGEROW BOUNDARIES. LONG DISTANCE VIEWS SOUTH ACROSS THE WIDER LANDSCAPE TO THE SCARP OF THE NORTH WESSEX DOWNS AONB.</p> <p>POSSIBLE VIEWS FROM: PROW NETWORK WITHIN IMMEDIATE SURROUNDINGS, IN PARTICULAR FROM THE WEST AND SOUTH, INCLUDING THE THAMES PATH LONG DISTANCE WALKING ROUTE. THE OXFORD GREENBELT WAY LONG DISTANCE WALKING ROUTE WITHIN NUNEHAM COURTENAY GRADE I REGISTERED PARK AND GARDEN APPROXIMATELY 2.7KM TO THE SOUTH OF THE SITE. VIEWS FROM ROAD NETWORK WITHIN IMMEDIATE SURROUNDINGS - A4074 AND HENLEY ROAD LONDON ROAD. RESIDENTIAL PROPERTIES IN SANDFORD-ON-THAMES. OPENNESS OF GREEN BELT.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE SOUTH OF THE CITY AND ON THE EDGE OF THE SMALL SETTLEMENT OF SANDFORD-ON-THAMES. THE SITE FORMS PART OF THE GREEN BELT AND HAS A RURAL CHARACTER. THIS IS REFLECTED IN ITS "HIGH" PERFORMANCE AGAINST GREEN BELT PURPOSE 3 - SAFEGUARDING OF THE COUNTRYSIDE FROM ENCROACHMENT, ALTHOUGH THE PARCEL SCORES AS "LOW" OR MAKING "NO CONTRIBUTION" TO THE OTHER PURPOSES AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE DUE TO ITS EXPOSED LOCATION ON RISING GROUND AND ITS LACK OF ENCLOSURE DUE TO GAPPY HEDGEROW FIELD BOUNDARIES. THE SITE IS THEREFORE EXPOSED TO LONG DISTANCE VIEWS TO THE SOUTH, WITH VIEWS TO THE SCARP OF THE NORTH WESSEX DOWNS AONB IN THE DISTANCE AND A POSSIBLE VISUAL RELATIONSHIP WITH THE SETTING OF A SCHEDULED MONUMENT IMMEDIATELY SOUTH OF THE SITE, AND THE GRADE I REGISTERED PARK AND GARDEN OF NUNEHAM COURTENAY APPROXIMATELY 2.7KM TO THE SOUTH. THE POLICY COMMITMENT TO A NEW URBAN EXTENSION WITH PARK & RIDE FACILITY UNDER POLICY STRAT11 TO THE EAST CONFERS A CHANGE IN LANDSCAPE SETTING TO THE SITE SHOULD THIS BE DELIVERED. THE SITE IS WITHIN A LANDSCAPE CHARACTER AREA WITH KEY CHARACTERISTICS INCLUDING AN "OPEN, DENUDED AND EXPOSED CHARACTER, WITH PROMINENT SKYLINES AND HILLSIDES AND HIGH INTERVISIBILITY; DISTINCTIVE ELEVATED AND EXPANSIVE CHARACTER ON RIDGES AND HIGHER GROUND, WITH DOMINANT SKY AND LONG VIEWS. PREDOMINANTLY RURAL CHARACTER BUT SOME LOCALISED INTRUSION OF MAIN ROADS, OVERHEAD POWER LINES AND BUILT DEVELOPMENT." THESE KEY CHARACTERISTICS CONFER A VISUALLY SENSITIVE SITE, WHICH IS ALSO ANTICIPATED TO BE VISIBLE FROM THE SURROUNDING PROW NETWORK INCLUDING THE THAMES PATH AND OXFORD GREENBELT WAY LDWR'S.</p>	<p>Red background indicating a negative or sensitive conclusion.</p>	<p>Yellow background indicating a neutral or moderate conclusion.</p>	<p>Yellow background indicating a neutral or moderate conclusion.</p>

2.0 ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

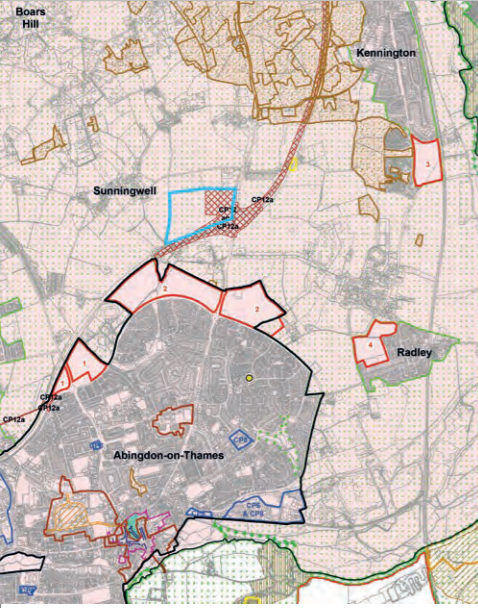
SITE 21: LAND BETWEEN SUGWORTH LANE AND THE A34, ABINGDON

SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>VALE OF WHITE HORSE DISTRICT</p> 	GREEN BELT	<p>VOWHDC POLICY CP12/12A: LAND SAFEGUARDED FOR HIGHWAYS IMPROVEMENTS</p> <p>VOWHDC POLICY CP13: OXFORD GREEN BELT</p> <p>VOWHDC POLICY CP46: CONSERVATION AND IMPROVEMENT OF BIODIVERSITY - SSSI</p>	<p>GREEN BELT BROAD AREA 9</p> <p>PURPOSE 1A - N/C</p> <p>PURPOSE 1B - N/C</p> <p>PURPOSE 2 - LOW</p> <p>PURPOSE 3 - HIGH</p> <p>PURPOSE 4 - HIGH</p>	<p>VOWHDC LCT LM: CORALLIAN LIMESTONE RIDGE WITH WOODLAND</p> <p>VOWHDC LCT LM25: ABINGDON - KENNINGTON</p>	<p>STRONG FIELD BOUNDARIES DEFINED BY TREE BELTS ASSOCIATED WITH A34 AND OXFORD ROAD, AND THE REAR GARDEN BOUNDARIES OF PROPERTIES ALONG SUGWORTH LANE.</p> <p>POTENTIAL VIEWS FROM: RESIDENTIAL PROPERTIES ON SUGWORTH LANE.</p> <p>ROAD NETWORK WITHIN THE IMMEDIATE SURROUNDINGS: A34, OXFORD ROAD, CHURCH LANE.</p> <p>CONTRIBUTION TO WIDER OPENNESS OF GREEN BELT.</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE SOUTH WEST OF THE CITY AND NORTH OF ABINGDON, FORMING PART OF THE GREEN BELT SEPARATING THESE SETTLEMENTS. THIS IS REFLECTED IN ITS "HIGH" PERFORMANCE AGAINST GREEN BELT PURPOSE 3 - SAFEGUARDING OF THE COUNTRYSIDE FROM ENCROACHMENT, AND 4 - TO PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS, ALTHOUGH THE PARCEL SCORES AS "LOW" AGAINST PURPOSE 2 AND "NO CONTRIBUTION" TO PURPOSES 1A AND 1B AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS CONSIDERED TO BE REPRESENTATIVE OF THE KEY CHARACTERISTICS OF THE LCA, INCLUDING: "THIS IS A RELATIVELY RURAL AREA, WITH ROLLING TOPOGRAPHY AND LAYERS OF VEGETATION AIDING THE SENSE OF PEACE AND TRANQUILLITY IN PARTS OF THE CHARACTER AREA. HOWEVER, A VARIETY OF HUMAN INFLUENCES, INCLUDING PYLONS, SETTLEMENT AND ROADS, LIMIT THE SENSE OF REMOTENESS ACROSS LARGE PARTS OF THE CHARACTER AREA".</p> <p>THE POLICY COMMITMENT TO HIGHWAYS IMPROVEMENTS WITH PARK & RIDE FACILITY UNDER POLICY CP12 TO THE WEST AND SOUTH CONFERS A CHANGE IN LANDSCAPE SETTING TO THE SITE SHOULD THIS BE DELIVERED. THE SITE IS WELL ENCLOSED BUT WOULD HAVE A SIGNIFICANT IMPACT ON THE RESIDENTIAL PROPERTIES ON SUGWORTH LANE TO THE NORTH. THE SITE IS ALSO IN CLOSE PROXIMITY TO SUGWORTH SSSI WHICH LIES APPROXIMATELY 225M TO THE NORTH EAST. SUGWORTH SSSI IS DESIGNATED FOR ITS EARLY INTERGLACIAL DEPOSITS WHICH ARE "EXTREMELY RARE IN BRITAIN." SUGWORTH IS "AT PRESENT THE ONLY PRESUMED CROMERIAN SITE ASSOCIATED WITH THAMES DEPOSITS, AND IT IS THEREFORE A LOCALITY OF MAJOR SIGNIFICANCE".</p>			

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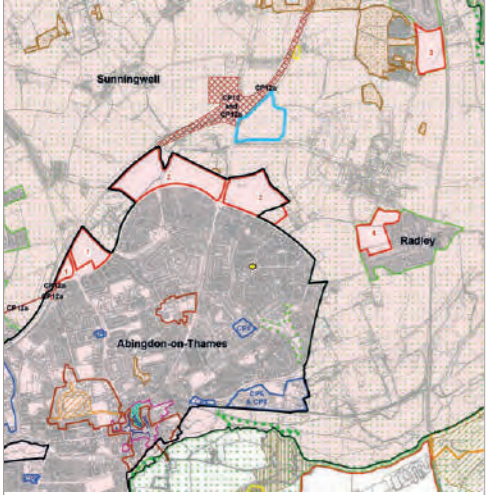
ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

SITE 22: LAND TO THE EAST OF PEN LANE AND TO THE NORTH OF THE A34, ABINGDON									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>VALE OF WHITE HORSE DISTRICT</p> 	GREEN BELT	VOWHDC POLICY CP12/12A: LAND SAFEGUARDED FOR HIGHWAYS IMPROVEMENTS VOWHDC POLICY CP13: OXFORD GREEN BELT	GREEN BELT BROAD AREA 9 PURPOSE 1A - N/C PURPOSE 1B - N/C PURPOSE 2 - LOW PURPOSE 3 - HIGH PURPOSE 4 - HIGH	VOWHDC LCT LM: CORALLIAN LIMESTONE RIDGE WITH WOODLAND VOWHDC LCT LM25: ABINGDON - KENNINGTON	<p>VISUALLY OPEN CHARACTER DUE TO MEDIUM - LARGE SCALE FIELDS ON RISING GROUND TO THE NORTH OF ABINGDON. FIELD BOUNDARIES ARE DEFINED BY HEDGEROWS WITH A TREE BELT FOLLOWING THE A34 TO THE SOUTH. THE SITE FORMS PART OF THE OPEN LANDSCAPE TO THE SOUTH EAST OF SUNNINGWELL, WHERE A NUMBER OF LISTED BUILDINGS ARE LOCATED. THERE ARE LONG DISTANCE VIEWS FROM THE NORTHERN PART OF THE SITE IN A SOUTHERLY DIRECTION TO THE NORTH WESSEX DOWNS AONB APPROXIMATELY 6 MILES/10KM TO THE SOUTH AT WITTENHAM CLUMPS SCENIC VIEWPOINT.</p> <p>POSSIBLE VIEWS FROM: PROW ALONG THE WESTERN BOUNDARY OF THE SITE AND NETWORK TO THE WEST (INCLUDING THE OXFORD GREENBELT WAY LDWR) AND NORTH. THE SURROUNDING ROAD NETWORK - A34, OXFORD ROAD, CHURCH LANE, GREEN LANE, PEN LANE. SURROUNDING RESIDENTIAL AREAS TO THE WEST IN SUNNINGWELL AND NORTH IN BAYWORTH. VIEWS NORTH FROM WITTENHAM CLUMPS SCENIC VIEWPOINT IN THE NORTH WESSEX DOWNS AONB. OPENNESS OF GREEN BELT</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE SOUTH WEST OF THE CITY AND NORTH OF ABINGDON, FORMING PART OF THE GREEN BELT SEPARATING THESE SETTLEMENTS. THIS IS REFLECTED IN ITS "HIGH" PERFORMANCE AGAINST GREEN BELT PURPOSE 3 - SAFEGUARDING OF THE COUNTRYSIDE FROM ENCROACHMENT, AND 4 - TO PRESERVE THE SETTING AND SPECIAL CHARACTER OF HISTORIC TOWNS, ALTHOUGH THE PARCEL SCORES AS "LOW" AGAINST PURPOSE 2 AND "NO CONTRIBUTION" TO PURPOSES 1A AND 1B AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS CONSIDERED TO BE REPRESENTATIVE OF THE KEY CHARACTERISTICS OF THE LCA, INCLUDING: "COUNTRYSIDE WITHIN THE CHARACTER AREA FORMS THE SETTING TO A NUMBER OF ADJACENT SETTLEMENTS, AND PROVIDES SEPARATION BETWEEN ABINGDON AND THE SURROUNDING VILLAGES. THE CHARACTER AREA ALSO FORMS THE IMMEDIATE RURAL SETTING TO LISTED BUILDINGS ASSOCIATED WITH BEAULIEU COURT FARM LOCATED ON HIGH GROUND AT THE EASTERN EDGE OF SUNNINGWELL, TO THE NORTH-WEST OF THE CHARACTER AREA". THE POLICY COMMITMENT TO HIGHWAYS IMPROVEMENTS WITH PARK & RIDE FACILITY UNDER POLICY CP12 WITHIN THE SITE CONFERS A CHANGE IN LANDSCAPE SETTING TO THE SITE SHOULD THIS BE DELIVERED. THIS WOULD ALSO MEAN THAT ANY DEVELOPMENT WITHIN THE SITE WOULD BE PUSHED CLOSER TO SUNNINGWELL AND ITS ASSOCIATED LISTED BUILDINGS. THE SITE IS VISUALLY OPEN AND ANY DEVELOPMENT OF SIGNIFICANT SCALE COULD BE VISIBLE FROM A NUMBER OF VISUAL RECEPTORS, POTENTIALLY INCLUDING IDENTIFIED SCENIC VIEWPOINTS WITHIN THE NORTH WESSEX DOWNS AONB.</p>			

2.0 ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

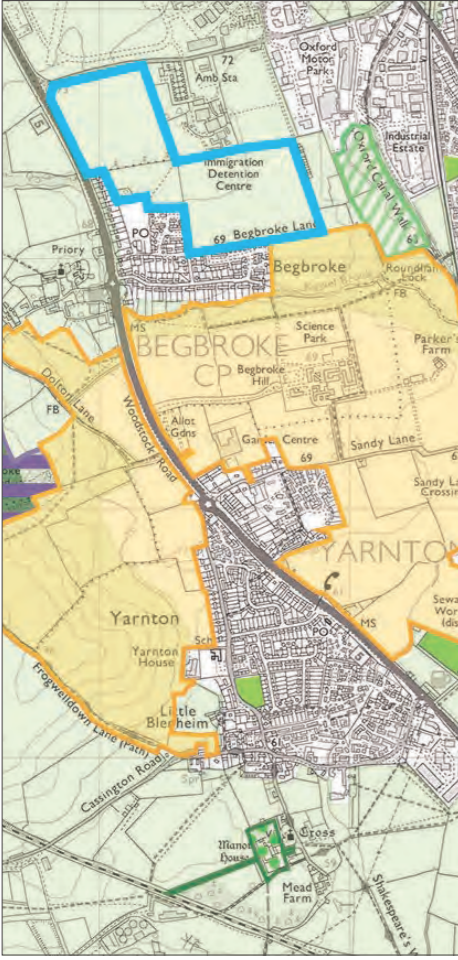
SITE 23: LAND TO THE EAST OF OXFORD ROAD AND TO THE SOUTH OF THE A34, ABINGDON									
SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
VALE OF WHITE HORSE DISTRICT 	GREEN BELT	VOWHDC POLICY CP12/12A: LAND SAFEGUARDED FOR HIGHWAYS IMPROVEMENTS VOWHDC POLICY CP13: OXFORD GREEN BELT	GREEN BELT PARCEL AT5 PURPOSE 1A - N/C PURPOSE 1B - N/C PURPOSE 2 - HIGH PURPOSE 3 - MEDIUM PURPOSE 4 - LOW	VOWHDC LCT LM: CORALLIAN LIMESTONE RIDGE WITH WOODLAND VOWHDC LCT LM25: ABINGDON - KENNINGTON	<p>VISUALLY OPEN CHARACTER DUE TO LARGE SCALE FIELDS ON THE PLATEAU OF LODGE HILL TO THE NORTH OF ABINGDON. FIELD BOUNDARIES ARE DEFINED BY HEDGEROWS WITH A DOUBLE TREE AVENUE PROVIDING ACCESS TO RADLEY PARK, OF WHICH THE SITE FORMS A PERIPHERAL PART AND IS VISUALLY WELL ASSOCIATED. THIS DOUBLE AVENUE FORMS PART OF THE OXFORD GREENBELT WAY LDWR.</p> <p>POSSIBLE VIEWS FROM: PROW/OXFORD GREENBELT WAY ALONG THE SOUTHERN BOUNDARY OF THE SITE AND THE WIDER NETWORK TO THE SOUTH AND WEST. THE SURROUNDING ROAD NETWORK - A34, OXFORD ROAD, SUGWORTH LANE, RADLEY PARK DRIVE AND OTHER SUCH RURAL LANES. SURROUNDING RESIDENTIAL AREAS TO THE SOUTH ON THE NORTHERN EDGE OF ABINGDON AS WELL AS THE PROPERTIES AND BUSINESSES ALONG OXFORD ROAD IMMEDIATELY SOUTH WEST OF THE SITE. OPENNESS OF GREEN BELT</p>	<p>THE SITE IS LOCATED WITHIN THE OXFORD GREEN BELT TO THE SOUTH WEST OF THE CITY AND NORTH OF ABINGDON, FORMING PART OF THE GREEN BELT SEPARATING THESE SETTLEMENTS. THIS IS REFLECTED IN ITS "HIGH" PERFORMANCE AGAINST GREEN BELT PURPOSE 2 - TO PREVENT NEIGHBOURING TOWNS MERGING INTO ONE ANOTHER, ALTHOUGH THE PARCEL SCORES AS "MEDIUM" AGAINST PURPOSE 3, "LOW" AGAINST PURPOSE 4 AND "NO CONTRIBUTION" TO PURPOSES 1A AND 1B AS IDENTIFIED BY THE OXFORD GBS (2015). THE SITE MAKES A CONTRIBUTION TO THE OPENNESS OF THE GREEN BELT IN COMBINATION WITH THE SURROUNDING LANDSCAPE. THE SITE IS CONSIDERED TO BE REPRESENTATIVE OF THE KEY CHARACTERISTICS OF THE LCA, INCLUDING: "COUNTRYSIDE WITHIN THE CHARACTER AREA FORMS THE SETTING TO A NUMBER OF ADJACENT SETTLEMENTS, AND PROVIDES SEPARATION BETWEEN ABINGDON AND THE SURROUNDING VILLAGES. A DOUBLE TREE LINE AVENUE IS ORIENTATED EAST-WEST ALONG THE TOP OF THE LOCAL RIDGE FEATURE BETWEEN LODGE HILL AND RADLEY COLLEGE, AND FORMS PART OF THE NORTHERN BACK-DROP IN VIEWS NORTH OF ABINGDON."</p> <p>THE POLICY COMMITMENT TO HIGHWAYS IMPROVEMENTS WITH PARK & RIDE FACILITY UNDER POLICY CP12 TO THE NORTH OF THE SITE CONFERS A CHANGE IN LANDSCAPE SETTING TO THE SITE SHOULD THIS BE DELIVERED. THE SITE HAS AN ASSOCIATION WITH RADLEY PARK, WHILST THIS ISN'T A REGISTERED PARK AND GARDEN, THE LANDSCAPE CHARACTER ASSESSMENT IDENTIFIES THAT PARTS OF IT WERE DESIGNED BY CAPABILITY BROWN AND THEREFORE THE SITE IS CONSIDERED TO HAVE SOME ELEVATED HERITAGE VALUE IN LANDSCAPE TERMS. OVERHEAD POWER LINES CROSS THROUGH THE CENTRE OF THE SITE AND WOULD BE A MAJOR CONSTRAINT TO DEVELOPMENT UNLESS REMOVED.</p> <p>THE SITE IS LOCATED WITHIN THE RURAL LANDSCAPE BETWEEN ABINGDON AND KENNINGTON. WHILST THIS LANDSCAPE IS WELL DEFINED BY THE TREE BELTS ASSOCIATED WITH THE A34 AND RADLEY PARK, IT HAS A DISTINCTLY RURAL, UNDEVELOPED CHARACTER IN COMBINATION WITH THE LANDSCAPE TO THE NORTH EAST.</p>			

2.0

ADDENDUM STAGE 1: DESKTOP ALTERNATIVE SITES ASSESSMENT

TABLE A2.3 SUMMARY OF DESKTOP LANDSCAPE AND VISUAL ALTERNATIVE SITE ASSESSMENTS ADDENDUM

SITE 32: LAND AT OXFORD AIRPORT

SITE LOCATION	NATIONAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	LOCAL LANDSCAPE AND ECOLOGICAL DESIGNATIONS	SUMMARY OF OXFORD GREEN BELT ASSESSMENT FINDINGS	LANDSCAPE CHARACTER TYPE (LCT)/LANDSCAPE CHARACTER AREA (LCA)	SUMMARY OF POTENTIAL VISUAL SENSITIVITIES	SUMMARY OF LANDSCAPE AND VISUAL CONSIDERATIONS	FABRIK CONCLUSION	SAVILLS CONCLUSION	RIDGE CONCLUSION
<p>CHERWELL DISTRICT COUNCIL</p> 	<p>GREEN BELT SSSI - RUSHY MEADOWS TO EAST</p>	<p>CDC POLICY PR3: THE OXFORD GREEN BELT CDC POLICY ESD 10: PROTECTION AND ENHANCEMENT OF BIODIVERSITY AND THE NATURAL ENVIRONMENT CDC POLICY ESD11 CONSERVATION TARGET AREA PUBLIC RIGHT OF WAY</p>	<p>GREEN BELT PARCEL K18 PURPOSE 1A - N/C PURPOSE 1B - N/C PURPOSE 2 - HIGH PURPOSE 3 - LOW PURPOSE 4 - N/C</p>	<p>LCT 4: ESTATE FARMLANDS / LCA C: WOODSTOCK AND LCT 8: LOWLAND VILLAGE FARMLANDS / LCA I: BEGBROKE</p>	<p>THE SITE HAS A LARGE SCALE FIELD PATTERN AND IS RELATIVELY FLAT, CREATING AN OPEN CHARACTER WHICH HAS VISUAL CONNECTIVITY WITH THE SURROUNDING LAND USES, INCLUDING OXFORD AIRPORT TO THE NORTH AND INDUSTRIAL AND RESIDENTIAL USES TO THE SOUTH AND EAST.</p> <p>POTENTIAL VIEWS FROM: A44 WOODSTOCK ROAD AND LANGFORD LANE. OXFORD AIRPORT RUNWAYS. RESIDENTIAL AND INDUSTRIAL USES TO THE EAST AND NORTH IN KIDLINGTON. RESIDENTIAL USES TO THE SOUTH WEST IN BEGBROKE. BEBROKE LANE ALONG THE SOUTHERN BOUNDARY IS A PROW</p>	<p>THE SITE HAS AN OPEN CHARACTER DUE TO ITS LARGE SCALE, RECTILINEAR FIELD PATTERN AND RELATIVELY FLAT TOPOGRAPHY. LOW HEDGEROW BOUNDARIES TO THE NORTH AND WEST ALLOW VIEWS NORTH ACROSS THE AIRPORT RUNWAY, AND WEST TOWARDS BLADON AND BLENHEIM PALACE REGISTERED PARK AND GARDEN FROM THE NORTH WESTERN PART OF THE SITE, ALTHOUGH THERE IS NO VISUAL CONNECTIVITY WITH THE PALACE ITSELF.</p> <p>THE SOUTH EASTERN PART OF THE SITE IS SIMILAR IN CHARACTER BUT SLIGHTLY MORE ENCLOSED BY ITS SURROUNDING RESIDENTIAL AND INDUSTRIAL LAND USES. RUSHY MEADOWS SSSI IS LOCATED IN CLOSE PROXIMITY TO THE EAST OF THIS PART OF THE SITE WITH THE OXFORD CANAL AND ITS ASSOCIATED CONSERVATION AREA BEYOND. A PROW RUNS ALONG THE SOUTHERN BOUNDARY PROVIDING OPEN VIEWS ACROSS THE SITE. THIS SITE FORMS PART OF THE GREEN BELT AND CONTRIBUTES TOWARDS THE SENSE OF OPENNESS, ALTHOUGH IT IS A LESS HIGHLY PERFORMING PARCEL COMPARED TO OTHERS WITHIN THIS ASSESSMENT. WHILST THE SCALE OF BUILT FORM IN THE INDUSTRIAL AREAS AND AIRPORT TO THE NORTH AND NORTH EAST ARE MORE IN KEEPING WITH THE CHARACTER OF A FOOTBALL STADIUM, THE PROXIMITY TO THE AIRPORT AND ITS FLIGHT PATH ARE VISUAL ISSUES THAT NEGATIVELY IMPACT THIS SITE'S POTENTIAL. THE OPEN NATURE OF THE SITE AND VIEWS NORTH AND WEST ARE CONSIDERED IMPORTANT ALONGSIDE VIEWS FROM THE RESIDENTIAL PROPERTIES SURROUNDING THE SITE AND THE PROXIMITY TO RUSHY MEADOWS SSSI.</p>			

3.0

ADDENDUM STAGE 1: SUMMARY AND CONCLUSION

3.1 SUMMARY

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

This document builds upon the Alternative Sites Assessments produced by Savills and Ridge and Partners LLP and feeds into the balance of the overall feasibility conclusions for each site included within the Ridge and Partners LLP Assessment. In line with the main LVASA document, this LVASA Addendum has considered the following landscape and visual matters in relation to nine additional sites, which do not meet OUFC's key requirements in relation to proximity to a Sustainable Transport Hub:

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

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

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

Notwithstanding that the nine sites assessed in this LVASA Addendum do not meet OUFC's requirements in respect of proximity to a Sustainable Transport Hub, all nine are also not considered to be suitable for the proposed development in landscape and visual terms.

Eight of the nine sites are located within the Green Belt. Sites 2 and 3 are located within Green Belt parcels that score three "Highs" against the five assessed Purposes, warranting a Red rating in accordance with the LVASA methodology on this basis alone, although there are other factors that contribute to this assessment as well. The remaining six Green Belt sites are all considered to lead to a "high level of harm" to either one or two Green Belt purposes as described in the Oxford Green Belt Study (2015) should they be developed. Whilst, this level of harm to the Green Belt would normally warrant an Amber rating in accordance with this LVASA methodology, a combination of other factors have influenced the final judgements to be Red.

Site 2 is located within the Oxford Green Belt to the east of the city and approximately 3.7 miles/6.1km from Oxford Train Station. The site forms part of the Green Belt and has a rural fringe character. This is reflected in its "high" performance against three Green Belt purposes as identified by the Oxford GBS (2015). The site consists of relatively flat, sports fields that are currently used by OUFC as their training facility. There are views towards the site from the PRoW network to the north of the site around Brasenose Wood SSSI and Shotover Country Park. The site's proximity to a SSSI, its existing sporting use and views from the north all contribute to its Red rating in addition to its performance against the Green Belt purposes.

Site 3 consists of relatively flat, sports fields with an athletics track and 3G pitch in the east. that are currently used as Horspath Sports Ground and home to a variety of local sports clubs. There are views towards the site from the PRoW network to the north of the site around Brasenose Wood SSSI, which lies approximately 150m from the site boundary and from Shotover Country Park. The site is adjacent to an industrial townscape and at the edge of an agricultural landscape character area. It makes a contribution to the openness of the Green belt in combination with the surrounding rural landscape to the north and east, although the surrounding industrial built form in Cowley is visible to the south and west.

Site 9 consists of relatively flat, agricultural fields that form part of the River Thames floodplain. There is evidence of historic ridge and furrow agricultural practices within the western part of the site and the wider landscape surrounding the site to the west and north. Whilst not a formal designation, their presence elevates the landscape value of the site through visible time depth and landscape heritage not demonstrated by many other sites. It is considered that this historic landscape should be conserved and therefore site 9 is assessed as Red.

Site 10 is an existing public open space in use for formal sports provision. It is subject to a strategic allocation under Policy Sp11 of the Oxford Local Plan for residential development of up to 120 new homes with two full size football pitches and one junior pitch retained on site. This policy position, and its current/proposed use as public open space alongside the proximity to existing residential uses prevent this site from being considered suitable from a landscape and visual perspective.

Site 11 makes a contribution to the openness of the Green Belt in combination with the surrounding landscape due to its exposed location on rising ground and its lack of enclosure due to gappy hedgerow field boundaries. The site therefore is exposed to long distance views to the south, with views from Long Distance Walking Routes and to the scarp of the North Wessex Downs AONB in the distance. There is also a possible visual relationship in the setting of a Scheduled Monument immediately south of the site, and the Grade I Registered Park and Garden of Nuneham Courtenay approximately 2.7km to the south. These are both national level designations and therefore Site 11 is assessed as Red.

Site 21 is well enclosed but the proposed development would have a significant impact on the residential properties on Sugworth Lane to the north. The site is also in close proximity to Sugworth SSSI which lies approximately 225m to the north east. Sugworth SSSI is designated for its early interglacial deposits which are "extremely rare in Britain." Sugworth is "at present the only presumed Cromerian site associated with Thames deposits, and it is therefore a locality of major significance." The site's proximity to a national designation of such importance is considered to result in a Red rating.

Site 22 is considered to be representative of the key characteristics of the LCA LM25, including: "Countryside within the Character Area forms the setting to a number of adjacent settlements, and provides separation between Abingdon and the surrounding villages. The Character Area also forms the immediate rural setting to listed buildings associated with Beaulieu Court Farm located on high ground at the eastern edge of Sunningwell, to the north-west of the Character Area". The policy commitment to highways improvements with Park & Ride facility under Policy CP12 within the site confers a change in landscape setting to the site should this be delivered. This would also mean that any development within the site would be pushed closer to Sunningwell and its associated listed buildings. The site is visually open and any development of significant scale could be visible from a number of visual receptors, potentially including identified scenic viewpoints within the North Wessex Downs AONB and affect the landscape settings of listed buildings within Sunningwell, all of which inform the Red rating for this site.

Site 23 has an association with Radley Park, whilst this isn't a Registered Park and Garden, the landscape character assessment identifies that parts of it were designed by Capability Brown and therefore the site is considered to have some elevated heritage value in landscape terms. Overhead power lines cross through the centre of the site and would be a major constraint to development unless removed. The site is located within the rural landscape between Abingdon and Kennington. Whilst this landscape is well defined by the tree belts associated with the A34 and Radley Park, it has a distinctly rural, undeveloped character in combination with the landscape to the north east. The associations with Capability Brown and considered to elevate the landscape heritage value of this site. The pylons are a significant constraint to development and this combination results in this site being considered to be Red.

Site 32 has an open character due to its large scale, rectilinear field pattern and relatively flat topography. Low hedgerow boundaries to the north and west allow views north across the airport runway, and west towards Bladon and Blenheim Palace registered park and garden from the north western part of the site, although there is no visual connectivity with the palace itself. The south eastern part of the site is similar in character but slightly more enclosed by its surrounding residential and industrial land uses. Rushy Meadows SSSI is located in close proximity to the east of this part of the site with the Oxford Canal and its associated Conservation area beyond. A PRoW runs along the southern boundary providing open views across the site. This site forms part of the Green Belt and contributes towards the sense of openness, although it is a less highly performing parcel compared to others within this assessment. Whilst the scale of built form in the industrial areas and airport to the north and north east are more in keeping with the character of a football stadium, the proximity to the airport and its flight path are visual issues that negatively impact this site's potential. The open nature of the site and views north and west are considered important alongside views from the residential properties surrounding the site and the proximity to Rushy Meadows SSSI. The above factors result in this site being assessed as Red.

3.0

ADDENDUM STAGE 1: SUMMARY AND CONCLUSION

3.2 CONCLUSION

Considering the analysis set out in this LVASA Addendum, it is considered that none of the additional sites assessed have the potential to accommodate the proposed development without significant landscape and visual impacts. In combination with other assessments and the fact that these sites do not meet the preferred criteria of OUFC in terms of proximity to a Sustainable Transport Hub (within a 2km radius), this Addendum concludes that in landscape and visual terms, none of these sites should be carried forward for further assessment at this stage.

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Appendix 7:
Alternative Sites – Heritage Analysis

Oxford United New Stadium Oxfordshire

Alternative Sites – Heritage Analysis



Report prepared for:
Ridge and Partners LLP

CA Project: CR1442

CA Report: CR1442_01

October 2023



Oxford United New Stadium Oxfordshire

Alternative Sites – Heritage Analysis

CA Project: CR1442

CA Report: CR1442_01

prepared by	Nathan Blick, Principal Heritage Consultant
date	October 2023
issue	2

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1. INTRODUCTION

- 1.1. In May 2023 Cotswold Archaeology was commissioned by Ridge and Partners LLP to undertake a Heritage Appraisal of Alternative Sites on behalf of Oxford United Football Club (OUFC). The Club's current lease at the Kassam Stadium expires in 2026 and therefore work has begun on securing land for a new stadium. An initial site search exercise was undertaken by Savills, where sites worthy of further investigation were set out. Following this work, an initial appraisal was undertaken by Ridge and Partners to establish the policy context of each site. If specific constraints were identified, further analysis has been instructed by specialist consultants. The sites identified for further heritage analysis Sites 5, 6, 8, 11, 17, 18, 19, 23, 24, 25, 26, 31, 33, 34, 40, 41 and 42 as identified within the Alternative Site Assessment prepared by Ridge and Partners (November 2023).
- 1.2. Each of the above Sites has been subject to an initial heritage appraisal, to establish the presence and extent of any potential heritage constraints. The Appraisal was informed by an exclusively desk-based exercise, in accordance with the methodology identified below. Cotswold Archaeology is a Registered Organisation with the Chartered Institute for Archaeologists (CIfA).

2. METHODOLOGY

2.1. This Appraisal has been informed by initial heritage analysis, to understand the heritage potential of the Sites, the significance of identified heritage assets, and any potential development constraints. The data has been collected from the sources summarised in Table 2.1.

Source	Data
National Heritage List for England (NHLE)	Current information relating to designated heritage assets, and heritage assets considered to be 'at risk'.
Oxfordshire and Oxford City Historic Environment Record (HER) Heritage Gateway database	A selective, online database of heritage sites and events records, derived from the Historic Environment Record (which has not been consulted as part of this Appraisal).
Local Planning Authority Planning Portals	Information relating to planning applications at the Alternative Sites held by the Local Planning Authority planning portal, including Heritage Assessments and the results of previous archaeological investigations.
Local Plan information for Cherwell District and Oxford City Council	Local Plan information, including Supplementary Planning Documents, relating to heritage assets and the historic environment

Table 2.1 Key data sources

2.2. Each Site has been considered in accordance with a 'traffic light' system (of red, orange, and green), similar to that adopted within the Ridge (2023) and Savills (2023) Alternative Sites analysis reports. The specific criteria for the use of the traffic light system in relation to heritage have been provided below in Table 2.2 below.

Major known constraints	Development is likely to result in considerable harm to the significance of designated heritage asset(s), the degree of which is likely to be high. In the context of the NPPF the level of harm is likely to be 'substantial', or approaching the top end of 'less than substantial harm'.
Known constraints	Development is likely to result in some harm to the significance of designated heritage asset(s) or non-designated heritage assets (including archaeological remains). In the context of the NPPF the level of harm is likely to be 'less than substantial harm' and would need to be weighed against the public benefits.
No known constraints	Development is unlikely to result in harm to the significance of designated heritage assets. Harm to non-designated heritage assets is also unlikely, or could be effectively mitigated via industry standard mitigation measures.

Table 2.2 Rationale behind the 'traffic light' rating

2.3. This Appraisal is informed by exclusively desk-based analysis of easily accessible sources of information. It has not been informed by detailed desk-based analysis, and has not been informed by a formal search of the Oxfordshire Historic Environment Record (HER) or Oxford City Urban Archaeological Database (UAD). As such, it is intended for internal circulation amongst the project team only.

3. ANALYSIS OF HERITAGE CONSTRAINTS

Site 5: Land west of Marston

Designated heritage assets

- 3.1. The Site is located 130m north-west of Old Marston Conservation Area (see Fig. 1). The Council's Appraisal (OCC 2012) identifies 'significant view lines' that extend west and north-westwards from Back Lane (OCC 2012, 'Map 2: Spatial Analysis'), forming the western boundary of the Conservation Area, towards the Site. The Appraisal notes that a key positive feature of the Conservation Area comprises the 'expansive views across green open spaces or out to the countryside beyond' and 'those looking out into its setting...as well as those west from Back Lane and Mill Lane looking out to farmland'. A vulnerability is identified as 'loss of green space, including grass verges, gardens and fields within the conservation area and its setting'. Proposed development within this Site has the potential to harm the significance of this Conservation Area through the loss of surrounding green space and changes to important views.

Non-designated heritage assets

- 3.2. The Oxfordshire and Oxford City Historic Environment Record (HER) Heritage Gateway databases have no entries within the Site. A recent archaeological evaluation of part of the Site did not identify any significant archaeological remains (*Hill View Land at Mill Lane Marston Oxford: Archaeological Evaluation*, Cotswold Archaeology 2021).

Site 6: Land behind Ruskin College

Designated heritage assets

- 3.3. The Site comprises an area of green space within Old Headington Conservation Area, forming the majority of the 'Green Fields' Character Area (see Fig. 2). It also forms part of the setting of the Grade II Listed Stoke (NHLE: 1051679) and Ruskin College (NHLE: 1369369). The Council's Appraisal (OCC 2011) identifies 'significant view lines' through the Site, and identifies 'Roads and lanes out from the village centre to the north-east and west run through the village's green setting' (OCC 2011, 22). The Site comprises part of the 'small fields cut-off from the wider countryside by the ring road' and 'provide the rural setting of the village'. The Appraisal notes of the area incorporating the Site that it is a:

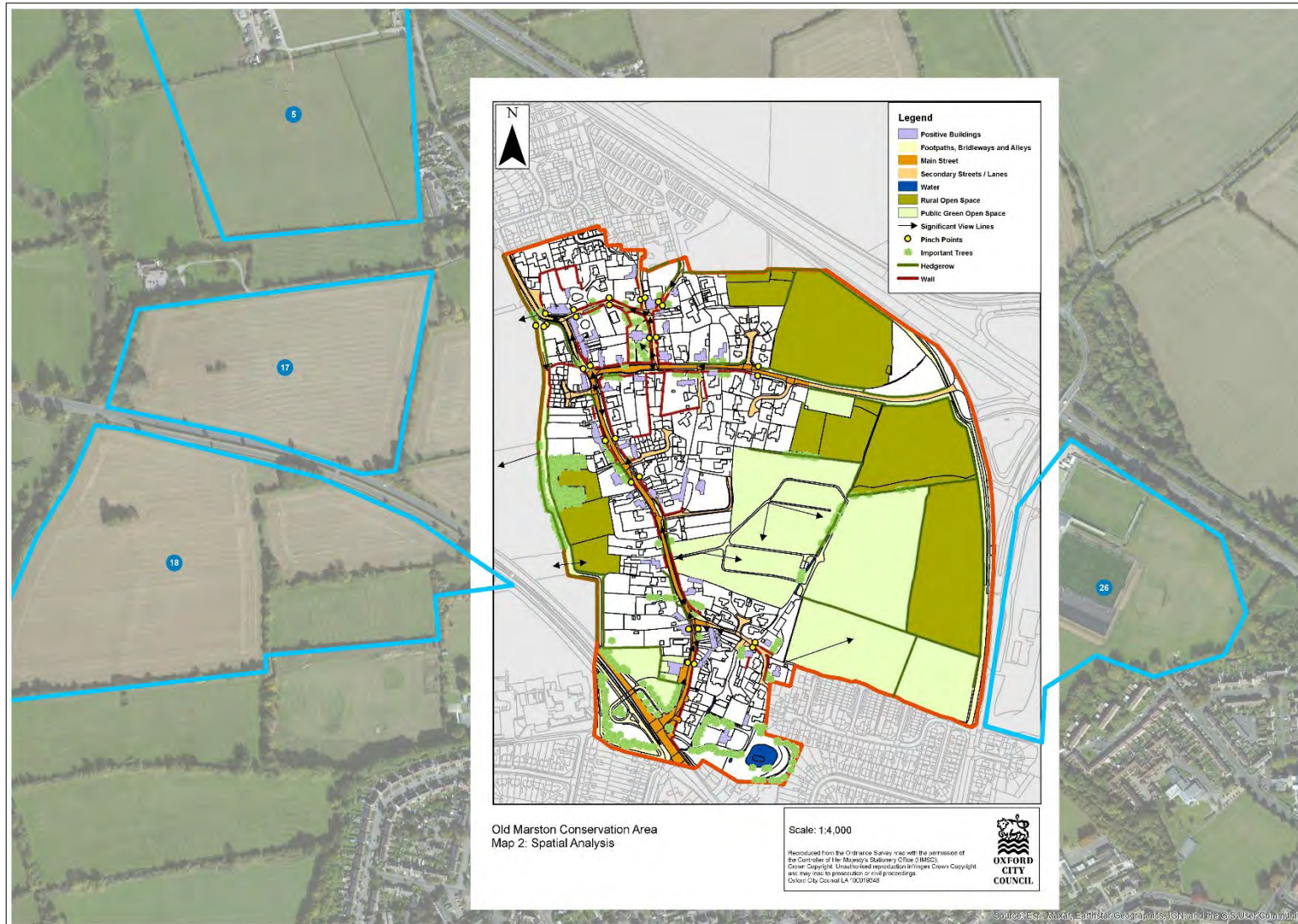


Fig. 1. Old Marston Conservation Area and nearby Alternative Sites (after OCC 2012)

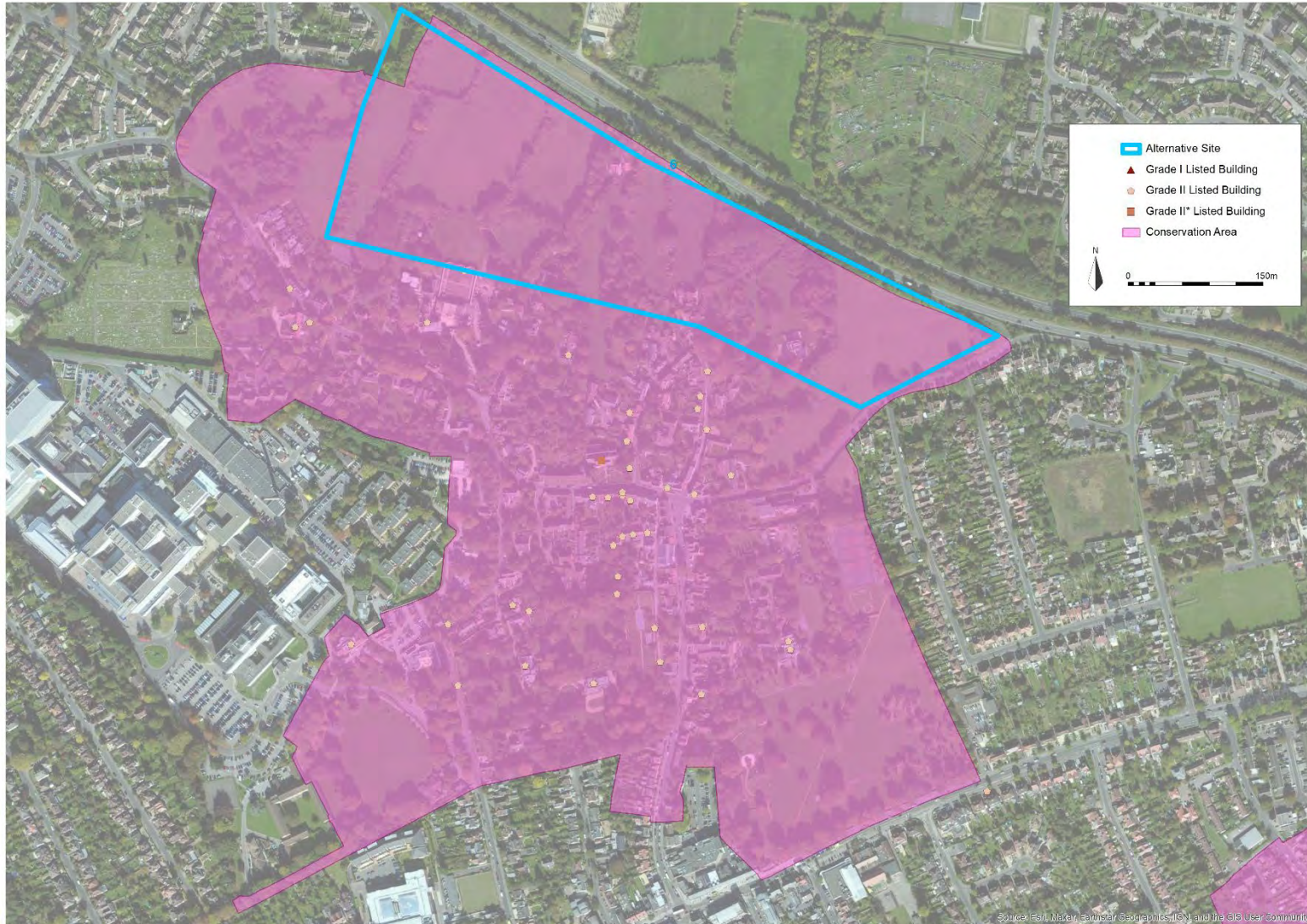


Fig. 2. Old Headington Conservation Area and Site 6 (after OCC 2011)

'a ribbon of open land in the north of the conservation area. This is largely in private ownership and includes orchards and small fields running down from the village, which formerly provided the village's pastureland. The land provides a buffer between the village and the ring road and provides a green rural foreground to views out from the village to countryside beyond or into the village from the ring road and high ground further to the north.

- 3.4. Development within the Site would likely result in considerable change to the character and appearance of the Conservation Area, likely resulting in a high degree of harm to its heritage significance and that of its associated Listed Buildings.

Non-designated heritage assets

- 3.5. The Oxfordshire and Oxford City Historic Environment Record (HER) Heritage Gateway databases have no entries within the Site.

Site 8: Land south of Thornhill Park & Ride

Designated heritage assets

- 3.6. The Site is located immediately to the west of Shotover Grade I Registered Park and Garden (NHLE: 1001106). The designation description for the Park and Garden notes that 'the west boundary merges with farmland'. The Site comprises part of this farmland. The OCC website notes that 'on the southern slopes of Shotover Hill there are spectacular views from the top across south Oxfordshire'¹, that potentially take in views of the Registered Park and Garden. Development within the Site would likely result in considerable change to the setting of the Registered Park and Garden, potentially resulting in harm to its heritage significance.
- 3.7. The Site is c.100m south of Forest Hill Conservation Area. The Council's Appraisal notes 'there are open fields close to the village that are vital to the setting of the Conservation Area' and that 'these views are particularly important in the southern part of the village' (SODC 1998, 4). Whilst the Site is located beyond the A40, it has the potential to alter the setting of the Conservation Area.

Non-designated heritage assets

- 3.8. The Oxford City Historic Environment Record (HER) Heritage Gateway database has a single entry within the Site, comprising a findspot of 560 coins (ID: 1775) found in 1842 when the pot in which they had been deposited was broken by a wagon wheel.

¹ https://www.oxford.gov.uk/directory_record/907/shotover_country_park

The hoard was found between the Oxford-Wheatley road and Shotover hedge. Furthermore, the 2019 SHELAA identifies that the Site is 230-270m from three areas of archaeological constraint to south-west and east. These entries suggest there is a high potential for significant archaeological remains to occur within the Site.

Site 11: Land off Henley Road, Sandford on Thames

Designated heritage assets

- 3.9. The Site is located c.350m north of a Scheduled Monument relating to Romano-British and prehistoric remains (NHLE: 1471867). Whilst it is possible associated remains could occur within the Site, there is no evidence to suggest that potential remains would be of such significance as to preclude development. The Site is located to the south of several Listed Buildings, but it is considered possible that development could be achieved without harming their significance.

Non-designated heritage assets

- 3.10. The Oxfordshire and Oxford City Historic Environment Record (HER) Heritage Gateway databases have no entries within the Site.

Site 17: Land north of the B4495

Designated heritage assets

- 3.11. The Site is located 100m west of Old Marston Conservation Area (see Fig. 1). The Council's Appraisal (OCC 2012) identifies 'significant view lines' that extend westwards from the Conservation Area towards the Site. Furthermore, the Council's Appraisal identifies 'the view from Marston Ferry Road across fields to the village from the west' as of particular interest (OCC 2012, 12). The Site forms part of the fields that these views extend across. Proposed development within this Site has the potential to harm the significance of this Conservation Area, by altering the character of important views associated with it.

Non-designated heritage assets

- 3.12. The Oxford City Historic Environment Record (HER) Heritage Gateway database has a single entry within the Site, comprising a find spot of an 'undated Iron Fetter from Marston' (ID: 10587). This single findspot is not considered to indicate any specific potential for archaeological remains within the Site.

Site 18: Land south of the B4495

Designated heritage assets

- 3.13. The Site is located 75m west of Old Marston Conservation Area (see Fig. 1) and 230m east of North Oxford Victorian Suburb Conservation Area. The Council's Appraisal of Old Marston (OCC 2012) identifies 'significant view lines' that extend westwards from the Conservation Area towards the Site. The Council's Appraisal identifies 'the view from Marston Ferry Road across fields to the village from the west' as of particular interest (OCC 2012, 12). Proposed development within this Site has the potential to harm the significance of this Conservation Area.

Non-designated heritage assets

- 3.14. The Oxford City Historic Environment Record (HER) Heritage Gateway database has a single entry within the Site, comprising 'parchmarks north and south of Marston Ferry Road in the fields of the Cherwell flood plain between Summertown and Marston (ID: MOC26954). It comprises a series of rectilinear and sub oval parchmarks, some potentially geological in origin but others suggesting underlying field system of potential prehistoric date. The identified marks may be partly geological however they also appear to capture the remains of a sub rectilinear field system of unknown date. The parchmarks were identified from Google Earth images from 2017 (RPS 2017, *The Swan School and Meadowbrook College, New Marston, Heritage Statement*). These parchmarks potentially relate to significant buried archaeological remains.

Site 19: Land off Mill Road, Abingdon

Designated heritage assets

- 3.15. The 'Sutton Wick settlement site' Scheduled Monument is located within this Site, which relates to significant buried prehistoric archaeological remains. Furthermore, a strip of land through the centre of the Site is safeguarded for a continuous route corridor for restoration of the Wilts & Berks Canal, using the historic line wherever possible (Development Policy 32). Development within the Site would likely result in harm to the Scheduled Monument – either through physical effects or changes to its setting – potentially resulting in a high degree of harm to its heritage significance.

Non-designated heritage assets

- 3.16. The Oxfordshire Historic Environment Record (HER) Heritage Gateway database has multiple entries within the Site. These comprise remains associated with the Sutton Wick settlement (ID: MOX186), Neolithic to Bronze Age finds (ID: MOX8835/MOX8836/MOX8837/MOX8839/MOX8838), a possible Romano-British Settlement

(ID: MOX8848), a further Late Iron Age – Roman Settlement (ID: MOX8960), and a possible barrow (ID: MOX26872) and Roman burial mound (ID: MOX6767). These remains have been archaeologically investigated (Cotswold Archaeology 2022, *Mound at Abingdon Road, Drayton, Oxfordshire: Archaeological Evaluation*). These entries suggest there is a high potential for significant archaeological remains to occur within the Site.

Site 23: Land to the east of Oxford Road and to the south of the A34, Abingdon

Designated heritage assets

- 3.17. A Grade II Listed milestone (NHLE: 1368607) is located on the western boundary of the Site. However, so long as it is retained as part of a proposed development, its significance is unlikely to be harmed. There are no other designated heritage assets in the vicinity of this Site.

Non-designated heritage assets

- 3.18. The Oxfordshire/Oxford City Historic Environment Record (HER) Heritage Gateway databases have no entries within the Site.

Site 24: Land West of Oxford Airport

Designated heritage assets

- 3.19. The Site is located c.580m to the north of Begbroke Conservation Area and is identified within the Council's Appraisal (CDC 2008) as within its setting where views to/from it should be protected. Specifically, a 'positive vista' is identified northwards from the Grade II* Listed Church of St Michael (NHLE: 1291232) and the northern boundary of the Conservation Area. Development within this Site would likely detract from such views. The Site is also located c.170m south-east of the Grade I Registered Park and Garden at Blenheim Palace (see Fig. 3). The designation description notes that 'numerous other views extend beyond the park from within'. Bladon Conservation Area is c.380m west of the Site, and the Appraisal (WODC, n.d.) identifies 'significant views' from its eastern boundary towards the Site. Development within the Site would likely result in considerable change to the setting of Blenheim Palace and Bladon and Begbroke Conservation Areas, potentially resulting in harm to their significance.

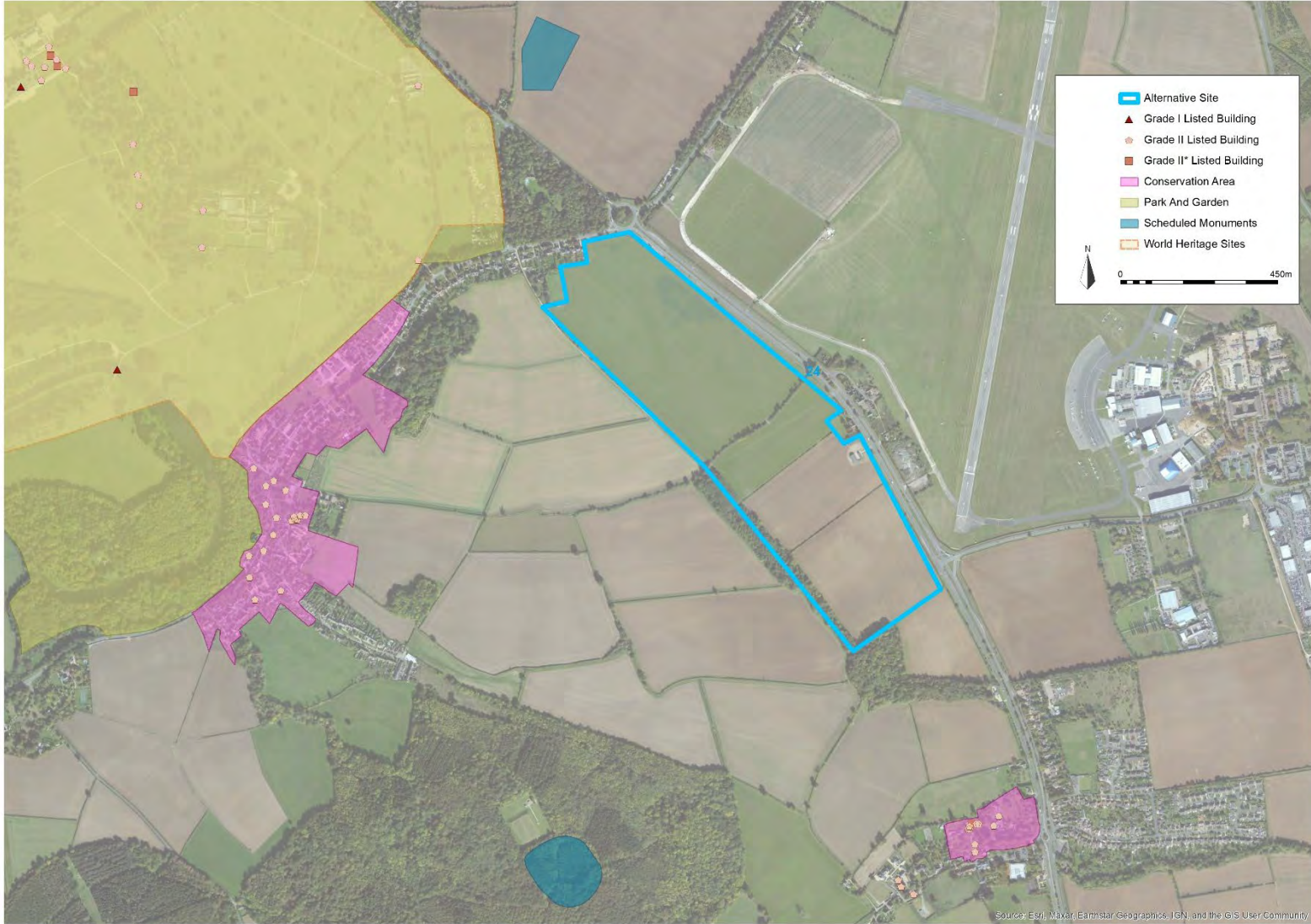


Fig. 3. Blenheim Palace and Conservation Areas in the vicinity of Site 24

Non-designated heritage assets

- 3.20. The Oxfordshire Historic Environment Record (HER) Heritage Gateway database has two entries within the Site. These comprise the remains of a Roman occupation site just north of Campsfield Farm on the Oxford-Woodstock road, excavated in 1949 by Oxford University Arch Society (ID: MOX3811) and linear marks, some at right angles to each other to the west and south-west of Campsfield, which may be connected with the settlement discussed above (ID: MOX3842). These entries suggest there is a high potential for significant archaeological remains to occur within the Site.

Site 25: Oxford Greyhound Stadium

Designated heritage assets

- 3.21. The Site comprises the Oxford Stadium Conservation Area (see Fig. 4). An Appraisal has been produced by Oxford City Council (*Oxford Stadium: Conservation Area Appraisal*, n.d.) that describes the character and appearance of the Conservation Area. Development within the Site would likely result in considerable change to the character and appearance of the Conservation Area, likely resulting in a high degree of harm to its heritage significance and that of its associated historic structures.

Non-designated heritage assets

- 3.22. The Oxford City Historic Environment Record (HER) Heritage Gateway database records the Grey Hound Racing stadium (ID: MOC27038) within the Site. The stadium was built between 1938 and 1939. The new track was officially opened by Lord Denham (from the National Greyhound Racing Club) on 31st March 1939. The stadium forms part of the Oxford Stadium Conservation Area and is also on the Oxford Heritage Asset Register. A previous application to demolish the stadium (App: 13/00302/FUL) was withdrawn in 2013.