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Oxford Spatial Options Assessment

Final Report

Prepared by LUC in association with BBP Regeneration
September 2016

Project Title: Oxford Spatial Options Assessment

Client: Oxfordshire County Council (on behalf of the Oxfordshire Growth Board)

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Executive Summary

- 0.1 LUC and BBP Regeneration were commissioned by Oxfordshire County Council (acting on behalf of the Oxfordshire Growth Board) in December 2015 to carry out a Spatial Options Assessment for meeting the City of Oxford's unmet housing need up to 2031. This project forms part of a wider joint strategic work programme called the Post Strategic Housing Market Area (SHMA) Strategic Work Programme (the Programme), the purpose of which will be to inform an apportionment of Oxford's unmet housing need and subsequent district level local plan reviews by identifying and appraising strategic spatial options for accommodating that housing need.

Aim and objectives

- 0.2 The overall aim of the Spatial Options Assessment was to provide a criteria-based analysis of the spatial options for meeting Oxford's unmet housing need. The brief was to develop and implement a methodology for testing spatial options which can meet Oxford's unmet housing need, either in part or in whole, providing guidance and evidence to inform decisions on how this unmet need can best be distributed across the county. The 36 spatial options to be tested were identified and agreed by the six Oxfordshire authorities, as part of the Post SHMA Work Programme.
- 0.3 This report does not make specific recommendations about which options should or should not be taken forward, although the findings of the Assessment are a key piece of evidence that will be used by the Growth Board to inform this decision making process. Other sources of evidence and information will also inform Growth Board decision making, including the Oxfordshire Green Belt Assessment¹, and the Transport and Education Assessments also undertaken as part of the Post SHMA Work Programme. It will be the role of subsequent Local Plan reviews to allocate specific development sites.
- 0.4 The Spatial Options Assessment includes an assessment of the sustainability of each option, as well as an assessment of their deliverability and viability. Although similar in principle and purpose, the sustainability assessment does not constitute a formal Sustainability Appraisal.

Housing need in Oxfordshire

- 0.5 The Oxfordshire Strategic Housing Market Assessment, published in April 2014², identified a need for the provision of around 5,000 homes per annum over the period 2011-31 across the Oxfordshire Housing Market Area.
- 0.6 The need within the administrative area of Oxford City Council is identified as being between 24,000 and 32,000 homes up to 2031. Through the Post SHMA Work Programme, the Leaders of the Oxfordshire local authorities agreed a working assumption of 15,000 homes as the figure of housing need that could not be met within Oxford City's administrative boundary.

Method

- 0.7 Prior to this study taking place, 36 spatial options were identified by the local authorities as appropriate for testing/further assessment due to having a reasonable level of relationship to Oxford and initially assessed in 2015 by the local authorities as part of the Post SHMA Work Programme, based on an agreed brief.
- 0.8 Baseline economic, environmental, social and transport information relating to the five Oxfordshire authorities was gathered and collated. This baseline informed the later assessment of spatial options, and helped to inform judgements about the likely effects of the options on social, environmental and economic issues in Oxfordshire.

¹ LUC (October 2015) Oxford Green Belt Study: Final Report

² GL Hearn (April 2014) Oxfordshire Strategic Housing Market Assessment: Final Report

- 0.9 LUC and BBP were asked to propose consistent assumptions that could be applied regarding density, affordable housing, infrastructure provision and development trajectories when assessing the spatial options.
- 0.10 An assessment framework was developed by LUC and BBP in consultation with the project steering group, which included sustainability assessment criteria, criteria for assessing the deliverability and viability of options, and specific criteria relating to assessing landscape impact and the Green Belt. A scoring scale, similar to that which is commonly used in Sustainability Appraisals, was used to assess each spatial option against each criterion in the sustainability assessment framework.
- 0.11 Each of the 36 spatial options was assessed by LUC in terms of its likely effects on each sustainability, landscape and Green Belt assessment criterion, initially through a desk-based approach. At the same time, the deliverability and viability assessment for each spatial option was carried out by BBP. Site visits were used to inform the sustainability and landscape sensitivity assessments although they were not used in the assessment against the Green Belt criterion as this has been the subject of a separate study³.

Findings

- 0.12 Each of the spatial options was assessed against the range of assessment criteria grouped into four categories:
- Sustainability (comprising spatial relevance to Oxford, social and economic criteria, and environmental criteria).
 - Landscape.
 - Green Belt.
 - Deliverability and viability.

Sustainability

Spatial relevance to Oxford

- 0.13 The assessment of the spatial options generated a mix of positive and negative effects for the criteria relating to spatial relevance to Oxford, although 13 spatial options that are either within Oxford City or within close proximity of the City boundary were considered to have only minor or significant positive effects. The effects of each of the spatial options on those criteria assessing accessibility are broadly similar, as where an option is well-connected to one of the features assessed (i.e. cultural offer of Oxford, educational institutions or employment nodes), it also tends to be well-connected to the others.

Social and economy

- 0.14 The spatial options were found to result in mostly positive effects for the social and economic criteria relating to provision of housing (including affordable housing) to meet Oxford's need, access to healthcare and education and on site employment provision as development on any of the spatial options would deliver more homes and be likely to also enable enhanced or new healthcare and education provision, and some on site employment opportunities. However, there is a more mixed picture for the spatial options in terms of access to existing facilities and services as this depends on the proximity of each spatial option to local centres.

Environmental

- 0.15 The assessment found that there would generally be more negative effects for the environmental criteria as many of the spatial options would involve development of greenfield land, which could increase impermeable surfaces (contributing to flood risk), result in the loss of good quality agricultural land and have impacts on the landscape. Most of the spatial options are also within close proximity of either locally or nationally/internationally important nature conservation sites or heritage designations, which could result in adverse impacts on these assets. Conversely, positive effects are more likely in relation to the provision or enhancement of green infrastructure

³ LUC (October 2015) Oxford Green Belt Study: Final Report

because large-scale development at the spatial options that would be new settlements or village, town or urban extensions would be able to incorporate good amounts of green infrastructure.

Landscape

- 0.16 The majority of the spatial options were assessed as either medium (14 spatial options) or medium-high (13 spatial options) with regards to overall landscape/visual sensitivity. No spatial options were assessed as having high overall landscape sensitivity. Only two of the spatial options were assessed as having low overall landscape sensitivity. Generally, the spatial options have a higher sensitivity with regards to the settlement form and edge, settlement setting and views criteria.

Green Belt

- 0.17 15 of the spatial options are not within the Oxford Green Belt, including all of the West Oxfordshire options, most of the Oxford City options, one each in Cherwell and South Oxfordshire, and three in Vale of White Horse. Conversely, most of the spatial options in Cherwell, South Oxfordshire and the Vale of White Horse are in the Oxford Green Belt, as is the Horspath Site within Oxford City boundary and some of the land parcels within the Oxford Enhanced Growth Option. Some of the spatial options score highly against at least one of the four purposes of the Green Belt assessed in the Green Belt Study. It will be for the authorities to determine how this influences the sites taken forward in their respective local plans.

Deliverability and viability

Deliverability

- 0.18 Generally, the evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas, particularly those with good transport connections to the City. The key factors which have influenced the assessment of Deliverability are the availability of spatial options and the prospects of delivering the strategic transport infrastructure. Four of the spatial options within Oxford were assessed as unlikely to be available.

Viability

- 0.19 Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. In the most part the spatial options have been assessed as 'Orange' for Viability. Five spatial options were assessed as 'Green' on the basis that it is reasonable to assume strategic infrastructure can be delivered and that there will be sufficient land value uplift to fund other infrastructure whilst leaving sufficient margins for landowners and developers.

Taking the findings forward

- 0.20 There is more than enough capacity within these spatial options to meet Oxford's unmet housing need and a number of the spatial options within each of the local authorities have been identified as relating well to Oxford with good existing and future access to the cultural offer, universities and key employment locations in the City. However, some of these options are in the Green Belt, or may have deliverability and viability issues, therefore choices need to be made regarding which, if any, options to take forward for consideration through each authority's Local Plan process. This could involve a combination of smaller and larger sites, spread across the five authorities, or clustered around key sustainable transport links (existing or proposed).
- 0.21 The Spatial Options Assessment has assessed each site separately on its own merits. When deciding which, if any, sites to include in their Local Plans to meet Oxford's unmet housing needs, consideration should be given to the merits or otherwise of bringing forward a combination of sites in order to provide a co-ordinated approach to the planning and delivery of development. In carrying out this work, consideration will need to be given to the cumulative effects of bringing forward sites in close proximity, or on the same transport corridors, on traffic congestion and the highways network, as well as on existing community infrastructure, facilities and services. Considering sites in combination may provide opportunities to address such issues in a strategic way, for example by aggregating developer contributions, and/or by providing greater leverage to

secure funding from other sources in order to deliver infrastructure improvements, including improved public transport services, highways improvements, cycle ways, and the provision of community facilities, such as health, education, leisure, sport and open space, and retail. It will therefore be important for the local authorities to continue to work together to ensure that the proposals coming forward are supportive of one another.

- 0.22 Similarly, new development will need to be carefully planned and designed to integrate with existing development and communities, rather than be stand-alone sites, particularly where the development of new sites can help to address regeneration objectives for existing areas, and where there are opportunities to create integrated sustainable transport, green infrastructure, sustainable drainage, and investment in upgrading and increasing the capacity of existing community facilities. A key ingredient to the successful design and delivery of new development will be the engagement of existing local communities, who can help to identify their needs and priorities, and shape the development to be delivered.

1 Introduction

- 1.1 LUC and BBP Regeneration were commissioned by Oxfordshire County Council (acting on behalf of the Oxfordshire Growth Board) in December 2015 to carry out a Spatial Options Assessment for meeting the City of Oxford's unmet housing need up to 2031. This project forms part of a wider joint strategic work programme called the Post Strategic Housing Market Area (SHMA) Strategic Work Programme (the Programme), the purpose of which will be to inform an apportionment of Oxford's unmet housing need and subsequent local plan reviews by identifying and appraising strategic spatial options for accommodating that housing need.
- 1.2 This report explains the background to the Spatial Options Assessment, describes how it was undertaken and presents the findings.

Aim and objectives

- 1.3 The overall aim of the Spatial Options Assessment was to provide a criteria-based analysis of the spatial options for meeting Oxford's unmet housing needs. The brief was to develop and implement a methodology for testing spatial options which can meet Oxford's need, either in part or in whole, providing guidance and evidence to inform decisions on how this unmet need can best be distributed across the county. The 36 spatial options to be tested were identified and agreed by the six Oxfordshire authorities, as part of the Post SHMA Work Programme.
- 1.4 This report does not make specific recommendations about which options should or should not be taken forward, although the findings of the Assessment are a key piece of evidence that will be used by the Growth Board to inform this decision making process. Other sources of evidence and information will also inform Growth Board decision making, including the Oxfordshire Green Belt Assessment⁴, Transport and Education Assessments also undertaken as part of the Post SHMA Work Programme. It will be the role of subsequent Local Plan reviews to allocate specific development sites.
- 1.5 The Spatial Options Assessment includes an assessment of the sustainability of each option, as well as an assessment of their deliverability and viability. Although similar in principle and purpose, the sustainability assessment does not constitute a formal Sustainability Appraisal.

Steering arrangements

- 1.6 Oxfordshire County Council has led this project on behalf of the commissioning local authorities, representatives of which together comprise the project Steering Group. The commissioning local authorities are:
 - Oxfordshire County Council
 - Cherwell District Council
 - Oxford City Council
 - South Oxfordshire District Council
 - Vale of White Horse District Council
 - West Oxfordshire District Council
- 1.7 LUC and BBP have worked closely with the Steering Group at each stage of the study. Regular progress meetings were held and the Steering Group provided detailed comments on the

⁴ LUC (October 2015) Oxford Green Belt Study: Final Report

assessment methodology before the assessment was undertaken. There was also a 'Check and Challenge' workshop with the Growth Board Executive Officers Group in relation to the draft findings of the study and the Steering Group provided two rounds of detailed written comments on the draft assessment findings.

Report structure

- 1.8 This chapter has introduced the Spatial Options Assessment and the overall aims and objectives. The remainder of the report is structured as follows:
- **Chapter 2: Context** explains the background to the Spatial Options Assessment, including the reasons why it is required, and describes the context in which the study is being undertaken.
 - **Chapter 3: Methodology** describes the approach that has been taken to each stage of the Spatial Options Assessment.
 - **Chapter 4: Baseline Information** sets out baseline information for the five Oxfordshire local planning authorities, which was used to inform the assessment of spatial options.
 - **Chapter 5: Findings** presents the findings of the Spatial Options Assessment.
 - **Chapter 6: Conclusions** draws together the overall findings of the study and explains the next steps to be undertaken by the authorities.
- 1.9 The detailed assessment proformas for each of the spatial options can be found in **Appendix 3**.

2 Context

- 2.1 This chapter describes the background to the Spatial Options Assessment and the wider contextual issues affecting the study.

Housing need in Oxfordshire

- 2.2 The Oxfordshire Strategic Housing Market Assessment, published in April 2014⁵, identified a need for the provision of around 5,000 homes per annum over the period 2011-31 across the Oxfordshire Housing Market Area.
- 2.3 The need within the administrative area of Oxford City Council is identified as between 24,000 and 32,000 homes up to 2031. Through the Post SHMA Work Programme, the Leaders of the Oxfordshire local authorities agreed a working assumption of 15,000 homes as the figure of housing need that could not be met within Oxford City's administrative boundary.

Constraints to development within Oxford City

- 2.4 The Oxford Green Belt was designated in 1958, with a tight inner boundary around the built-up area of the city, and extending outwards for around five to six miles in every direction and into each of Oxford's neighbouring districts. For almost 60 years the Green Belt has provided an open, landscape backdrop to the urban area of Oxford and prevented coalescence with neighbouring towns and villages. However, it has also presented a major constraint on the City's growth and development, alongside the constraints of the floodplain and sensitive ecological and historical areas.
- 2.5 Oxford is a world-renowned historic city, with over 1,500 listed buildings and 16 conservation areas which cover 17.3% of the total area of the city. The built-up area extends to the administrative boundary around much of the eastern side of the city, and the river corridors of the Thames to the west and Cherwell to the east have created extensive green wedges running north-south through the city. This gives Oxford a distinctive physical form, with much of the residential population concentrated to the east of the city centre. Around 27% of Oxford is in the Green Belt, with much of this land being flood plain associated with the two river corridors, and therefore presenting areas of high flood risk. The historic city parks and nature conservation areas (including a Special Area of Conservation (SAC) and several Sites of Special Scientific Interest (SSSIs)) create pockets and corridors of green space within the city boundary.
- 2.6 Although these assets have limited development within Oxford City, they are a large part of what makes the City a major tourist destination. Oxford is also an important retail centre with a successful economy based on higher education, health services, car manufacturing, high-tech and medical scientific research. The potential of Oxford and its sub-region to act as a catalyst for growth and investment has been recognised in past and present regional and local planning policy.
- 2.7 The Oxfordshire Local Enterprise Partnership (LEP) has a Vision for Oxfordshire that "by 2030 we will have strengthened Oxfordshire's position as a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise and research excellence". The LEP believes that Bicester, Oxford and Science Vale Oxford UK are great hubs for significant commercial opportunities for world class businesses. One of the LEP priorities is to "provide the quality environment and choice of homes needed to support growth and capitalise upon the exceptional quality of life, vibrant economy and the dynamic urban and rural communities of our county".

⁵ GL Hearn (April 2014) Oxfordshire Strategic Housing Market Assessment: Final Report

- 2.8 Therefore, the balancing act between providing sufficient homes to meet growing demand and economic aspirations for Oxfordshire, and the constraints to development presented by natural and historic assets as well as the Green Belt, has proved to be a constant challenge for the five local planning authorities in Oxfordshire. The political popularity of the Green Belt also results in resistance to development within each of the four neighbouring districts, and each district also has its own natural and historic assets that may limit growth (e.g. the North Wessex Downs, Cotswolds and Chilterns AONBs, the RAF Upper Heyford, numerous SACs, SSSIs, Local Nature Reserves, Conservation Areas and Scheduled Monuments).
- 2.9 To address this challenge, and taking account of the Duty to Co-operate, the Oxfordshire Shadow Growth Board (comprising representatives of the County and District Councils of Oxfordshire, the Oxfordshire Local Enterprise Partnership, the Universities of Oxford and business leaders) agreed to work collaboratively to provide a county-wide spatial picture and strategy. A strategic work programme was developed, which comprises a number of inter-related projects and milestones relating to the preparation and appraisal of long-term strategic development options for the county and the identification of associated infrastructure requirements. This Spatial Options Assessment forms part of the wider joint strategic work programme called the Post SHMA Strategic Work Programme), which will ultimately inform local plan reviews by identifying and appraising strategic spatial options for accommodating Oxford City's unmet housing need.

Local Plan preparation within Oxfordshire

- 2.10 **Table 2.1** below presents a review of the status of the Local Plans within Oxfordshire and shows that Oxford City has a Core Strategy and Sites and Housing Plan adopted in 2011 and 2013 and Cherwell's Local Plan Part 1 was adopted in July 2015. The Vale of White Horse District has a Local Plan that is close to being adopted (following a Main Modifications consultation due to take place shortly), West Oxfordshire District submitted its Local Plan for Examination in July 2015 and the Examination has been suspended until December 2016 so the Council can undertake some further work on housing numbers and sites and to address the issue of 'unmet' housing need arising from Oxford City. South Oxfordshire District Council is currently consulting on Preferred Options for its new Local Plan (June to August 2016).
- 2.11 Each of these plans includes strategic site allocations for meeting the authority's own housing need, and is accompanied by Sustainability Appraisal reports. There is therefore a large amount of information already available in terms of key sustainability issues for each local authority and this has been drawn upon as appropriate during this study. For example, the Sustainability Appraisal frameworks for each Local Plan provided a useful starting point for developing the sustainability assessment criteria (see **Chapter 4**).
- 2.12 The strategic spatial options for Oxfordshire will be additional to any adopted or proposed strategic site allocations within the authorities' extant Local Plans, in order to meet the additional unmet need of Oxford. Any spatial options that are taken forward will be allocated through subsequent local plan reviews.

Table 2.1 Status of Local Plans in the five Oxfordshire Local Authorities

District	Local Plan Status
Cherwell District	The Cherwell District Council Local Plan (Part 1) which sets out the strategic planning policy framework and strategic site allocations for the district to 2031, was adopted on 20th July 2015. In the Local Plan the Council committed to work which seeks to address the unmet objectively assessed housing need from elsewhere in the Oxfordshire Housing Market Area, particularly from Oxford City. Cherwell District Council is now working on a Partial Review of Part 1, and on Part 2 of the Cherwell Local Plan (Development Management Policies and Sites) containing detailed planning policies for considering planning applications and non-strategic site allocations. The Partial Review focuses specifically on how to accommodate additional housing and associated

District	Local Plan Status
	supporting infrastructure within Cherwell in order to help meet Oxford's housing need. The Council carried out an Issues consultation for both the Part 1 Review and Part 2 from January to March 2016.
Oxford City	The Oxford City Council Local Plan 2001-2016, setting out a detailed framework for our land use policies, was adopted on 11th November 2005. However, most of its policies have now been superseded by more recent DPDs. The Oxford City Council Core Strategy, containing the policies against which all planning applications are judged, was adopted by the City Council on 14th March 2011. The Oxford City Council Sites and Housing Plan, allocating sites for housing, employment and other uses and setting out detailed planning policies, was adopted by the City Council on 18th February 2013. The Council published a new Local Development Scheme in January 2016 which states that a new Local Plan will now be prepared covering the period to 2036, 10 years beyond the current period of the Core Strategy. A 'First Steps' consultation took place between June and August 2016. It is anticipated that Options consultation will take place in June 2017, with adoption planned for October 2019.
South Oxfordshire District	The South Oxfordshire District Council Core Strategy, identifying issues and directions of growth for new development up to the year 2027, was adopted in December 2012. Since then, the Council has been working on a new local plan, known as the Local Plan 2032 (previously referred to as the Local Plan 2031). The new plan will find a positive way to plan for the updated housing need figures (up to 2031) identified in a County-wide Strategic Housing Market Assessment (April 2014). The Local Plan 2032 will make provision for an element of Oxford City's unmet need. Consultation documents on the 'Issues and Scope' of the Local Plan 2031 were published in the summer of 2014, followed by some 'Refined Options' in spring 2015.
Vale of White Horse District	The Vale of White Horse District Council Local Plan 2011 was adopted in July 2006. Following the publication of the National Planning Policy Framework in 2012, the Council published an assessment of how the saved Local Plan 2011 policies are consistent with the NPPF. The Council submitted Part 1 of a new Local Plan 2031 to the Secretary of State on 18th March 2015 for formal examination. Part 1 of the new Local Plan 2031 deals with the larger 'strategic' sites and policies in the Vale. The Inspector's Interim Findings were published on 7th June 2016 and a formal Main Modifications consultation will be undertaken. Until Part 1 is adopted, saved policies in this Local Plan 2011 that are consistent with the NPPF are being used alongside the Framework. Part 2 of the Local Plan 2031, containing smaller site allocations and detailed planning policies is anticipated to be adopted in the summer of 2018. The need to address Oxford City's unmet housing need will be addressed through the Local Plan Part 2.
West Oxfordshire District	The West Oxfordshire District Council Local Plan 2011 was adopted on 16th June 2006. The planning policies that are consistent with the National Planning Policy Framework (2012) have been saved and still form the basis

District	Local Plan Status
	for local planning decisions until such time as they are replaced by a new Local Plan. The new Local Plan 2011-2031 will set out an overall strategy to guide development across the District up to 2031. Following several periods of public consultation, a pre-submission draft was published for consultation between 27th March and 8th May 2015. The Council submitted the Local Plan 2011-2031 for formal examination in July 2015. The first hearing session dealing with strategic matters, including the duty to co-operate and housing and employment requirements, was held in November 2015, following which the Inspector requested that the Local Plan Examination be suspended until December 2016 to allow the Council the opportunity to undertake some further work on housing numbers and sites and to address the issue of 'unmet' housing need arising from Oxford City.

3 Methodology

- 3.1 This chapter explains the approach that has been taken to each stage of the Spatial Options Assessment and describes the issues that were encountered including data limitations that have affected how the study was undertaken.

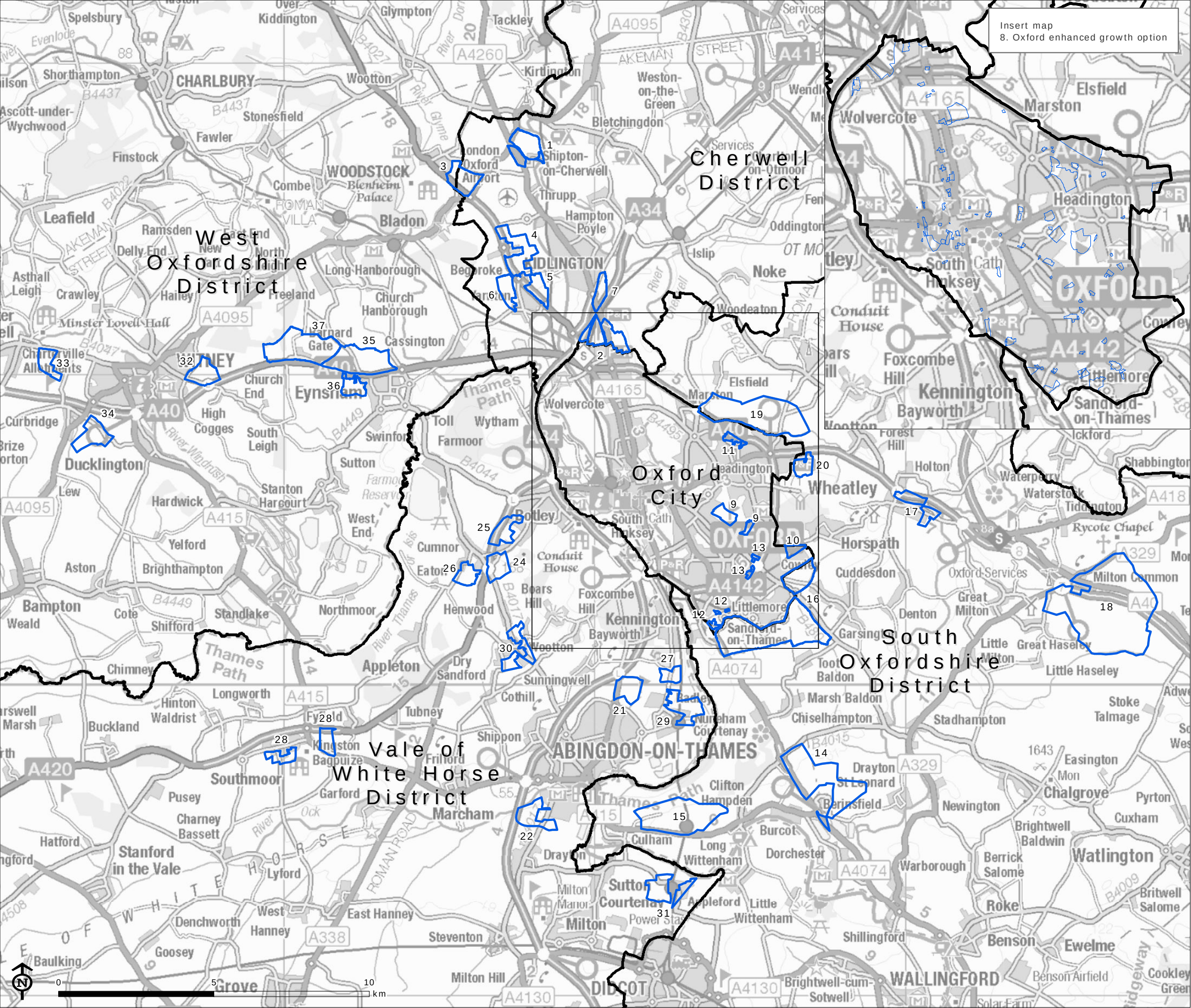
Identification of spatial options

- 3.2 Prior to this study taking place, a list of 36 spatial options were identified by the local authorities as appropriate for testing/further assessment due to having a reasonable level of relationship to Oxford and initially assessed in 2015 by the local authorities as part of the Post SHMA Work Programme, based on an agreed brief. Oxfordshire County Council identified and assessed the sites within South Oxfordshire and the Vale of White Horse due to officers in those authorities being involved with their Examination in Public at the time. The local authorities and Oxfordshire County Council prepared assessment proformas covering a range of topics including current use of the site, ownership, site characteristics, likely number of dwellings, area, flood zones, highways access, public transport/foot/cycle access, infrastructure requirements, impacts on ecology, landscape, national/European designations, heritage assets and trees. Once the initial assessments were complete, a Check and Challenge workshop, attended by all the Councils, was held in October 2015 to finalise and agree the list of spatial options to be tested.
- 3.3 The 36 spatial options that were the subject of this assessment are listed in **Table 3.1** below. Note that there is no spatial option number 23 as the option originally allocated that number was removed from the assessment. This was a site in Vale of White Horse District known as the reservoir site. Evidence submitted by Thames Water to the Vale of White Horse Local Plan examination stated that the site is likely to be required for a reservoir and so should not be regarded as available for housing, so the Steering Group agreed that the site should not go forward for assessment through this study.
- 3.4 One of the options, the Oxford Enhanced Growth Option, is slightly different from the others included in the assessment in that it comprises a large number of small parcels of land distributed across the Oxford City area.
- 3.5 The local authorities' assessment proformas detailing the spatial options had been completed in slightly differing formats and with slightly differing assumptions by the authorities. Therefore it was agreed that as part of this study, LUC and BBP were asked to examine the templates to ensure commonality of approach, and also to consider the capacity of the spatial options in a consistent way (i.e. how many homes could be delivered on each option). The approach taken to this is discussed below under the heading 'Agree general assumptions regarding density, infrastructure provision and trajectories'.

Table 3.1 Spatial options included in the assessment

Local Authority	Spatial option number	Spatial option name
Cherwell District	1	Shipton Quarry
	2	Land North of Oxford
	3	Land south east of Woodstock
	4	Begbroke
	5	Land east of Yarnton
	6	Land west of Yarnton
	7	Land south east of Kidlington
Oxford City	8	Enhanced growth option
	9	Oxford Golf Club
	10	Horspath site

Local Authority	Spatial option number	Spatial option name
	11	Land North of Old Headington
	12	Land at Oxford Science Park
	13	Land at Oxford Business Park
South Oxfordshire District	14	Berinsfield
	15	Culham
	16	Land south east of Oxford (Grenoble Road)
	17	Land at Wheatley
	18	M40 Junction 7
	19	Wick Farm
	20	Land adjacent to Thornhill Park and Ride
Vale of White Horse District	21	North Abingdon
	22	South Abingdon
	24	Botley
	25	Chawley
	26	Cumnor
	27	Kennington
	28	Land south and east of Kingston Bagpuize
	29	Radley
	30	Wootton
	31	Appleford
West Oxfordshire District	32	Witney north east
	33	Witney Downs Road
	34	Witney south
	35	Eynsham north
	36	Eynsham west
	37	Eynsham Park



Oxford Spatial Options Assessment

Figure 3.1: Spatial Options locations

Spatial Option

- Site Name
- 1. Shipton-on-Cherwell Quarry
 - 2. Land North of Oxford
 - 3. Land at Woodstock
 - 4. Land at Begbroke
 - 5. East of Yarnton
 - 6. West of Yarnton
 - 7. South East of Kidlington
 - 9. Oxford Golf Club
 - 10. Horspath site
 - 11. Land north of Old Headington
 - 12. Oxford Science Park at Littlemore
 - 13. Oxford Business Park
 - 14. Berinsfield
 - 15. Culham
 - 16. SE Grenoble Rd
 - 17. Wheatley - Holton
 - 18. M40 Junction 7
 - 19. Wick Farm
 - 20. Shotover - land at Thornhill
 - 21. Abingdon North
 - 22. Abingdon South
 - 24. Botley
 - 25. Chawley
 - 26. Cumnor
 - 27. Kennington
 - 28. Kingston Bagpuize
 - 29. Radley
 - 30. Wooton
 - 31. Appleford
 - 32. Land north east of Witney
 - 33. Land west of Downs Road
 - 34. Land South of Witney
 - 35. Land north of Eynsham
 - 36. Land west of Eynsham
 - 37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3



Collate baseline information and data

- 3.6 Baseline information relating to the five Oxfordshire authorities was gathered and collated. This baseline would inform the later assessment of spatial options, and would help to inform judgements about the likely effects of the options on social, environmental and economic issues in Oxfordshire. The baseline information also provided the context for developing the assessment criteria (described further ahead in this chapter).
- 3.7 For each authority, the baseline information presented in the most recent Sustainability Appraisal reports for the Local Plan/Core Strategy (or any other relevant plans) was reviewed as a starting point and updated as necessary, referring to the most recent data sources. Where possible, the baseline information was illustrated using maps and figures, to make it clear and easier to refer to.
- 3.8 Baseline information was also collected and reviewed to inform the assessment of deliverability, viability and other aspects of the assessment process. Local Plan policies and the evidence base relating to housing need, affordable housing, and Community Infrastructure Levy (CIL) were reviewed. Alongside national guidance and best practice, this information informed the design of the assessment framework used to assess development densities, trajectories and viability.
- 3.9 The output from this task is presented in **Chapter 4** of this report.

Creation of a Published Map File (PMF)

- 3.10 Where possible, GIS data was obtained to illustrate the location of constraints and opportunities within Oxfordshire. LUC already held a number of datasets at the national level and where additional data was required, this was requested from the five Oxfordshire authorities and the County Council.
- 3.11 GIS data was collated in relation to features such as designated biodiversity sites, heritage assets, best and most versatile agricultural land etc. and was compiled into a Published Map File (PMF) which is an interactive map in which 'layers' (different datasets) can be turned on and off by those carrying out the assessment. The PMF also included the locations of the spatial options. This tool allowed the assessment team to layer and analyse the constraints and opportunities within and around the spatial options and to measure distances between the spatial options and various features. The datasets included in the PMF allowed for the assumptions in the assessment framework (described in the next section) to be applied to the assessment of spatial options.
- 3.12 At this stage, an Access database was also set up in which the results and notes from the assessment were later recorded.

Agree general assumptions regarding density, infrastructure provision and trajectories

- 3.13 LUC and BBP were asked to propose consistent assumptions that could be applied regarding density, affordable housing, infrastructure provision and development trajectories when assessing the spatial options. In order to achieve this, LUC and BBP reviewed each local authority's Strategic Housing Land Availability Assessment (SHLAA) reports to identify any assumptions regarding density and infrastructure provision that were applied by the local authority during its SHLAA work. The current Local Plan policies relating to affordable housing provision for each local authority were also reviewed (as referred to in the assessment framework under criterion 11 in **Table 3.6**). Finally, the housing land supply trajectories for each local authority were drawn from a range of relevant documents, as identified below.

Broad categories of site and assumed net densities

- 3.14 Five broad categories of site were identified for the spatial options, based on a review of the scale and location of the 36 spatial options proposed by the local authorities, as well as a review of each authority's SHLAA report. **Table 3.2** presents the broad categories of site and the agreed

net densities that were used to help estimate how much housing could be provided on each spatial option.

Table 3.2: Broad categories of site and assumed net densities to be used in the assessment of spatial options

Category of site	Assumed net density (dph)	Assumed net density (dph) if near a Transport Link
New settlement	25	35
Village extension (e.g. Kidlington)	30	40
Town extension (e.g. Abingdon, Witney)	35	45
Urban extension (i.e. extending the built up area around Oxford)	35	45
Urban intensification (i.e. within Oxford built up area)	50	60

- 3.15 The final column in **Table 3.2** shows the increased net density assumed for those spatial options near to a public transport link (existing or planned). It was agreed to increase the net density by 10 dwellings per hectare (dph) around transport links to reflect the Government's consultation on proposed changes to national planning policy (December 2015⁶). It was agreed to define 'transport links' in a similar way to 'commuter hubs' as set out in paragraph 15 of the government's consultation document, except with more reference to bus services, to reflect the Oxford transport situation:
- "a) a public transport interchange (rail or bus station) where people can board or alight to continue their journey by other public transport (including buses), walking or cycling; and
 - b) a place that has, or could have in the future, a frequent service to that stop. We envisage defining a frequent service as running at least every 15 minutes during normal commuting hours."
- 3.16 In addition, the consultation document stated at paragraph 17, that the government does not propose to introduce a minimum density requirement in national policy. However, in paragraph 18 it states:
- 3.17 "The number of additional homes that can be delivered depends on both the density and the definition of commuter hubs. To provide an assessment of impact, we have considered all major train stations in built up areas with a population greater than 25,000. Where stations were within 0.5 miles of one another they were combined into a single transport hub. This gives around 680 potential transport hubs in England. We estimate that in 2013/14 34,000 homes were built within 0.5 miles of a transport hub at an average density of 34 dwellings per hectare. **If the average density at which these homes were built was increased to 40 dwellings per hectare, this could deliver an additional 6,000 homes within the same land area.**"
- 3.18 Given the assumption about increasing the average density to 40 dwellings per hectare (dph), it was considered reasonable to assume an increase of 10 dph for each category of site when it is near a public transport link.

Assumptions regarding affordable housing delivery on site

- 3.19 The current affordable housing policy in each authority was used to generate assumptions about how much affordable housing provision could be delivered for the different spatial options, as summarised below:

⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/488276/151207_Consultation_document.pdf

- Cherwell – **35%** Kidlington and Rural Areas on sites that include 11 homes or more;
- Oxford – a minimum **50%** affordable housing on sites 0.25 ha/ 10 dwellings;
- South Oxfordshire – **40%** on all sites where net gain of 3+ dwellings;
- Vale - **35%** on all sites where net gain of 3+ dwellings; and
- West Oxfordshire – **50%** in the higher value zone, **40%** in the medium value zone, and **35%** in the lower value zone on sites of over 10 dwellings.

Assumptions regarding infrastructure provision on site

- 3.20 The information provided in the initial assessment proformas for the 36 spatial options was reviewed, as well as any relevant information in each local authority's SHLAA document regarding the potential types and amount of infrastructure that might be provided in the different spatial options. Information provided by Oxfordshire County Council relating to standard land areas of primary and secondary schools was also reviewed, along with the "Pupil Place Plan 2015-2019" by Oxfordshire County Council (July 2015).
- 3.21 It is very difficult to propose standard assumptions about the type and amount of infrastructure that might be provided on the different categories of site, without first knowing how many dwellings could be delivered, and making further assumptions about the number of residents that would result in. For example, some of the local authority site proformas assumed that playing fields would be provided on the basis of 2.4 hectares per 1,000 population. However, in this study, it was decided to apply consistent assumptions about density and infrastructure provision in order to estimate the net number of dwellings that would be provided before carrying out the assessment of the spatial options. Therefore, it was agreed to use the assumptions about infrastructure provision shown in **Table 3.3**. The infrastructure assumed to be provided on the spatial options included: primary and secondary schools, neighbourhood centre/community facilities, sports facilities/playing fields, access roads and amenity/open space. However, it is noted that for some of the sites, a Park & Ride facility may need to be delivered on site, and therefore the percentage of the site taken up by infrastructure may actually be greater than the averages assumed in Table 3.3. For urban intensification sites, due to their proximity to existing infrastructure and smaller site size, it was assumed that the only infrastructure to be provided on site would be access roads and a small amount of amenity/open space, therefore the percentage of the site area required for infrastructure provision will be lower.
- 3.22 For the purpose of undertaking the initial detailed assessment against the proposed assessment framework, this approach allowed all spatial options to be compared consistently. A more detailed assessment of infrastructure provision may be able to be made on the short list of preferred spatial options by the Steering Group, based on local knowledge and understanding of what is required in each location.

Table 3.3: Assumptions about how much land infrastructure provision might require in the different categories of spatial option

Category of site	Assumed % of site area that will be required for infrastructure provision
New settlement	40%
Village extension (e.g. Kidlington)	35%
Town extension (e.g. Abingdon, Witney)	35%
Urban extension (i.e. extending the built up area around Oxford)	35%
Urban intensification (i.e. within Oxford built up area)	15%

- 3.23 Based on the assumptions described above, the total number of dwellings that could be provided on each spatial option has been estimated by deducting the infrastructure provision percentage, to obtain a 'net developable area', and applying the relevant net density assumption for the category of site, as shown in **Table 3.4**.

Development Trajectories

- 3.24 A review of Oxfordshire SHLAAs suggests there is an active housebuilding sector with developers seeking to build out sites relatively quickly because Oxford remains a location where people want to live. There are now more positive indicators than at any point over the past few years, signalling a period of higher activity and price growth according to Savills revised 5 year forecasts (July 2013).
- 3.25 From a review of each local authority's evidence in relation to housing trajectories⁷, the following ranges of build rates per annum were identified:
- Cherwell - 140 to 210 homes pa.
 - Vale of White Horse –50 to 250 homes pa.
 - South Oxfordshire – 65 – 193 homes pa.
 - West Oxfordshire –100 – 250 homes pa.
 - Oxford City – 100/170 homes pa – assuming the West End Area Action Plan is made up of a number of smaller sites.

Factors influencing trajectories

- 3.26 A number of factors are known to influence trajectories as follows:
- 3.27 Demand side issues:
- Level of market demand, attractiveness of location and site.
 - Relationship to major settlements, catchments, proximity to transport hubs.
 - Macro issues – economy, availability of mortgages.
- 3.28 Supply side issues:
- Competing sites.
 - Level of demand for a range of housing types.
 - Capacity of builder/potential for developer consortia.

Agreed assumptions

- 3.29 Following discussions and feedback from the Steering Group it was agreed that trajectories should be applied on a consistent basis across all of the sites unless there were exceptional circumstances which require some moderation to be undertaken. The trajectories were calculated as follows:

2,000+ homes	200 dwellings per annum
1,500 - 2,000 homes	150 dwellings per annum
1,000 – 1,500 homes	100 dwellings per annum
Up to 1,000 homes	50 dwellings per annum

- 3.30 These trajectory rates are generic assumptions and it is recognised that market conditions and site specific circumstances will vary from district to district.
- 3.31 Allowances were then made for pre-development periods of 5 years in each case as an estimate of time it would take for changes to be made to the policy framework (i.e. Local Plans) to allow

⁷ Cherwell District Council Housing Land Supply Trajectory (5 December 2015); Oxford SHLAA (December 2013); South Oxfordshire District Council Assessment of Five Year Housing Land Supply (April 2015); Vale of White Horse Written Statement on 5 Year Land Supply, Examination Stage 2; Strategic Option Housing Trajectories, West Oxfordshire District Council (January 2016).

development to be brought forward. This assumption was adopted for the sake of consistency although in reality the pre-development period is likely to vary on a site by site basis.

- 3.32 **Table 3.5** applies the agreed trajectory assumptions to the total housing provision estimated for each spatial option (in Table 3.4), to show how much development could occur on the spatial options over the period 2016 to 2031.

Table 3.4: Estimate of total number of dwellings that could be provided on each spatial option taking into account infrastructure provision and assumed net densities

District	No.	Spatial option	Density Category	Near a Public Transport Link	Gross site area (ha)	Deduction for Infrastructure	Deduction for Infrastructure (ha)	Net site area (ha)	Assumed net density for category of site	Total no. of dwellings that could be provided on	Gross net density (total no. of dwellings / gross site)
Cherwell	1	Shipton quarry	New settlement		87	40%	34.8	52.2	25	1305	15
	2	Land north of Oxford	Urban extension		89	35%	31.2	57.9	45	2603	29.25
	3	Land SE of Woodstock	Village extension		71	35%	24.9	46.2	30	1385	19.5
	4	Begbroke	Village extension		92	35%	32.2	59.8	30	1794	19.5
	5	Land E of Yarnton	Village extension		43	35%	15.1	28.0	30	839	19.5
	6	Land W. of Yarnton	Village extension		43	35%	15.1	28.0	30	839	19.5
	7	Land SE of Kidlington	Village extension	Yes - Oxford Parkway	34	35%	11.9	22.1	40	884	26
Oxford	8	Enhanced growth	Urban intensification		280	n/a	n/a	n/a	n/a	2,038-2,368	n/a
	9	Oxford Golf Club	Urban intensification		33	15%	5.0	28.1	50	1407	42.5
	10	Horspath site (BMW/Mini site)	Urban intensification		16	15%	2.4	13.5	50	674	42.5
	11	Land N of Old Headington	Urban intensification		13	15%	2.0	11.2	50	559	42.5
	12	Land at Oxford Science Park	Urban intensification		8	15%	1.2	6.9	50	343	42.5
SOxon	13	Land at Oxford Business Park	Urban intensification		8	15%	1.2	7.0	50	350	42.5
	14	Berinsfield	Village extension		248	35%	86.8	161.2	30	4836	19.5
	15	Culham	New settlement	Yes - Culham rail station	229	40%	91.6	137.4	35	4809	21
	16	Land SE of Oxford (Grenoble Rd)	Urban extension		325	35%	113.8	211.3	35	7394	22.75
	17	Land at Wheatley	Village extension		45	35%	15.8	29.3	30	878	19.5
	18	M40 J7	New settlement		720	40%	288.0	432.0	25	10800	15
	19	Wick Farm	Urban extension		278	35%	97.3	180.7	35	6325	22.75
	20	Land adj to Thornhill P&R	Urban extension		34	35%	11.9	22.1	35	774	22.75
	21	North Abingdon	Town extension		55	35%	19.3	35.8	35	1251	22.75
	22	South Abingdon	Town extension		64	35%	22.4	41.6	35	1456	22.75
Vale	24	Botley	Village extension		49	35%	17.2	31.9	30	956	19.5
	25	Chawley	Village extension		50	35%	17.5	32.5	30	975	19.5
	26	Cumnor	Village extension		38	35%	13.3	24.7	30	741	19.5
	27	Kennington	Village extension		27	35%	9.5	17.6	30	527	19.5
	28	Land S and E of Kingston	Village extension		64	35%	22.4	41.6	30	1248	19.5
	29	Radley	Village extension	Yes - Radley rail station	77	35%	27.0	50.1	40	2002	26
	30	Wootton	Village extension		57	35%	20.0	37.1	30	1112	19.5
	31	Appleford	New settlement	Yes - Appleford rail station	64	40%	25.6	38.4	35	1344	21
	32	Witney NE	Town extension		61	35%	21.4	39.7	35	1388	22.75
	33	Witney Downs Road	Town extension		43	35%	15.1	28.0	35	978	22.75
WOxon	34	Witney South	New settlement		70	40%	28.0	42.0	25	1050	15
	35	Eynsham North	New settlement		148	40%	59.2	88.8	25	2220	15
	36	Eynsham West	Village extension		38	35%	13.3	24.7	30	741	19.5
	37	Eynsham Park	New settlement		229	40%	91.6	137.4	25	3435	15

Table 3.5: Trajectory analysis for each spatial option

No.	Spatial option	Gross area (ha)	Net area (ha)	Total no. of dwellings	Lead-in/ planning period	Strategic Infrastructure delivery	Delivery number (dph/ per annum)	Years to deliver	Year on site	End date	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total (by 2031)	Balance after 2031
1	Shipton quarry	87	52.2	1305	5	0	100	13.05	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	205
2	Land north of Oxford	89	57.9	2603	5	0	200	13.015	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	403
3	Land SE of Woodstock	71	46.2	1385	5	0	100	13.85	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	285
4	Begbroke	92	59.8	1794	5	0	150	11.96	2021	2031	150	150	150	150	150	150	150	150	150	150	150	1650	144
5	Land E of Yarnton	43	28.0	839	5	0	50	16.78	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	289
6	Land W. of Yarnton	43	28.0	839	5	0	50	16.78	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	289
7	Land SE of Kidlington	34	22.1	884	5	0	50	17.68	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	334
		459	294	9647.75																		7700	1949
8	Enhanced growth	280	n/a	038-2,368																			
9	Oxford Golf Club	33	28.1	1407	5	0	100	14.07	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	307
10	Horspath site (BMW/Mini site)	16	13.5	674	5	0	50	13.48	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	124
11	Land N of Old Headington	13	11.2	559	5	0	50	11.18	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	9
12	Land at Oxford Science Park	8	6.9	343	5	0	50	6.86	2021	2027.9	50	50	50	50	50	50	50	0	0	0	0	343	0
13	Land at Oxford Business Park	8	7.0	350	5	0	50	7	2021	2028	50	50	50	50	50	50	50	50	0	0	0	350	0
		358.4	66.66	3332.85																		2893	440
14	Berinsfield	248	161.2	4836	5	0	200	24.18	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	2636
15	Culham	229	137.4	4809	5	0	200	24.045	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	2609
16	Land SE of Oxford (Grenoble)	325	211.3	7394	5	0	200	36.97	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	5194
17	Land at Wheatley	45	29.3	878	5	0	50	17.56	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	328
18	M40 J7	720	432.0	10800	5	0	200	54	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	8600
19	Wick Farm	278	180.7	6325	5	0	200	31.625	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	4125
20	Land adj to Thornhill P&R	34	22.1	774	5	0	50	15.48	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	224
		1879	1174	35814.3																		##	23716
21	North Abingdon	55	35.8	1251	5	0	100	12.51	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	151
22	South Abingdon	64	41.6	1456	5	0	100	14.56	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	356
24	Botley	49	31.9	956	5	0	50	19.12	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	406
25	Chawley	50	32.5	975	5	0	50	19.5	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	425
26	Cumnor	38	24.7	741	5	0	50	14.82	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	191
27	Kennington	27	17.6	527	5	0	50	10.54	2021	2031	50	50	50	50	50	50	50	50	50	50	50	527	0
28	Land S and E of Kingston	64	41.6	1248	5	0	100	12.48	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	148
29	Radley	77	50.1	2002	5	0	200	10.01	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2002	0
30	Wootton	57	37.1	1112	5	0	100	11.12	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	12
31	Appleford	64	38.4	1344	5	0	100	13.44	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	244
		2276	1390	37575.8																		9679	1933
32	Witney NE	61	39.7	1388	5	0	100	13.88	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1100	288
33	Witney Downs Road	43	28.0	978	5	0	50	19.56	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	428
34	Witney South	70	42.0	1050	5	0	100	10.5	2021	2031	100	100	100	100	100	100	100	100	100	100	100	1050	0
35	Eynsham North	148	88.8	2220	5	0	200	11.1	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	20
36	Eynsham West	38	24.7	741	5	0	50	14.82	2021	2031	50	50	50	50	50	50	50	50	50	50	50	550	191
37	Eynsham Park	229	137.4	3435	5	0	200	17.175	2021	2031	200	200	200	200	200	200	200	200	200	200	200	2200	1235
		589	360.5	9812																		7650	2162

Develop assessment criteria and scoring system

- 3.33 The original brief for this study identified nine sustainability and deliverability principles that were required to be used as a starting point for drafting a set of assessment criteria:
- 1 The spatial relevance of options to meeting Oxford's needs.
 - 2 Support for the objectives of the Strategic Economic Plan for Oxfordshire.
 - 3 Use of opportunities offered by investment in strategic infrastructure.
 - 4 The ability to minimise the distance travelled to local services.
 - 5 The ability to create attractive, mixed and well-balanced communities.
 - 6 The potential capacity and capability of strategic infrastructure.
 - 7 Flood risk and the sequential approach.
 - 8 Impacts on designated landscape areas, heritage and biodiversity assets, and opportunities for environmental/green infrastructure enhancement.
 - 9 Deliverability and viability of spatial options, including funding of affordable housing and infrastructure.
- 3.34 The assessment criteria that were developed included sustainability assessment criteria, criteria for assessing the deliverability and viability of options, and specific criteria relating to assessing landscape impact and the Green Belt. The various strands of the assessment are described separately below although in reality they were completed in parallel.

Sustainability assessment criteria

- 3.35 To develop the sustainability assessment criteria, the nine principles listed above were taken as a starting point along with each local authority's Sustainability Appraisal (SA) framework in their most recent SA Report. The SA frameworks were reviewed with the aim of ensuring that locally relevant sustainability issues, especially those relating to Oxford (because the assessment is about meeting the unmet housing need of Oxford), were captured within the assessment criteria. All five SA frameworks were collated into a table and were reorganised so that similar objectives were listed side by side (e.g. all the biodiversity objectives in one row, heritage in the next etc.). This process enabled a comparison of the SA frameworks so that similarities and differences could be identified. The exercise demonstrated that the range of SA objectives included in the five SA frameworks were in fact very similar. While most of the SA objectives were relevant to this Spatial Options Assessment, some were not relevant because they would not be influenced by the spatial location of development (for example, objectives relating to improving the energy efficiency of buildings). Those SA objectives were therefore not taken into account when preparing the assessment criteria for use in this study.
- 3.36 From these starting points, an initial County-wide assessment framework was developed. This comprised a list of criteria which would be used to assess each spatial option in terms of its sustainability effects. The criteria were grouped according to the relevant sustainability and deliverability principles that they would address (i.e. principles 1-9 listed above).
- 3.37 The Steering Group provided detailed comments in relation to draft versions of the assessment framework and various changes were made to the criteria as a result of those comments. It was decided that the spatial relevance of options to Oxford City was key to the sustainability assessment, because the options being considered all relate to providing housing specifically to meet Oxford's needs, rather than just being assessed for their general suitability as housing sites. Therefore, there is a strong emphasis within the final assessment framework on proximity to Oxford and/or sustainable transport choices as this is the key way in which options could be assessed in terms of their spatial relevance to Oxford.
- 3.38 The final sustainability assessment framework is presented in **Appendix 1**, with just the headline sustainability criteria listed in **Table 3.6**.

Scoring system

- 3.39 A scoring scale, similar to that which is commonly used in Sustainability Appraisals, was used to assess each spatial option against each criterion in the sustainability assessment framework:

++	The spatial option is likely to have a significant positive impact.
+	The spatial option is likely to have a minor positive impact.
0	The spatial option is likely to have negligible or no impacts.
-	The spatial option is likely to have a minor negative impact.
--	The spatial option is likely to have a significant negative impact.

- 3.40 For each score, a set of assumptions was drafted which provided justifications for determining the significance of the potential effects of an option on each assessment criterion. The use of assumptions enables a large number of site options to be assessed consistently and allows for transparency in the assessment process. The assumptions comprise specific circumstances under which a certain score would be given (i.e. minor/significant, positive/negative), and were developed so that, wherever possible, quantitative and spatial data could be used to assess the spatial options. The assumptions are included in the final assessment framework shown in **Appendix 1**. Sources of information for making judgements relating to each assessment criterion are also shown in **Appendix 1**.

Table 3.6: Sustainability Assessment Criteria

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Relevant sustainability and deliverability principles
Spatial relevance of options to Oxford		
Cultural facilities	1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?	The spatial relevance of options to meeting Oxford's needs.
	2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?	The spatial relevance of options to meeting Oxford's needs.
Sustainable transport/ education Sustainable transport/ education	3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?	The spatial relevance of options to meeting Oxford's needs.
	4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?	The spatial relevance of options to meeting Oxford's needs.
	5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?	The spatial relevance of options to meeting Oxford's needs.
Sustainable transport/ employment/ economy	6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?	The spatial relevance of options to meeting Oxford's needs.
	7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?	The spatial relevance of options to meeting Oxford's needs.
	8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by	The spatial relevance of options to meeting Oxford's needs.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Relevant sustainability and deliverability principles
	bicycle?	
Vibrant communities/social inclusion	9. Does the spatial option provide opportunities to contribute towards the regeneration of more deprived neighbourhoods?	The ability to create attractive, mixed and well-balanced communities.
Social and economic criteria		
Housing need/affordable homes	10. Could the spatial option provide a significant number of homes to meet Oxford's needs?	Relates to overall aim of the study, rather than a specific principle from the brief.
	11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?	Relates to overall aim of the study, rather than a specific principle from the brief.
Health and well-being	12. Does the spatial option provide convenient access to healthcare facilities?	The potential capacity and capability of strategic infrastructure
Access to services and facilities	13. Does the spatial option provide convenient access to existing services and facilities?	The ability to minimise the distance travelled to local services
Crime	<i>Not included – see full framework in Appendix 1 for explanation.</i>	N/A
Education and skills ⁸	14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?	Support for the objectives of the Strategic Economic Plan for Oxfordshire
	15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?	Support for the objectives of the Strategic Economic Plan for Oxfordshire
Employment/economy	16. Does the spatial option have the potential for onsite employment development?	The ability to create attractive, mixed and well-balanced communities
Environmental criteria		
Greenhouse gas emissions	<i>Not included – see full framework in Appendix 1 for explanation.</i>	N/A
Energy efficiency	<i>Not included – see full framework in Appendix 1 for explanation.</i>	N/A
Water pollution and water availability	<i>Not included – see full framework in Appendix 1 for explanation.</i>	N/A
Air pollution	<i>Not included – see full framework in Appendix 1 for explanation.</i>	N/A
Flooding	17. Will the spatial option result in development in areas at high risk of flooding from rivers?	Flood risk and the sequential approach
	18. Will the spatial option increase impermeable surfaces?	Flood risk and the sequential approach

⁸ Access to Universities is addressed under the Sustainable Transport/Employment/Economy criteria (8 and 9). Proximity to Universities in terms of education provision is not considered to be as significant an issue in assessing the sustainability of the spatial options as proximity to primary and secondary facilities. This is because of the smaller number of people that would be in tertiary education because it is not compulsory and may be less likely to be a deciding factor for new residents choosing to move to the spatial option locations.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Relevant sustainability and deliverability principles
Efficient use of land	19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?	Impacts on designated landscape areas, heritage and bio-diversity assets, and opportunities for environmental/ green infrastructure enhancement
Biodiversity/ geodiversity	20. Will the spatial option impact upon internationally designated biodiversity assets?	As above.
	21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?	As above.
	22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?	As above.
Green infrastructure (<i>not a specific topic from the LPA's frameworks but included as the multi-functional benefits cut across sustainability topics.</i>)	23. Will the spatial option provide opportunities for green infrastructure enhancements?	As above.
Historic environment	24. Will the spatial option impact upon heritage assets?	As above.
Landscape	25. Will the spatial option have adverse landscape and/or visual impacts?	As above.
Waste	<i>Not included – see full framework in Appendix 1 for explanation.</i>	N/A
Sustainable use of natural resources	26. Will the spatial option result in the sterilisation of mineral resources?	As above.

Landscape

- 3.41 One of the criteria in the sustainability assessment related to impacts on the landscape (Criterion 25). As shown in the assumptions for the Sustainability criteria in **Appendix 1**, the score given for each spatial option in relation to this criterion was drawn from the more detailed landscape assessment that was undertaken in relation to each option. Specifically, the score was based on the overall sensitivity rating that was given to the spatial option in the detailed landscape assessment. The approach taken to that detailed assessment is described below.
- 3.42 The landscape assessment for each spatial option included:
- A description of the site, making reference to terrain, land cover, land use, boundaries and any other relevant landscape elements.
 - Assessment of landscape/visual sensitivity against six criteria (see **Table 3.8** below).
 - A summary of key sensitivities identified from the assessment.
 - A sensitivity rating, using a 5-point scale (see **Table 3.7** below).

Landscape sensitivity ratings

- 3.43 The text accompanying each of the six landscape/visual sensitivity assessment criteria in **Table 3.8** show how the value and qualities of a spatial option's landscape have been assessed and the extent to which development could affect these qualities. Considered in combination, the six

landscape/visual sensitivity assessment criteria give an indication as to the likelihood of significant landscape or visual effects resulting from development. The overall rating for landscape sensitivity to development was a judgement based on consideration of three things:

- The number of assessment criteria for which sensitivities are identified.
- The importance of any of these criteria.
- The extent to which both of the above vary within the spatial option in question.

- 3.44 A description of the five overall landscape sensitivity ratings that were given to each spatial option is shown in **Table 3.7** below. In the absence of specific development proposals for each spatial option, this can only be considered an *indication of potential* effects, and any forthcoming development proposal would require detailed landscape and visual impact assessment to identify likely effects.
- 3.45 A spatial option rated as having *high* sensitivity may do so because it has a relatively high sensitivity to a number of different criteria but it may also do so because of a particularly high sensitivity to just one criterion. At the other end of the scale there would need to be an absence of any aspects of landscape considered to be sensitive for a spatial option to rate as *low*.
- 3.46 In some cases a gradual change in sensitivity may be identified across a spatial option – for example a gradual increase in sensitivity with distance from an existing urban edge. Limitations in terms of the resolution of the assessment may also mean that a smaller area within a spatial option is considered to rate differently to the majority of the area. Variations have therefore been reflected in the rating, so a spatial option which is largely very sensitive but which has some potential for limited development may score *medium-high* rather than *high*; however, the accompanying assessment text makes it clear that development across most of the spatial option would still be likely to have significant adverse landscape effects.

Table 3.7: Overall sensitivity ratings to be used

Sensitivity	Definition
High	Development would be very likely to give rise to significant adverse landscape and/or visual effects.
Medium-high	Development would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant.
Medium	Development would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent.
Medium-low	Development may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant.
Low	Development would be very unlikely to give rise to significant adverse landscape and/or visual effects.

Table 3.8: Landscape and Visual Sensitivity Assessment Criteria

Landscape and Visual Sensitivity Assessment Criteria				
Physical and natural character This addresses any sensitivity associated with landform, land cover and landscape elements. It considers the scale, coherence, condition and intactness of the physical landscape, and the extent to which it is representative of typical landscape character, or a scarce landscape type, as identified in the relevant local authority's Landscape Character Assessment.				
Lower sensitivity		→		Higher sensitivity
<i>The landscape is degraded and detracts from local landscape character – e.g. land cover has been largely lost and any landscape features are fragmented and/or in poor condition. The landform itself is of low sensitivity - i.e. simple, smooth or flat landforms.</i>		<i>The landscape has some limited characteristics that contribute to local landscape character – e.g. the landscape has reasonable hedgerow boundaries but is undistinctive in terms of landform or land cover. It may be a typical example of a locally commonplace landscape type.</i>		<i>The landscape makes a strong contribution to local landscape character – e.g. it has a distinctive landform, an intact, natural landscape with hedgerows, trees and other features of interest, such as ponds or watercourses. Strong landform features such as slopes, scarps and valleys are likely to be more sensitive.</i>
Settlement form and edge The extent to which the assessment area relates to the form and pattern of existing adjacent settlement, with reference to the character of the settlement edge and presence and role of boundary features. Note this may not be applicable for those spatial options where an entirely new settlement is proposed remote from any existing settlement.				
Lower sensitivity		→		Higher sensitivity
The landscape is strongly associated with an existing settlement and would not, if developed, be perceived as an extension of the settlement into the countryside.		Development would be perceived as settlement advancement into the countryside but would not represent a step-change in settlement form. It would not cross a distinctive boundary feature.		Development would have a poor relationship with existing settlement form, crossing a boundary feature and/or extending into an area with a distinctly different landscape – e.g. the extension of settlement beyond a
An exposed settlement edge with				

Landscape and Visual Sensitivity Assessment Criteria				
no landscape features to integrate the settlement/rural fringe will be less sensitive and may offer opportunities for development to enhance the settlement edge and integration.				ridge crest or into a valley. A well-integrated settlement edge by virtue of landscape structure or landform variation will be more sensitive.
Settlement setting The extent to which an area contributes to the identity and distinctiveness of a settlement, by way of its character and/or its contribution to a perceived gap between settlements (the loss of which would increase coalescence). Higher levels of sensitivity would typically apply to gaps between larger settlements than gaps between a larger settlement and an outlying hamlet or farmstead. Note this may not be applicable for those spatial options where an entirely new settlement is proposed remote from any existing settlement.				
Lower sensitivity		Higher sensitivity		
The landscape detracts from the character of the settlement, and does not contribute to the separation of settlements either because of distance or because significant parts of the developed area are already closer to the neighbouring settlement.		The landscape makes a limited positive contribution to the character of the settlement. It either contributes to the gap between large settlements, but not to an extent where development would have a strong effect on the perception of separate settlements, or it contributes to a gap between a settlement and an outlying farmstead or hamlet but development would still leave some sense of separation.		The landscape provides a distinctive setting to one or more settlement areas and/or is important in the perception of a gap between distinct, large settlements. The area plays an important role in relation to the setting of the settlement for views to key features of the settlement (e.g. church towers) or views from the settlement.
Views This takes into consideration the visual character of the site, including the extent of openness or enclosure and the importance of skylines, and the extent to which the landscape contributes to views from sensitive viewpoint locations, or to which development in this area would intrude on sensitive views (e.g. to the historic setting of Oxford – the mapped Oxford View Cones will inform this judgement). Locations such as tourist attractions, promoted viewpoints and national trails will be more sensitive than local footpaths. Locations used for recreation, such as country parks or local public green space, will be more sensitive than passing views from rights of way, and private views have less sensitivity than public viewpoints.				

Landscape and Visual Sensitivity Assessment Criteria				
Lower sensitivity		→		
		Higher sensitivity		
The landscape is enclosed and well screened from public or private view and is not visually prominent in the landscape.		There is clear visibility from public rights of way in the immediate vicinity, to which the site makes a limited positive contribution, but little intrusion on public views from the wider landscape. There are some or intermittent views to the historic Oxford skyline.		There is clear visibility from sensitive receptor locations where the undeveloped character of the landscape contributes to the quality of the view. The area is visually prominent in the wider landscape or is within one of the Oxford View Cones.
Perceptual qualities				
Perceptual qualities include scenic value, sense of rurality, remoteness and tranquillity.				
Lower sensitivity		→		
		Higher sensitivity		
An area with a disturbed landscape, strongly influenced by development/activity/ intrusion.		A landscape with scenic qualities and/or some sense of rurality, separation or isolation, but with some distinct intrusive elements – e.g. road noise or an abandoned character resulting from a lack of management.		A highly tranquil and scenic landscape, lacking intrusive elements.
Cultural and historical associations				
The extent to which the landscape has 'time-depth' – a sense of being a historic landscape – and/or has cultural associations – e.g. features in art or literature, or is associated with an important historical figure. Information from the Oxfordshire Historic Landscape Characterisation (HLC) has been used to inform the assessment where available.				

Landscape and Visual Sensitivity Assessment Criteria				
Lower sensitivity		Higher sensitivity		
A landscape with no cultural or historical influence or associations, in which field forms have no historic value.		A landscape with visible historic elements or cultural associations which has some historic character but which is not part of a wider historic landscape; or a site with little historic character but which forms part of an area that does have some historic character.		A landscape with a strong, intrinsic historic character, or associations with important historic/cultural persons or events, that is not diminished by modern human influence.

Green Belt

- 3.47 Given the importance of the Green Belt in Oxfordshire, but also recognising the potential need for development within the Green Belt to meet Oxford's unmet needs, Green Belt was included in the assessment as a separate criterion as a potential constraint to development. Drawing on the mapped outputs in the Oxford Green Belt Study⁹, an assumption was developed and agreed with the Steering Group to identify where spatial options could have an impact on the Green Belt. This assumption is set out in **Table 3.9** below.

Table 3.9: Assessment framework for Green Belt

Criteria	Assumption to be applied during the assessment
Is the spatial option either wholly or partly within the Green Belt?	The assessment focused on whether a spatial option is located within the Green Belt, but reference to the findings of the Strategic Green Belt Study was also included. • If a spatial option is within the Green Belt it is recorded as Yes. • If a spatial option is partially within the Green Belt it is recorded as Partially. • If a spatial option is not within the Green Belt it is recorded as No. Where a spatial option is within the Green Belt, the assessment commentary describes whether the land parcel in which the spatial option is located was assessed in the Strategic Green Belt Study as performing 'highly' against any of the four purposes assessed (note that one of the five Green Belt purposes was not assessed in that Study). The assessment commentary also records whether the spatial option boundary is broadly similar or significantly different to the land parcel in which it is located. The findings of this assessment provide an indication of the potential for the spatial options to impact upon the Green Belt; however the detailed findings of the Strategic Green Belt Study will need to be taken into account by the authorities when deciding which, if any, spatial options to take forward. This will include consideration of the reasons for the ratings given and the overall performance of each land parcel/broad area.

⁹ LUC (October 2015) Oxford Green Belt Study

Deliverability and viability

- 3.48 An analysis of capacities and trajectories was carried out as a pre-stage to the assessment. This means that the number of homes per spatial option deliverable by 2031 was an input into the assessment – this exercise in itself forms an important part of testing the capacity of each spatial option to deliver a certain number of sites by 2031.

Introductory note

- 3.49 The NPPF says that:

- ...to be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable...
- ...to be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged...
- ...to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable...
- ...it is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion...

- 3.50 Guidance on Strategic Housing Land Availability Assessments suggests a site is considered achievable for development where there is a reasonable prospect that housing will be developed on the site at a particular point in time. This is essentially a judgement about the economic viability of a site, and the capacity of the developer to complete and sell the housing over a certain period. It will be affected by:

- Market factors – such as adjacent uses, economic viability of existing, proposed and alternative uses in terms of land values, attractiveness of the locality, level of potential market demand and projected rate of sales (particularly important for larger sites).
- Cost factors – including site preparation costs relating to any physical constraints, any exceptional works necessary, relevant planning standards or obligations, prospect of funding or investment to address identified constraints or assist development.
- Delivery factors – including the developer's own phasing, the realistic build-out rates on larger sites (including likely earliest and latest start and completion dates), whether there is a single developer or several developers offering different housing products, and the size and capacity of the developer.

Approach

- 3.51 The viability and deliverability assessment in the Oxford Spatial Options study was undertaken at a high level; the assessment is more qualitative than quantitative in that site specific viability studies did not fall within the scope of the brief. The approach adopted seeks to apply a consistent approach by drawing on the existing viability evidence base so far as is possible.
- 3.52 The existing viability evidence base has been considered to make informed judgements as to whether the spatial options are likely to be deliverable. The approach to put weight on the existing evidence is a pragmatic one consistent with current Government guidance – the NPPF places emphasis on the use of existing available evidence. Therefore, a cross section of the existing available evidence supporting policies relating to CIL, Affordable Housing and SHLAAs has been reviewed.
- 3.53 It should be stressed that this high level approach involves significant levels of uncertainties. In the most part the spatial options identified are expected to be viable, deliver part or all of the policy requirements for affordable housing and could make contributions to infrastructure. With the strategic nature of the spatial options (500 plus new homes) there is a concern however, that as the level of additional contributions towards strategic infrastructure increases, the residual

value falls reducing the cushion or margin by which the residual value exceeds the viability threshold.

- 3.54 Relatively small changes in price and costs can have a significant impact on the residual value. This is particularly important when it comes to considering larger spatial options that will be delivered over many years through multiple phases. On larger spatial options, developers often make a case for a lower affordable housing requirement on the grounds of viability.

Guiding Principles for Deliverability & Viability assessment

- 3.55 The relevant findings from the policies and supporting studies have been extracted and reviewed to highlight the key principles to guide the assessment of deliverability and viability, as follows:

- There are good levels of demand for new homes and residential development land in Oxford and surrounding areas which enjoy good transport connections to the City. In these areas prices are high relative to Oxfordshire as a whole.
- Generally residual development values for residential land are substantially in excess of existing use values for non-residential uses.
- Policies have been tested to support the allowances for CIL and affordable housing, but retain flexibility to vary affordable housing contributions on viability grounds.
- Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded.
- On brownfield sites in locations where values are relatively low, viability for residential and mixed use may be challenged.
- As a general rule, in higher value locations intensification of residential uses will lead to improved viability.
- The ability of larger sites to contribute to strategic infrastructure needs to be considered on a case by case basis – the prospects of securing public funding for strategic infrastructure through mainstream programmes will also need to be considered.

- 3.56 The final assessment framework for deliverability and viability is presented in **Table 3.10**.

Table 3.10: Assessment framework for deliverability and viability

Criteria	Factors to be considered/data sources	Assessment method
Is the spatial option likely to be deliverable and provide a significant number of dwellings by 2031?		
All of the assessment criteria set out below		Red/Amber/Green (RAG) with justification. Green: Spatial option is likely to be available. Low or medium funding gaps on infrastructure or relates to other strategic development sites where infrastructure investment is planned. Amber: Spatial option is likely to be available. Medium or high funding gaps on infrastructure. Does not relate to other development sites. Capacity for development to fund infrastructure would need to be

Criteria	Factors to be considered/data sources	Assessment method
		tested. Red: Spatial option is unlikely to be available.
Is there likely to be demand for this scale of development in this location?	The assessment of this sub-criterion is 'Likely' for all of the sites based on the evidence review that good levels of demand for new homes and residential development land in Oxford and surrounding areas which enjoy good transport connections to the City. In these areas prices are high relative to Oxfordshire as a whole. This assessment is subject to more detailed site based assessment which will need to consider whether there are any local site based conditions which might affect demand, e.g. bad neighbour uses.	Yes/no.
Is the site likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?	It is assumed that market forces will prevail and that residual values for residential development will exceed viability thresholds based on non-residential existing uses. Therefore, unless there is evidence to the contrary, e.g. a landowner has stated they do not wish to make land available for development then the assessment is 'yes'. For the purposes of this high level assessment it was agreed that the consultancy team would not approach landowners direct and would rely on information provided by the local authorities in their own site proformas.	Yes/No.
What are the strategic infrastructure requirements and are there reasonable prospects of delivery	Strategic infrastructure for these purposes is considered as infrastructure which will serve development sites and the wider area for which mainstream public funding sources will be required. Transport schemes have been subject to more detailed assessment through a separate study ¹⁰ . The approach taken in the assessment is consistent with the methodology in this study, i.e. it considers: a) Proximity to proposed future transport investments. b) Proximity to future transport	Strategic infrastructure requirements are noted. Yes/no assessment of the reasonable prospects of delivery.

¹⁰ High-level transport assessment of spatial options, ITP, 5 May 2016

Criteria	Factors to be considered/data sources	Assessment method
	investment needed for other strategic development. For spatial options which have a medium or high funding gap and do not relate closely to other strategic development areas, it was assumed that infrastructure would need to be funded through the development. This has been highlighted as relevant and further more detailed site specific analysis would be required to assess whether this may be viable. In terms of educational infrastructure anticipated requirements have been recorded based on information provided by the County. For this purpose it was assumed that the educational contributions will be funded through usual developer contributions which have been factored into the viability evidence base that has been drawn upon. Site specific analysis will be needed to refine these assumptions.	
Is the spatial option likely to be financially viable?		
All of the assessment criteria set out below		RAG with justification. Green: Site is likely to be viable. Amber: Site is likely to be viable but may not support policy affordable housing numbers. Red: Site is unlikely to be viable.
What is the designated market area as defined by viability evidence base?	Record reference – e.g. High Value area (from relevant CIL Viability Study)	Information has been recorded, but no RAG score given.
What is the existing Use?	Notes from the local authorities' own assessment proformas	Information has been recorded, but no RAG score given.
Other considerations – relevant to market attractiveness of the site	Notes from the local authorities' own assessment proformas	Information has been recorded, but no RAG score given.

Criteria	Factors to be considered/data sources	Assessment method
Local infrastructure requirements	A standard assumption will be that 'local' transport, education, community infrastructure will be provided. A note will be made of any 'special' local infrastructure requirements based on information provided in the local authorities' proforma.	Information has been recorded, but no RAG score given.
Other enabling costs	A note will be made of any 'abnormal' site costs based on information provided in the local authorities' proforma.	Information has been recorded, but no RAG score given.
Is there likely to be a reduced affordable housing provisions?	This will draw on the viability evidence base.	Information has been recorded, but no RAG score given.
Caveats	A standard caveat will be that: this is a high level assessment and a site specific viability analysis will be needed to test the conclusions, particular attention will need to be drawn to factors identified from the local authorities' proformas.	Information has been recorded, but no RAG score given.

Assessment of strategic spatial options

Desk-based assessment

- 3.57 Once the assessment methodology was devised, and approved by the Steering Group, each spatial option was subject to an assessment using the agreed assessment criteria and scoring system and making reference to the collated baseline information. Each of the spatial options was assessed in terms of its likely effects on each sustainability, landscape and Green Belt assessment criterion by LUC, initially through a desk-based approach. At the same time, the deliverability and viability assessment for each spatial option was carried out by BBP.
- 3.58 Detailed notes on the scoring and judgements for each spatial option were input into an Access database and commentary was included on the reasoning behind each judgement. The site assessment database had a user-friendly interface with drop-down lists of the possible scores for each criterion. There were also spaces for notes so that the justification for each score could be clearly recorded.
- 3.59 To inform the sustainability assessment, an initial GIS proximity analysis was run because many of the criteria were analysed on a proximity basis, at least in the first instance. This enabled the sites to be assessed more rapidly. For example, the sites that were at least partly in Flood Zones 2 and 3 were initially identified using GIS.

Enhanced growth option

- 3.60 Because of the nature of this option, it was not always possible to apply the assessment assumptions in the same way as for other options – for example, several of the criteria are based on the distance of spatial options from certain features such as biodiversity sites and it was not possible to measure this for all of the individual land parcels that make up the enhanced growth option to come up with a single overall score. Although where possible the assessment criteria

were applied, it was sometimes necessary to apply a different approach in coming to reasoned judgments, for example the overall proximity of land parcels to biodiversity sites. As with all of the spatial options, the assessment proformas in **Appendix 3** clearly explain the justifications for the scores given.

Site visits

- 3.61 Site visits were used to inform the sustainability and landscape assessments although they were not used in relation to the assessment of deliverability and viability and the assessment against the Green Belt criterion as this has been the subject of a separate study¹¹.
- 3.62 Site visits were undertaken by two project team members: an environmental planner with experience of sustainability appraisal and general site assessment work, and a landscape planner with experience of landscape sensitivity assessment. The site visits provided an opportunity for sense checking the information gathered during the desk-based assessment and for the assessment team to properly understand the nature and extent of each spatial option, and to take photos for presentation in the final report. All of the spatial options were visited within a period of two weeks in March/April 2016.

Outputs

- 3.63 The Access database enabled a proforma to be produced for each spatial option, including a map and photos of the spatial option. It also clearly recorded the likely effects of the option on each assessment criterion using the colour coded scoring system. The assessment proformas for all 36 spatial options can be found in **Appendix 3**.

Steering Group input

- 3.64 The Steering Group reviewed the draft assessment proformas and provided detailed comments to the project team. A meeting was also held on 15th April 2016 at which LUC and BBP presented the draft findings and the Steering Group fed back initial comments.
- 3.65 As a result of this process, a number of changes were made to the assessment framework to address issues with some of the assessment criteria that emerged from the first round of assessment, and to make the assessment process more robust. The assessment of each spatial option was revised and updated to reflect those changes. Some of the changes were required to bring out more differentiation between the options, particularly in relation to their impacts on biodiversity and cultural heritage, which almost all options had scored '--?' for. The transport-related criteria were also split out into separate criteria relating to existing transport and proposed transport links and the assumptions and scoring were amended in order to reflect the fact that proposed infrastructure should not necessarily be given the same weight within the assessment as infrastructure that is already in place.
- 3.66 A second meeting called the 'Check & Challenge' meeting was held on 12th May 2016 with the Steering Group plus members of the Executive Officers Group from the five local authorities. LUC and BBP presented the revised findings of the assessment, and further comments and questions were raised. The Steering Group provided final written comments on the site assessment proformas following the meeting, focusing on points of accuracy based on their local knowledge of the spatial options and facilities serving them or proximity of sensitive receptors.
- 3.67 The final assessment findings are presented in **Chapter 5** of this report.

Data limitations

- 3.68 Inevitably there were a number of data limitations encountered by the project team during the course of this study which affected how the study could be undertaken. These limitations, which are described below, mainly relate to transport data.

¹¹ LUC (October 2015) Oxford Green Belt Study: Final Report

Transport data limitations

- It was agreed with the Steering Group that for all of the transport-related assessment criteria, separate scores would be given in relation to the situation taking into account only existing sustainable transport links, and the situation taking into account only proposed sustainable transport links. This approach allowed for clear distinctions to be made about where proposed transport links would make a real difference to the accessibility of a spatial option and where an option already performed well. This approach was reinforced by adding uncertainty to the scores for proposed links, to reflect the fact that it could not be guaranteed that those schemes would eventually be delivered as currently proposed. However, a limitation to this approach was that in some cases a spatial option could perform well in relation to existing options but appear to perform less well in the future because it was assessed as performing poorly in relation to proposed sustainable transport links if it was not within proximity of any proposed new links (regardless of the fact that the existing links would still be in place).
- The following proposed transport infrastructure improvements were taken into account in this assessment, on the advice of Oxfordshire County Council:
 - Rapid Transit Lines 1, 2 and 3 as shown on the maps in **Appendix 2**.
 - Improved bus services serving the emerging Barton Park development, next to the Wick Farm spatial option.
 - Proposed Park & Ride schemes as per locations provided by Oxfordshire County Council via email on 10th March – seven sites in total:
 - A44 Corridor
 - A40 West Corridor
 - A34 North Corridor
 - A420 Corridor
 - A40 East Corridor
 - A4074 Corridor
 - A34 South Corridor
 - Rail improvements:
 - The introduction of a new passenger rail service on the Cowley Line with two new stations serving the Oxford Science Park and Oxford Business Park.
 - The introduction of East West Rail services from the early 2020s – in terms of site options, this will mean a doubling of service frequency at Oxford Parkway from two trains per hour in each direction to four, and two trains per hour in each direction serving Culham. Overall services between Didcot and Oxford are proposed to increase to four per hour in each direction with the introduction of the additional EWR services.
- The Council was not able to provide the routes of the proposed Rapid Transit Lines as GIS data. Therefore, the assessment team referred to separate PDF maps to establish the planned locations of those routes – these maps can be found in **Appendix 2** (see first nine maps).
- For the existing transport infrastructure, GIS data provided by Oxfordshire County Council (and included in the Published Map File used for the assessment) was referred to for the location of railway stations and Park and Ride sites. However, it was necessary to refer to the maps in the Bus Strategy¹² in relation to existing fast and frequent bus routes. These maps can be found in **Appendix 2** (see final four maps). This information was supplemented by local information provided by the local authorities during the two rounds of comments on draft site assessments.
- It is noted that not everyone works a typical 9-5 shift pattern, including in relation to jobs of particular relevance to Oxford (e.g. hospital or factory staff). Therefore, a number of people would use sustainable transport links to commute outside of peak hours. However, it was not possible to assess the extent of sustainable transport options in relation to all types of shift patterns and, considering the limited extent of night services in Oxfordshire, it is likely that all spatial options would perform less well if this approach was taken. Therefore, the assessment of sustainable transport links was based on peak time services.

¹² Connecting Oxfordshire: Local Transport Plan 2015-2031 - Cycle Strategy and Bus & Rapid Transit Strategy

- For the criteria that involved considering whether a spatial option was within cycle distance of a certain feature, the same cycle distances were not used in all cases. This is because it was assumed that people would be willing to cycle different distances for different types of journeys, e.g. further for commuting than for leisure purposes. However, this is a high level assumption and it is recognised that individual perceptions of acceptable cycle distances for different types of journeys will vary.
- Where cycle distances were measured (i.e. between a spatial option and a feature such as an employment node or Oxford City Centre), this distance was measured as a straight line because it was not possible to robustly and accurately measure actual cycle distances e.g. taking into account specific routes that might be used. While this results in actual cycle distances being longer than those quoted in the assessment, this approach allowed for all spatial options to be assessed consistently. Where it was clear that there was a feature such as a very busy road that could form a barrier to cycling, this was noted in the assessment.

Other data limitations

- For the criteria relating to proximity to employment, Oxford City Council helped the assessment team to identify five key employment 'nodes' which represented clusters of key employment destinations: Oxford City Centre; Oxford Business Park; Oxford Science Park; Northern Gateway and Headington. However, in order to measure distances to these employment nodes on a consistent basis, a central postcode was used. This meant that proximity to specific employers within the employment nodes (e.g. BMW/Mini) was not always reflected.
- The assessment of impacts in relation to flood risk focuses only on fluvial flooding. The approach taken to the assessment of flood risk was discussed and agreed with a representative from the Environment Agency who advised that there was a lack of consistent data across the study area in relation to other forms of flooding (i.e. surface water and groundwater).
- It was noted by the Steering Group that some boundaries for the spatial options were originally drawn by the local authorities to avoid flood zones, whereas other spatial options were not. Therefore, some of the spatial options that perform poorly against the flood risk criterion because they include areas of flood zone 2 or 3, may still be able to be delivered by excluding housing development from the particular parts of the spatial option that are within the high risk flood zones.
- As described in the Sustainability Assessment Framework assumptions in **Appendix 1**, scores in relation to the likely impacts on heritage were in all cases uncertain. This reflects the fact that it is not possible to undertake a detailed heritage impact assessment at this level of study and that impacts will depend on factors such as the design of any built development that eventually comes forward within a spatial option. The assumptions as set out allowed for as robust and consistent an assessment of the options as possible.

4 Baseline Information

- 4.1 This chapter sets out baseline information for Oxfordshire in relation to the sustainability and deliverability/viability topics being considered as part of the assessment of spatial options. The information about each topic is presented as an overview for Oxfordshire as a whole, supported by maps and tables, and is broken down where appropriate to describe the situation in each of the five districts.
- 4.2 The baseline information presented in the most recent SA Reports for each district (listed below) has been drawn on to prepare this summary, supplemented by more up to date sources as necessary, which are referenced in footnotes:
- Oxford City Council – LDF SA Scoping Report update 2011.
 - Cherwell District Council – SA Scoping Report for Local Plan Part 1 Review (2016).
 - South Oxfordshire District Council – SA Scoping Report for Local Plan 2031 (2014).
 - Vale of White Horse District Council – SA Report for Local Plan Part 1 (2014).
 - West Oxfordshire District Council – SA Report for the Local Plan (2015).
- 4.3 Some topics that are covered in the baseline information in the above reports are not addressed in the baseline information in this chapter because the location of development will not affect these issues, and therefore they are not relevant to the assessment framework for the spatial options. This is the case for topics such as waste and crime.

Biodiversity and Geodiversity

- 4.4 There is a wide variety of important biodiversity and geodiversity features across Oxfordshire which could be affected by nearby development. These include both designated and undesignated sites and features. The impacts of development on biodiversity and geodiversity could include direct physical damage or disturbance and the impacts of non-physical disturbance such as noise, vibration or light pollution. There could also be indirect impacts; for example an increase in air pollution from additional vehicle traffic could affect some habitats and species. An increase in population near to sensitive sites which are popular for recreation could also result in increased visitor numbers, leading to damage and disturbance.
- 4.5 Therefore, it is necessary to consider the proximity of the spatial options to sensitive habitats, species and geological features which could be affected by large-scale development. However, the spatial options may also offer opportunities to incorporate biodiversity enhancements into the new development, including green infrastructure to create habitat and improve connectivity.
- 4.6 **Table 4.1** below shows the number of designated biodiversity and geodiversity sites in each of the five districts and these are mapped in **Figure 4.1** at the end of this chapter.
- 4.7 At the European level, Oxford Meadows is designated as a Special Area of Conservation (SAC) for its lowland hay meadows and creeping marshwort. The SAC lies partly within Oxford City and partly within Cherwell District, with a very small area extending into West Oxfordshire District. Other SACs in Oxfordshire include Hackpen Hill and Cothill Fen in Vale of White Horse District, and Little Wittenham, Hartslock Wood and Aston Rowant in South Oxfordshire District. Development proposals that could have an adverse effect on the integrity of these SACs would therefore be subject to the requirements of the Habitats Regulations. There are no Special Protection Areas (SPAs) or Ramsar sites within any of the Oxfordshire districts.
- 4.8 Less than 10,000ha of Oxfordshire retains any special value for wildlife which equates to 4% of the total landmass of the County. Around 80 protected species and 200 species are recognised as

being a priority for conservation are native to Oxfordshire¹³. There are a total of 111 SSSIs in the county which are designated for either their biological or geological interest. These designations cover a total of 4,494ha. Of the total area of SSSIs in Oxfordshire assessed and recorded by Natural England, 97.88% are in favourable or unfavourable recovering condition. The remaining SSSIs in Oxfordshire are either in unfavourable condition with no change (0.09%), unfavourable declining condition (1.84%) or are destroyed (0.19%)¹⁴.

Table 4.1: Summary of biodiversity designations in the five Oxfordshire authorities

District	SACs	SPAs	Ramsar sites	SSSIs	National Nature Reserves	Local Wildlife Sites	Local Nature Reserves	Local Geological Sites
Oxford City	2	0	0	19	0	19	3	2
Cherwell	3	0	0	26	0	85	3	13
South Oxfordshire	8	0	0	53	6	100	6	5
Vale of White Horse	3	0	0	37	2	80	2	9
West Oxfordshire	1	0	0	37	2	106	2	17

Note: where a feature falls within more than one district it is included in the row for both districts, so the columns in these tables should not be totalled to reach a County-wide figure.

Landscape, Townscape and Green Belt

- 4.9 Much of Oxfordshire's landscape is high quality and while there are no National Parks in the county there are three Areas of Outstanding Natural Beauty (AONBs): North Wessex Downs AONB which lies in the south of Vale of White Horse District and the west of South Oxfordshire District, the Chilterns AONB which covers much of the southern half of South Oxfordshire District, and Cotswold AONB which covers much of central West Oxfordshire District, also extending slightly within the north west of Cherwell District.
- 4.10 The spatial options could affect the character and quality of the landscape, depending on their location in relation to the most sensitive areas. Other factors such as the design and layout of the development and the incorporation of screening will also influence impacts on the landscape and townscape, although this cannot be determined in detail until the planning application stage.
- 4.11 An important consideration is the setting of the city of Oxford, which is defined by agricultural vales to the north and south, wooded hills to the east and the west and rivers valleys extending through the urban core of the city. Key to Oxford's character is the fact that it is located in a floodplain overlooked by surrounding ridges which provide an important backdrop to Oxford's cityscape. The city itself is divided up by the river corridors of the Rivers Thames and Cherwell. Oxford's character is also defined by its unique built environment. The iconic skyline and architecture produced by the limestone colleges and towering spires create a world famous urban environment.
- 4.12 England has been divided into 159 separate National Character Areas (NCAs), each of which are regarded as distinct natural areas. A unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity defines each area in question. The boundaries of each NCA relate to how these elements have combined to form the landscape and do not relate to administrative boundaries.

¹³ Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust, Oxfordshire County Council and Thames Valley Environmental Record Centre (March 2014) Biodiversity and Planning in Oxfordshire

¹⁴ Natural England, SSSI Condition Summary, data recovered January 2016

- 4.13 Oxfordshire is split between eight individual NCAs. In the north of the county, Northamptonshire Uplands NCA is within the District of Cherwell and is characterised by gently rolling, limestone hills and valleys capped by ironstone-bearing sandstone and clay Lias, with many long, low ridgelines.
- 4.14 The Bedfordshire and Cambridgeshire Claylands NCA is also within Cherwell District. This NCA is a broad, gently undulating, lowland plateau dissected by shallow river valleys which gradually widen towards the east where the Fens NCA forms.
- 4.15 The Cotswolds NCA is to the west of the Bedfordshire and Cambridgeshire Claylands NCA and covers much of the northern part of Oxfordshire, falling across the boundary of Cherwell and West Oxfordshire Districts. This area is displayed as a steep scarp crowned by a high, open wold. It forms the beginning of a long and rolling dip slope which is cut by a series of increasingly wooded valleys.
- 4.16 Upper Thames Clay Vales NCA covers parts of all five Oxfordshire districts, in effect forming a ring of flat lands around the more elevated ground which stretch from the Vale of Aylesbury in Buckinghamshire to Swindon. The area is a broad belt of open, gently undulating lowland farmland on predominantly Jurassic and Cretaceous clays.
- 4.17 Midvale Ridge NCA covers most of the city of Oxford which lies in its middle section. This NCA also takes in parts of Vale of White Horse and South Oxfordshire and is a band of low-lying limestone hills stretching east–west which is surrounded by the flat lands of the Oxfordshire clay vales, allowing for extensive views across the surrounding countryside.
- 4.18 Berkshire and Marlborough Downs NCA is within Vale of White Horse District and covers much of the south and south western parts of Oxfordshire. The NCA consists of vast arable fields which are stretched across the sparsely settled, rolling chalk hills. Directly to the east of the Berkshire and Marlborough Downs NCA, the Chilterns NCA is within South Oxfordshire District. This NCA is extensively wooded with areas of farmland interspersed allowing for an overall patchwork within hedged boundaries. The entire area is underlain by chalk bedrock which rises up from the London Basin to form a north-west facing escarpment.
- 4.19 A very small area in the most south easterly part of Oxfordshire is within the Thames Valley NCA. The NCA is a very diverse landscape of urban and suburban settlements, infrastructure networks, fragmented agricultural land, historic parks, commons, woodland, reservoirs and extensive minerals workings with the River Thames being a unifying feature throughout the area. Hydrological features such as its tributaries dominate the valley.
- 4.20 Around Oxford City there is approximately 66,000ha of designated Green Belt land which extends within all four of the neighbouring districts. Nearly 250ha of the Green Belt is open access land, including 100ha of Country Parks, while around 75% of the Green Belt is in agricultural use. The Green Belt has historically been subject to development restraint due to the protection provided to Green Belts by national policy, although in the mid-1990s Oxford City Council released areas in the Green Belt for housing and employment uses such as the Northern Gateway. Since then, there have only been very minor alterations to the Green Belt in Oxfordshire although there is currently debate about whether more land should be removed from the Green Belt in order to deliver development requirements. The 2015 Oxford Green Belt Study¹⁵ recommended that local authorities should undertake careful masterplanning of development so that harm is minimised. It also assessed whether individual land parcels within the designated Green Belt are performing well against the Green Belt purposes identified in the NPPF.
- 4.21 **Figure 4.2** at the end of this chapter shows the location of the AONBs in Oxfordshire and **Figure 4.3** shows the extent of Green Belt land.

Heritage

- 4.22 Oxfordshire has significant heritage assets, many of which are concentrated in Oxford City but the other districts also contain valuable cultural heritage. The spatial options could affect both designated and undesignated heritage assets either directly or as a result of impacts on the

¹⁵ LUC (October 2015) Oxford Green Belt Study: Final Report

setting of assets. As well as above ground features such as listed buildings and Scheduled Monuments, consideration will also need to be given to areas of archaeological potential which could be affected by new development. New development could itself lead to the discovery of further sites and artefacts.

- 4.23 Oxford City is steeped in history, with evidence of a settlement dating as far back as the Bronze Age. Oxford City has a total of 1,172 Listed Buildings (this figure is over 1,600 when considering Locally Listed Properties)¹⁶, 10 Schedules Monuments, and 15 Registered Parks and Gardens. 18 Conservation Areas have been designated in Oxford, of which 13 have published Conservation Area Appraisals. Three sites in Oxford city were listed on the Heritage at Risk Register as of January 2016. These are the Church of St Thomas the Martyr (Grade II Listed), the east Boycott Pavilion in Stowe Landscape Garden (Grade I Listed) and the Swing Bridge near Rewley Road which is a Scheduled Monument.
- 4.24 **Table 4.2** below summarises the number of heritage designations across the five Oxfordshire districts. These are then mapped in **Figure 4.4** at the end of this chapter.

Table 4.2: Summary of cultural heritage designations in the five Oxfordshire authorities

District	World Heritage Sites	Grade I listed buildings	Grade II listed buildings	Grade II* listed buildings	Conservation areas	Scheduled Monuments	Registered Parks and Gardens	Registered Battlefields
Oxford City	0	199	894	79	17	10	15	0
Cherwell	0	39	2191	102	60	36	10	1
South Oxfordshire	0	61	3042	179	72	52	13	1
Vale of White Horse	0	43	2008	125	51	75	8	0
West Oxfordshire	1	40	2942	213	51	138	17	0

Note: where a feature falls within more than one district it is included in the row for both districts, so the columns in these tables should not be totalled to reach a County-wide figure.

Air and Climate

Air quality

- 4.25 The Environment Act 1995 introduced the National Air Quality Strategy and the requirement for local authorities to determine if statutory air quality objectives (AQOs) are likely to be exceeded. All local authorities now report to DEFRA on an annual basis, and have the obligation to declare Air Quality Management Areas (AQMAs) and develop action plans for improvement of air quality if objectives are likely to be exceeded.
- 4.26 The spatial options would increase road traffic in and around the areas to be developed, and therefore consideration needs to be given to whether the options would compound existing air quality issues.
- 4.27 **Table 4.3** below provides information about the AQMAs in each of the Oxfordshire Districts and **Figure 4.5** at the end of this chapter maps their locations.

Table 4.3: AQMAs in the Oxfordshire districts

District	AQMAs	Declared for
Oxford City	City of Oxford	NO ₂ concentrations in excess of the annual mean objective

¹⁶ Oxford City Council (November 2015) Annual Monitoring Report

District	AQMAs	Declared for
Cherwell	Hennef Way, Banbury	NO ₂ annual mean objective being exceeded
	Bloxham/ Oxford Road Junction and Horsefair, Banbury	Exceedances of the NO ₂ annual mean objective
	Bicester Road, Kidlington	NO ₂ concentrations in excess of the annual mean objective
	Kings End-Queens Avenue, Bicester	NO ₂ concentrations in excess of the annual mean objective
South Oxfordshire	Duke Street, Hart Street, Market Place, Bell Street to the New Street junction, Greys Road to the Albert Road junction, Friday Street to the Queens Road junction, Reading Road to the Station Road junction, Henley	NO ₂ annual mean objective being exceeded
	Wallingford High Street, Wallingford	Exceedances of the NO ₂ annual mean objective
	Brook Street, Watlington	Exceedances of the NO ₂ annual mean objective
Vale of White Horse	Stratton Way, Stert Street and parts of High Street, Ock Street, the Vineyard and Bridge Street, Abingdon	Exceedances of the NO ₂ annual mean objective
	A34, Botley	Exceedances of the NO ₂ annual mean objective
West Oxfordshire	Bridge Street, Witney	Exceedances of the NO ₂ annual mean objective
	Horsefair and High Street, Chipping Norton	Exceedances of the NO ₂ annual mean objective

Climate change

- 4.28 The UK Climate Projections scenarios confirm that the South East will be one of the regions most severely affected by climate change. Greater extremes in temperature, more storms and extreme weather events (e.g. torrential rainfall, heat waves) are predicted. Planning has a significant role to play in mitigating the effects of and adapting to the inevitable impacts of climate change. In the past this has focussed on reducing the need to travel but in the future buildings will need to be more energy efficient, use decentralised, low carbon or renewable energy sources and be designed and located to be resilient to more extreme weather events and increased risk of flooding.
- 4.29 This has considerable implications for the design and location of new development and these issues will need to be considered when assessing the spatial options. Because detailed information about the design of development (e.g. the energy efficiency of buildings) will not be known until the planning application stage, the focus of the assessment in relation to impacts on climate change will be whether the location of each spatial option is likely to result in high levels of car use.
- 4.30 **Table 4.4** below sets out the per-capita carbon dioxide emissions from each of the Oxfordshire authorities for 2013, and shows that the highest total emissions were from Cherwell District. The significantly lower emissions from Oxford City can be largely attributed to the much lower emissions from transport than from the other districts.

Table 4.4: Summary of carbon dioxide emissions for Local Authorities in Oxfordshire, 2013 (DECC figures)¹⁷

Authority name	Industry and Commercial (t CO ₂ per person)	Domestic (t CO ₂ per person)	Transport (t CO ₂ per person)	Total (t CO ₂ per person)
Oxford city	3.3	1.7	0.9	5.9
Cherwell	3.9	2.1	4.4	10.5
South Oxfordshire	2.6	2.4	3.2	8.2
Vale of White Horse	2.8	2.2	3.3	8.3
West Oxfordshire	2.9	2.3	2.0	7.2

- 4.31 **Table 4.5** identifies the sources of carbon dioxide emissions for the county as a whole between 2005 and 2013. Domestic and transport-related emissions have steadily declined, as have total emissions, while emissions from industrial and commercial sources have been more variable.

Table 4.5: Source of CO₂ Emissions in Oxfordshire per Sector (2005-2013)

Year	Industry and Commercial (t CO ₂ per person)	Domestic (t CO ₂ per person)	Transport (t CO ₂ per person)	Total (t CO ₂ per person)
2005	3.6	2.6	3.3	9.6
2006	3.7	2.6	3.3	9.6
2007	3.4	2.5	3.3	9.3
2008	3.5	2.5	3.1	9.1
2009	3.1	2.2	3.0	8.3
2010	3.4	2.4	2.9	8.7
2011	2.9	2.1	2.9	7.9
2012	3.2	2.2	2.8	8.2
2013	3.1	2.1	2.8	8.0

Water and Flood Risk

Flood risk

- 4.32 Development within high flood risk areas, or the loss of greenfield land to development, could contribute to increased flood risk. Properties outside the floodplain are also susceptible to flooding due to an increase in surface water runoff and large development sites outside the floodplain may exacerbate surface water flooding issues further without appropriate mitigation. However, mitigation may be achieved through the incorporation of SuDS into the new development.
- 4.33 The Environment Agency has prepared the Thames Region Catchment Flood Management Plan, which has information on the recommended approaches and actions needed to deliver the selected flood risk management option in each of the 43 sub-areas that have been identified, including in Oxfordshire.
- 4.34 Of the total land area of Oxfordshire, 12% is within the floodplain. Approximately 24,000 hectares of land is within flood zone 3 (1 in 100 year risk) and a further 6,000 hectares is in flood zone 2 (1 in 100 year risk). The largest areas of floodplain are predominantly in the centre of Oxfordshire around Witney in West Oxfordshire (from the River Windrush), in Oxford (from the River Thames and River Cherwell) and in Abingdon in the Vale of White Horse District (from the

¹⁷ Department of Energy & Climate Change (June 2015) UK local authority and regional carbon dioxide emissions national statistics: 2005-2013 Retrieved January 2016: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2013>

River Ock and River Thames). Other high flood risk areas include the Langford Brook and River Ray south of Bicester in Cherwell¹⁸.

- 4.35 The Environment Agency's Oxfordshire State of the Environment Report (October 2009) indicates that:
- there are approximately 21,000 properties at risk from flooding from rivers in Oxfordshire, representing around 6% of all properties in the county;
 - the majority of the properties at risk are residential; and
 - of the 21,000 properties at risk, just over 40% (around 8,500) are at significant risk¹⁹.
- 4.36 In Oxford City, the principal source of flood risk is fluvial flooding from the Rivers Cherwell and Thames. The Strategic Flood Risk Assessment (SFRA) review in December 2010, found that approximately 5,000 properties are at risk of flooding. The most recent flooding events in December 2000, January 2003 and July 2007 resulted in significant flooding across the city. Work is currently ongoing to prepare a Flood Alleviation Scheme to reduce flood risk in Oxford. This would be a combination of a newly excavated river channel and enlarged sections of the existing stream system. It would run from Botley Road to just downstream of Sandford Lock.
- 4.37 The Joint SFRA for Cherwell and West Oxfordshire prepared in 2009 found that in Cherwell, the predominant risk of flooding is due to flooding from rivers and watercourses. There a number of watercourses in Cherwell District and the district falls within four major river catchments: the River Thames, the River Great Ouse, the River Cherwell and the Warwickshire Avon.
- 4.38 In West Oxfordshire, the most significant flood risk comes from the River Thames. The Thames catchment covers a large area of approximately 12,935 km² incorporating the majority of the river catchments across the District. Large parts of West Oxfordshire are within natural and functional floodplains. With respect to ground water, there are locations within the District that are affected by high water tables and are susceptible to spring fed activity. This may result in standing water on low lying ground that is unable to reach a ditch or watercourse and is unable to percolate through the ground, resulting in groundwater flooding.
- 4.39 The joint SFRA for South Oxfordshire and the Vale of White Horse was prepared in July 2013. It identified that of 58,749 existing properties within South Oxfordshire, 3356 (6%) are within Flood Zone 2 and 1866 (3%) are within Flood Zone 3. Areas prone to flooding included Wallingford, Goring, Whitchurch and Mapledurham, and Henley upon Thames. Of 50,931 properties within the Vale, 3183 (6%) are within Flood Zone 2 and 2228 (4%) are within Flood Zone 3. The Strategic Flood Risk Assessment highlights that the risk of flooding to properties is a particular issue in Abingdon, Grove, Kennington, Shrivenham, Steventon, Sutton Courtenay and Wantage.
- 4.40 Climate change is forecast to result in milder and wetter winters and more storms in summer months. Changes in farming practices can exacerbate overland flow due to the removal of hedgerows and trees and the issue is likely to become increasingly important due to climate change. Further development pressure will increase the pressure on existing sewer systems effectively reducing their capacity, leading to more frequent flooding.
- 4.41 **Figure 4.6** at the end of this chapter shows the extent of flood risk across Oxfordshire.

Water quality and quantity

- 4.42 Demand for water and the quality of water resources have become important local, national and international issues. Oxfordshire lies largely within the Thames Water region, which is one of the driest in the country. Water is abstracted from the River Thames, from groundwater aquifers and

¹⁸ Transport Research Laboratory (2015) Oxfordshire Minerals and Waste Local Plan: Core Strategy Sustainability Appraisal of the Proposed Submission Document: Appendix A: Scoping Report Update
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/2SA-SEA/2.3a_M%26W_CoreStrategy_SA-SEA_AppendixA_August2015.pdf

¹⁹ Transport Research Laboratory (2015) Oxfordshire Minerals and Waste Local Plan: Core Strategy Sustainability Appraisal of the Proposed Submission Document: Appendix A: Scoping Report Update
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/2SA-SEA/2.3a_M%26W_CoreStrategy_SA-SEA_AppendixA_August2015.pdf

there are reservoirs at Farmoor and Grimsbury, Banbury in Oxfordshire²⁰. Thames Water's Draft Water Resource Management Plan (2013) shows that the Thames Valley Region is seriously water stressed. By 2020 demand for water will outstrip supply from the Swindon and Oxfordshire catchment area meaning that more water will have to be imported from adjoining water resource management areas. This has knock on implications for the carbon footprint of supplying water to residents as it is pumped or transported from further afield. Increased demand for water consumption and treatment from the new developments could result in changes to the water environment²¹. Biological and chemical river quality in Oxford is of a generally good standard.

- 4.43 The Upper Cherwell catchment supports abstractions for public water supply at Banbury and from the Sor Brook at Adderbury, as well as licensed extractions for agricultural purposes and supporting the Oxford Canal. As a result, low flows occur upstream of the Sor Brook confluence so measures such as increasing water efficiency are proposed. Of the 37 water bodies within the Cherwell catchment, four are artificial or heavily modified. Over a quarter (28%) of rivers currently achieves good or better ecological status/potential. Nearly half (48%) of rivers are at good or high biological status, with 30% at poor biological status, and 7% at bad biological status. The main reasons for less than good status are high levels of phosphate, degraded physical habitat, localised low flows and pollution from large areas of land.
- 4.44 Vale of White Horse District is included within the Thames River Basin District and is covered by the Vale of White Horse catchment although this also includes Didcot and Swindon. This catchment contains 34 river water bodies, three of which are artificial or heavily modified. Twenty four per cent of rivers currently achieve good or better ecological status/potential. Forty six per cent of rivers are at good or high biological status, with 29% at poor biological status. Surface water quality in the catchment is generally good, with the Rivers Ock, Key and Ginge Brook having the poorest water quality in the catchment.
- 4.45 The majority of water bodies monitored in South Oxfordshire are of moderate standard while a handful of water bodies have achieved good status and some are poor. One river received a failed status. Several rivers flow through West Oxfordshire including the Thames on the southern boundary and its tributaries the Windrush and Evenlode rivers which flow through the western and central parts of the District. These rivers and their floodplains are also important corridors for biodiversity, provide opportunities for recreation and form part of the setting of many towns and villages. Surface water quality is generally good and most rivers have shown improvements over the last few years although phosphate concentrations are a concern on the River Evenlode and River Glyme.

Soils

- 4.46 The Agricultural Land Classification (ALC)²² system provides a framework for classifying land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use. The principal factors influencing agricultural production are climate, site and soil. These factors, together with the interactions between them, form the basis for classifying land into one of five grades, where Grade 1 describes land as excellent (land of high agricultural quality and potential) and Grade 5 describes land as very poor (land of low agricultural quality and potential). Land falling outside of these scores is deemed to be 'primarily in non-agricultural use', or 'land predominantly in urban use'.
- 4.47 The best and most versatile agricultural land (defined as Grades 1, 2, and 3a) is considered to be a national resource and should not be lost. Spatial options that would involve large-scale

²⁰ Transport Research Laboratory (2015) Oxfordshire Minerals and Waste Local Plan: Core Strategy Sustainability Appraisal of the Proposed Submission Document: Appendix A: Scoping Report Update
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/2SA-SEA/2.3a_M%26W_CoreStrategy_SA-SEA_AppendixA_August2015.pdf

²¹ Transport Research Laboratory (2015) Oxfordshire Minerals and Waste Local Plan: Core Strategy Sustainability Appraisal of the Proposed Submission Document: Appendix A: Scoping Report Update
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/2SA-SEA/2.3a_M%26W_CoreStrategy_SA-SEA_AppendixA_August2015.pdf

²² Natural England, Agricultural Land Classification (ALC) system, 2013

development on greenfield land where the land is higher agricultural quality would have negative effects on the efficient use of land and soils as a result of that land being permanently lost to agricultural uses. Government guidance contained in the NPPF states that planning authorities should encourage the effective use of land by re-using land that has been previously developed or brownfield land.

- 4.48 Most of the agricultural land in Oxford City is not high quality, but there are some parcels of Grade 2 agricultural land north of Binsey and in the Cherwell Valley. The majority of land within Cherwell District is Grade 3 and in the north of the district Grade 2, while the two urban centres of Banbury and Bicester are classified as non-agricultural land. The majority of agricultural land quality in South Oxfordshire is Grade 3. Vale of White Horse District has a significant part of its land under cultivation for farming with the quality of the farmland ranging from Grade 4 up to Grade 2 in a number of locations. In West Oxfordshire, most of the land is Grade 3 although there are areas of Grade 2 land, particularly in the south of the District.
- 4.49 **Figure 4.7** at the end of this chapter shows the distribution of high quality agricultural land across Oxfordshire.

Minerals

- 4.50 Where spatial options are within areas of minerals resource, development may result in the sterilisation of minerals.
- 4.51 Sand and gravel is the most common mineral resource across Oxfordshire and typically found in river valley deposits, particularly along the River Thames which runs north-south through the District and its tributaries. Limestone and ironstone are found mainly in the north and west of the county; they are used primarily as crushed rock aggregate but also for building and walling stone.

Sand and gravel

- 4.52 Production of sharp sand and gravel in Oxfordshire has become increasingly concentrated in the northern part of the county (Cherwell and West Oxfordshire Districts), with a decline in the proportion coming from quarries in the southern part (South Oxfordshire and Vale of White Horse Districts). Over the last 10 years, an average of 74% of production has been from northern Oxfordshire and there are concerns about the rate and intensity of mineral working in the area and the cumulative impact on local communities, generation of traffic on the A40 and water quantity and quality²³.

Crushed Rock

- 4.53 Existing working areas of limestone are south east of Faringdon (Vale of White Horse District), south of Burford (West Oxfordshire District) and north west of Bicester (Cherwell District). There is one existing area of ironstone working in the north of the county at Alkerton / Wroxton Alkerton (Cherwell District)²⁴.
- 4.54 According to the Minerals and Waste Local Plan (which was adopted in July 1996 and covered the period to 2006) the principle of new sand and gravel workings is accepted in the following areas:
- Sutton Courtenay (Vale of White Horse District);
 - Sutton Wick (White Horse District);
 - Stanton Harcourt (West Oxfordshire District); and
 - Cassington-Yarnton areas (West Oxfordshire and Cherwell Districts).
- 4.55 Rail head development for the import of aggregates was also safeguarded at:

²³ Oxfordshire County Council (2016) Minerals and Waste Local Plan (1996), Saved policies from the existing Minerals and Waste Local Plan
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/wasteandrecycling/planning/saved_policies/MWLPSavedPolicies25Sept07.pdf

²⁴ Oxfordshire County Council (2016) Minerals and Waste Local Plan (1996), Saved policies from the existing Minerals and Waste Local Plan
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/wasteandrecycling/planning/saved_policies/MWLPSavedPolicies25Sept07.pdf

- Sutton Courtenay (White Horse District);
 - two depots in Banbury (Cherwell District); and
 - Kidlington (Cherwell District).²⁵
- 4.56 Oxfordshire County Council is currently replacing this plan with a new Minerals and Waste Local Plan that is being prepared in two parts: Core Strategy and Site Allocations document. Draft Policy M3 has identified the following principal locations for safeguarding working aggregate minerals:
- Sharp sand and gravel:
 - The Thames, Lower Windrush and Lower Evenlode Valleys area from Standlake (West Oxfordshire) to Yarnton (Cherwell District).
 - The Thames and Lower Thame Valleys area from Oxford to Cholsey (South Oxfordshire District).
 - The Thames Valley area from Caversham (previously part of Oxfordshire, but now in Berkshire) to Shiplake (South Oxfordshire District).
 - Soft sand
 - The Corallian Ridge area from Oxford to Faringdon (Vale of White Horse District).
 - The Duns Tew area (Cherwell District).
 - Crushed rock
 - The area north west of Bicester (Cherwell District).
 - The Burford area south of the A40 (West Oxfordshire District).
 - The area east and south east of Faringdon (Vale of White Horse District).
- 4.57 Specific sites for working aggregate minerals will be identified within these strategic resource areas in the Minerals & Waste Local Plan: Part 2 – Site Allocations Document²⁶.
- 4.58 Aggregate rail depots will be safeguarded at:
- Hennef Way, Banbury (existing facility).
 - Kidlington (permitted replacement facility).
 - Appleford Sidings, Sutton Courtenay (existing facility).
 - Shipton on Cherwell Quarry (permitted facility).
- 4.59 The plan will also seek to permit other aggregate rail depot sites, as identified in the Annual Monitoring Report.
- 4.60 **Figure 4.8** at the end of this chapter shows the locations of Strategic Minerals Resource Areas in Oxfordshire.

Population characteristics

- 4.61 Although many of the topics included in this section will not be directly affected by the location of new development, information is included for context.

Population

- 4.62 According to the most recent Joint Needs Assessment Report (JSNA)²⁷, there are thought to be around 672,500 people living in Oxfordshire. Oxford was the most populated district in the

²⁵ Oxfordshire County Council (2016) Minerals and Waste Local Plan (1996), Saved policies from the existing Minerals and Waste Local Plan
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/wasteandrecycling/planning/saved_policies/MWLPSavedPolicies25Sept07.pdf

²⁶ Oxfordshire County Council (2016) Minerals and Waste Local Plan (1996), Saved policies from the existing Minerals and Waste Local Plan
https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/wasteandrecycling/planning/saved_policies/MWLPSavedPolicies25Sept07.pdf

County in 2014 with an estimated 157,997 people, while West Oxfordshire was the smallest with 95,701 people.

Table 4.6: 2014 Breakdown of the estimated population in Oxfordshire

	Estimated District Population in 2014	Age Under 5	Age 5-10	Age 11-16	Age 17-18	Age 19-64	Age 65+
Oxford City	157,997	9,685	10,060	8,674	3,638	108,123	17,817
Cherwell	144,494	9,465	10,952	10,038	3,376	86,130	24,533
South Oxfordshire	137,015	8,262	9,909	9,622	3,420	78,541	27,261
Vale of White Horse	124,852	7,526	8,913	8,764	3,141	72,105	24,403
West Oxfordshire	95,701	5,664	7,636	7,257	2,133	57,655	15,356

- 4.63 There are various reasons why the population across the County varies. For example in Oxford City, the two universities mean that the district has a large student population which is relatively young. The City's population is also culturally diverse, with the third highest minority ethnic population in the South East. However, the population turnover is also very high. The county's rural character is also another factor. In Cherwell District, the population density is just 2.4 persons per hectares, which is much lower than the England and Wales average (3.7 persons per hectare). Similarly, West Oxfordshire's population of 95,701 is spread across an area of 71,500 hectares (276 square miles), in approximately 130 separate towns, villages and hamlets. Nearly 60% of the 81 parishes contain fewer than 500 residents.
- 4.64 The population in Oxfordshire is expected to grow by 6,000 per year to 928,000 in 2052²⁸. At the same time, Britain has an ageing population which has enormous implications for the economy and public service provision. In Oxford, however, trends predict that the older population will actually decrease over the next thirty years, presumably driven by migration of older people out of the city²⁹. However, in other districts, the pattern is predicted to be different.
- 4.65 At present, Cherwell, South Oxfordshire and the Vale of White Horse Districts have the highest number of residents aged over 65. In South Oxfordshire between 2001 and 2011 there was a shift in the age structure of the district with growth in all age groups over 60. The proportion of older people aged 65 and over in Cherwell was 15.3% in 2014 and is predicted through ONS projections to increase to 24% by 2033.
- 4.66 Similarly, the population of Vale of White Horse District is predicted to be 131,300 in 2035³⁰. However much of this increase will be in the over 50s age group, while the estimated number of working age population (16-64 males/59 females) is estimated to remain fairly static. These changes across Oxfordshire are likely to have planning and resources implications. An ageing population is also a key factor affecting a reduction in household size, with more homes being occupied by fewer people in the future.

Social Inclusion and Deprivation

- 4.67 The English Indices of Deprivation 2015³¹ is a measure of multiple deprivation in small areas or neighbourhoods, called Lower-layer Super Output Areas (LSOA). Seven domains of deprivation are measured: Income Deprivation; Employment Deprivation; Health Deprivation and Disability;

²⁷ Oxfordshire County Council (2016) Joint Strategic Needs Assessment, Summary Report, <http://insight.oxfordshire.gov.uk/cms/system/files/documents/Executive%20Summary.pdf>

²⁸ Oxfordshire County Council (2016) Oxfordshire's Population, https://public.tableau.com/views/PopulationStory_0/Population?%3Aembed=y&%3Adisplay_count=yes&%3AshowTabs=y&%3AshowVizHome=no

²⁹ Oxford Economic Profile, 2009, Oxford City Council

³⁰ ONS Neighbourhood Statistics (2012)

³¹ The English Indices of Deprivation (2015), DCLG

Education, Skills and Training Deprivation; Crime; Barriers to Housing and Services; and Living Environment Deprivation. Each domain contains a number of indicators. The seven domains are combined to give a multiple deprivation score.

- 4.68 According to the Indices of deprivation 2010 rank (rank of average score) out of the 326 local authority areas in England (where 1 is most deprived and 326 is least deprived) Oxford City was 166th, Cherwell is ranked 251st, South Oxfordshire 309th, Vale of White Horse 311th and West Oxfordshire 315th³².
- 4.69 There are 32,844 LSOAs nationally. Oxfordshire is the 11th least deprived of 152 upper tier local authorities in England but some small areas experience high levels of deprivation. Ten of Oxford City's 83 neighbourhood areas are among the 20% most deprived areas in England. These areas include the Leys, Rose Hill and Barton areas of the city. Twelve neighbourhood areas are amongst the 20% most deprived in the UK. There are great disparities between different areas of Oxford, with peripheral areas such as parts of Barton, Blackbird Leys, Littlemore and Rose Hill, as well as part of the city centre, being the most deprived.
- 4.70 Although Cherwell District is in the 25% least deprived areas nationally, there is evidence of disparity between the different parts of the District when looking at the assessment at the small area level. For example, the highest ranking (therefore most deprived) LSOA in Cherwell District ranks 4,701 (approximately 14%) – this is Banbury Grimsbury and Castle ward (Cherwell 004A). In South Oxfordshire District, there are no LSOAs in the most deprived 20% nationally; however around 26% of LSOAs ranked poorly in the barriers to housing and services domain. Vale of White Horse District has one LSOA, located in Abingdon, which is in the bottom 20% nationally.
- 4.71 New development near to deprived neighbourhoods can help to stimulate regeneration in those areas. Therefore, the location of the spatial options in relation to the most deprived neighbourhoods could influence the extent to which they can have positive effects on those areas. **Figure 4.9** at the end of this chapter shows the locations of the most deprived neighbourhoods in Oxfordshire.

Culture, Leisure and Recreation

- 4.72 There is a wide range of leisure, cultural and recreation facilities throughout Oxfordshire; however for the purposes of this assessment the cultural offer of Oxford City Centre is the key consideration. That area contains a high concentration of facilities such as museums and galleries, many (but not all) of which are associated with the universities and colleges.

Health

Life expectancy

- 4.73 Oxfordshire tends to be relatively healthy compared with other parts of the country. The County has above average life expectancy compared to the rest of England, as shown in **Table 4.7** below.

Table 4.7: Life expectancy in Oxfordshire

Life expectancy	England	Oxford City	Cherwell District	South Oxfordshire District	Vale of White Horse District	West Oxfordshire District
Males	79.6	79.9	80.2	81.7	81.6	81.5
Females	83.2	83.8	83.3	84.7	84.6	83.9

- 4.74 The leading causes of death in Oxfordshire are dementia (for women) and heart disease (for men).
- 4.75 Pockets of deprivation and ill health have a major impact on the County's resident's health and life expectancy. Overall, common conditions include high blood pressure, diabetes, asthma, and common mental health disorders like depression and anxiety. Across the County, districts are

³² The English Indices of Deprivation (2015), DCLG: File 10: Local authority district summaries

dealing with various health issues. For instance, in Oxford City and West Oxfordshire District there are certain pockets that have a higher proportion of people with limiting long-term illnesses and in deprived areas e.g. Carfax in Oxford City was ranked as the worst of all of the LSOAs in Oxford for the health and disability deprivation domain. Similarly, there are parts of West Oxfordshire that fall within the most deprived 40% LSOAs in England in terms of health inequalities.

- 4.76 There are more road deaths in South Oxfordshire District than the regional average; this may be due to the rural nature of the district where residents are heavily reliant on the private car to move around, represented by the high levels of car ownership.

Road and transport

- 4.77 Large-scale development at any of the spatial options would result in an increase in vehicle traffic in that area. However, the extent of this would depend to some extent on the availability of sustainable transport links in the area, which can reduce levels of car use. In addition, where there are opportunities to incorporate services, facilities and employment opportunities within a site alongside housing, the need to travel would be reduced and journey distances reduced.
- 4.78 Oxfordshire County Council has produced its 4th Local Transport Plan (LTP) which will run until 2031³³. It guides the Council's policy making across all services, and is the long-term plan on which the Council's annually updated Corporate Plan is based. Its aims are to:
- Create a world class economy for Oxfordshire.
 - Have healthy and thriving communities.
 - Look after our environment and respond to the threat of climate change.
 - Reduce inequalities and break the cycle of deprivation.
- 4.79 Oxfordshire sits on the busy road and rail transport corridor between the south coast ports, the Midlands and the north and has good links to London and the West Midlands via the M40. However, it suffers from a lack of connectivity to and from the east, in particular to growth areas around Milton Keynes and Cambridge. The existing good links between Oxfordshire and London, Birmingham, Heathrow Airport and Southampton are currently accessed by road³⁴.
- 4.80 Vehicle traffic has been growing steadily in Oxfordshire and at a greater rate than in the region as a whole. The M40 carries the most traffic, particularly on the stretch between junctions 9 and 10, which links the A34 via the A43 to the M1 and carries over 100,000 vehicles per day.
- 4.81 The A34 carries up to 70,000 vehicles per day, including a large proportion of lorries. It forms part of the Oxford ring road, which results in severe congestion, damaging the local and national economy. It is particularly vulnerable to disruption due to incidents, because of the lack of alternative north-south routes for journeys both within and through the county³⁵.
- 4.82 Vale of White Horse District is easily accessible, particularly from the south west, the east and the midlands. The A34 trunk road provides good access between the M4 to the south and the M40 to the north. The A420 and A417 roads cross the district and provide links to Swindon in the west and Didcot in the east. However, there are a number of roads within the district that suffer from congestion including the A34 trunk road. Abingdon-on-Thames and Botley are also congested internally and the road network around Science Vale suffers from peak time congestion. The M40 runs north-south through Cherwell District passing to the east of Banbury and to the west of Bicester providing good links to London and Birmingham.
- 4.83 There are five railway stations in Cherwell District. Banbury station has connections to London Marylebone, Oxford and Birmingham, as well as Manchester, Bournemouth, Newcastle and Reading. Bicester has two train stations; Bicester North (the larger) and Bicester Village.

³³ Oxfordshire County Council (2016) Local Transport Plan 2015-2031 Volume 1: Policy & Overall Strategy
www.oxfordshire.gov.uk/connectingoxfordshire

³⁴ As above.

³⁵ As above.

Bicester North station is on the Chiltern Main Line running south to London Marylebone and north to Birmingham. Oxford Parkway Station is also served by Chiltern Railways. In October 2015, a new line was introduced to London Marylebone from this station³⁶. In West Oxfordshire, there are rail services connecting to Birmingham and London, which pass through a small part of the eastern fringe of the district. The Cotswold line passes through the largely rural central part of the District, connecting several small towns and villages with Hereford in the west and Oxford and London in the east. However, the main town of Witney does not have a rail connection. South Oxfordshire is served by the train station at Didcot Parkway, which is on the Great Western Rail line running between London, Reading and the West. However, it also connects to Oxford and Birmingham. While the same two railway main lines (Bristol to London and Oxford to London) run through the Vale of White Horse district, there are only two stations on the Oxford line and none on the Bristol line within the Vale of White Horse.

- 4.84 In Oxfordshire the rate of car and van ownership is 17.5%. The highest level of car and van ownership amongst households within the county is 33.5% in Oxford City and the lowest was 11.6% in South Oxfordshire District³⁷. Nonetheless, there is a high proportion of journeys made by car outside Oxford, including a large number of short trips within the county's towns. Although 50% of journeys to central Oxford are by bus, most of the city's jobs are in the more outlying areas to the east of the city, which are less accessible by public transport.
- 4.85 There is a good network of frequent bus or rail services linking the county's main towns with Oxford, yet the proportion of car journeys between these towns and Oxford remains high. In part this is due to the success of Park & Ride on the edge of Oxford. However, it means that the road corridors leading to Oxford used by buses all suffer from congestion³⁸.
- 4.86 Within Oxford, there is a mature and well-used network of largely commercial bus services, including regular services to the city centre from five park and ride sites on the edge of the city. However across the rest of the County, bus networks are relatively under-developed, offering slow, infrequent routes that are more suited to shoppers than commuters. In West Oxfordshire, Witney, Carterton and Eynsham are connected to Oxford by high frequency bus services. Other bus services operate throughout the rural area with varying frequencies but many have required ongoing public subsidy. Bus operators have explored if they are able to continue a service without subsidy. Information about specific routes is available from the operator and County Council websites.
- 4.87 The quality of cycling and walking networks is variable, with some towns having had very little investment in pedestrian and cycling infrastructure. Oxford City has a well-developed public transport system, including a comprehensive park and ride network with approximately 5,000 parking spaces. Compared to most cities, it has particularly high proportions of people travelling by bus and by bicycle. However elsewhere across the county, there is scope to increase levels of cycling through targeted improvements to cycling infrastructure. Cycle routes along inter-urban routes are largely non-existent, the notable exception being the cycle track alongside the A40 linking Witney and Wheatley to Oxford. Over 25% of Oxford residents who work in Oxford cycle to work, with a further 25% walking and 20% using the bus³⁹.
- 4.88 In terms of travel to work, **Table 4.8** below shows that the highest level of inward commuting is experienced in Oxford and Cherwell Districts.

³⁶ October 2015 Timetable - <http://www.chilternrailways.co.uk/october-timetable>

³⁷ Nomis (2011) Office for National Statistics, 2011 Census, Table KS404EW <https://www.nomisweb.co.uk/census/2011/ks404ew>

³⁸ Oxfordshire County Council (2016) Local Transport Plan 2015-2031 Volume 1: Policy & Overall Strategy www.oxfordshire.gov.uk/connectingoxfordshire

³⁹ As above.

Table 4.8 Commuting Flows from the Annual Population Survey, Great Britain, 2011⁴⁰.

District	Inward Commuting	Outward Commuting
Oxford City	57,451	16,557
Cherwell	19,195	23,629
South Oxfordshire	24,447	32,581
Vale of White Horse	17,926	31,690
West Oxfordshire	10,949	19,910

- 4.89 Cherwell residents travel further to work than people in the rest of the south east and nationally. It is estimated that 23,629 people commute from Cherwell with the majority (7,543) commuting into Oxford⁴¹. Many people commute to Oxford by bike from nearby settlements, particularly Kidlington and Yarnton in Cherwell. This is supported by evidence which suggests that 57,451 people commute into Oxford⁴². Supporting this are several bus companies, including Stagecoach which predominantly serves Oxford as well as other routes (London Oxford Airport via Kidlington, Bicester and Ambrosden) that terminate in Cherwell⁴³. The proposed HS2 route passes through small sections of the District's eastern boundary. Cherwell District Council along with other councils in the South East and Midlands has opposed the Government's high-speed rail project⁴⁴.
- 4.90 Of the 57,451 commuters into Oxford, 16,563 are from Vale of White Horse District and most of the outward commute to work is to Reading⁴⁵. The level of outward commuting to work is highest amongst South Oxfordshire residents⁴⁶. Most commuters are travelling into Aylesbury Vale and Cherwell to work and travel to work by car either as a driver or as passenger. This figure has remained roughly equivalent to the 2001 data; however, it is significantly higher than the proportion for England.
- 4.91 Vale of White Horse District benefits from some very good bus services, particularly between the main settlements. However, in the more rural parts of the district buses cannot viably provide an attractive alternative to the car. Rural parts of the district continue to have an above average proportion of workers who are based mainly at or from home. The Vale has above average of home workers at 15% of those in employment.
- 4.92 A large number of people commute out of West Oxfordshire to work, particularly to Oxford and the employment locations in the Abingdon and Didcot area. Many journeys continue to be made by private car and the number of people and distance people travel to work by car increased between the 2001 and 2011 Censuses. Commuting creates congestion on major routes, particularly the A40, A44 and A415 as well as within towns.

Market Dynamics

- 4.93 The Oxfordshire Strategic Housing Market Assessment (SHMA) (April 2014) reports that Oxfordshire is a relatively high value market. It describes strong house price growth and suggests that the market has been more resilient and is recovering more quickly following the 2008 financial crisis than other parts of the region (and England more widely). In relative terms, the SHMA analysis suggests that the strongest demand pressures are in Oxford; followed by the south of the county (Vale of White Horse and South Oxfordshire). In relative terms, the market signals suggest that there is less market pressure in Cherwell District. However, there are

⁴⁰ Neighbourhood Statistics (2016) Commuting Flows from the Annual Population Survey, Great Britain, 2011 http://www.neighbourhood.statistics.gov.uk/HTMLDocs/Commute_APS_Map/Index.html

⁴¹ As above.

⁴² As above.

⁴³ Oxford Bus Company (no date) – Zone Map

⁴⁴ Cherwell District Council - High speed 2 rail link <http://www.cherwell.gov.uk/index.cfm?articleid=8118>

⁴⁵ Commuting flows from the Annual Population Survey, Great Britain, 2011

http://www.neighbourhood.statistics.gov.uk/HTMLDocs/Commute_APS_Map/Index.html

⁴⁶ As above.

marked differences in Cherwell, with house prices in the south of the District being markedly higher than in the north.

- 4.94 The table below describes the relative levels of median house prices across the Districts which make up the SHMA.

Table 4.9 Median House Prices, Q3 2012

	Median House Price	Differential to Oxfordshire average
Cherwell District	£216,500	-£33,500
Oxford City	£290,000	£40,000
South Oxfordshire District	£286,975	£36,975
Vale of White Horse District	£270,000	£20,000
West Oxfordshire District	£245,000	-£5,000
Oxfordshire	£250,000	£0
England	£190,000	-£60,000

Source: HM Land Registry/CLG Table 582

- 4.95 Housing demand is particularly strong in Oxford and areas with good transport links to it. More generally demand is stronger in the towns with rail links, with prices falling in the west and north of the HMA. Particularly west of Oxford near Brize Norton, and near Didcot, the presence of MOD personnel has an important influence on local markets⁴⁷.
- 4.96 Oxford is not a large city, but population density is high and the city's institutions (universities colleges, schools hospitals, administration) occupy a great deal of the available space alongside retail and housing. Oxford's local housing market therefore extends well beyond the City's boundary. Beyond the City, Oxfordshire towns fall into two main groups, those that have easy access to direct rail links to the City of Oxford and London and those that do not. Those that do not are generally to the west of the County⁴⁸.
- 4.97 Benchmarks of land values in 2010 using data published by the Valuation Office Agency and HCA cited in the Oxfordshire Strategic Housing Market Assessment (April 2014) indicates that Oxford has some of the highest recorded land values in the region, e.g. bulk land at £5 million per ha.

Other Indicators

- 4.98 Policies and supporting studies relating to CIL, affordable housing and SHLAAs have been reviewed for each of the five council areas focusing on the spatial options within this study. In the main, these are in locations which are proximate to the City and having good transport connections to it.
- 4.99 **Table 4.10** below provides an indicator of viability for each local authority, as each policy (CIL and affordable housing) has had to take account of viability when it was developed.

Table 4.10: Comparison of affordable housing and CIL indicators for the five Oxfordshire local authorities

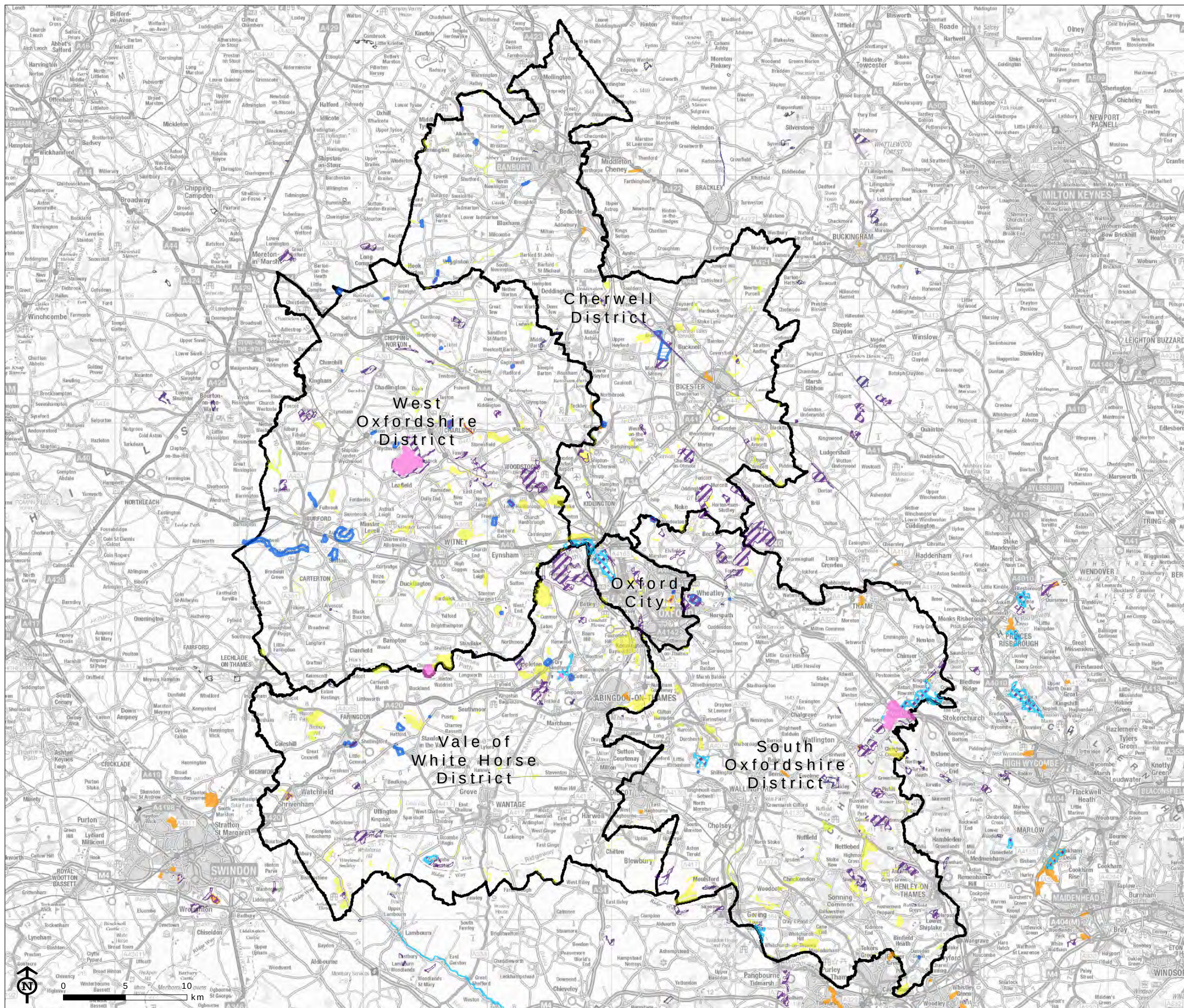
	Cherwell	Oxford City	South Oxon	VoWH	West Oxon
Affordable Housing %	30% in Banbury and Bicester and 35% Kidlington and Rural Areas on sites that include 11 homes or	a minimum 50% affordable housing on sites 0.25 ha/ 10 dwellings;	40% on all sites where net gain of 3+ dwellings;	40% on all sites where net gain of 3+ dwellings;	50% in the higher value zone, 40% in the medium value zone, and 35% in the lower value zone on sites of over

⁴⁷ GL Hearn (2014) Oxfordshire Housing Market Assessment

⁴⁸ As above.

	Cherwell	Oxford City	South Oxon	VoWH	West Oxon
	more in urban areas and 3 in rural areas;				10 dwellings
Relevant CIL Zones/Sub Market Areas	Area 3 – High Value Zone	N/a	Zone 1 District, Zone 2 Didcot, Berensfield	Area 1 - Higher rural and Area 3 - higher main settlement, Abingdon, Botley	Higher Value Area
CIL Rate (£ per sq m)	Preliminary Draft Charging Schedule £310	£100	Zone 1 - £150 Zone 2 - £85	£120	£100

4.100 The evidence indicates house prices within the sub-market areas are broadly similar, in the range of £3,000 to £4,000 per sq m). Given that there is unlikely to be a significant difference in building costs (between the same housing types) then the main variables determining financial viability will be the cost of providing strategic infrastructure and the costs of any other site abnormalities. Without undertaking a site by site viability appraisal it is not possible to quantify these.



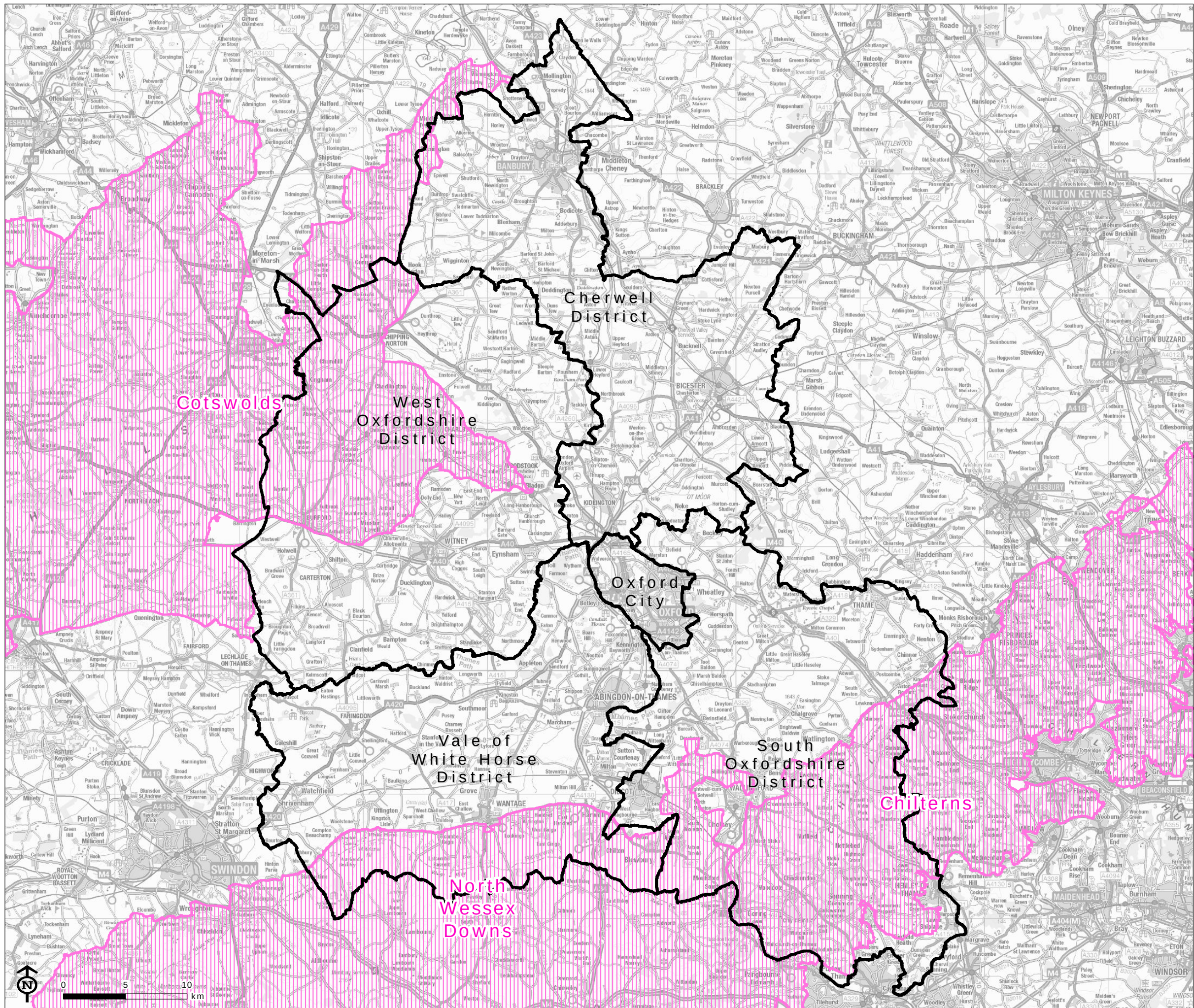
Oxford Spatial Options Assessment

Figure 4.1: Biodiversity and Geodiversity Designations in Oxfordshire

- Local Authority Boundary
- National Nature Reserve (NNR)
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Oxfordshire Local Geological Sites
- Local Nature Reserve (LNR)
- Oxfordshire Local Wildlife Sites

Map Scale: 1:300,000 @ A3

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Oxford Spatial Options Assessment

Figure 4.2: Landscape designations in Oxfordshire

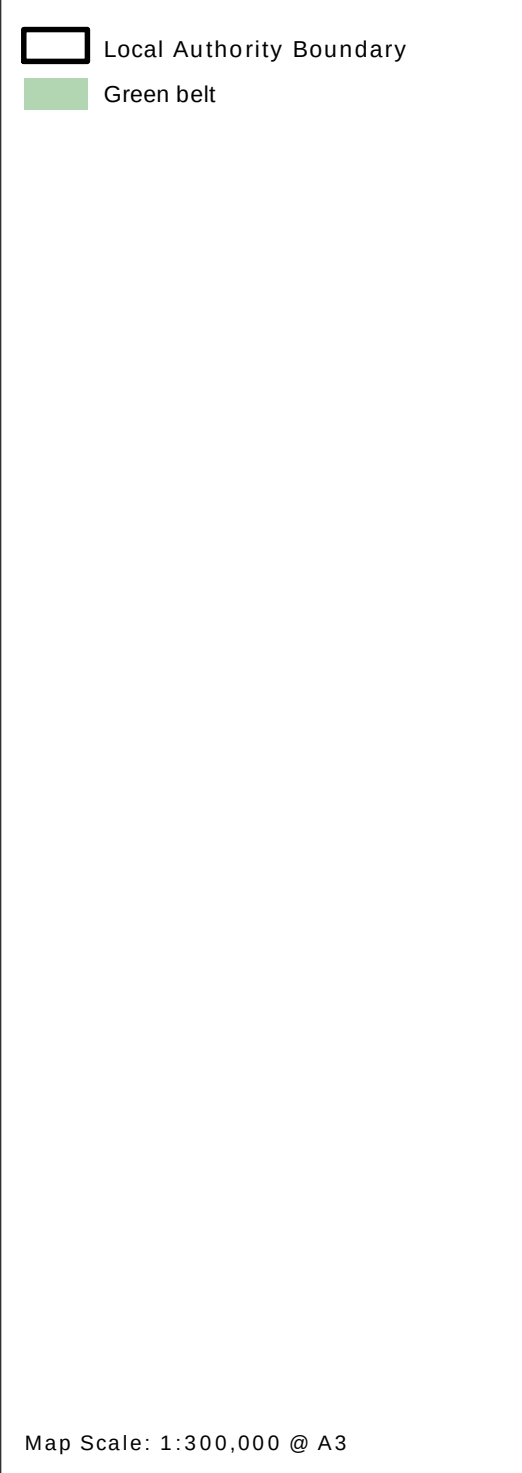
- Local Authority Boundary
- Areas of Outstanding Natural Beauty (AONB)

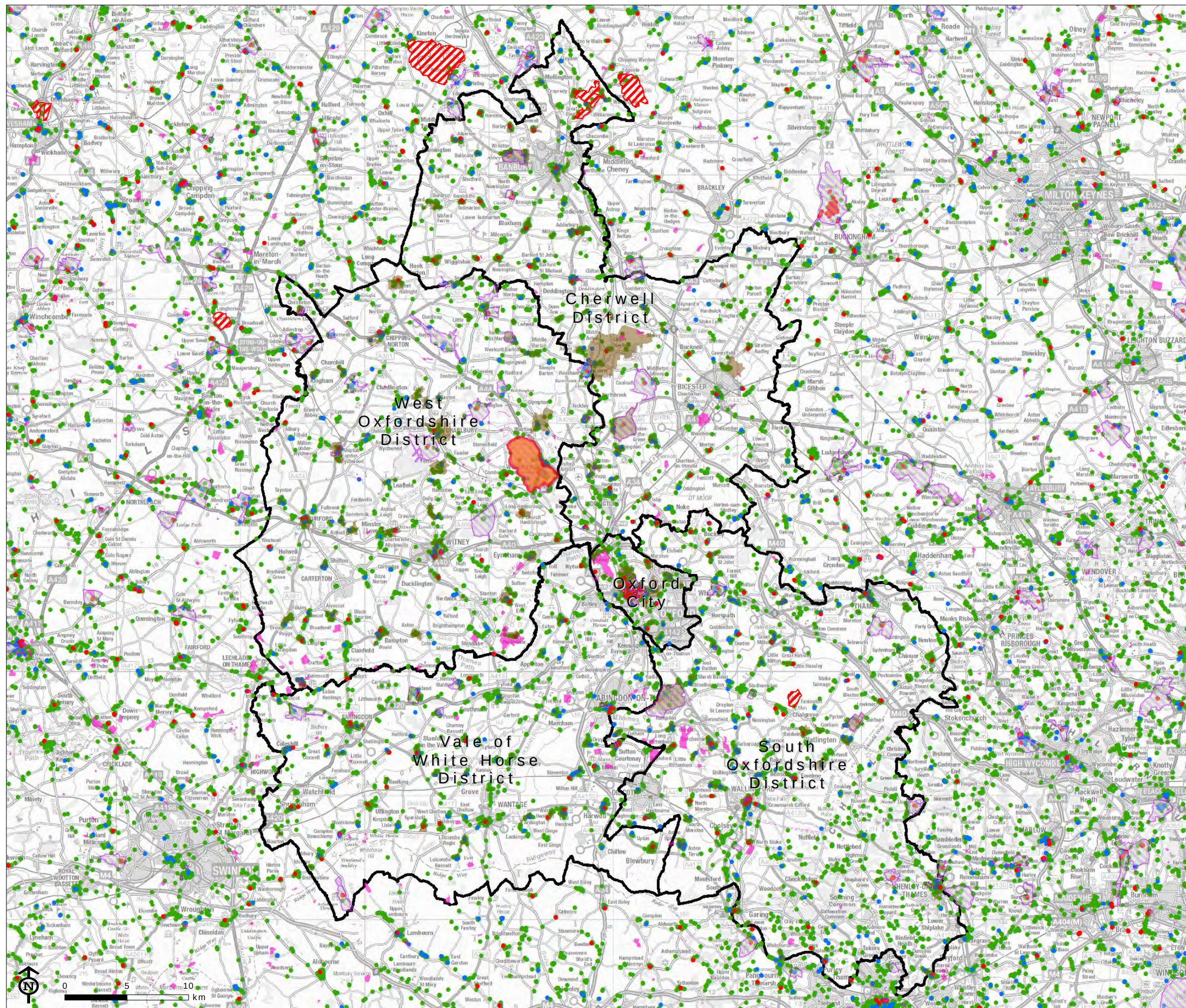
Map Scale: 1:300,000 @ A3



Oxford Spatial Options Assessment

Figure 4.3: Green Belt in Oxfordshire





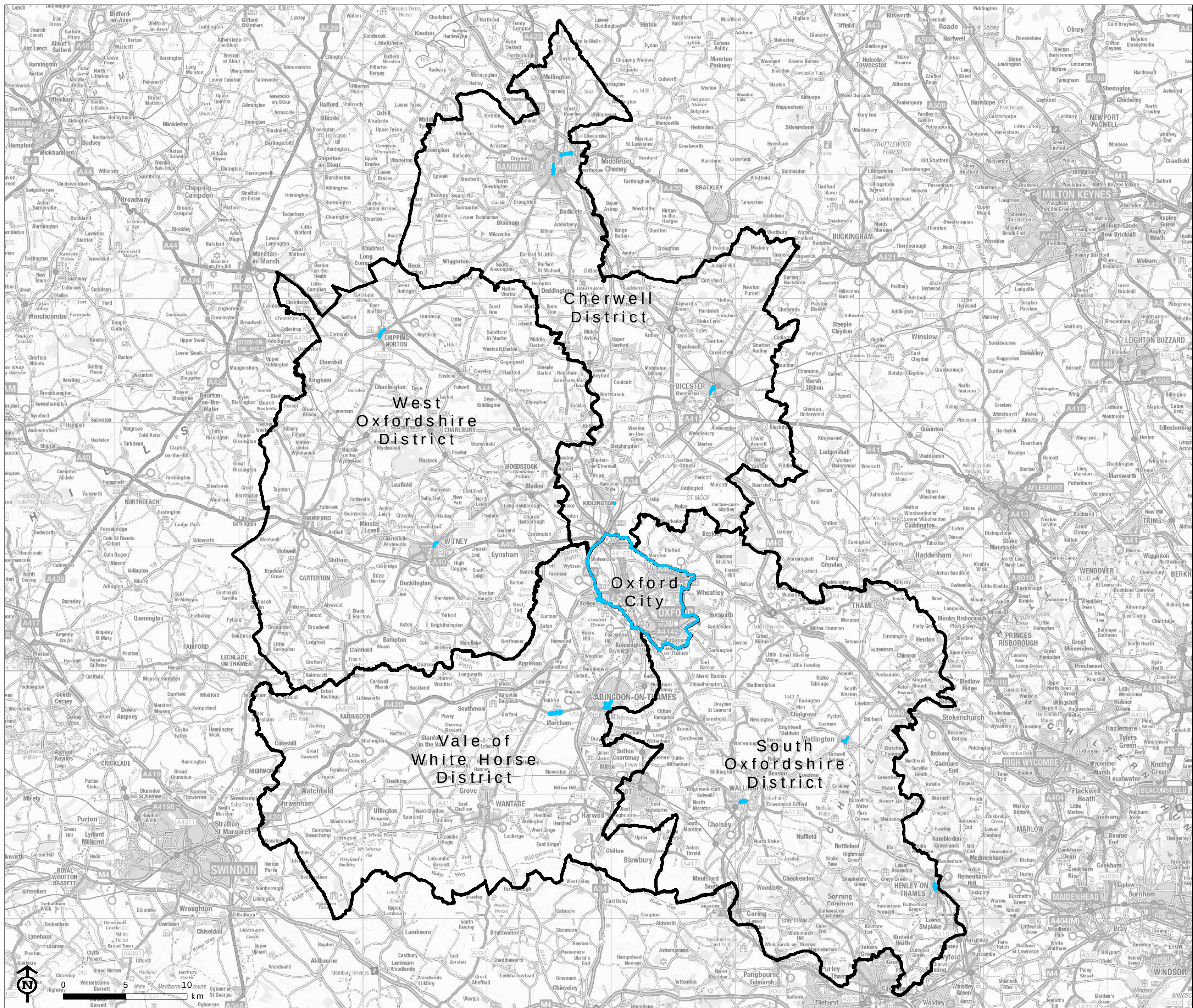
Oxford Spatial Options Assessment

Figure 4.4: Heritage Designations in Oxfordshire

- Local Authority Boundary
- World Heritage Site
- Grade I listed buildings
- Grade II* listed buildings
- Grade II listed buildings
- Battlefield
- Registered Parks and Gardens
- Scheduled Monument
- Conservation Area

Map Scale: 1:300,000 @ A3

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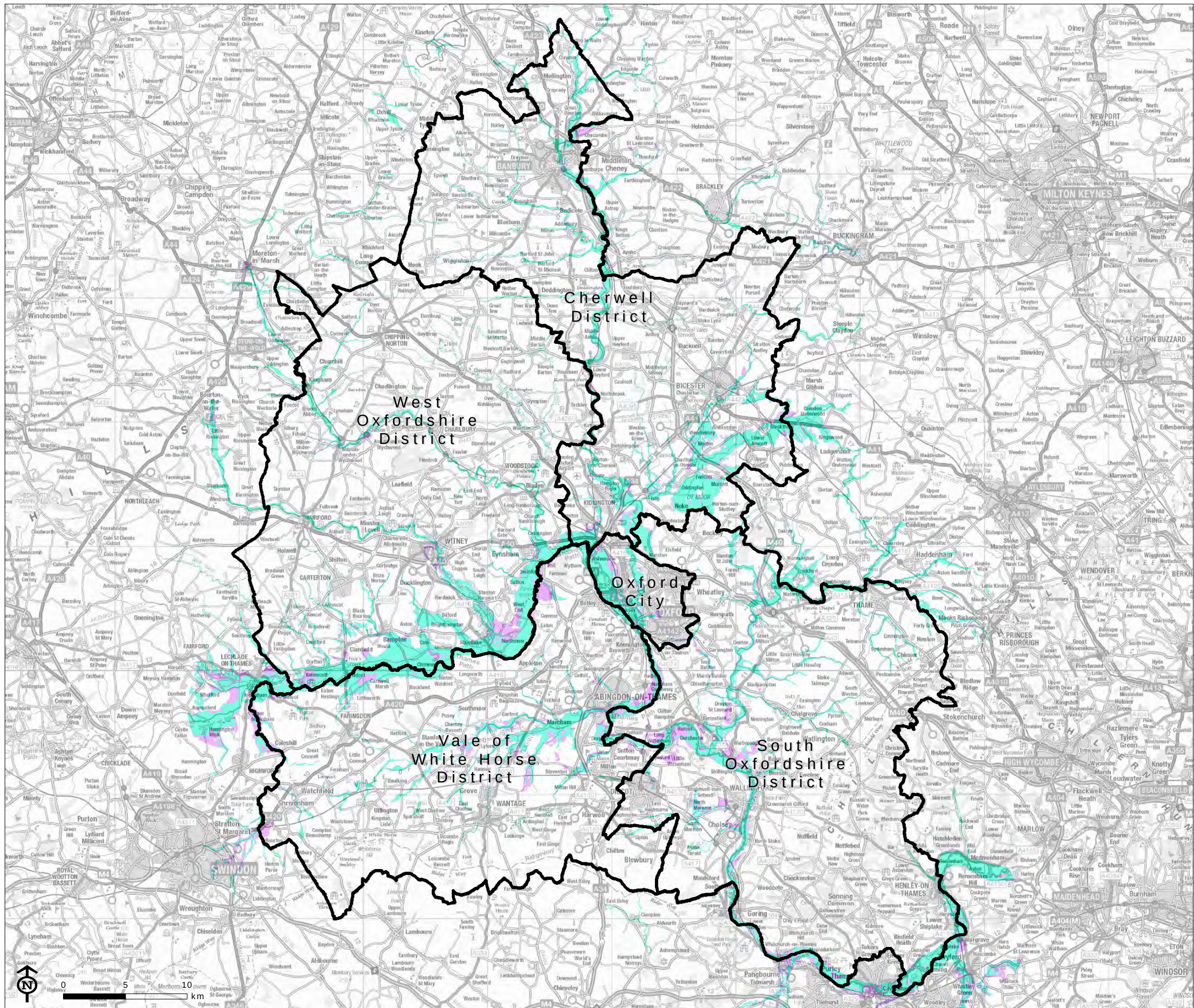
Oxford Spatial Options Assessment

Figure 4.5: Air Quality Management Areas (AQMAs) in Oxfordshire

-  Local Authority Boundary
-  Air Quality Management Areas (AQMAs)

Map Scale: 1:300,000 @ A3





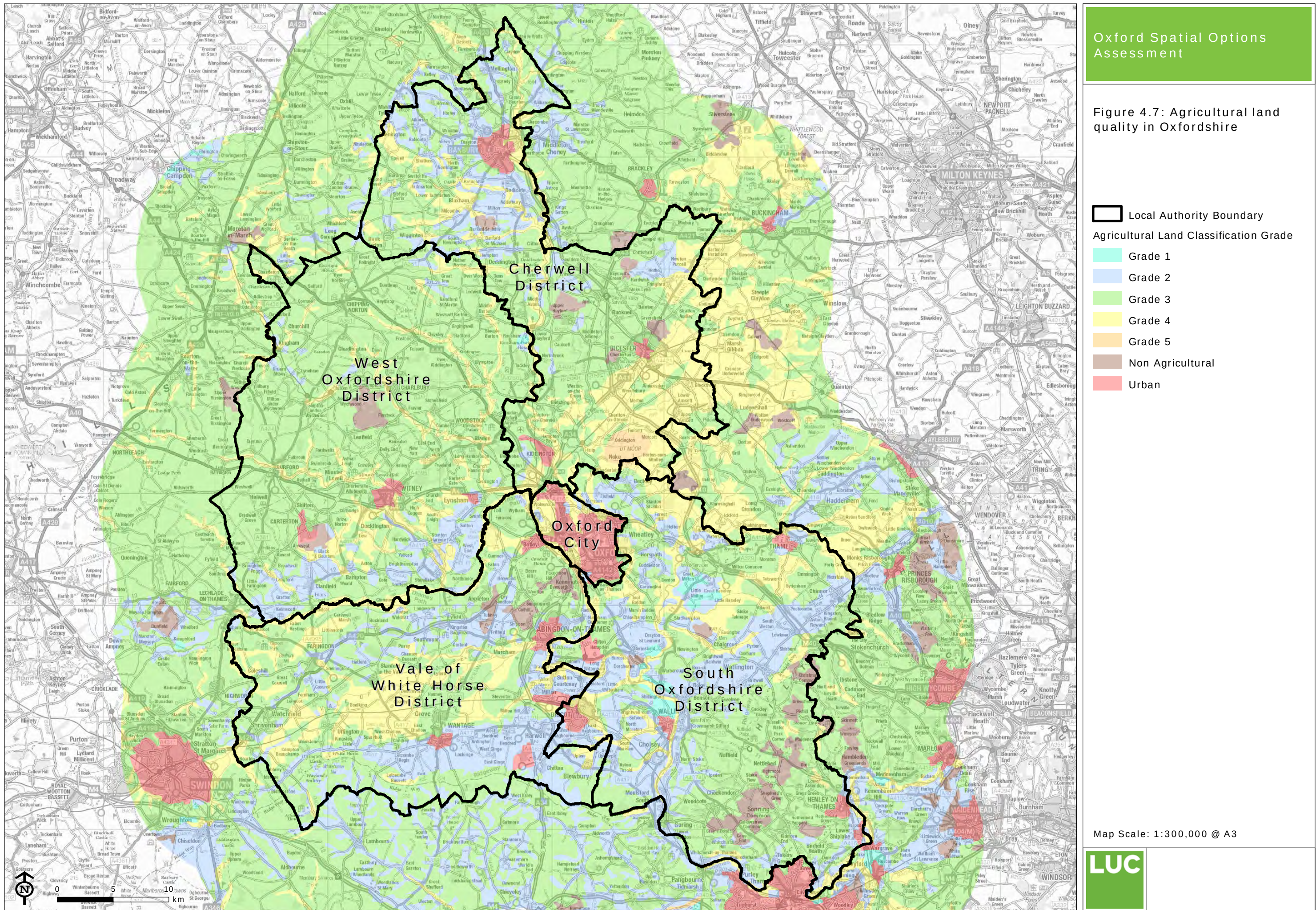
Oxford Spatial Options Assessment

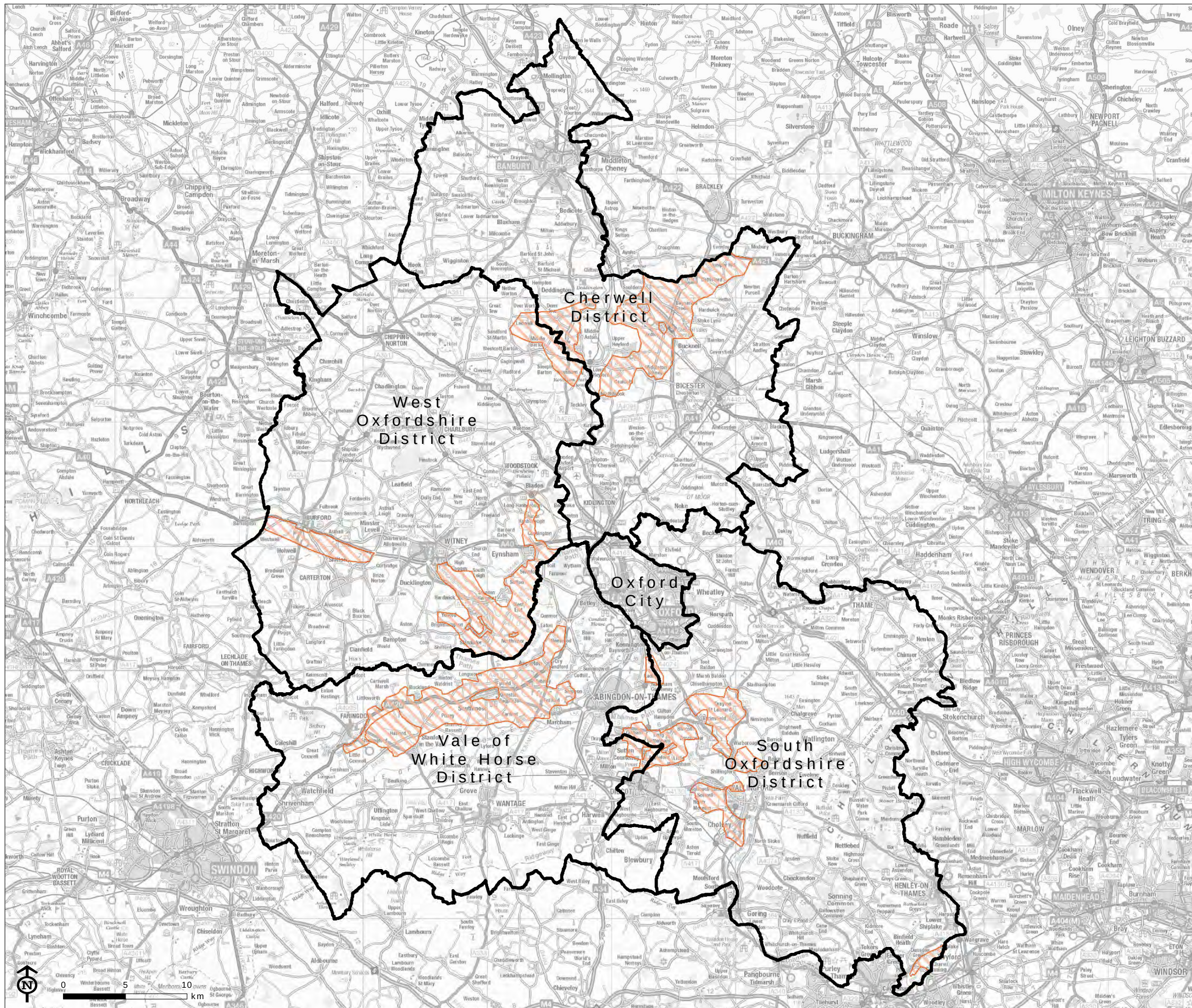
Figure 4.6: Flood risk in Oxfordshire

- Local Authority Boundary
- Flood Zone 3
- Flood Zone 2

Map Scale: 1:300,000 @ A3

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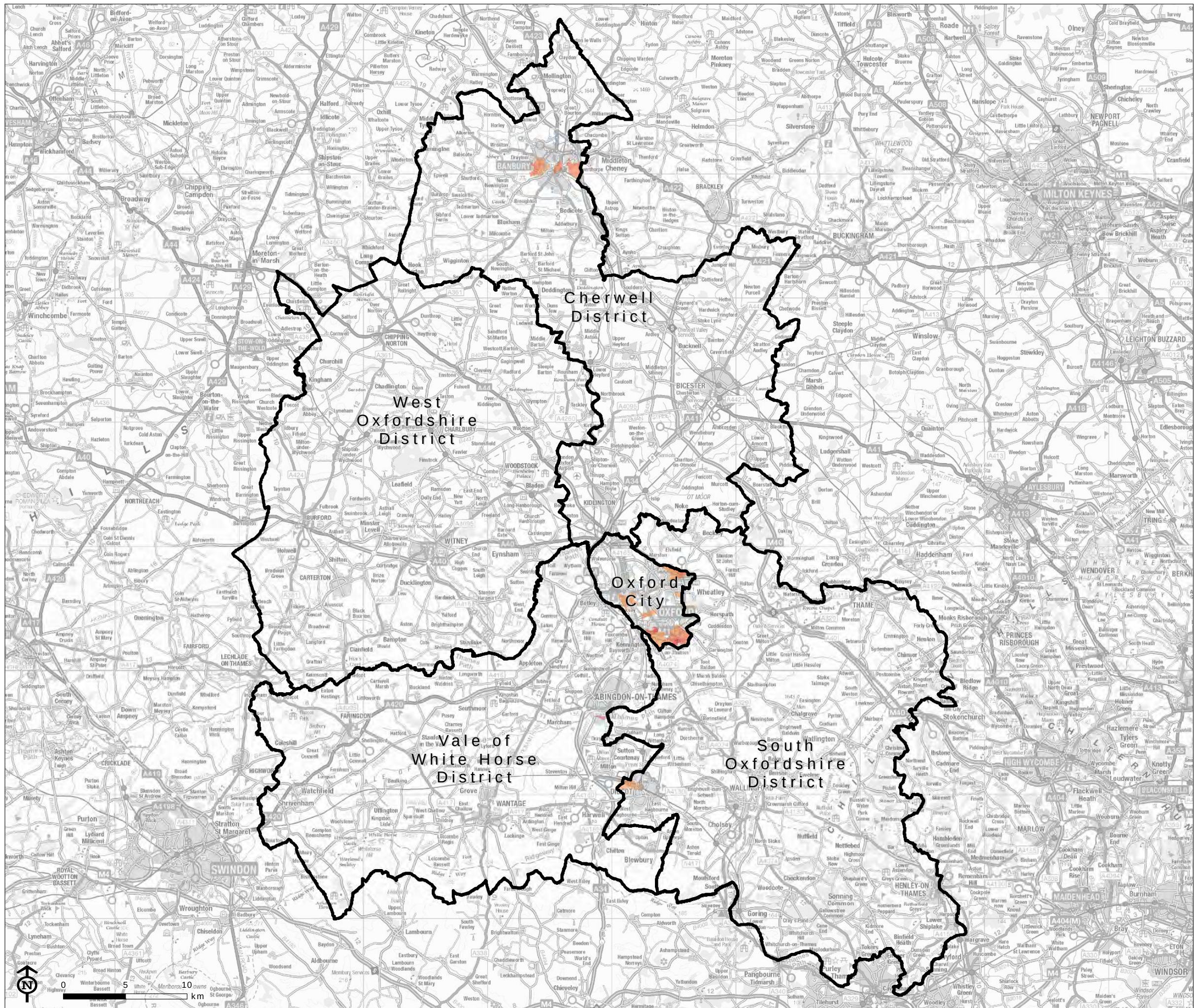
Oxford Spatial Options Assessment

Figure 4.8: Minerals Strategic Resource Areas

- Local Authority Boundary
- Minerals Strategic Resource Areas

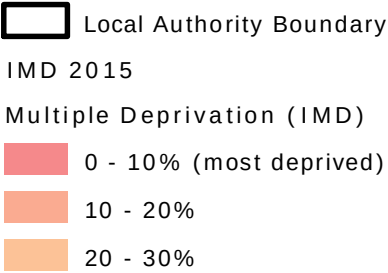
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Oxford Spatial Options Assessment

Figure 4.9: Most deprived neighbourhoods in Oxfordshire



Map Scale: 1:300,000 @ A3

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5 Findings

- 5.1 This chapter describes the findings of the assessment of the 36 spatial options against the different criteria in the assessment framework described in **Chapter 3**, which cover:
- Sustainability.
 - Landscape.
 - Green Belt.
 - Deliverability and Viability.
- 5.2 **Tables 5.1-5.10** summarise the findings for all the spatial options against the Sustainability, Landscape, Green Belt, Deliverability and Viability criteria respectively. The findings are then described below under each criterion, with the detailed findings for each spatial option presented in individual site assessment proformas in **Appendix 3**.

Sustainability

- 5.3 The Sustainability assessment criteria can be broadly grouped into the following categories:
- Spatial relevance to Oxford (Criteria 1 to 9).
 - Social and economic (Criteria 10 to 16).
 - Environmental (Criteria 17 to 26).
- 5.4 **Table 5.1** illustrates the findings for the criteria relating to the spatial relevance to Oxford, **Table 5.2** shows the findings for the social and economic criteria and **Table 5.3** presents the findings for the environmental criteria.

Spatial relevance of options to Oxford

- 5.5 **Table 5.1** shows a mixture of positive and negative effects for the criteria relating to spatial relevance to Oxford, although there are 13 spatial options that would have only minor or significant positive effects for Criteria 1 to 8 and minor positive or no effect for Criterion 9. These spatial options are either within Oxford City or within close proximity of the City boundary.
- 5.6 The effects of each of the spatial options on Criteria 1-8 are broadly similar, as where an option is well-connected to one of the features assessed (i.e. cultural offer of Oxford, educational institutions or employment nodes), it also tends to be well-connected to the others.

Criterion 1: Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- 5.7 The 36 spatial options were assessed against this criterion on the basis of whether they are within 1km of an existing sustainable transport link that provides a fast and frequent service to Oxford city centre, and on the basis of the distance between the spatial options and the city centre, as a measure of whether people would be able to walk or cycle to the museums, galleries and other cultural facilities that are concentrated there. Oxford city centre was taken to be the focus of Oxford's cultural offer although it is recognised that some of the museums, galleries and other facilities are located in other parts of the city. The boundary for the city centre was provided by Oxford City Council and reflects the boundary used in the Oxford Core Strategy Proposals Map. Sustainable transport services were considered to be fast and frequent if they operate at least four times per hour with a journey time of less than 30 minutes. Walking and cycle distances were measured on the basis of a straight line between start and end points for consistency, although in reality actual walking and cycle distances would be longer. The nearest edge of the spatial option boundary was taken as the starting point.

Table 5.1: Summary of the findings for the Sustainability criteria relating to the spatial relevance to Oxford

ID	Spatial Option Name	1. Access to cultural offer (existing)	2. Access to cultural offer (proposed)	3: Access to universities (existing)	4. Access to universities (proposed)	5. Access to universities on foot or by bicycle	6. Access to employment (existing)	7. Access to employment (proposed)	8. Access to employment on foot or by bicycle	9. Regeneration
1	Shipton-on-Cherwell Quarry	--	--	--	--	-	--	--	+	0
2	Land North of Oxford	+	++	++	+++	++	+	+++	++	0
3	Land at Woodstock	-	++	-	+++	-	-	++	+	0
4	Land at Begbroke	-	++	-	+++	+	-	+++	++	0
5	East of Yarnton	-	-	-	--	+	-	--	++	0
6	West of Yarnton	-	-	-	--	+	-	--	++	0
7	South East of Kidlington	+	++	++	+++	+	+	+++	++	0
8	Oxford enhanced growth option	++	+++	++	+++	++	++	+++	++	+
9	Oxford Golf Club	++	+++	++	+++	++	+	+++	++	0
10	Horspath site	-	-	-	--	+	-	--	++	0
11	Land north of Old Headington	++	+++	++	+++	++	+	++	++	+
12	Oxford Science Park at Littlemore	-	-	-	+++	+	-	++	++	+
13	Oxford Business Park	+	++	++	+++	++	++	+++	++	+
14	Berinsfield	-	--	-	--	-	-	--	+	0
15	Culham	-	-	-	-	-	-	-	+	0
16	SE Grenoble Rd	+	++	++	+++	+	++	+++	++	+
17	Wheatley - Holton	-	-	-	--	+	-	--	+	0
18	M40 Junction 7	--	--	--	--	-	--	--	-	0
19	Wick Farm	++	++	++	+++	++	++	+++	++	+
20	Shotover - land at Thornhill	+	++	++	+++	++	++	+++	++	0
21	Abingdon North	-	++	--	+++	+	--	+++	+	0
22	Abingdon South	-	--	--	--	-	-	--	-	0
24	Botley	+	++	++	+++	+	+	+++	+	0
25	Chawley	++	+++	++	+++	++	+	+++	+	0
26	Cumnor	+	++	++	+++	+	+	+++	+	0
27	Kennington	-	-	-	--	+	-	--	++	0
28	Kingston Bagpuize	-	--	-	--	-	-	--	-	0
29	Radley	-	--	-	--	+	-	--	+	0
30	Wooton	-	--	--	--	+	--	--	+	0
31	Appleford	-	--	-	--	-	-	--	-	0
32	Land north east of Witney	-	--	-	--	-	-	--	-	0
33	Land west of Downs Road	-	--	-	--	-	-	--	-	0
34	Land South of Witney	-	--	-	--	-	--	--	-	0
35	Land north of Eynsham	+	++	++	+++	+	+	++	+	0
36	Land west of Eynsham	+	++	++	+++	-	+	++	+	0
37	Eynsham Park Estate, land nr Barnard Gate	+	--	++	--	-	+	--	+	0

- 5.8 **Figure 5.1** shows the location of the spatial options and how they scored in relation to this criterion. Five of the spatial options were found to have a significant positive effect on this criterion: the Oxford Enhanced Growth Option, Wick Farm, Oxford Golf Club, Land North of Old Headington and Chawley. These options are served by fast and frequent sustainable transport links as well as being within either 1km walking or 3km cycle distance of the city centre. A further 10 spatial options would have minor positive effects on this criterion because although they are also generally close to Oxford City, they are slightly less well connected. These 10 options are either within 1km of a fast and frequent sustainable transport service to the city centre, or are within 1km walking or 3km cycle distance, but do not meet both criteria.
- 5.9 The remaining 16 spatial options would have negative effects as they are relatively remote from the city centre. Fourteen options would have minor negative effects because they are either within 1km of a sustainable transport link to the city centre but the service is not classed as fast and frequent, or because they are within 2km walking or 8km cycle distance of the city centre. For two spatial options (M40 Junction 7 and Shipton-on-Cherwell Quarry) the negative effects on this criterion could be significant because the options are not within 1km of an existing sustainable transport link to Oxford city centre and are more than 2km walking distance or 8km cycle distance from the city centre. This reflects the relatively remote locations of those two options, both of which are amongst the furthest geographically of all options from Oxford city centre, as shown in **Figure 5.1**.

Criterion 2: Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- 5.10 This criterion assessed how well the spatial options would be connected to the cultural offer of Oxford city centre if the proposed transport links (detailed in **Chapter 3**) were delivered. Because the effects identified were based on proposed transport infrastructure improvements, all of the potential positive effects were considered to be uncertain at this stage as they will depend on the infrastructure eventually being provided in the locations currently proposed. However, as described in **Chapter 3**, the list of proposed infrastructure to be taken into account was selected carefully with input from Oxfordshire County Council to ensure that all of the transport proposals taken into consideration do have a reasonable prospect of delivery. All of the proposed transport infrastructure is part of the County Council's adopted Local Transport Plan 4. It is recognised that decisions about which spatial options to take forward could in fact influence the delivery of proposed transport infrastructure, for example by influencing amendments to routes in order to serve a new large-scale development. In this way there is to some extent a circular relationship between the spatial options and the proposed transport infrastructure improvements but for consistency in this assessment it was necessary to base the assessment on the proposals as they currently stand, for example the Rapid Transit Line routes indicated on the maps in **Appendix 2**.
- 5.11 On the basis of proposed transport links, five spatial options would have significant positive effects on access to the cultural offer of Oxford city centre, as shown in **Figure 5.2**. These options are the same five that would have significant positive effects on the basis of existing links (Criterion 1 above): the Oxford Enhanced Growth Option, Wick Farm, Oxford Golf Club, Land North of Old Headington and Chawley. A further 12 spatial options could have minor positive effects as a result of proposed transport links (compared to 10 options which would have minor positive effects based on existing transport links).
- 5.12 For some sites, the scores against Criterion 2 are less positive than those for Criterion 1, which could be seen as indicating that the proposed transport infrastructure would actually worsen the situation in terms of accessibility but this is not actually the case. This potential anomaly is exemplified by the Eynsham Park Estate option, which is likely to have a minor positive effect on Criterion 1 on the basis of existing transport links, but a significant negative effect on Criterion 2 on the basis of proposed transport links. This is because the assessment of accessibility based on proposed transport links has been undertaken entirely separately from the assessment of accessibility via existing transport links, although in reality the existing links would still be in place in addition to any proposed improvements that come forward. Therefore, the Eynsham Park Estate option would still have reasonably good public transport links to Oxford city centre based on existing links, but there are no proposals to improve transport infrastructure in proximity to this option. In this way, the scores against Criterion 2 (and also Criteria 4 and 7 below) can be seen as a measure of how well proposed transport infrastructure improvements would enhance the situation compared to the present baseline. Therefore, a negative score does not mean that

the transport links will get worse, rather than there would not be an improvement in public transport provision over the existing transport links.

- 5.13 In a small number of cases, the assumptions applied to the assessment criteria have resulted in spatial options that are located within close proximity of one another scoring quite differently in relation to accessibility criteria. For example in relation to this criterion, Land at Begbroke could have a significant positive effect while East of Yarnton and West of Yarnton which are nearby are expected to have significant negative effects. This is because the northern part of the Land at Begbroke spatial option would be adjacent to the proposed Rapid Transit Line 1 which it is assumed would provide a fast and frequent service to Oxford University in the City Centre. However, because the route proposed for this Rapid Transit Line (as shown in the maps in **Appendix 2**) goes to the east along Langford Lane and then south down the A4260 through Kidlington, rather than continuing south down the A44 past Yarnton, it is not expected to have the same benefits for accessibility from the East and West of Yarnton spatial options, despite their relatively close proximity to the Land at Begbroke spatial option. Similar situations have arisen with other closely located spatial options. This example demonstrates how relatively slight changes to the routes of the proposed Rapid Transit Lines in particular could significantly affect the scores given for the spatial options in relation to accessibility via proposed transport links. The uncertainty attached to the positive effects identified recognises that these routes are not yet fixed and final; however for consistency it has been necessary for the assessment to be undertaken on the basis of the routes as they are currently proposed.

Criterion 3: Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- 5.14 Students living outside of university-provided accommodation are a significant part of the Oxford housing need. Where spatial options are within close proximity of existing bus, rail and park and ride links there will be better opportunities for residents of the new housing to make use of more sustainable, non-car based modes of transport to access the universities and equivalent institutions that they attend. Where sustainable transport links are already in place, there is more certainty with regards to levels of access. The list of universities and equivalent institutions to be taken into account in the assessment was provided by Oxford City Council. Because of the dispersed nature of the Oxford University colleges within the city centre, the city centre was taken as a proxy for the location of the University. Other institutions, including Oxford Brookes University, are more contained within a small number of campuses so those locations were all able to be taken into account in the assessment.
- 5.15 Fifteen of the spatial options were found to have significant positive effects on this criterion, all of which are located reasonably close to Oxford City (see **Figure 5.3**). Those 15 options are all within 1km of an existing sustainable transport link providing a fast and frequent service to at least one of the universities or equivalent institutions. A further 16 spatial options would have minor negative effects because they are within 1km of a sustainable transport link providing a service to at least one of the universities or equivalent institutions; however the services are not fast and frequent. The remaining five options would have significant negative effects – this is the case for Abingdon North, Abingdon South, Wootton, Shipton-on-Cherwell Quarry and M40 Junction 7. These options are all further than 1km from a sustainable transport link providing a service to the universities and equivalent institutions, reflecting the fact that they are some of the furthest of the options from Oxford.

Criterion 4: Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- 5.16 As with Criterion 2, the assessment against this criterion was based on how well connected the spatial options would be to universities and equivalent institutions via proposed transport links only and did not build on the scores relating to connections via existing links (Criterion 3 above). This resulted in some of the scores appearing more negative for this criterion than for Criterion 3 but as described above, should be taken as a measure of how well (or not) the proposed transport links would enhance the existing situation. As with Criterion 2, all of the potential positive effects identified were considered to be uncertain.
- 5.17 **Figure 5.4** shows the location of the spatial options and how they scored in relation to this criterion. A total of 18 spatial options could have significant positive effects on access to universities and equivalent institutions via proposed transport links, because they are within 1km

of a planned sustainable transport link with a fast and frequent service to at least one university or equivalent institution. One spatial option (Culham) is expected to have a minor negative effect because it would be within 1km of Culham Railway Station where service improvements would connect the site with Oxford University in the city centre; however even taking into account the proposed improvements, the services would not be classed as fast and frequent.

- 5.18 The remaining 17 spatial options would have a significant negative effect on access to universities and equivalent institutions, taking into account only proposed transport links. All of those options are more than 1km from the nearest proposed transport links that would provide services to universities and equivalent institutions. Most of those spatial options scored less negatively when existing sustainable transport links were assessed under Criterion 3 (the majority were expected to have minor negative effects on that criterion) therefore, should those spatial options be taken forward, improvements to public transport infrastructure would need to be considered.
- 5.19 Note that the situation described under Criterion 2 above in relation to some closely located spatial options scoring quite differently because of the particular route of proposed transport links also applies to this criterion.

Criterion 5: Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- 5.20 This criterion considered how well people would be able to access universities and equivalent institutions on foot or by bicycle. It was assumed that optimum walking and cycling distances would be 1km and 3km respectively but that some people would walk up to 2km or cycle up to 8km to commute for educational reasons. It is, however, recognised that individual perceptions of an acceptable walking and cycle distance will vary. Walking and cycle distances were measured as straight line distances for consistency. It was not necessary to split this criterion in relation to existing and proposed links as walking and cycle distances will not change as a result of any of the transport infrastructure proposals.
- 5.21 Eight spatial options would have significant positive effects as they are within 1km walking distance or 3km cycle distance of at least one of the universities or equivalent institutions – these options are all either within or close to the boundary of Oxford City, as shown in **Figure 5.5**. A further 15 spatial options would have a minor positive effect because they are within 2km walking distance or 8km cycle distance of at least one university or equivalent institution, while the remaining 13 spatial options would have a minor negative effect because they are considered to be outside of reasonable walking or cycle distance from any of the universities or equivalent institutions. In those cases, existing and proposed sustainable transport links (criteria 3 and 4) will become more relevant as very few if any people would be able to commute on foot or by bicycle.

Criterion 6: Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- 5.22 This criterion assessed the accessibility five identified employment nodes from each of the spatial options. The assessment was based on a central postcode for each employment node (advised by Oxford City) although in reality each node comprised a cluster of separate employment sites in the same general location. Therefore, it is recognised that distances will be approximate and may be slightly longer or shorter to particular employment sites within each node.
- 5.23 Only five spatial options were found to have a significant positive effect on this criterion: Oxford Enhanced Growth Option, Wick Farm, Oxford Business Park, Shotover - Land at Thornhill and South East of Grenoble Road. These options are all either within or very close to Oxford City (see **Figure 5.6**) and all are within 1km of an existing sustainable transport service providing a fast and frequent service to more than one employment node. A further 10 spatial options are likely to have a minor positive effect, either because they are within 1km of a fast and frequent sustainable transport link to only one employment node, or because they are connected by sustainable transport to more than one employment node but the services are not classed as fast and frequent.
- 5.24 Sixteen spatial options could have a minor negative effect because they are within 1km of a sustainable transport link to only one employment node, and the service is not fast and frequent. The final five spatial options could have a significant negative effect because they are not within 1km of a sustainable transport link to any employment nodes. Those spatial options, which are

all relatively remote from the employment nodes are: Abingdon North, Wootton, Shipton-on-Cherwell Quarry, Land South of Witney and M40 Junction 7.

- 5.25 Because the employment nodes are relatively spread out around Oxford, there is no particular geographical pattern in terms of spatial options on one particular side of the city performing better or more poorly than others.

Criterion 7: Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- 5.26 As with Criteria 2 and 4, this criterion was based only on the accessibility of features (in this case, employment nodes) from each of the spatial options based only on proposed transport infrastructure improvements, and all of the potential positive effects identified were again uncertain.
- 5.27 **Figure 5.7** shows the location of the spatial options and how they scored in relation to this criterion. Thirteen spatial options could have a significant positive effect on this criterion, because they are within 1km of a planned sustainable transport link that would provide a fast and frequent service to more than one key employment node. A further five spatial options could have a minor positive effect, either because they are within 1km of a planned sustainable transport link that would provide a fast and frequent service to one key employment node, or because they are within 1km of a planned sustainable transport link to more than one key employment node but the service is not expected to be classed as fast and frequent.
- 5.28 One spatial option (Culham) could have a minor negative effect. This is for the same reason as described above for Criterion 4; the spatial option would be within 1km of Culham Railway Station where service improvements would connect the site with the Oxford city centre employment node; however even taking into account the proposed improvements, the services would not be classed as fast and frequent.
- 5.29 The remaining seventeen options would have a significant negative effect taking into account only proposed links because they are not within 1km of a proposed sustainable transport link which would provide a service to any of the employment nodes. This indicates that the proposed transport infrastructure would not generally provide good additional services between the spatial options and the employment nodes. Although some of the proposed transport improvements would serve a number of the employment nodes (such as the proposed Rapid Transit Line 3 which would pass within close proximity of the employment nodes at the Northern Gateway, Headington and Oxford Science Park), positive effects also depend on them serving the spatial options.
- 5.30 Note that the situation described under Criterion 2 above in relation to some closely located spatial options scoring quite differently because of the particular route of proposed transport links also applies to this criterion.

Criterion 8: Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- 5.31 As with criterion 5 above, optimum walking and cycling distances for accessing employment nodes were considered to be 1km and 3km respectively, but it was again assumed that some people would walk up to 2km or cycle up to 8km to commute to and from work. Distances were measured as straight lines for consistency.
- 5.32 Fifteen spatial options would have a significant positive effect on this criterion as they are within 1km walking distance or 3km cycle distance of an employment node. This reflects the fact that the employment nodes are relatively well dispersed around the city, so spatial options on all sides of Oxford generally have an employment node on that side of the city and only the more peripheral options are outside of the 8km buffer distance, as illustrated on **Figure 5.8**.
- 5.33 A further 14 spatial options would have minor positive effects on this criterion as they are within 2km walking distance or 8km cycle distance of a key employment node. The remaining seven spatial options would have minor negative effects on this criterion as they are more than 2km walking distance and 8km cycle distance of any of the employment nodes.
- 5.34 As with the other criteria that consider walking and cycle distances, the straight line distances are measured as an indication only and it is recognised that actual cycle distances will vary once specific routes are taken into account. In addition, the attractiveness of routes to pedestrians and

cyclists will depend on factors such as how busy or fast moving the routes are and how well lit they are. These factors may particularly impact upon levels of walking and cycling in the winter months.

Criterion 9: Does the spatial option provide opportunities to contribute towards the regeneration of more deprived neighbourhoods?

- 5.35 This criterion considered whether spatial options are well-located in relation to the more deprived neighbourhoods in Oxford, as high quality new development on adjacent sites could stimulate regeneration in those areas. Six spatial options are likely to have minor positive effects as they are adjacent to a neighbourhood that is within the 30% most deprived nationally, based on Indices of Multiple Deprivation data (see **Figure 5.9**). Those spatial options are: the Oxford Enhanced Growth Option, Wick Farm, Land North of Old Headington, Oxford Business Park, South East of Grenoble Road and Oxford Science Park. However, the extent to which positive effects are eventually able to be achieved will depend on factors such as the design of new development including how well integrated it is with existing adjacent neighbourhoods.
- 5.36 The other 30 spatial options would have negligible effects because they are not adjacent to the most deprived neighbourhoods within Oxford.

Social and Economic Criteria

- 5.37 **Table 5.2** shows that there would be mostly positive effects for the social and economic criteria relating to provision of housing (including affordable housing) to meet Oxford's need, access to healthcare and education and on site employment provision as development on any of the spatial options will deliver more homes and is likely to also enable enhanced or new healthcare and education provision, and some on site employment opportunities. However, there is a more mixed picture for the spatial options in terms of access to existing facilities and services as this depends on the proximity of each spatial option to local centres.

Table 5.2: Summary of the findings for the social and economic Sustainability criteria

ID	Spatial Option Name	10: Provision of homes	11: Provision of affordable housing	12. Access to healthcare	13. Access to existing services and facilities	14: Access to primary schools	15: Access to secondary schools	16. Onsite employment provision
1	Shipton-on-Cherwell Quarry	+	+	0	--	++	--	+
2	Land North of Oxford	++	+	+	+	++	--	+
3	Land at Woodstock	+	+	0	++	++	+	+
4	Land at Begbroke	++	+	+	-	++	+	+
5	East of Yarnton	+	+	0	--	++	+	+
6	West of Yarnton	+	+	0	--	++	--	+
7	South East of Kidlington	+	+	+	+	++	+	+
8	Oxford enhanced growth option	++	+	++	++	+?	+?	+
9	Oxford Golf Club	+	++	++	++	++	+	0
10	Horspath site	+	++	0	-	--	+	0
11	Land north of Old Headington	+	++	++	++	+?	+	0
12	Oxford Science Park at Littlemore	+	++	+	-	+?	+	0
13	Oxford Business Park	+	++	++	+	--	+	0
14	Berinsfield	++	++	0	+	++	++	0
15	Culham	++	++	0	-	++	++	+
16	SE Grenoble Rd	++	++	+	+	++	++	+
17	Wheatley - Holton	+	++	0	+	++	+	+
18	M40 Junction 7	++	++	0	--	++	++	+
19	Wick Farm	++	++	++	+	++	++	+
20	Shotover - land at Thornhill	+	++	+	+	++	--	+
21	Abingdon North	+	+	+	--	++	++	0
22	Abingdon South	+	+	0	+	++	++	0
24	Botley	+	+	+	-	++	++	0
25	Chawley	+	+	+	+	++	++	0
26	Cumnor	+	+	+	-	++	++	0
27	Kennington	+	+	0	-	++	++	0
28	Kingston Bagpuize	+	+	0	-	++	++	0
29	Radley	++	+	0	+	++	++	0
30	Wooton	+	+	0	-	++	++	0
31	Appleford	+	+	0	-	++	++	0
32	Land north east of Witney	+	+	+	+	++	+	+
33	Land west of Downs Road	+	+	0	-	++	+	+
34	Land South of Witney	+	+	0	-	++	+	0
35	Land north of Eynsham	++	++	0	+	++	+?	+
36	Land west of Eynsham	+	++	0	+	++	+?	0
37	Eynsham Park Estate, land nr Barnard Gate	++	+	0	--	++	+	+

Criterion 10: Could the spatial option provide a significant number of homes to meet Oxford's needs?

- 5.38 All of the spatial options would go at least some way towards meeting Oxford's unmet housing need; therefore all of the options have at least minor positive effects, with 11 options likely to have a significant positive effect because they could deliver at least 1,500 homes by 2031. The Housing Land Availability Assessment for Oxford⁴⁹ identifies that there is a shortfall of 17,788 homes in the city up to 2031, on the basis of the mid-range housing figure identified in the Strategic Housing Market Assessment for Oxfordshire⁵⁰. The Councils have agreed to use 15,000 homes as a working assumption of the level of Oxford's unmet need to be planned for by 2031. On this basis, and considering the capacity of the spatial options identified in the local authorities' site proformas, an appropriate threshold for larger sites that could make a significant contribution to Oxford's unmet housing need is considered to be sites that can accommodate at least 1,500 homes (i.e. 10% of the overall need).

Criterion 11: Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- 5.39 All of the spatial options would also have at least minor positive effects on this criterion, as they would all go at least some way towards meeting Oxford's unmet affordable housing need. Fourteen spatial options within Oxford City, South Oxfordshire and the West Oxfordshire medium value zone would have significant positive effects because they would deliver more than 40% affordable housing. The remaining spatial options would deliver between 30-40% affordable housing and would therefore have a minor positive effect in relation to this criterion.

Criterion 12: Does the spatial option provide convenient access to healthcare facilities?

- 5.40 All spatial options were assumed to involve either the onsite provision of local healthcare facilities such as GPs or contributions towards enhancements in healthcare facilities elsewhere. Therefore, this assessment was based on the proximity and accessibility of spatial options to strategic healthcare facilities, i.e. existing NHS hospitals.
- 5.41 Eleven spatial options would have a minor positive effect as they are within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Four spatial options in Oxford City (the Oxford Enhanced Growth Option, Oxford Golf Club, Land North of Old Headington and the Oxford Business Park), and one option in South Oxfordshire (Wick Farm) would have a significant positive effect because they are within 800m of an existing NHS hospital. The remaining 21 spatial options are unlikely to have an effect on this criterion because they are not within 800m of an existing NHS hospital and are not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital.

Criterion 13: Does the spatial option provide convenient access to existing services and facilities?

- 5.42 While a number of the spatial options are likely to deliver new local services and facilities onsite, this criterion assessed the potential for new residents to also make use of existing services and facilities nearby. It was difficult to assess options on a quantitative basis (i.e. specifically how many services and facilities there are nearby); therefore a judgement was made about the overall access to existing services that an option would provide. This was based on an assumption that larger villages and towns would provide a wider range of services and facilities than smaller villages. The assessment was informed by reviewing OS basemaps and gathering supplementary information during the site visits.
- 5.43 Four spatial options were considered to have a significant positive effect on this criterion as they would provide very good access to services and facilities. This was the case for three options in Oxford City – the Oxford Enhanced Growth Option, Oxford Golf Club and Land North of Old Headington – and one option in Cherwell District, Land at Woodstock.
- 5.44 Fourteen spatial options were considered to have a minor positive effect on this criterion as they would provide fairly good access to existing services and facilities – those tended to be the options located at the larger villages or close to the urban fringe of Oxford. Twelve sites would provide fairly poor access to existing services and so were considered to have a minor negative

⁴⁹ URS (December 2014) Oxford's Housing Land Availability and Unmet Need Assessment

⁵⁰ GL Hearn (April 2014) Oxfordshire Strategic Housing Market Assessment: Final Report

effect, while the remaining six options would have a significant negative effect as they would provide very poor access – that was the case for some of the most remote options. The spatial options with likely significant negative effects were: Eynsham Park Estate, East of Yarnton and West of Yarnton, Abingdon North, Shipton-on-Cherwell Quarry and M40 Junction 7. Although Abingdon North is quite near to the town of Abingdon, the spatial option is currently located away from the urban edge and some distance from the town centre where the majority of services and facilities are concentrated. The spatial option would become an urban extension to a local plan allocation which has yet to be built out.

Criterion 14: Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development? AND

Criterion 15: Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- 5.45 The increased population that would result from the development of any of the spatial options would require consideration to be given to the need for additional school places to be provided. Information about likely schools provision onsite was provided by Oxfordshire County Council to inform the assessment in relation to both primary and secondary schools. However, in many cases there was some uncertainty attached as the requirements will depend to some extent on which combinations of sites are eventually taken forward. For example, one spatial option within a certain area may not require a new school as the likely increase in pupils associated with the new development would be able to be accommodated at existing schools in the vicinity. However, the allocation of two or three spatial options within close proximity to each other could breach the threshold for the provision of a new school (in terms of the number of new residents). This is particularly likely to be an issue in relation to secondary school provision where the threshold for new provision is higher.
- 5.46 The majority of the spatial options (31 out of 36) would have a significant positive effect on Criterion 14 because a new primary school would be provided as part of the development. For some of the largest spatial options, such as the M40 Junction 7 option, several primary schools may be required to support the population growth. A further three spatial options could have minor positive effects because although onsite primary provision would not be made, there are existing primary schools within 500m which may have capacity to accommodate additional pupils. However, in all three cases this potential positive effect is uncertain as the capacity of those schools is not known. This is the case for the following spatial options: the Oxford Enhanced Growth Option, Land North of Old Headington and Oxford Science Park, all of which are within Oxford City. The final two spatial options (Oxford Business Park and the Horspath site, both in Oxford City) are likely to have a significant negative effect because onsite primary school provision would not be made and either there are no existing primary schools within 500m, or there are schools within 500m but they do not have potential to expand.
- 5.47 In relation to secondary school access (Criterion 15), the scores were more mixed. Fifteen spatial options are likely to have significant positive effects as they would incorporate onsite secondary school provision; these tend to the larger sized spatial options. Four options would have significant negative effects because onsite secondary school provision would not be made and either there are no existing secondary schools within 2km, or there are schools within 2km but they do not have potential to expand. These spatial options are generally smaller sites (Shotover - Land at Thornhill, Land North of Oxford, West of Yarnton and Shipton-on-Cherwell Quarry).
- 5.48 Consideration will need to be given to the combinations of options that are eventually taken forward in order to inform the County Council's final decisions about education requirements.

Criterion 16: Does the spatial option have the potential for onsite employment development?

- 5.49 Although it is assumed that the majority of people living within the spatial options would be likely to work in Oxford, there may be sustainability benefits to some onsite employment provision, ancillary to housing. This could be possible for spatial options in all of the categories apart from the urban intensification category. However, effects are expected to be minor as the main priority for these spatial options is housing provision to meet the unmet housing needs of Oxford. Eighteen of the spatial options (within Cherwell, South Oxfordshire and West Oxfordshire, plus the Oxford Enhanced Growth Option) were identified in the local authorities' assessment proformas as having the potential to deliver onsite employment development, and therefore identified as having a minor positive effect on this criterion. The other half of the spatial options are unlikely to have

an effect as no onsite employment provision was identified by the local authorities. However, these effects would depend on what types of development are eventually proposed on any spatial options that get taken forward.

Environmental Criteria

- 5.50 **Table 5.3** shows that there would generally be more negative effects for the environmental criteria as many of the spatial options would involve development of greenfield land, which could increase impermeable surfaces (contributing to flooding), result in the loss of good quality agricultural land and have impacts on the landscape. Most of the spatial options are also within close proximity of either locally or nationally/internationally important nature conservation sites or heritage designations, which could result in adverse impacts on these assets. Conversely, positive effects are more likely in relation to the provision or enhancement of green infrastructure because large-scale development at the spatial options that would be new settlements or village, town or urban extensions would be able to incorporate good amounts of green infrastructure.

Criterion 17: Will the spatial option result in development in areas at high risk of flooding from rivers?

- 5.51 Ten of the spatial options could have a significant negative effect on this criterion as they all include an area of flood zone 3. Five are in South Oxfordshire, two each in Oxford City and West Oxfordshire and one in Cherwell. However, only one option (Land west of Eynsham) has more than 10% of its area within flood zone 3, the other nine have less than 10% therefore, the significant negative effect is uncertain as it may be possible to avoid locating residential development in those areas of the spatial option. In addition, the Oxford Enhanced Growth Option is the only spatial option to include some of its boundary within the study area for the Oxford Flood Alleviation Scheme, although this is only two of the land parcels which make up this spatial option. As the actual boundary of the Flood Alleviation Scheme is not yet confirmed, and it is likely to be possible to avoid locating residential development in those areas of the Enhanced Growth Option at higher risk of flooding, the significant negative effect is also uncertain.
- 5.52 Most of the sites with some areas of flood zone 3 also contain areas of flood zone 2 therefore a significant effect is already identified, but there are three sites which include less than 1% flood zone 3, but more than 10% (Radley) or between 1 and 10% (Abingdon South and South East of Kidlington) flood zone 2, and are therefore likely to have a minor negative effect on this criterion. The remaining 23 spatial options contain less than 1% or no areas of flood zone 2 or 3.
- 5.53 National Planning Practice Guidance identifies residential properties as a 'more vulnerable use', which is suitable in areas of flood zone 1 and 2 but would require an exception test in flood zone 3a, and is unsuitable in flood zone 3b. A sequential approach should be followed to steer new development to areas with the lowest probability of flooding (i.e. flood zone 1) and the five local planning authorities will need to undertake a flood risk sequential test when allocating sites in their Local Plans. As noted above, due to the small proportion of the overall area of many of the spatial options that include areas of flood zone 2 or 3, it is likely that development could still take place within the spatial option but avoid the area of flood risk.

Criterion 18: Will the spatial option increase impermeable surfaces?

- 5.54 The development of new housing on greenfield land is more likely to increase the area of impermeable surfaces and could therefore increase overall flood risk, therefore most of the spatial options are identified as having a minor negative effect on this criterion, although it is recognised that other standards relating to incorporation of Sustainable Drainage Systems will apply when new development takes place.
- 5.55 Five of the spatial options could have a minor positive effect (Shipton-on-Cherwell Quarry, Oxford Enhanced Growth Option, Oxford Business Park, Culham and Wheatley-Holton) because they include areas of previously developed land (more than 25% of the site).

Table 5.3: Summary of the findings for the environmental Sustainability criteria

ID	Spatial Option Name	17. Flood risk	18. Increase impermeable surfaces	19: Loss of agricultural land	20. International biodiversity	21. National biodiversity	22. Local biodiversity	23. Green Infrastructure	24. Heritage	25. Landscape	26. Sterilisation of minerals
1	Shipton-on-Cherwell Quarry	0	+	++	0?	--?	--?	++	--?	0	0?
2	Land North of Oxford	0	-	--?	-?	0?	-?	+	--?	-	0?
3	Land at Woodstock	0	-	--?	0?	0?	-?	+	--?	--?	0?
4	Land at Begbroke	--?	-	--	0?	--?	-?	+	-?	--?	0?
5	East of Yarnton	0	-	--	-?	-?	-?	+	--?	-?	0?
6	West of Yarnton	0	-	--?	-?	-?	--?	+	--?	--?	0?
7	South East of Kidlington	-?	-	--?	-?	0?	-?	+	-?	-	0?
8	Oxford enhanced growth option	--?	+	++	--?	--?	--?	-	--?		0?
9	Oxford Golf Club	0	-	0	0?	--?	--?	-	-?	--?	0?
10	Horspath site	0	-	--?	0?	-?	-?	-	-?	-?	0?
11	Land north of Old Headington	0	-	0	0?	-?	-?	-	--?	--?	0?
12	Oxford Science Park at Littlemore	--?	-	--?	0?	-?	-?	-	-?	-?	0?
13	Oxford Business Park	0	+	++	0?	-?	-?	-	-?	0	0?
14	Berinsfield	--?	-	--	-?	0?	--?	+	--?	-	--?
15	Culham	0	+	++	0?	-?	-?	++	--?	-?	--?
16	SE Grenoble Rd	--?	-	--?	0?	0?	--?	+	-?	-	0?
17	Wheatley - Holton	--?	+	++	0?	-?	-?	+	--?	-?	0?
18	M40 Junction 7	--?	-	--?	0?	--?	0?	++	--?	--?	0?
19	Wick Farm	--?	-	--	0?	--?	-?	+	--?	--?	0?
20	Shotover - land at Thornhill	0	-	--?	0?	-?	--?	+	-?	-	0?
21	Abingdon North	0	-	--?	0?	-?	-?	+	--?	--?	0?
22	Abingdon South	-?	-	--	0?	0?	0?	+	--?	-	0?
24	Botley	0	-	--?	-?	-?	-?	+	--?	-	0?
25	Chawley	0	-	--?	-?	--?	--?	+	--?	--?	0?
26	Cumnor	0	-	--	-?	--?	0?	+	--?	-	--?
27	Kennington	0	-	--?	0?	--?	--?	+	-?	-	0?
28	Kingston Bagpuize	0	-	--	0?	-?	-?	+	--?	-	--?
29	Radley	-	-	--	0?	-?	-?	+	--?	-	--?
30	Wooton	0	-	--?	--?	-?	-?	+	--?	-?	0?
31	Appleford	0	-	--	0?	-?	-?	++	--?	-	--?
32	Land north east of Witney	0	-	--?	0?	-?	-?	+	-?	--?	0?
33	Land west of Downs Road	0	-	--?	0?	-?	-?	+	--?	--?	0?
34	Land South of Witney	0	-	0	0?	-?	-?	++	-?	-	0?
35	Land north of Eynsham	0	-	--	-?	-?	-?	++	-?	--?	--?
36	Land west of Eynsham	--	-	0	0?	0?	0?	+	--?	-	0?
37	Eynsham Park Estate, land nr Barnard Gate	--?	-	--?	0?	--?	--?	++	--?	--?	0?

Criterion 19: Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- 5.56 The same five spatial options listed above could have a significant positive effect on encouraging the reuse of previously developed land, whereas most of the spatial options would have a significant negative effect on this criterion because they would result in the loss of high quality (Grade 1 or 2) agricultural land; those spatial options that include Grade 3 agricultural land are also identified as having a significant negative effect, although this is uncertain as it would depend on whether the land is Grade 3a or 3b (which could not be determined from the County-wide GIS data).
- 5.57 Four spatial options would not affect this criterion because they include Grade 4 or lower agricultural quality (Oxford Golf Club, Land North of Old Headington, Land South of Witney and Land West of Eynsham).

Criterion 20: Will the spatial option impact upon internationally designated biodiversity assets?

- 5.58 Eleven of the spatial options could have a negative effect on internationally designated biodiversity assets because they are either within 1 km (significant negative effect) or between 1 to 3 km (minor negative effect) of such a site. Wootton in Vale of White Horse is within 215m of Cothill Fen SAC to the east, and several of the land parcels in the north of Oxford City within the Oxford Enhanced Growth Option are adjacent to or within 3 km of Oxford Meadows SAC. Therefore, both of these spatial options could have a significant negative effect on these SACs. However, these effects would need to be assessed in more detail through the Habitats Regulations Assessments undertaken as part of Local Plan preparation.
- 5.59 Four of the spatial options within Cherwell could have a minor negative effect as they are 1-3 km from Oxford Meadows SAC. Similarly, Little Wittenham SAC is 2.2 km to the south of the Berinsfield spatial option in South Oxfordshire. A minor negative effect is also identified for three of the spatial options within Vale of White Horse as they are within 1-3 km of either Oxford Meadows SAC or Cothill Fen SAC. Finally, Land North of Eynsham is 2.5 km from Oxford Meadows SAC.
- 5.60 All of these negative effects are uncertain however, as the distance at which effects might occur is not the same for all types of habitats and species, and appropriate mitigation may avoid adverse effects and may even result in beneficial effects. Specific effects will depend on the nature of the designation and the nature of the potential impact, as well as proximity.
- 5.61 In addition to potential effects on nearby designated sites, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to the potential development sites cannot be determined at this strategic level of assessment (as site surveys are not undertaken). This would need to be determined once more specific proposals are developed and submitted as part of a planning application.

Criterion 21: Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- 5.62 More of the spatial options could have negative effects on nationally designated biodiversity and geodiversity assets as there is a greater number of national designations within Oxfordshire including SSSIs and sites listed on the Ancient Woodland Inventory. Ten of the spatial options across all of the districts could have a significant negative effect as they are within or adjacent to a nationally designated biodiversity or geodiversity site. 19 of the spatial options are not adjacent but within 1 km of a nationally designated biodiversity or geodiversity site and would therefore have minor negative effects, whereas the remaining seven spatial options are unlikely to have any effect as they are more than 1 km from a SSSI or Ancient Woodland.
- 5.63 As with the internationally designated assets, these effects are uncertain as they will depend on the nature of the designation and the nature of the potential impact, as well as the mitigation measures to be included within any proposed development that eventually comes forward on the spatial options.

Criterion 22: Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

- 5.64 Abingdon South and Land West of Eynsham are the only two spatial options that are unlikely to affect any designated biodiversity or geodiversity sites (international, national or local). Cumnor and M40 Junction 7 are also unlikely to affect local biodiversity or geodiversity designations. The rest of the spatial options could have an effect on local designations; this effect would be significant if they are either within or adjacent to one or more Local Wildlife Sites, Local Nature Reserves, Conservation Target Areas, or Local Geological Sites (this is the case for ten of the spatial options spread across the five districts). Minor negative effects are identified for the remaining 22 spatial options as they are not adjacent but are within 1km of these local designated sites.
- 5.65 Again, these effects are uncertain as they will depend on the nature of the designation and the nature of the potential impact, as well as the mitigation measures to be included within any proposed development that eventually comes forward on the spatial options.

Criterion 23: Will the spatial option provide opportunities for green infrastructure enhancements?

- 5.66 Most of the spatial options would have a positive effect on this criterion as the new development is likely to be of a scale that includes green infrastructure provision and linkages with existing green infrastructure. Seven of the spatial options categorised as new settlements would be most likely to provide opportunities for green infrastructure enhancements and therefore have a significant positive effect. 24 of the spatial options are categorised as village, town or urban extensions and would have a minor positive effect. Conversely, the five spatial options within Oxford City that are categorised as urban intensification would have a minor negative effect as they are considered less likely to be able to provide green infrastructure.

Criterion 24: Will the spatial option impact upon heritage assets?

- 5.67 Two thirds (24) of the spatial options are identified as likely to have significant negative effects on heritage assets because they contain or are directly adjacent to a designated heritage asset. The remaining third could have a minor negative effect as they are within 1km of a designated heritage asset or that include an area of archaeological interest. There is no overall geographic pattern for these effects, reflecting the distribution of heritage assets across the County. These effects would depend on the nature and significance of the heritage features that are within or near to the spatial options, as well as the exact scale, design and layout of the new development. In addition, opportunities may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).

Criterion 25: Will the spatial option have adverse landscape and/or visual impacts?

- 5.68 Landscape and visual impacts were assessed in detail during the site visits, following the methodology and criteria set out in the landscape methodology in Chapter 3. The conclusions from the landscape assessment were reflected in the effects identified for this criterion. Thirteen of the spatial options are identified as having potential significant negative landscape and/or visual impacts as they were judged as having medium-high overall landscape sensitivity. Fourteen of the spatial options could have a minor negative effect because they were judged as having medium overall landscape sensitivity. Six of the spatial options were judged as having medium-low overall landscape sensitivity; therefore they are identified as having a minor negative but uncertain effect.
- 5.69 Only two spatial options are unlikely to have an adverse landscape and/or visual impact (Shipton-on-Cherwell Quarry and Oxford Business Park) as Shipton-on-Cherwell Quarry is well-contained with limited views in and out; the site can only be occasionally glimpsed from surrounding land and is not prominent, and Oxford Business Park is not prominent in the landscape, has little in the way of rural character or tranquillity and makes no significant contribution to the setting of adjacent settlement. The landscape sensitivity of the Oxford Enhanced Growth Option was not able to be assessed as part of this study due to the numerous land parcels that constitute this option.

Criterion 26: Will the spatial option result in the sterilisation of mineral resources?

- 5.70 The location of development sites can influence the efficient use of minerals by the proximity of the development to Minerals Safeguarding Areas as development in those areas may sterilise mineral resources and restrict the availability of resources in the county. However, it may be possible to achieve extraction of the mineral resource prior to new development, which would avoid sterilisation. Minerals Safeguarding Areas have not yet been defined in Oxfordshire; therefore the assessment was carried out on the basis of strategic resource areas. Only seven of the spatial options are within a strategic resource area and could therefore have a significant negative effect on this criterion. Two are in South Oxfordshire (Berinsfield and Culham), four in the Vale of White Horse (Cumnor, Kingston Bagpuize, Radley and Appleford) and one is in West Oxfordshire (Land North of Eynsham). The rest of the spatial options would have no effect on mineral resources.

Landscape

- 5.71 **Table 5.4** presents the findings for the six landscape and visual impact assessment criteria, and the overall sensitivity conclusions.
- 5.72 The majority of the spatial options are assessed as either medium (14 spatial options) or medium-high (13 spatial options) with regards to overall landscape/visual sensitivity. No spatial options are assessed as having high overall landscape sensitivity. Only two of the spatial options are assessed as having low overall landscape sensitivity (Shipton-on-Cherwell Quarry and Oxford Business Park), both of which are not prominent within their respective landscapes and have little in the way of rural landscape qualities.
- 5.73 Generally, the spatial options have a higher sensitivity with regards to the settlement form and edge, settlement setting and views criteria. Perceptual qualities are often recognised as less sensitive due to existing intrusions (primarily major roads).
- 5.74 Some common sensitivities among the spatial options are evident, including that several of the spatial options are located adjacent to existing villages, and often provide a rural character to the settlements, with typically rural landscape features including hedgerows, frequent trees and semi-natural features. In areas with sloping land adjacent to settlement, landscape and visual sensitivity is increased due to the prominence and higher levels of visibility to and from the spatial option. Within the Vale of White Horse and South Oxfordshire Districts, there is often intervisibility with the ridgelines of the North Wessex Downs AONB and Chilterns AONB which results in an increased level of landscape sensitivity with regard to the Views criterion.

Table 5.4: Summary of the findings for the Landscape assessment criteria

ID	Spatial Option Name	Physical and natural character	Settlement form and edge	Settlement setting	Views	Perceptual qualities	Cultural and historical associations	Overall landscape sensitivity
1	Shipton-on-Cherwell Quarry	Medium-low	Medium	Low	Low	Medium-low	Medium-low	Low
2	Land North of Oxford	Medium	Medium	Medium-high	Medium-high	Medium	Medium	Medium
3	Land at Woodstock	Medium	Medium-low	Medium-high	Medium-high	Medium	High	Medium-high
4	Land at Begbroke	Medium-high	Medium-high	Medium-high	Medium	Medium	Medium-high	Medium-high
5	East of Yarnton	Medium	Medium	Medium	Medium-low	Medium-low	Medium-low	Medium-low
6	West of Yarnton	Medium-high	Medium	Medium-high	Medium-high	Medium	Medium	Medium-high
7	South East of Kidlington	Medium	Medium	Medium	Medium	Medium	Low	Medium
8	Oxford enhanced growth option							
9	Oxford Golf Club	Medium-high	Medium-high	Medium-high	Medium-high	Medium-high	Medium	Medium-high
10	Horspath site	Medium-low	Medium	Medium	Medium-low	Medium-low	Low	Medium-low
11	Land north of Old Headington	Medium-high	Medium-high	Medium-high	Medium	Medium-high	Medium-high	Medium-high
12	Oxford Science Park at Littlemore	Medium	Medium-low	Medium-low	Medium-low	Medium-low	Medium	Medium-low
13	Oxford Business Park	Low	Low	Medium-low	Low	Low	Low	Low
14	Berinsfield	Medium	Medium	Medium	Medium-high	Medium	Medium-high	Medium
15	Culham	Medium-low	Medium-high	Medium	Medium	Medium-low	Medium-low	Medium-low
16	SE Grenoble Rd	Medium	Medium	Medium	Medium-high	Medium	Medium	Medium
17	Wheatley - Holton	Medium	Medium-low	Medium	Medium-low	Medium	Medium	Medium-low
18	M40 Junction 7	Medium-high	Medium-high	Medium-high	Medium-high	Medium-high	Medium	Medium-high
19	Wick Farm	Medium-high	Medium-high	Medium-high	Medium-high	Medium	Medium-high	Medium-high
20	Shotover - land at Thornhill	Medium-high	Medium	Medium	Medium	Medium	Medium	Medium
21	Abingdon North	Medium-high	Medium-high	High	Medium-high	Medium-high	Medium-high	Medium-high
22	Abingdon South	Medium	Medium	Medium	Medium-high	Medium	Medium-high	Medium
24	Botley	Medium	Medium-low	Medium	Medium-high	Medium	Medium-low	Medium
25	Chawley	High	Medium	Medium	Medium-high	Medium-high	Medium	Medium-high
26	Cumnor	Medium	Medium-low	Medium	Medium	Medium	Medium-high	Medium
27	Kennington	Medium	Medium-high	Medium	Medium	Medium	Low	Medium
28	Kingston Bagpuize	Medium	Medium	Medium-high	Medium-low	Medium	Medium-high	Medium
29	Radley	Medium	Medium	Medium-high	Medium	Medium-high	Medium	Medium
30	Wooton	Medium	Medium-low	Medium	Medium-high	Medium-low	Medium-low	Medium-low
31	Appleford	Medium	Medium-low	Medium	Medium	Medium-low	Medium-high	Medium
32	Land north east of Witney	Medium-high	Medium-high	Medium	Medium-high	Medium	Medium-high	Medium-high
33	Land west of Downs Road	Medium	Medium-high	Medium-high	Medium-high	Medium	Medium	Medium
34	Land South of Witney	Medium-high	Medium-high	Medium-high	Medium	Medium	Medium	Medium-high
35	Land north of Eynsham	Medium	Medium-high	Medium-high	Medium	Medium-high	Medium-low	Medium-high
36	Land west of Eynsham	Medium	Medium	Medium	Medium	Medium	Medium	Medium
37	Eynsham Park Estate, land nr Barnard Gate	Medium-high	Medium-high	Medium-high	Medium	Medium	Medium-high	Medium-high

Green Belt

- 5.75 **Table 5.5** summarises the conclusions regarding whether the spatial options are in the Oxford Green Belt or not. Fifteen of the spatial options are not within the Oxford Green Belt, including all of the West Oxfordshire options, most of the Oxford City options, on each in Cherwell and South Oxfordshire, and three in Vale of White Horse. Conversely, most of the spatial options in Cherwell, South Oxfordshire and the Vale of White Horse are in the Oxford Green Belt, as is the Horspath Site within Oxford City boundary and some of the land parcels within the Oxford Enhanced Growth Option.

Table 5.5: Summary of the Green Belt assessment

ID	Spatial Option Name	Is option in the Green Belt?
1	Shipton-on-Cherwell Quarry	Yes
2	Land North of Oxford	Yes
3	Land at Woodstock	No
4	Land at Begbroke	Yes
5	East of Yarnton	Yes
6	West of Yarnton	Yes
7	South East of Kidlington	Yes
8	Oxford enhanced growth option	Partially
9	Oxford Golf Club	No
10	Horspath site	Yes
11	Land north of Old Headington	No
12	Oxford Science Park at Littlemore	No
13	Oxford Business Park	No
14	Berinsfield	Yes
15	Culham	Yes
16	SE Grenoble Rd	Yes
17	Wheatley - Holton	Yes
18	M40 Junction 7	No
19	Wick Farm	Yes
20	Shotover - land at Thornhill	Yes
21	Abingdon North	Yes
22	Abingdon South	No
24	Botley	Yes
25	Chawley	Yes
26	Cumnor	Yes
27	Kennington	Yes
28	Kingston Bagpuize	No
29	Radley	Yes
30	Wooton	Yes
31	Appleford	No
32	Land north east of Witney	No
33	Land west of Downs Road	No
34	Land South of Witney	No
35	Land north of Eynsham	No
36	Land west of Eynsham	No
37	Eynsham Park Estate, land nr Barnard Gate	No

- 5.76 Only one of the spatial options within the Green Belt lies within a parcel defined in the Oxford Green Belt Study⁵¹ that did not perform highly against any of the Green Belt purposes (Wheatley – Holton in South Oxfordshire). The other spatial options in the Green Belt are all within parcels

⁵¹ LUC (October 2015) Oxford Green Belt Study

that performed well against at least one of the purposes, often more than one. However, it should be noted that a parcel performing highly against just one purpose may still be as important within the Green Belt as a parcel performing highly against more than one purpose. Therefore, the detailed findings of the Oxford Green Belt Study will need to be taken into account by the authorities when deciding which spatial options to take forward. This will include consideration of the reasons for the ratings given and the overall performance of each land parcel/broad area.

Deliverability & Viability

- 5.77 **Table 5.6** summarises the Deliverability and Viability conclusions. The high level and qualitative approach to this assessment has made it challenging to draw firm conclusions on the deliverability and viability of individual spatial options. As a result, the majority of the conclusions are 'Orange' (i.e. the spatial option is likely to be available but there are medium or high funding gaps on infrastructure, and the spatial option is likely to be viable but may not support policy affordable housing numbers). However, the commentary and justification within the assessment proformas in **Appendix 3** highlight key issues which affect both Deliverability and Viability and provide pointers to further analysis that will need to be undertaken as proposals become more developed.

Deliverability

- 5.78 Generally, the evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas, particularly those with good transport connections to the City. The key factors which have influenced the assessment of Deliverability are the availability of spatial options and the prospects of delivering the strategic transport infrastructure.
- 5.79 It was agreed with the Steering Group that no direct approaches would be made to landowners and therefore that sites would be considered 'available', on the basis that market forces would prevail incentivising land owners to release land for development, unless there was clear evidence to the contrary, i.e. stated intentions not to release land for development for residential development. This approach led to four of the spatial options within Oxford being assessed as 'Red', i.e. unlikely to be available (Oxford Golf Club, Horspath Site (BMW Mini Factory), Oxford Science Park and Oxford Business Park).
- 5.80 The assessment also notes the level of funding gaps (though publicly led programmes) for the strategic transport infrastructure for each of the spatial options. The funding gaps range from substantially fully funded through to low, medium, high and unfunded. The unknown factor is the extent to which the development itself is able to fund strategic transport infrastructure, which will require site specific viability studies to determine. For this reason, aside from those sites assessed as not being available, the remaining spatial options have been assessed as 'Orange'. This is with the exception of the Oxford Enhanced Growth Option which has been assessed as 'Green' on the basis that it is likely the required infrastructure can be delivered.

Viability

- 5.81 The context for the assessment of viability is that generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. In terms of abnormal development costs, it has been possible to record the likely scope of works e.g. contamination, flood mitigation, other environmental constraints, but these have not been costed. As with the assessment of deliverability, the capacity of each spatial option to fund infrastructure costs through the uplift in land value will affect viability. There is an additional variable permitted by policy which is to reduce the quantum of affordable housing provision where it is demonstrated to be necessary on the grounds of financial viability. The assessment proformas indicate where it is considered likely or unlikely there may be a reduced level of affordable homes.
- 5.82 Given the uncertainties noted in the preceding paragraph, in the most part the spatial options have been assessed as 'Orange' for Viability. The exceptions being the Oxford Enhanced Growth Option, Witney South, Eynsham North and Eynsham Park, which have all been assessed as

'Green' on the basis that it is reasonable to assume strategic infrastructure can be delivered and that there will be sufficient land value uplift to fund other infrastructure whilst leaving sufficient margins for landowners and developers.

Table 5.6: Summary of the Deliverability and Viability conclusions

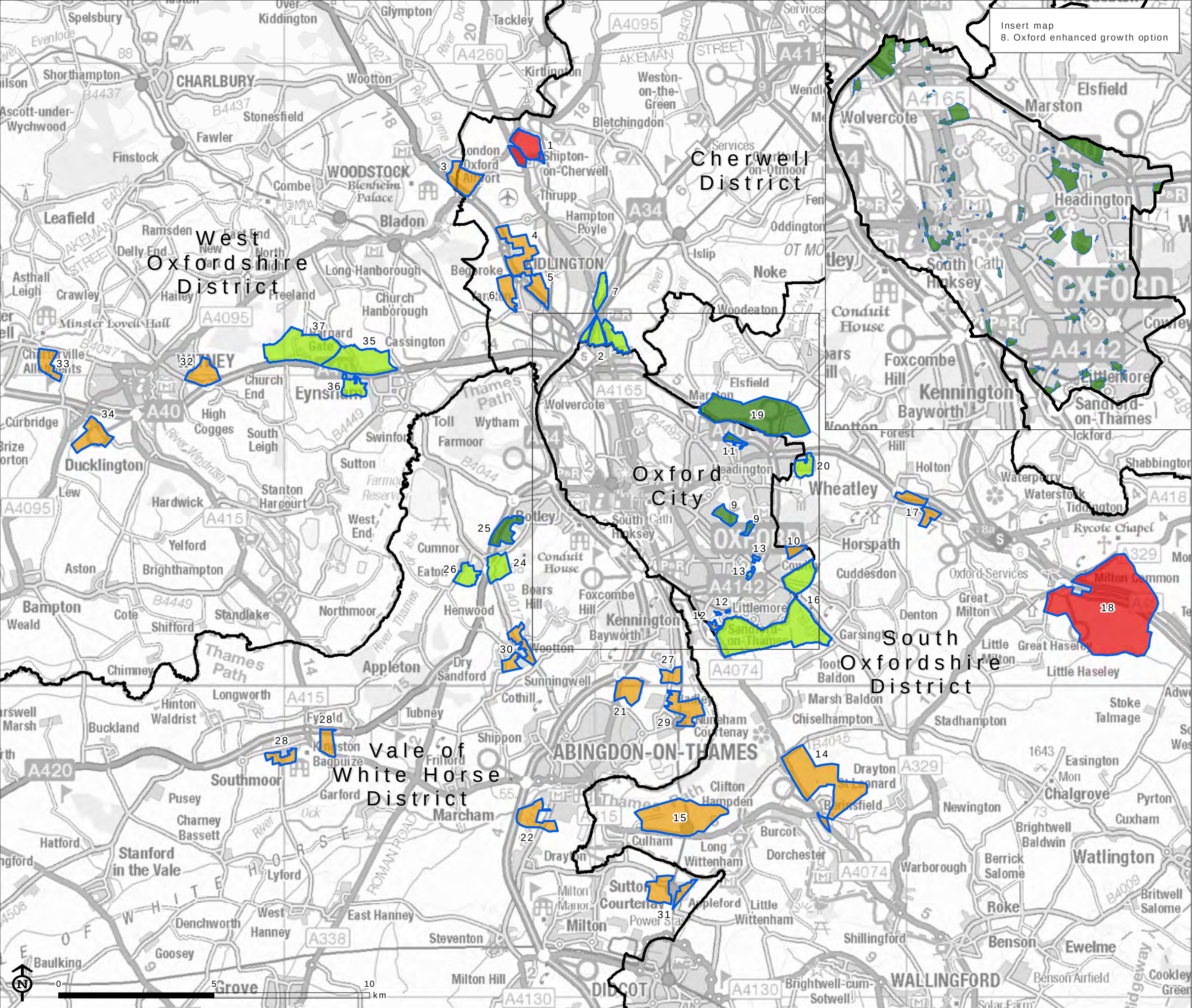
ID	Spatial Option Name	Deliverability Conclusion	Viability Conclusion
1	Shipton-on-Cherwell Quarry	Orange	Orange
2	Land North of Oxford	Orange	Orange
3	Land at Woodstock	Orange	Orange
4	Land at Begbroke	Orange	Orange
5	East of Yarnton	Orange	Orange
6	West of Yarnton	Orange	Orange
7	South East of Kidlington	Orange	Orange
8	Oxford enhanced growth option	Green	Green
9	Oxford Golf Club	Red	Orange
10	Horspath site	Red	Orange
11	Land north of Old Headington	Orange	Orange
12	Oxford Science Park at Littlemore	Red	Orange
13	Oxford Business Park	Red	Orange
14	Berinsfield	Orange	Orange
15	Culham	Orange	Orange
16	SE Grenoble Rd	Orange	Orange
17	Wheatley - Holton	Orange	Orange
18	M40 Junction 7	Orange	Orange
19	Wick Farm	Orange	Orange
20	Shotover - land at Thornhill	Orange	Orange
21	Abingdon North	Orange	Orange
22	Abingdon South	Orange	Orange
24	Botley	Orange	Orange
25	Chawley	Orange	Orange
26	Cumnor	Orange	Orange
27	Kennington	Orange	Orange
28	Kingston Bagpuize	Orange	Orange
29	Radley	Orange	Orange
30	Wooton	Orange	Orange
31	Appleford	Orange	Orange
32	Land north east of Witney	Orange	Orange
33	Land west of Downs Road	Orange	Green
34	Land South of Witney	Orange	Green
35	Land north of Eynsham	Orange	Green
36	Land west of Eynsham	Orange	Orange
37	Eynsham Park Estate, land nr Barnard Gate	Orange	Green

Cumulative impacts

- 5.83 The findings discussed above relate to how well individual spatial options are likely to perform on their own against the various assessment criteria. It has not been possible to accurately predict the likely cumulative impacts that might occur through the development of spatial options to meet Oxford's unmet housing needs, as decisions regarding which combination of spatial options have yet to be made, therefore cumulative impacts in particular locations cannot be assessed. However, some general observations can be made at this stage regarding potential cumulative impacts, regardless of which combination of options gets taken forward.
- 5.84 Development of an additional 15,000 homes across any combination of the spatial options will have positive cumulative impacts for meeting the future housing needs of Oxford, including

affordable housing. However, traffic could increase along already congested corridors, depending on the proximity of selected spatial options to existing and proposed public transport links, and Oxford itself. Thirteen of the spatial options scored positively on this front as they were within close proximity to existing and proposed fast and frequent train or bus services and within walking and cycling distance of the city centre, universities and key employment nodes. Therefore it should be possible to locate the required housing in locations with good sustainable transport access to Oxford and avoid excessive increases in traffic.

- 5.85 The spatial options are generally of sufficiently large scale to ensure that there will be some onsite provision of healthcare facilities, primary schools and a small amount of employment uses. If a group of spatial options in close proximity are taken forward, there could be opportunities to provide a secondary school as well. Similarly, developer contributions and funding sources could be increased for enhancing existing bus services or creating new public transport links.
- 5.86 Conversely, focusing new development in clusters of spatial options may concentrate some of the potential adverse environmental effects identified such as landscape and visual impacts, effects on the setting of heritage assets or disturbance and recreational pressure on nature conservation sites. For example, if the spatial options Land North of Oxford and South East of Kidlington were taken forward the cumulative impact on the landscape could be higher, as the perception of a 'gap' between Kidlington/Gosford/Water Eaton and Oxford would be reduced. Similarly, there could be potential for cumulative effects on either Cothill Fen SAC or Oxford Meadows SAC if particular groups of spatial options were taken forward (e.g. Botley, Cumnor and Wootton in the Vale of White Horse are within 3km of Cothill Fen SAC, while three sites in Cherwell plus the Oxford Enhanced Growth Option are within 3km of Oxford Meadows SAC).



Oxford Spatial Options Assessment

Figure 5.1: Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

Spatial Option

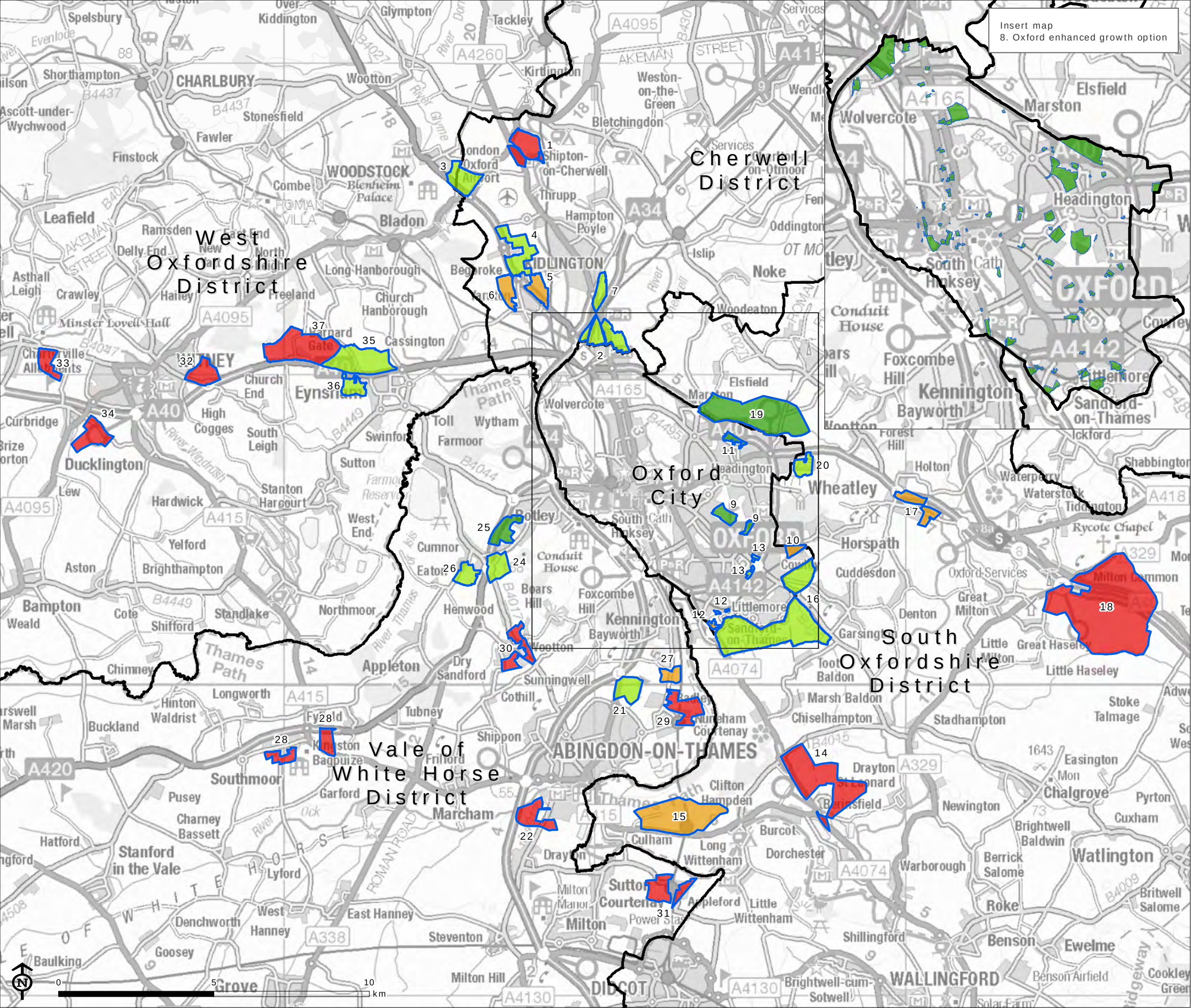
Sustainability criteria

- ++
- +
-
-

- Site Name
1. Shipton-on-Cherwell Quarry
 2. Land North of Oxford
 3. Land at Woodstock
 4. Land at Begbroke
 5. East of Yarnton
 6. West of Yarnton
 7. South East of Kidlington
 9. Oxford Golf Club
 10. Horspath site
 11. Land north of Old Headington
 12. Oxford Science Park at Littlemore
 13. Oxford Business Park
 14. Berinsfield
 15. Culham
 16. SE Grenoble Rd
 17. Wheatley - Holton
 18. M40 Junction 7
 19. Wick Farm
 20. Shotover - land at Thornhill
 21. Abingdon North
 22. Abingdon South
 24. Botley
 25. Chawley
 26. Cumnor
 27. Kennington
 28. Kingston Bagpuize
 29. Radley
 30. Wooton
 31. Appleford
 32. Land north east of Witney
 33. Land west of Downs Road
 34. Land South of Witney
 35. Land north of Eynsham
 36. Land west of Eynsham
 37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3



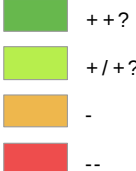


Oxford Spatial Options Assessment

Figure 5.2: Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

Spatial Option

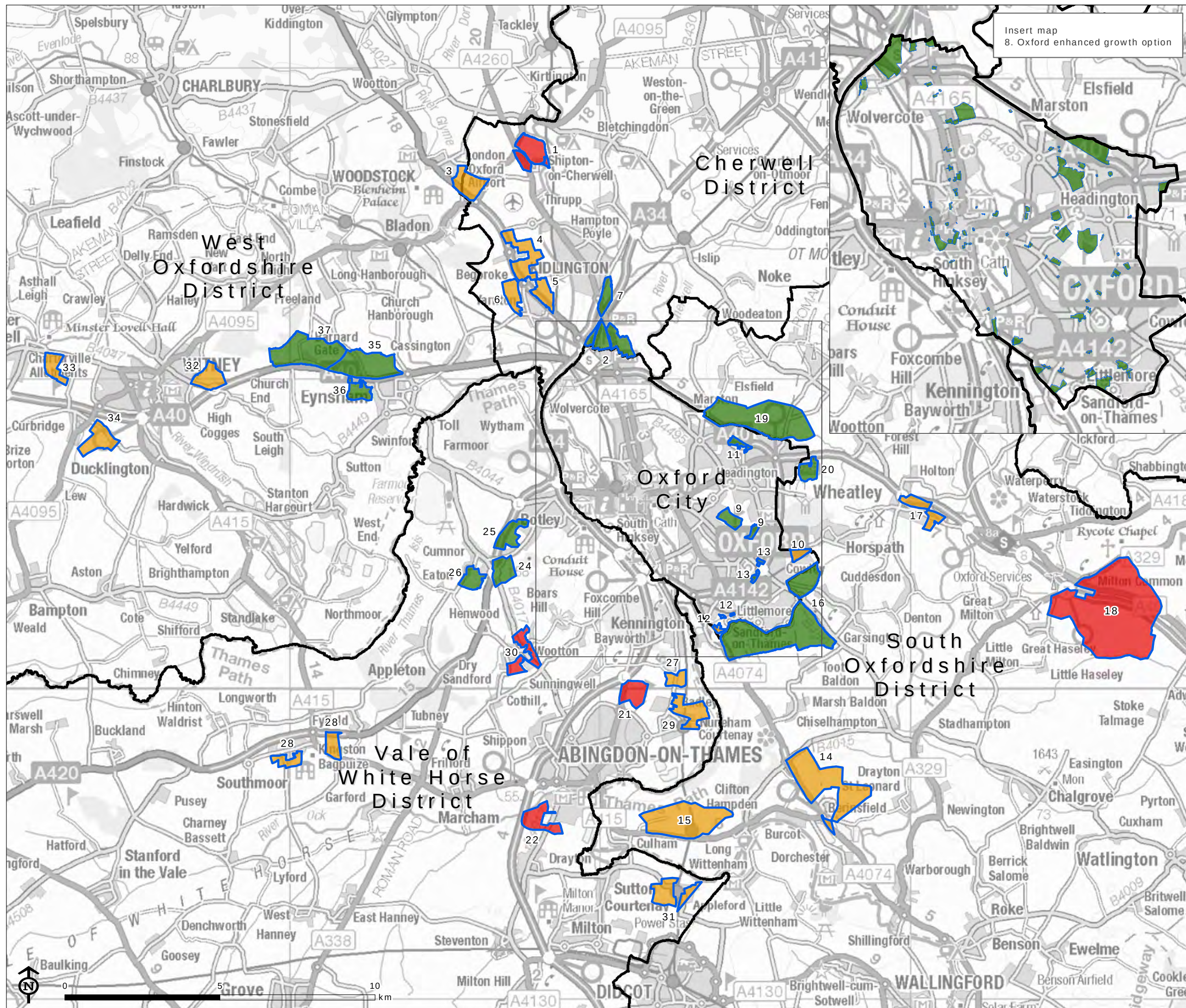
Sustainability criteria



- Site Name
- Shipton-on-Cherwell Quarry
 - Land North of Oxford
 - Land at Woodstock
 - Land at Begbroke
 - East of Yarnton
 - West of Yarnton
 - South East of Kidlington
 - Oxford Golf Club
 - Horspath site
 - Land north of Old Headington
 - Oxford Science Park at Littlemore
 - Oxford Business Park
 - Berinsfield
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 - Kingston Bagpuize
 - Radley
 - Wooton
 - Appleford
 - Land north east of Witney
 - Land west of Downs Road
 - Land South of Witney
 - Land north of Eynsham
 - Land west of Eynsham
 - Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3

LUC



Oxford Spatial Options Assessment

Figure 5.3: Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

Spatial Option

Sustainability criteria

++

-

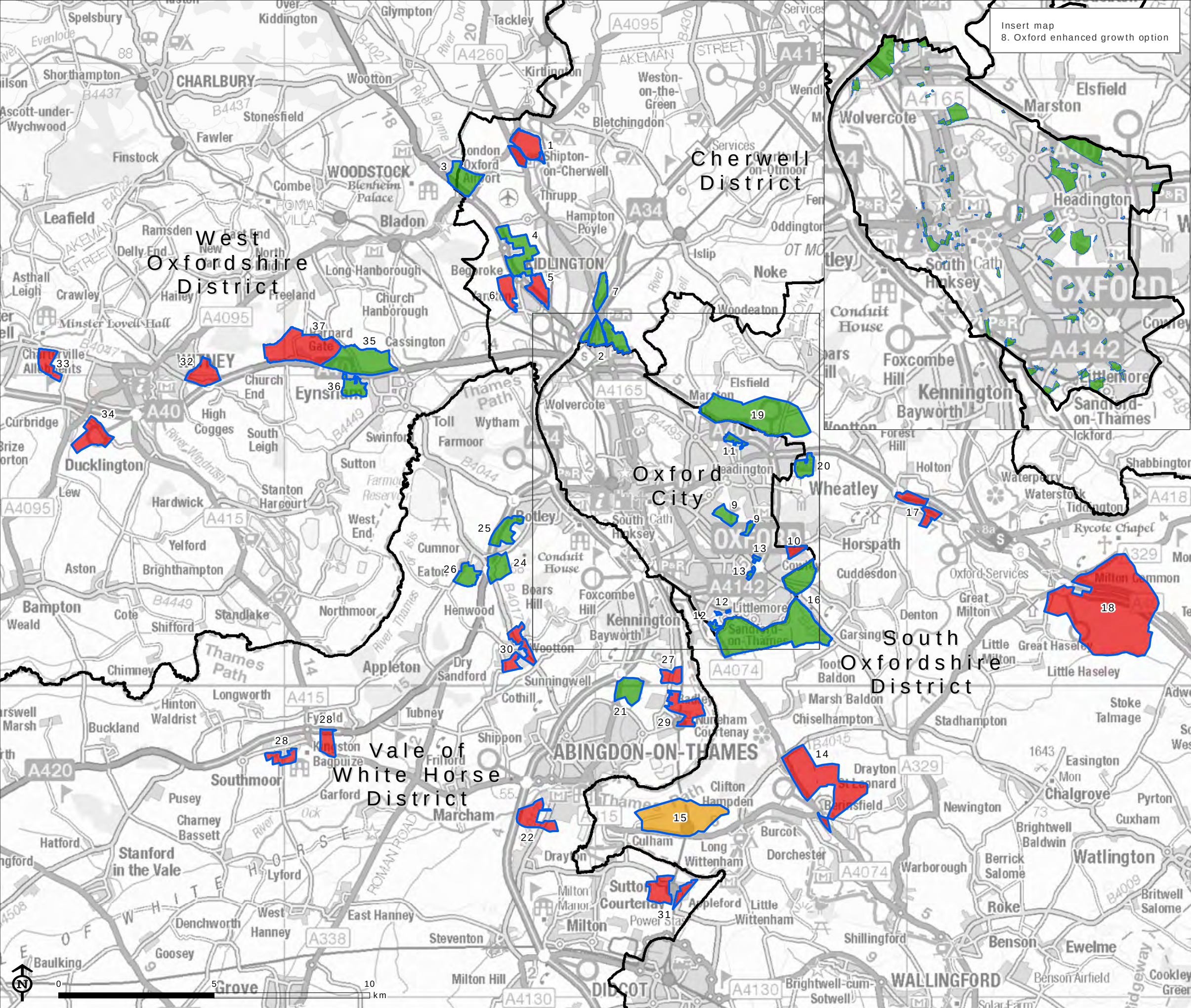
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Site Name

1. Shipton-on-Cherwell Quarry
2. Land North of Oxford
3. Land at Woodstock
4. Land at Begbroke
5. East of Yarnton
6. West of Yarnton
7. South East of Kidlington
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33. Land west of Downs Road
34. Land South of Witney
35. Land north of Eynsham
36. Land west of Eynsham
37. Eynsham Park Estate, land nr Barnard Gate

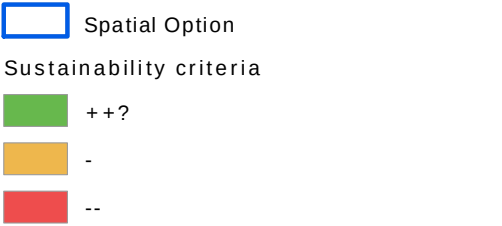
Map Scale: 1:120,000 @ A3

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Oxford Spatial Options Assessment

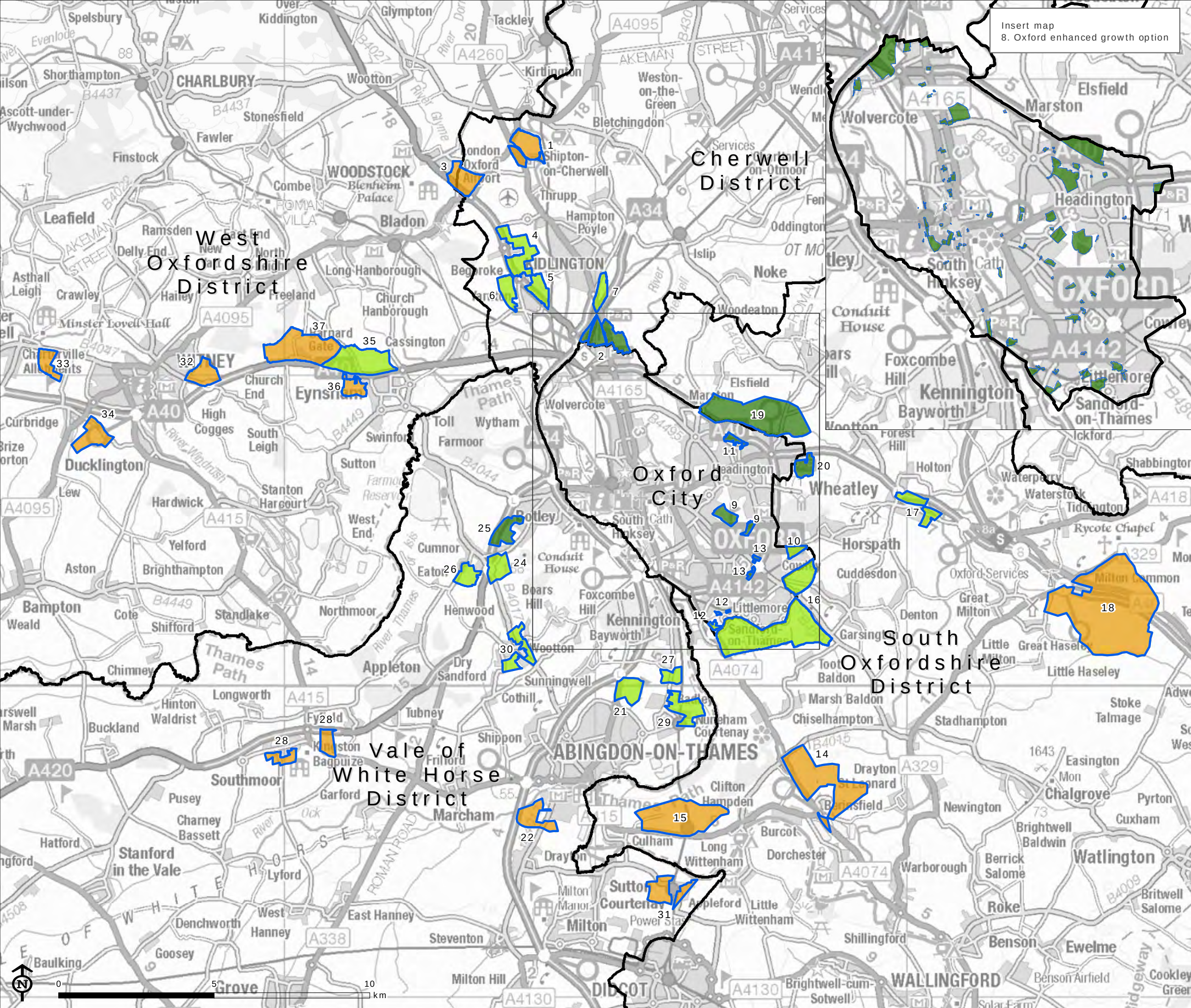
Figure 5.4: Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?



- Site Name
1. Shipton-on-Cherwell Quarry
 2. Land North of Oxford
 3. Land at Woodstock
 4. Land at Begbroke
 5. East of Yarnton
 6. West of Yarnton
 7. South East of Kidlington
 9. Oxford Golf Club
 10. Horspath site
 11. Land north of Old Headington
 12. Oxford Science Park at Littlemore
 13. Oxford Business Park
 14. Berinsfield
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 30. Wooton
 31. Appleford
 32. Land north east of Witney
 33. Land west of Downs Road
 34. Land South of Witney
 35. Land north of Eynsham
 36. Land west of Eynsham
 37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3





Oxford Spatial Options Assessment

Figure 5.5: Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

Spatial Option

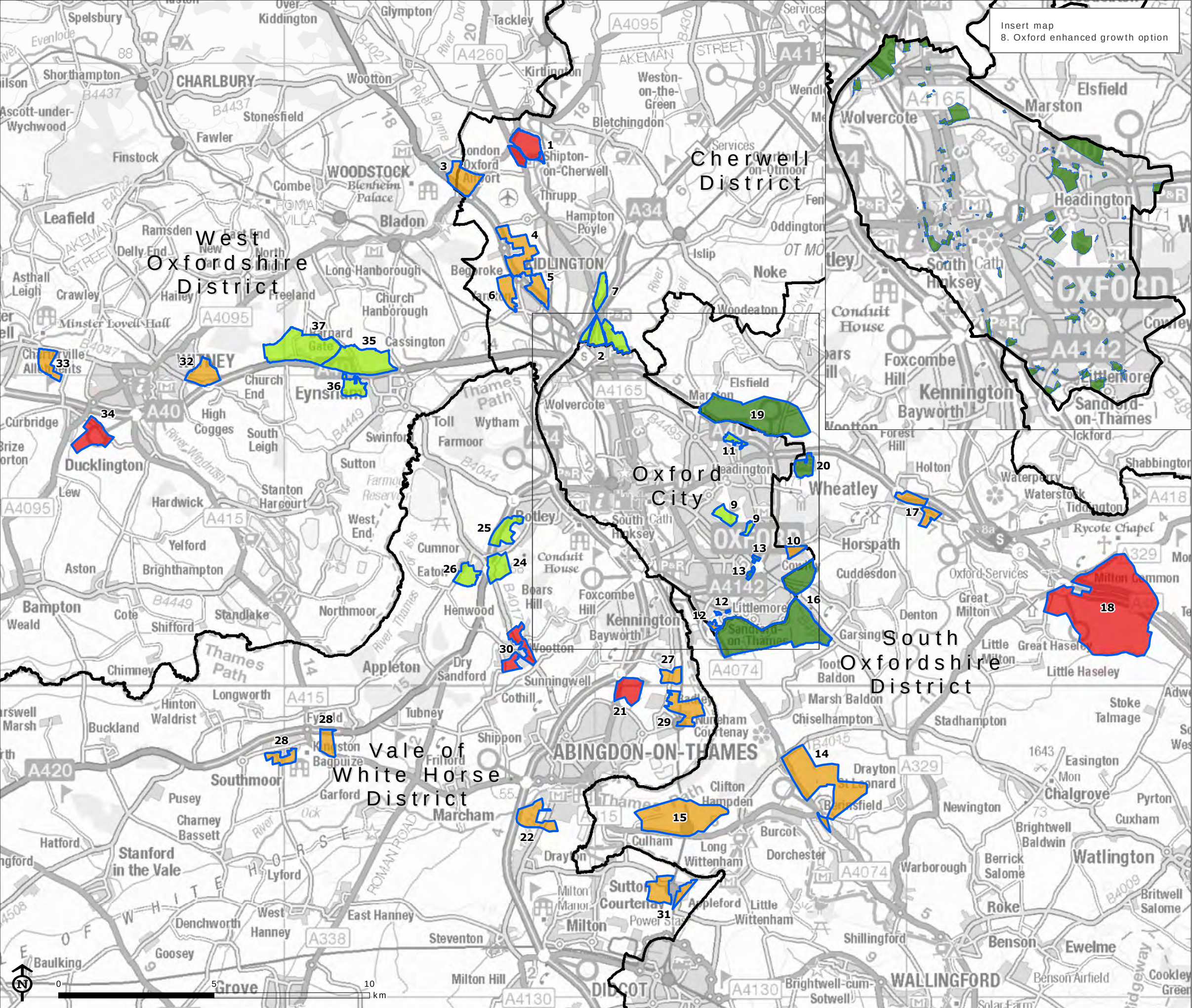
Sustainability criteria

- ++
- +
-

- Site Name
1. Shipton-on-Cherwell Quarry
 2. Land North of Oxford
 3. Land at Woodstock
 4. Land at Begbroke
 5. East of Yarnton
 6. West of Yarnton
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 30. Wooton
 31. Appleford
 32. Land north east of Witney
 33. Land west of Downs Road
 34. Land South of Witney
 35. Land north of Eynsham
 36. Land west of Eynsham
 37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3





Oxford Spatial Options Assessment

Figure 5.6: Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

Spatial Option

Sustainability criteria

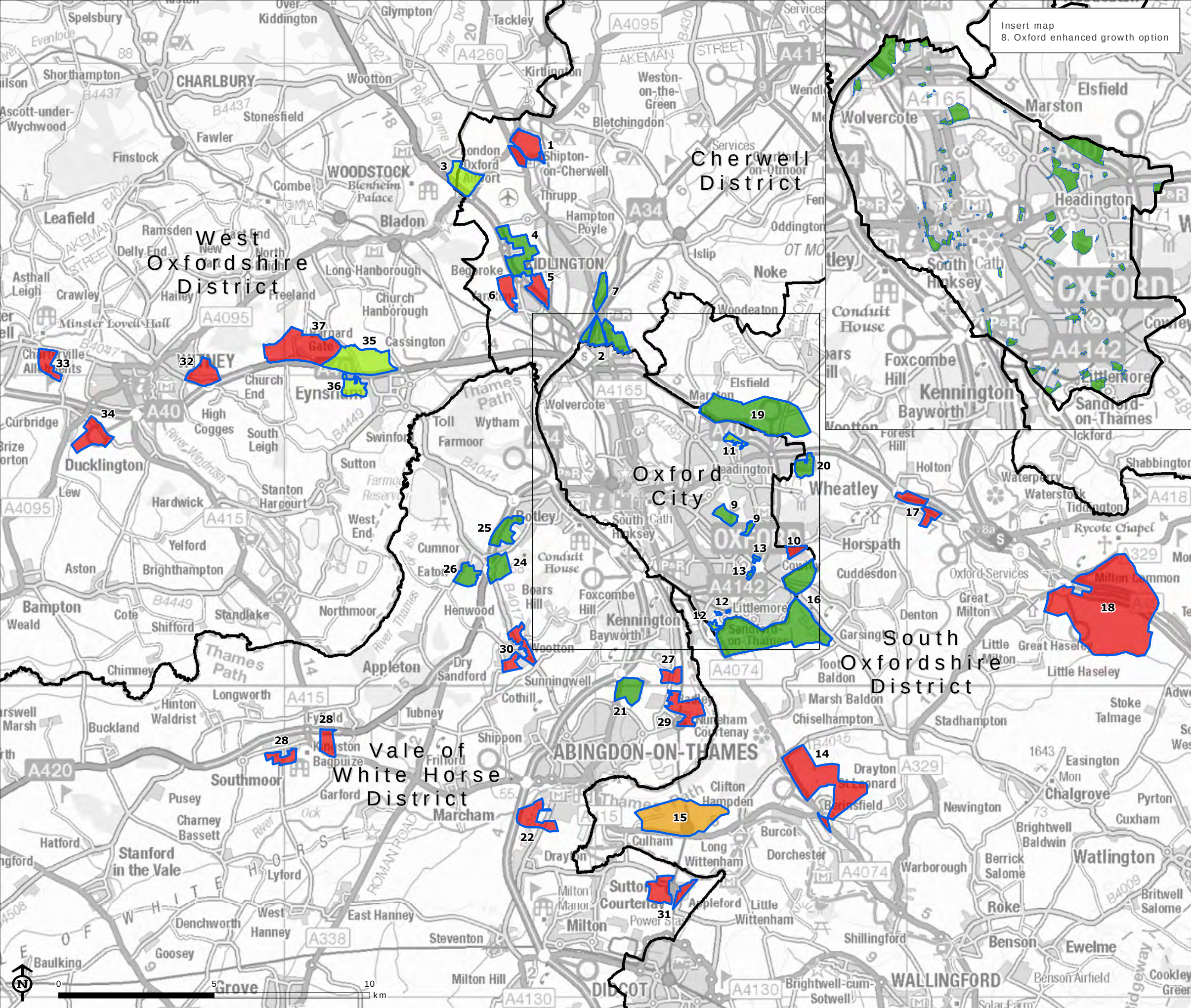


Site Name

1. Shipton-on-Cherwell Quarry
2. Land North of Oxford
3. Land at Woodstock
4. Land at Begbroke
5. East of Yarnton
6. West of Yarnton
7. South East of Kidlington
9. Oxford Golf Club
10. Horspath site
11. Land north of Old Headington
12. Oxford Science Park at Littlemore
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25. Chawley
26. Cumnor
27. Kennington
28. Kingston Bagpuize
29. Radley
30. Wooton
31. Appleford
32. Land north east of Witney
33. Land west of Downs Road
34. Land South of Witney
35. Land north of Eynsham
36. Land west of Eynsham
37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3

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Oxford Spatial Options Assessment

Figure 5.7: Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

Spatial Option

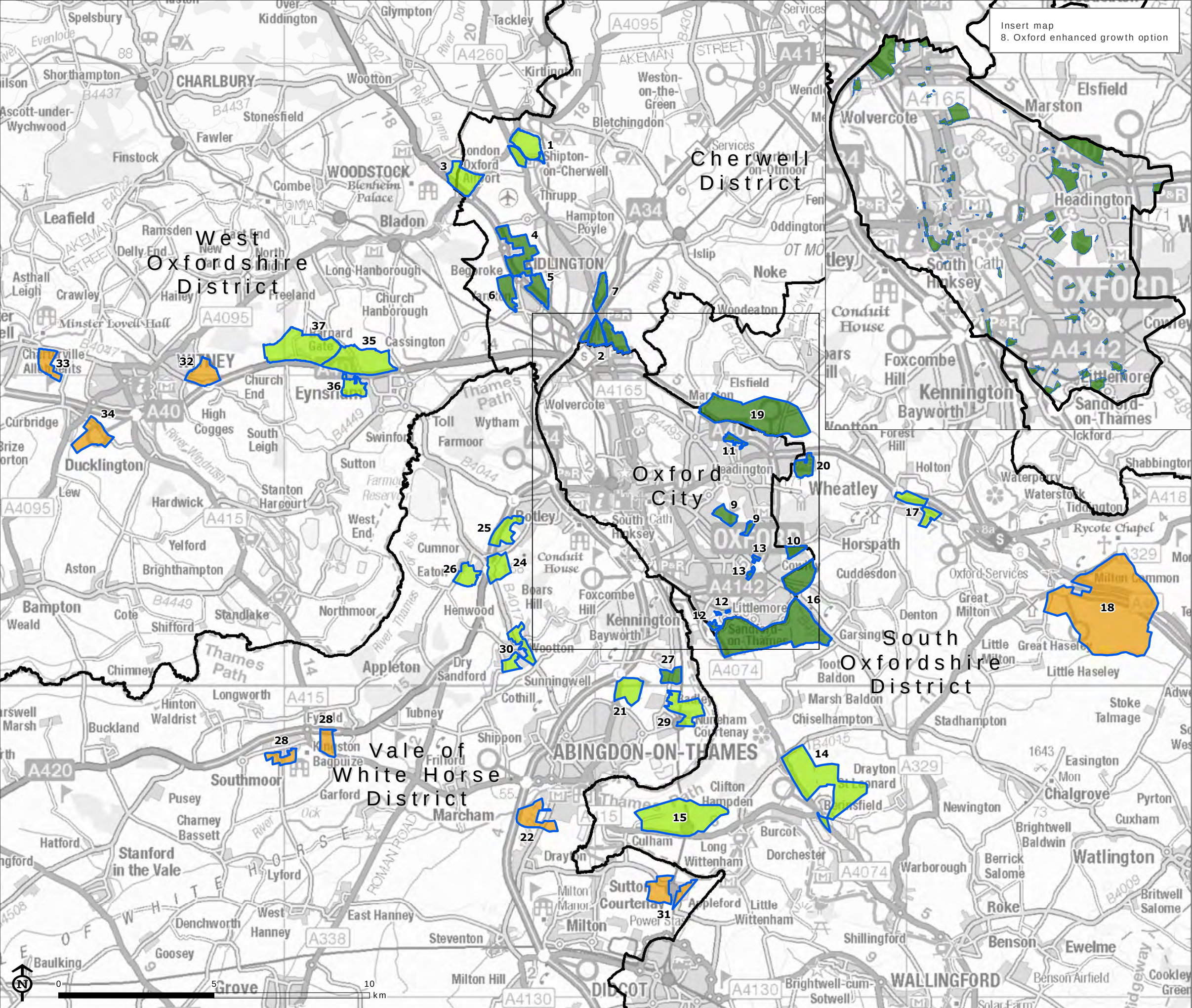
Sustainability criteria

- ++
- +
-
-

- Site Name
- 1. Shipton-on-Cherwell Quarry
 - 2. Land North of Oxford
 - 3. Land at Woodstock
 - 4. Land at Begbroke
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 - 6. West of Yarnton
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 - 31. Appleford
 - 32. Land north east of Witney
 - 33. Land west of Downs Road
 - 34. Land South of Witney
 - 35. Land north of Eynsham
 - 36. Land west of Eynsham
 - 37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3





Oxford Spatial Options Assessment

Figure 5.8: Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

Spatial Option

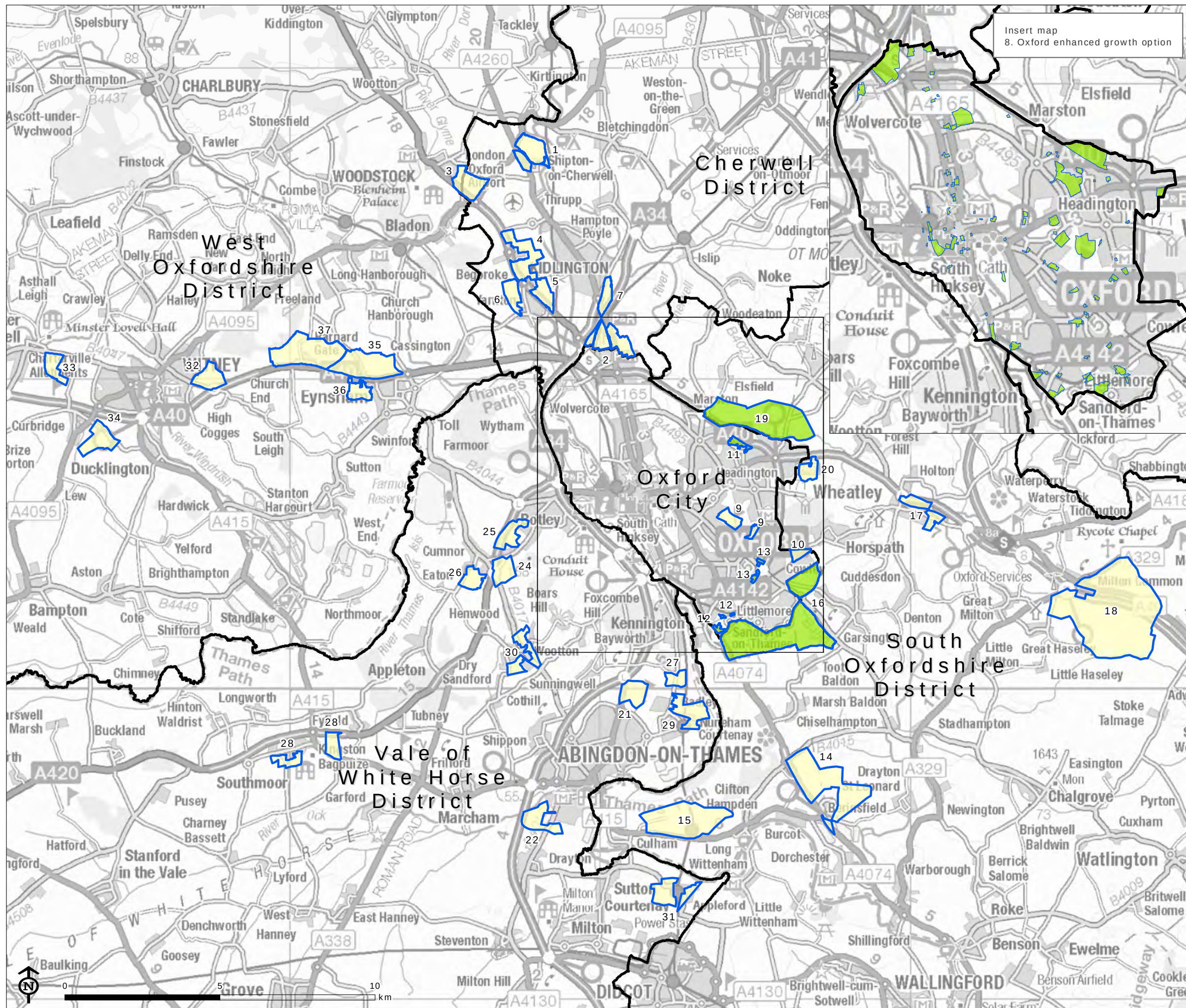
Sustainability criteria

- ++
- +
-

- Site Name
- 1. Shipton-on-Cherwell Quarry
 - 2. Land North of Oxford
 - 3. Land at Woodstock
 - 4. Land at Begbroke
 - 5. East of Yarnton
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 - 34. Land South of Witney
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 - 36. Land west of Eynsham
 - 37. Eynsham Park Estate, land nr Barnard Gate

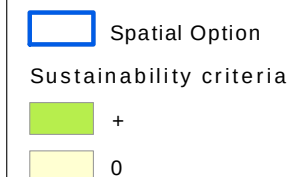
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Oxford Spatial Options Assessment

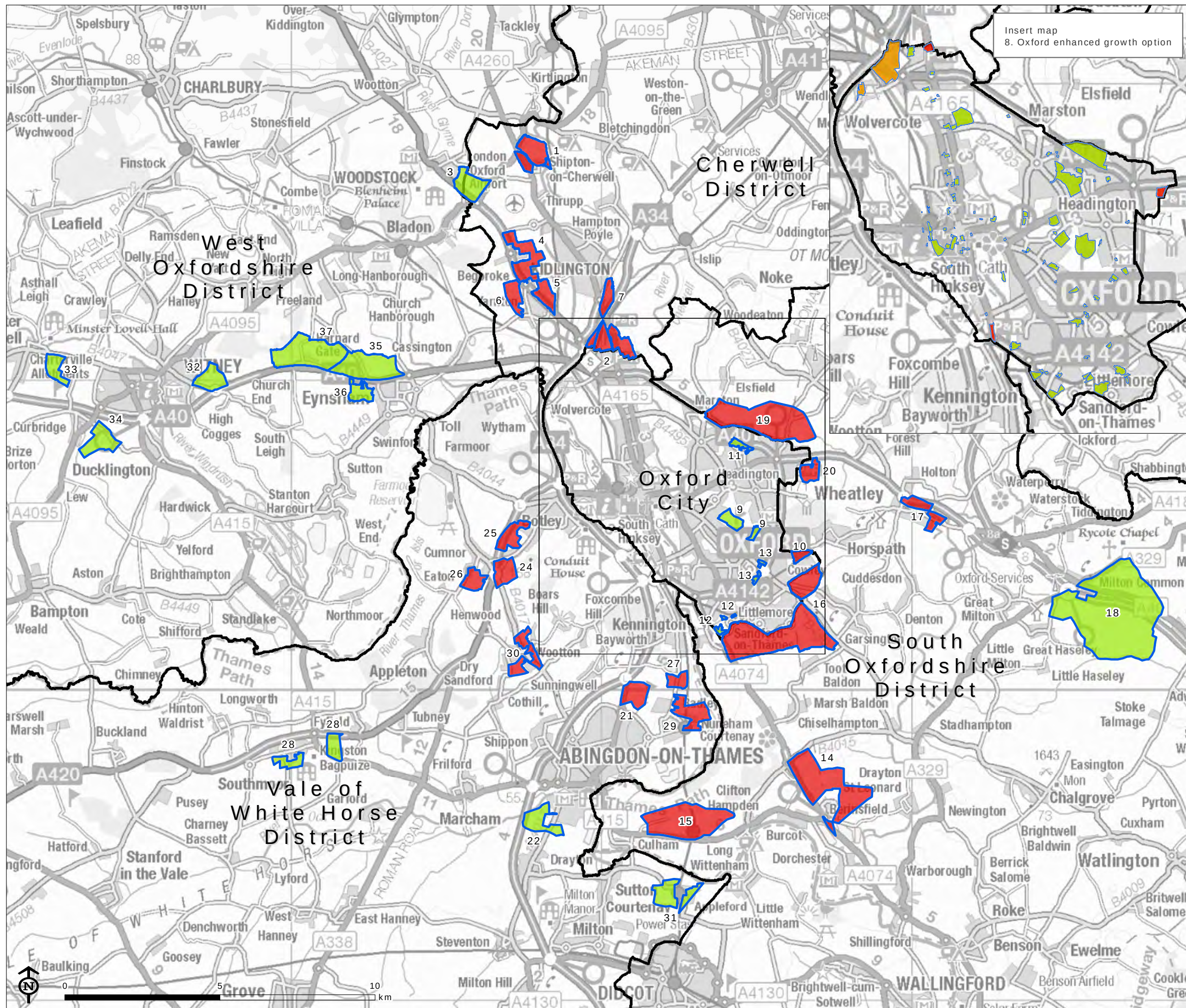
Figure 5.9: Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?



- Site Name
1. Shipton-on-Cherwell Quarry
 2. Land North of Oxford
 3. Land at Woodstock
 4. Land at Begbroke
 5. East of Yarnton
 6. West of Yarnton
 7. South East of Kidlington
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 32. Land South of Witney
 33. Land north of Eynsham
 34. Land west of Eynsham
 35. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3

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Oxford Spatial Options Assessment

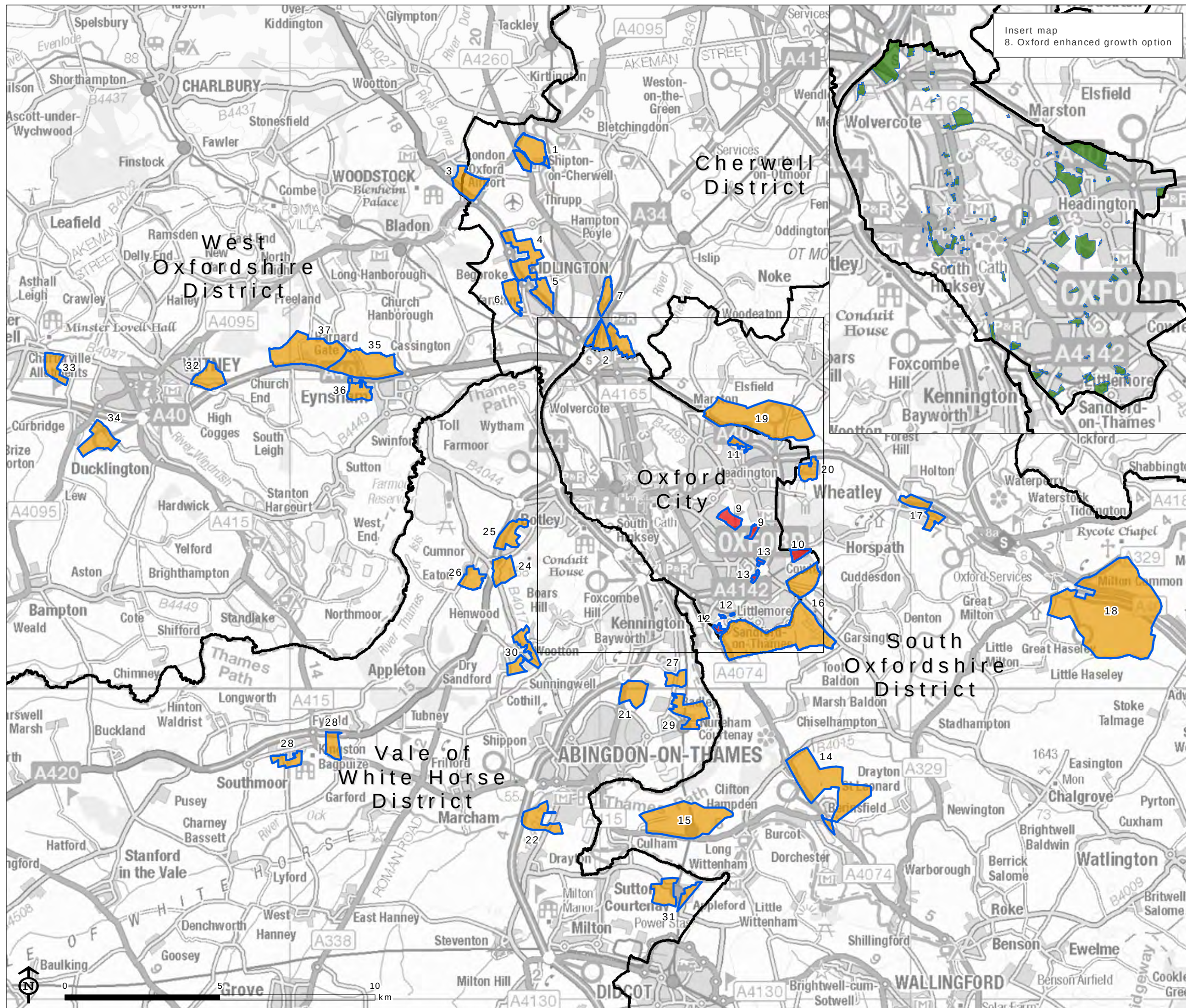
Figure 5.10: Is the spatial option within the Green Belt?

- Spatial Option
- Spatial option within the Green Belt
- No
 - Yes
 - Partially

- Site Name
1. Shipton-on-Cherwell Quarry
 2. Land North of Oxford
 3. Land at Woodstock
 4. Land at Begbroke
 5. East of Yarnton
 6. West of Yarnton
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 35. Land north of Eynsham
 36. Land west of Eynsham
 37. Eynsham Park Estate, land nr Barnard Gate

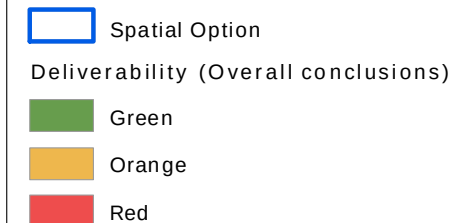
Map Scale: 1:120,000 @ A3

LUC



Oxford Spatial Options Assessment

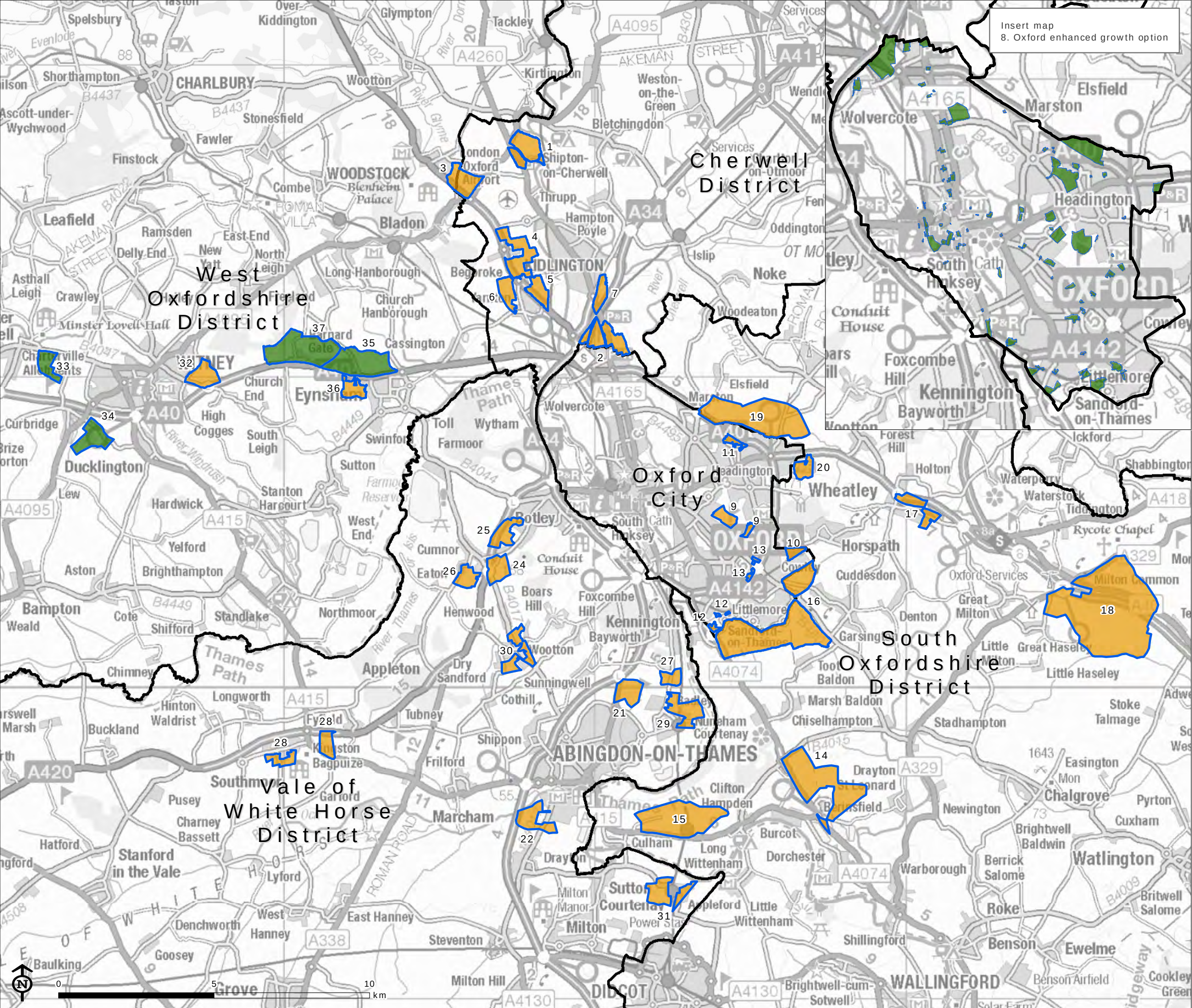
Figure 5.11: Are the spatial options deliverable?



- Site Name
1. Shipton-on-Cherwell Quarry
 2. Land North of Oxford
 3. Land at Woodstock
 4. Land at Begbroke
 5. East of Yarnton
 6. West of Yarnton
 7. South East of Kidlington
 9. Oxford Golf Club
 10. Horspath site
 11. Land north of Old Headington
 12. Oxford Science Park at Littlemore
 13. Oxford Business Park
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 34. Land South of Witney
 35. Land north of Eynsham
 36. Land west of Eynsham
 37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3

LUC



Oxford Spatial Options Assessment

Figure 5.12: Are the spatial options viable?

Spatial Option

Viability (Overall conclusions)

Green

Orange

- Site Name
- 1. Shipton-on-Cherwell Quarry
 - 2. Land North of Oxford
 - 3. Land at Woodstock
 - 4. Land at Begbroke
 - 5. East of Yarnton
 - 6. West of Yarnton
 - 7. South East of Kidlington
 - 9. Oxford Golf Club
 - 10. Horspath site
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 - 27. Kennington
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 - 34. Land South of Witney
 - 35. Land north of Eynsham
 - 36. Land west of Eynsham
 - 37. Eynsham Park Estate, land nr Barnard Gate

Map Scale: 1:120,000 @ A3



6 Conclusions

6.1 36 spatial options have been identified by the Oxfordshire local authorities as possible development locations for contributing to the 15,000 homes required to meet Oxford's unmet housing needs. Each of the spatial options was assessed against a range of criteria grouped into four categories:

- Sustainability (comprising spatial relevance to Oxford, social and economic criteria, and environmental criteria).
- Landscape.
- Green Belt.
- Deliverability and viability.

Sustainability

Spatial relevance to Oxford

6.2 The assessment of the spatial options generated a mix of positive and negative effects for the criteria relating to spatial relevance to Oxford, although 13 spatial options that are either within Oxford City or within close proximity of the City boundary would have only minor or significant positive effects. The effects of each of the spatial options on those criteria assessing accessibility are broadly similar, as where an option is well-connected to one of the features assessed (i.e. cultural offer of Oxford, educational institutions or employment nodes), it also tends to be well-connected to the others.

Social and economy

6.3 The spatial options were found to result in mostly positive effects for the social and economic criteria relating to provision of housing (including affordable housing) to meet Oxford's need, access to healthcare and education and on site employment provision as development on any of the spatial options will deliver more homes and is likely to also enable enhanced or new healthcare and education provision, and some on site employment opportunities. However, there is a more mixed picture for the spatial options in terms of access to existing facilities and services as this depends on the proximity of each spatial option to local centres.

Environmental

6.4 The assessment found that there would generally be more negative effects for the environmental criteria as many of the spatial options would involve development of greenfield land, which could increase impermeable surfaces (contributing to flooding), result in the loss of good quality agricultural land and have impacts on the landscape. Most of the spatial options are also within close proximity of either locally or nationally/internationally important nature conservation sites or heritage designations, which could result in adverse impacts on these assets. Conversely, positive effects are more likely in relation to the provision or enhancement of green infrastructure because large-scale development at the spatial options that would be new settlements or village, town or urban extensions would be able to incorporate good amounts of green infrastructure.

Landscape

6.5 The majority of the spatial options were assessed as either medium (14 spatial options) or medium-high (13 spatial options) with regards to overall landscape/visual sensitivity. No spatial options were assessed as having high overall landscape sensitivity. Only two of the spatial options were assessed as having low overall landscape sensitivity. Generally, the spatial options have a higher sensitivity with regards to the settlement form and edge, settlement setting and views criteria.

Green Belt

- 6.6 15 of the spatial options are not within the Oxford Green Belt, including all of the West Oxfordshire options, most of the Oxford City options, one each in Cherwell and South Oxfordshire, and three in Vale of White Horse. Conversely, most of the spatial options in Cherwell, South Oxfordshire and the Vale of White Horse are in the Oxford Green Belt, as is the Horspath Site within Oxford City boundary and some of the land parcels within the Oxford Enhanced Growth Option. Some of the spatial options score highly against at least one of the four purposes of the Green Belt assessed in the Green Belt Study. It will be for the authorities to determine how this influences the sites taken forward in their respective local plans.

Deliverability and viability

Deliverability

- 6.7 Generally, the evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas, particularly those with good transport connections to the City. The key factors which have influenced the assessment of Deliverability are the availability of spatial options and the prospects of delivering the strategic transport infrastructure. Four of the spatial options within Oxford were assessed as unlikely to be available.

Viability

- 6.8 Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. In the most part the spatial options have been assessed as 'Amber' for Viability. Five spatial were assessed as 'Green' on the basis that it is reasonable to assume strategic infrastructure can be delivered and that there will be sufficient land value uplift to fund other infrastructure whilst leaving sufficient margins for landowners and developers.

Taking the findings forward

- 6.9 There is more than enough capacity within these spatial options to meet Oxford's unmet housing need and a number of the spatial options within each of the local authorities have been identified as relating well to Oxford with good existing and future access to the cultural offer, universities and key employment locations in the city. However, some of these options are in the Green Belt, or may have deliverability and viability issues, therefore choices need to be made regarding which, if any, options to take forward for consideration through each authority's Local Plan process. This could involve a combination of smaller and larger sites, spread across the five authorities, or clustered around key sustainable transport links (existing or proposed).
- 6.10 The Spatial Options Assessment has assessed each site separately on its own merits. When considering which, if any, sites to include in their Local Plans to meet Oxford's unmet housing needs, consideration should be given to the merits or otherwise of bringing forward a combination of sites in order to provide a co-ordinated approach to the planning and delivery of development. In carrying out this work, consideration will need to be given to the cumulative effects of bringing forward sites in close proximity, or on the same transport corridors, on traffic congestion and the highways network, as well as on existing community infrastructure, facilities and services. Considering sites in combination may provide opportunities to address such issues in a strategic way, for example by aggregating developer contributions, and/or provide greater leverage to secure funding from other sources in order to deliver infrastructure improvements, including improved public transport services, highways improvements, cycle ways, and the provision of community facilities, such as health, education, leisure, sport and open space, and retail. It will therefore be important for the local authorities to continue to work together to ensure that the proposals coming forward are supportive of one another.
- 6.11 Similarly, new development will need to be carefully planned and designed to integrate with existing development and communities, rather than be stand-alone sites, particularly where the development of new sites can help to address regeneration objectives for existing areas, and where there are opportunities to create integrated sustainable transport, green infrastructure, sustainable drainage, and investment in upgrading and increasing the capacity of existing community facilities. There is a wealth of guidance on such issues, for example the recently

published Practical Guides for Creating Successful New Communities by the Town and Country Planning Association. A key ingredient to the successful design and delivery of new development will be the engagement of existing local communities, who can help to identify their needs and priorities, and shape the development to be delivered.

Appendix 1

Sustainability Assessment Framework

Sustainability Assessment Framework

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
Spatial relevance of options to Oxford				
Cultural facilities	1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?	Oxford includes a wide range of cultural facilities such as museums, galleries, libraries, theatres and cinemas. People's ability to conveniently access those facilities will therefore depend on levels of access to Oxford city centre. Where sustainable transport links are in place, there is more certainty with regards to levels of access. - Where a spatial option is within 1km⁵² of an existing sustainable transport link with a fast and frequent⁵³ service to Oxford City Centre and is within 1km walking distance or 3km straight line cycle distance⁵⁴ of Oxford City Centre, a significant positive (++) effect is likely. - Where a spatial option is within 1km⁵⁵ of an existing sustainable transport link with a fast and frequent⁵⁶ service to Oxford City Centre or is within 1km walking distance or 3km straight line cycle distance of Oxford City Centre, a minor positive (+) effect is likely. - Where a spatial option is within 1km of an existing sustainable transport link to Oxford City Centre but the service cannot be classed as fast and frequent or is within 2km walking distance or 8km straight line cycle distance of Oxford City Centre, a minor negative (-) effect is likely.	Existing bus stops/routes, railway stations and park and ride sites.	The spatial relevance of options to meeting Oxford's needs.

⁵² 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁵³ A fast and frequent service will be defined as a service which reaches the city centre within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

⁵⁴ Note that in all cases, cycle distances have been measured based on a straight line from the start point to the destination as it has not been possible to robustly assess actual cycle distances consistently.

⁵⁵ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁵⁶ A fast and frequent service will be defined as a service which reaches the city centre within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		effect is likely. Where a spatial option is not within 1km of an existing sustainable transport link to Oxford City Centre and is more than 2km walking distance or 8km straight line cycle distance from Oxford City Centre a significant negative (--) effect is likely.		
	2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?	Oxford includes a wide range of cultural facilities such as museums, galleries, libraries, theatres and cinemas. People's ability to conveniently access those facilities will therefore depend on levels of access to Oxford city centre. Where sustainable transport links are proposed but are not yet in place, there is less certainty with regards to levels of access and the scores against this criterion are therefore uncertain where they depend on proposed new links. - Where a spatial option is within 1km⁵⁷ of a planned sustainable transport link that would provide a fast and frequent⁵⁸ service to Oxford City Centre and is within 1km walking distance or 3km straight line cycle distance of Oxford City Centre, a significant positive (++) effect may occur. - Where a spatial option is within 1km⁵⁹ of a planned sustainable transport link that would provide a fast and frequent⁶⁰ service to Oxford City Centre a minor positive (+?) may occur. - Where a spatial option is within 1km walking distance or 3km straight line cycle distance of Oxford City	Planned new bus stops/routes including proposed rapid transit bus routes in LTP4 with reasonable prospect of delivery by 2031, railway stations (including new routes opened up by East-West rail, new Oxford Parkway station and Oxford Science Park passenger station) and the new 'outer ring' park and ride sites proposed in LTP4.	The spatial relevance of options to meeting Oxford's needs.

⁵⁷ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁵⁸ A fast and frequent service will be defined as a service which reaches the city centre within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

⁵⁹ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁶⁰ A fast and frequent service will be defined as a service which reaches the city centre within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		Centre, a minor positive (+) effect is likely. - Where a spatial option is within 1km of a planned sustainable transport link to Oxford City Centre but the service would not be classed as fast and frequent, or is within 2km walking distance or 8km straight line cycle distance of Oxford City Centre, a minor negative (-) effect is likely. - Where a spatial option is not within 1km of a planned sustainable transport link to Oxford City Centre and is more than 2km walking distance or 8km straight line cycle distance from Oxford City Centre a significant negative (--) effect is likely.		
Sustainable transport/ education	3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?	Students living outside of university-provided accommodation are a significant part of the Oxford housing need (the SHMA references how university students are a driving factor in Oxford housing need). Where spatial options are within close proximity of existing bus, rail and park and ride links there will be better opportunities for residents of the new housing to make use of more sustainable, non-car based modes of transport to access the universities and equivalent institutions. Where sustainable transport links are already in place, there is more certainty with regards to levels of access. - Where a spatial option is within 1km⁶¹ of an existing sustainable transport link with a fast and frequent⁶² service to at least one of the universities or equivalent institutions in Oxford, a significant positive (++) effect is likely. - Where a spatial option is within 1km of an existing	Existing bus stops/routes, railway stations and park and ride sites. Oxford universities and equivalent institutions in Oxford as identified by Oxford City Council.	The spatial relevance of options to meeting Oxford's needs.

⁶¹ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁶² A fast and frequent service will be defined as a service which reaches area key employment 'node' within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		sustainable transport link to at least one of the universities or equivalent institutions in Oxford, but the service cannot be classed as fast and frequent, a minor negative (-) effect is likely. Where a spatial option is not within 1km of an existing sustainable transport link to at least one of the universities or equivalent institutions in Oxford, a significant negative (--) effect is likely.		
	4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?	Students living outside of university-provided accommodation are a significant part of the Oxford housing need (the SHMA references how university students are a driving factor in Oxford housing need). Where spatial options are within close proximity of planned bus, rail and park and ride links (including the proposed Rapid Transit links) there should be better opportunities for residents of the new housing to make use of more sustainable, non-car based modes of transport to access the universities and equivalent institutions. However, where sustainable transport links are proposed but are not yet in place, there is less certainty with regards to levels of access and the scores against this criterion are therefore uncertain where they depend on proposed new links. - Where a spatial option is within 1km⁶³ of a planned sustainable transport link with a fast and frequent⁶⁴ service to at least one of the universities or equivalent institutions in Oxford, a significant positive (++) effect may occur. - Where a spatial option is within 1km of a planned sustainable transport link to at least one of the universities or equivalent institutions in Oxford, but the	Planned new bus stops/routes including proposed rapid transit bus routes in LTP4 with reasonable prospect of delivery by 2031, railway stations (including new routes opened up by East-West rail, new Oxford Parkway station and Oxford Science Park passenger station) and the new 'outer ring' park and ride sites proposed in LTP4. Oxford universities and equivalent	The spatial relevance of options to meeting Oxford's needs.

⁶³ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁶⁴ A fast and frequent service will be defined as a service which reaches area key employment 'node' within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		service cannot be classed as fast and frequent, a minor negative (-) effect is likely. Where a spatial option is not within 1km of a planned sustainable transport link to at least one of the universities or equivalent institutions in Oxford, a significant negative (--) effect is likely.	institutions in Oxford as identified by Oxford City Council.	
Sustainable transport/ education	5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?	The assessment of this criterion will focus on the potential for people to commute to and the universities and equivalent institutions in Oxford by walking or cycling, as links via other modes of transport are assessed above. In relation to cycling to university (or equivalent), while it is assumed that many people may cycle up to 8km (approximately five miles) for a day-to-day journey, a higher number of people would be expected to cycle over a shorter distance i.e. 3km. In relation to walking distance, 1km⁶⁵ is taken as a reasonable distance for the average person to walk to university (or equivalent) although some people may walk further. - Spatial options that are within 1km walking distance or 3km straight line cycle distance of at least one of the Oxford universities or equivalent institutions in Oxford would have a significant positive (++) effect. - Spatial options that are within 2km walking distance or 8km straight line cycle distance of at least one of the Oxford universities or equivalent institutions in Oxford would have a minor positive effect (+). - Spatial options that are more than 8km from any of the universities or equivalent institutions in Oxford would have a minor negative effect (-).	GIS data for spatial options and OS basemap. Oxford universities and equivalent institutions in Oxford as identified by Oxford City Council.	The spatial relevance of options to meeting Oxford's needs.
Sustainable	6. Is the spatial	Five key employment 'node' destinations have been identified by	Existing bus	The spatial

⁶⁵ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
transport/employment/economy	option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?	Oxford City Council: Oxford City Centre; Oxford Business Park; Oxford Science Park; Northern Gateway; and Headington, which group key employment areas within Oxford. Where spatial options are within close proximity of existing bus, rail and park and ride links there will be better opportunities for residents of the new housing to make use of more sustainable, non-car based modes of transport to access the city centre for services and facilities and/or key employment 'nodes'. Where sustainable transport links are already in place, there is more certainty with regards to levels of access. - Where a spatial option is within 1km⁶⁶ of an existing sustainable transport link with a fast and frequent⁶⁷ service to more than one key employment 'node' a significant positive (++) effect is likely. - Where a spatial option is within 1km of an existing sustainable transport link with a fast and frequent service to one key employment 'node' or is within 1km of an existing sustainable transport link to more than one key employment 'node' but the service cannot be classed as fast and frequent⁶⁸, a minor positive (+) effect is likely. - Where a spatial option is within 1km of an existing sustainable transport link to one key employment 'node' and the service cannot be classed as fast and frequent, a minor negative (-) effect is likely. - Where a spatial option is not within 1km of an existing sustainable transport link to a key employment node, a	stops/routes, railway stations and park and ride sites. Five key employment 'nodes' identified by Oxford City Council. A central postcode for each node was used to measure proximity distances.	relevance of options to meeting Oxford's needs.

⁶⁶ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁶⁷ A fast and frequent service will be defined as a service which reaches area key employment 'node' within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

⁶⁸ E.g. Premium Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		significant negative (--) effect is likely.		
	7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?	Five key employment 'node' destinations have been identified by Oxford City Council: Oxford City Centre; Oxford Business Park; Oxford Science Park; Northern Gateway; and Headington, which group key employment areas within Oxford. Where spatial options are within close proximity of planned new bus, rail and park and ride links (including the proposed Rapid Transit links) there should be better opportunities for residents of the new housing to make use of more sustainable, non-car based modes of transport to access the city centre for services and facilities and/or key employment 'nodes'. However, where sustainable transport links are proposed but are not yet in place, there is less certainty with regards to levels of access and the scores against this criterion are therefore uncertain where they depend on proposed new links. - Where a spatial option is within 1km⁶⁹ of a planned sustainable transport link that would provide a fast and frequent⁷⁰ service to more than one key employment 'node' a significant positive (++) effect may occur. - Where a spatial option is within 1km of a planned sustainable transport link that would provide a fast and frequent service to one key employment 'node' or is within 1km of a planned sustainable transport link to more than one key employment 'node' but the service is not expected to be classed as fast and frequent⁷¹, a minor positive (+?) effect may occur. - Where a spatial option is within 1km of a planned sustainable transport link to one key employment 'node	Existing and planned new bus stops/routes including proposed rapid transit bus routes in LTP4 with reasonable prospect of delivery by 2031, railway stations (including new routes opened up by East-West rail, new Oxford Parkway station and Oxford Science Park passenger station) and park and ride sites (existing and the new 'outer ring' sites proposed in LTP4). Five key employment 'nodes' identified by Oxford City Council. A central postcode for each node was used to measure proximity distances.	The spatial relevance of options to meeting Oxford's needs.

⁶⁹ 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

⁷⁰ A fast and frequent service will be defined as a service which reaches area key employment 'node' within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

⁷¹ E.g. Premium Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		'and the service is not expected to be classed as fast and frequent, a minor negative (-) effect is likely. Where a spatial option is not within 1km of a planned sustainable transport link a significant negative (--) effect is likely.		
	8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?	The assessment of this criterion will focus on the potential for people to commute to and from work in Oxford and/or the five identified key employment 'nodes' by walking and cycling, as links via other modes of transport are assessed above. In relation to cycling to work, while it is assumed that many people may cycle up to 8km (approximately five miles) to work, a higher number of people would be expected to cycle over a shorter distance i.e. 3km. In relation to walking distance, 1km⁷² is taken as a reasonable distance for the average person to walk to work although some people may walk further. - Spatial options that are within 1km walking distance and/or 3km straight line cycle distance of a key employment 'node' would have a significant positive (++) effect. - Spatial options that are within 2km walking distance or 8km straight line cycle distance of a key employment 'node' would have a minor positive effect (+). - Spatial options that are more than 2km walking distance and more than 8km straight line cycle distance from a key employment 'node' would have a minor negative effect (-).	GIS data for spatial options and OS basemap.	The spatial relevance of options to meeting Oxford's needs.
Vibrant communities/social inclusion	9. Does the spatial option provide opportunities to	The original intention of this criterion was to create attractive, mixed and well-balanced communities within the new development location but also any existing development nearby. Most factors	English 2015 Indices of Multiple Deprivation.	The ability to create attractive, mixed and well-

⁷² 1km walking distance is the 'acceptable' commuting distance in the Institute of Highways and Transportation categories.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
	contribute towards the regeneration of more deprived neighbourhoods?	that contribute to this (such as providing a mix of housing types, services and facilities such as schools, shops, healthcare and open space/sports facilities) relate to the detail (in particular the design) of development proposals that eventually come forward for the spatial options, and will be influenced through Local Plan policies. Therefore, the likely effect on creating attractive, mixed and well-balanced communities will more easily be assessed alongside policies and criteria in Development Plans and specific site proposals which address the particular circumstances of the site and its location. Therefore, consideration is given to the potential for new housing development to contribute to regeneration of currently deprived areas instead, and the location of the spatial options in relation to such areas will be taken into account as follows: - Where a spatial option is within or adjacent to a neighbourhood that is among the most deprived in Oxford⁷³, a minor positive (+) effect is likely. - Where a spatial option is not within or adjacent to a neighbourhood that is among the most deprived in Oxford, a negligible (0) effect is likely.	Oxford Core Strategy identifies the regeneration areas as: Barton, Blackbird Leys, Northway, Rose Hill, Wood Farm (para 3.3.10).	balanced communities.
Social and Economic criteria				
Housing need/ affordable homes	10. Could the spatial option provide a significant number of homes to meet Oxford's needs?	All of the spatial options would go at least some way towards meeting Oxford's unmet housing need; therefore all would have at least minor positive effects. The Housing Land Availability Assessment for Oxford ⁷⁴ identifies that there is a shortfall of 17,788 homes in the city up to 2031, on the basis of the mid-range housing figure identified in the Strategic Housing Market Assessment for Oxfordshire ⁷⁵ . The Councils have agreed to use 15,000 homes as a working assumption of the level of Oxford's	Output of LUC/BBP additional task re: housing number/density calculations.	Relates to overall aim of the study, rather than a specific principle from the brief.

⁷³ This will be based on the English 2015 Indices of Multiple Deprivation, and include neighbourhoods that are within the 30% most deprived nationally.

⁷⁴ URS (December 2014) Oxford's Housing Land Availability and Unmet Need Assessment

⁷⁵ GL Hearn (April 2014) Oxfordshire Strategic Housing Market Assessment: Final Report

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		unmet need to be planned for by 2031. On this basis, and considering the capacity of the spatial options identified in the LPA's site proformas, an appropriate threshold for larger sites that could make a significant contribution to Oxford's unmet housing need is considered to be sites that can accommodate at least 1,500 homes. Therefore: - Where a spatial option could deliver at least 1,500 homes by 2031 it is considered to have a significant positive (++) effect. - Where a spatial option would deliver fewer than 1,500 homes by 2031 it is considered to have a minor positive (+) effect.		
	11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?	All of the spatial options would go at least some way towards meeting Oxford's unmet affordable housing need; therefore all would have at least minor positive effects. The assessment will be based on the affordable housing policies in each of the district's Local Plans, although it is recognised that affordable housing provision will also depend on factors such as viability, location, and demand. The affordable housing policies in the districts' Local Plans set the following targets for sites of the scale included in this study: - Oxford City: 50%. - West Oxfordshire: 50% in the higher value zone, 40% in the medium value zone, and 35% in the lower value zone. - South Oxfordshire: 40%. - Vale of White Horse: 35%. - Cherwell: 30% in Banbury and Bicester and in 35% Kidlington and Rural Areas. Therefore: - Site options that would deliver more than 40% affordable housing (in line with relevant Local Plan	Location of site options.	Relates to overall aim of the study, rather than a specific principle from the brief.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		policy) would have a significant positive (++) effect. Site options that would deliver between 30-40% affordable housing (in line with relevant Local Plan policy) would have a minor positive (+) effect.		
Health and well-being	12. Does the spatial option provide convenient access to healthcare facilities?	The potential for encouraging people to live more active lifestyles has been considered through other criteria below such as access to open space and enabling walking and cycling. All sites would involve either the onsite provision of healthcare facilities such as GPs or contributions towards enhancements elsewhere. In terms of strategic healthcare facilities, where sites are within close proximity of existing NHS hospitals, new residents will be able to easily access those facilities either on foot or via public transport. - Sites that are within 800m⁷⁶ of an existing NHS hospital are likely to have a significant positive (++) effect, as residents would have very good access to a hospital. - Sites that are within 800m of an existing or planned sustainable transport link with a fast and frequent⁷⁷ service to a hospital are likely to have a minor positive (+) effect as residents would have reasonable access to a hospital but with an overall longer journey time. - Sites that are not within 800m of an existing NHS hospital and are not within 800m of an existing or	GIS layers for NHS hospitals and output of LUC/BBP additional task re: housing number/density calculations.	The potential capacity and capability of strategic infrastructure

⁷⁶ 800m walking distance is the 'acceptable' in the Institute of Highways and Transportation categories for 'Elsewhere' destinations.

⁷⁷ A fast and frequent service will be defined as a service which reaches area key employment 'node' within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		planned sustainable transport link with a fast and frequent ⁷⁸ service to a hospital are likely to have a negligible (0) effect.		
Access to services and facilities	13. Does the spatial option provide convenient access to existing services and facilities?	While a number of the spatial options are likely to deliver new local services and facilities onsite, this criterion assesses the potential for new residents to also make use of existing services and facilities nearby. It is assumed that larger towns and villages would provide a greater number and range of services and facilities than smaller villages. Judgements about access to existing services and facilities have been supplemented by information from OS basemaps and knowledge gained during site visits. • If a spatial option provides very good access to existing services and facilities a significant positive (++) effect is likely. • If a spatial option provides fairly good access to existing services and facilities a minor positive (+) effect is likely. • If a spatial option provides fairly poor access to existing services and facilities a minor negative (-) effect is likely. • If a spatial option provides very poor access to existing services and facilities a significant negative (--) effect is likely.	GIS data for spatial options and OS basemap. Settlement categorisation from Local Plans.	The ability to minimise the distance travelled to local services
Crime	N/A	This will be determined largely by the design of development which cannot be determined at this stage and would not be affected by the location of development.	N/A	N/A
Education and skills ⁷⁹	14. Will the spatial option provide	Effects will depend on the proximity of spatial options to existing	GIS data for spatial	Support for the

⁷⁸ A fast and frequent service will be defined as a service which reaches area key employment 'node' within 30 minutes and operates at least four times per hour at peak times, e.g. the Rapid Transit Routes identified in the Local Transport Plan 4.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
	access to primary schools, to the benefit of educational attainment and skills development?	primary schools as well as the potential for new provision to be made onsite. In relation to existing schools, there may be uncertainties as the effects will depend on there being capacity at those schools to accommodate new pupils which may not be known. - Spatial options where information provided by Oxfordshire County Council has indicated that they would include new primary provision onsite are likely to have a significant positive (+ +) effect. - Spatial options where information provided by Oxfordshire County Council has indicated that they would not incorporate new primary provision onsite but that are within 500m⁸⁰ of an existing primary school where there is known to be capacity/potential to expand would have a minor positive effect (+). - Spatial options where information provided by Oxfordshire County Council has indicated that they would not incorporate new primary provision onsite but that are within 500m of an existing primary school where it is not known if there is capacity/potential to expand could have a minor positive effect although this is uncertain (+?). - Spatial options that are not within 500m of an existing primary school, or that are within 500m of an existing primary school that does not have capacity/potential to expand, and that would not incorporate new primary provision onsite are likely to have a significant negative	options and existing primary schools. Pupil Place Plan 2015-2019 (Oxfordshire County Council).	objectives of the Strategic Economic Plan for Oxfordshire

⁷⁹ Access to Universities is addressed under the Sustainable Transport/Employment/Economy criteria (8 and 9). Proximity to Universities in terms of education provision is not considered to be as significant an issue in assessing the sustainability of the spatial options as proximity to primary and secondary facilities. This is because of the smaller number of people that would be in tertiary education because it is not compulsory and may be less likely to be a deciding factor for new residents choosing to move to the spatial option locations.

⁸⁰ 500m walking distance is the 'Desirable' distance for Schools in the Institute of Highways and Transportation categories and is assumed for primary schools on the basis that parents with young children are unlikely to want to walk longer distances with young children.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		(--) effect.		
	15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?	Effects will depend on the proximity of spatial options to existing secondary schools and facilities including University Technical Colleges (UTCs), studio schools and any sixth form colleges as well as the potential for new provision to be made onsite. In relation to existing schools, there may be uncertainties as the effects will depend on there being capacity at those schools to accommodate new pupils which may not be known. • Spatial options where information provided by Oxfordshire County Council has indicated that they would include new secondary provision onsite are likely to have a significant positive (++) effect. • Spatial options where information provided by Oxfordshire County Council has indicated that they would not incorporate new secondary provision onsite but that are within 2km⁸¹ of an existing secondary school where there is known to be capacity/potential to expand would have a minor positive effect (+). • Spatial options where information provided by Oxfordshire County Council has indicated that they would not incorporate new secondary provision onsite but that are within 2km of an existing secondary school where it is not known if there is capacity/potential to expand could have a minor positive effect although this is uncertain (+?). • Spatial options that are not within 2km of an existing secondary school, or that are within 2km of an existing secondary school that does not have capacity/cannot be expanded, and that would not incorporate new	GIS data for spatial options and locations of existing secondary schools and facilities including UTCs, studio schools and any sixth form colleges.	Support for the objectives of the Strategic Economic Plan for Oxfordshire

⁸¹ 2km walking distance is the 'preferred maximum' in the Institute of Highways and Transportation categories, and reflects a reasonable distance that older children would be willing to walk.

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		secondary provision onsite are likely to have a significant negative (--) effect.		
Employment/economy	16. Does the spatial option have the potential for onsite employment development?	Although the majority of people living within the spatial options would be likely to work in Oxford, there may be sustainability benefits to some onsite employment provision, ancillary to housing. This could be possible for spatial options in all of the categories apart from the urban intensification category. However, effects are expected to be minor as the focus of the assessment is identifying options for housing provision. Although the delivery of new homes within any of the spatial options would create jobs and have benefits for the construction industry, this factor is not influenced by the location of development. - Where a spatial option has the potential to deliver onsite employment development, a minor positive (+) effect is likely. - Where a spatial option does not have the potential to deliver onsite employment development, a negligible (0) effect is likely.	LPA proformas.	The ability to create attractive, mixed and well-balanced communities
Environmental criteria				
Greenhouse gas emissions	N/A	This can only be assessed spatially in relation to sustainable transport which is covered under the criteria above.	N/A	N/A
Energy efficiency	N/A	This will be determined largely by the design of development which cannot be determined at this stage and would not be affected by the location of development.	N/A	N/A
Water pollution and water availability	N/A	It is not possible to distinguish between the spatial options in terms of their likely impacts on water pollution and water availability at this strategic level of assessment. More detailed consideration would need to be given to this issue at a later stage, once more information is known about the combination of spatial options likely to be taken forward and the detailed proposals for each site, and consultation with the Environment Agency and water companies is likely to be required. It is assumed that sufficient new	N/A	N/A

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		infrastructure will be delivered to meet the increased water treatment capacity and water supply requirements of the new development at any of the spatial options taken forward.		
Air pollution	N/A	N/A - Increased air pollution can affect biodiversity; however this is considered as part of the biodiversity criterion below on the basis of the proximity of spatial options to biodiversity features. It is not possible to meaningfully assess the spatial options in relation to their proximity to AQMAs because the whole of Oxford City has been declared an AQMA; therefore options on the urban edge would score negatively when they may in fact lead to lower levels of car use due to their location, which would benefit air quality. The potential for improvements in air quality based on reducing car use and increasing sustainable modes of transport is addressed through other criteria above relating to the proximity of the spatial options to education, services and facilities and key employment 'nodes'.	N/A	N/A
Flooding	17. Will the spatial option result in development in areas at high risk of flooding from rivers?	National Planning Practice Guidance identifies residential properties as a 'more vulnerable use', which is suitable in areas of flood zone 1 and 2 but would require an exception test in flood zone 3a, and is unsuitable in flood zone 3b. A sequential approach should be followed to steer new development to areas with the lowest probability of flooding (i.e. flood zone 1) and local planning authorities will need to undertake a flood risk sequential test when allocating sites. Where there are no reasonably available sites in flood zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites in flood zone 2. Only where there are no reasonably available sites in flood zones 1 or 2 should the suitability of sites in flood zone 3 (areas with a high probability of river or sea flooding) be considered, taking into account the flood risk vulnerability of land uses and applying the Exception Test if required (this would be required for residential development).	GIS data for flood zones 1, 2 and 3 and spatial options. Note that a differentiation between flood zones 3a and 3b was not available in GIS for the whole County. Therefore, any spatial options taken forward for allocation within Local Plans will need to be assessed in more detail by the	Flood risk and the sequential approach

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		Essentially, the Exception Test requires proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. While new development in any location may offer good opportunities to incorporate SuDS, and therefore have a positive effect on reducing surface water flood risk, this would depend on the design and layout of the development and not on the location of the site. - Where at least 10% of a spatial option is within flood zone 3 and/or the spatial option is within the study area for the Oxford Flood Alleviation Scheme a significant negative (--) effect is likely. Residential development in flood zone 3b would not be allowed, and the Exception Test would need to be applied to any spatial option which includes flood zone 3a. - Where a spatial option includes small areas of flood zone 3 (i.e. between 1-10% of the spatial option) there could be a significant negative effect although this is uncertain (--?) as it may be possible to avoid locating residential development in those areas of the spatial option. Residential development in flood zone 3b would not be allowed, and the Exception Test would need to be applied to any spatial option which includes flood zone 3a. - Where at least 10% of a spatial option is within flood zone 2 a minor negative (-) effect is likely. Residential development in flood zone 2 should only be considered where there are no reasonably available spatial options in flood zone 1. - Where a spatial option includes small areas of flood	LPAs.	

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		zone 2 (i.e. between 1-10% of the spatial option) there could be a minor negative effect although this is uncertain (-?) as it may be possible to avoid locating built development in those areas. Residential development in flood zone 2 should only be considered where there are no reasonably available spatial options in flood zone 1. Spatial options that include negligible areas of flood zones 2 or 3 (i.e. less than 1% of the spatial option) are likely to have a negligible (0) effect as it would be possible to avoid locating built development in those areas. Where a spatial option contains areas of both flood zones 2 and 3, a precautionary approach has been taken to the assessment and the 'worst case scenario' score applied.		
	18. Will the spatial option increase impermeable surfaces?	The development of new housing on greenfield land is more likely to increase the area of impermeable surfaces and could therefore increase overall flood risk, although it is recognised that other standards relating to incorporation of Sustainable Drainage Systems will apply. - Spatial options that are entirely or mainly on greenfield land would have a minor negative (-) effect. - Spatial options that include areas of previously developed land (more than 25% of the site) would have a minor positive (+) effect.	GIS data for spatial options and OS basemap.	Flood risk and the sequential approach
Efficient use of land	19. Will the spatial option encourage the reuse of previously developed land and avoid the loss	The development of greenfield land could result in the loss of high quality agricultural land; therefore the following scores will be applied: Spatial options that include Grade 1 or Grade 2 agricultural land would have a significant negative (--)	GIS data for BMV land and spatial options.	Impacts on designated landscape areas, heritage and bio-diversity assets, and opportunities

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
	of high quality agricultural land?	effect. - Spatial options that include Grade 3 agricultural land could have a significant negative effect although this is uncertain (--?) depending on whether the land is Grade 3a or 3b (which cannot be determined from the County-wide GIS data). - Spatial options that include Grade 4 or lower agricultural quality land would have a negligible (0). - Where development would take place on previously developed land (i.e. more than 25% of the site), a significant positive effect (+ +) is likely. Note that if a spatial option is located on previously developed land, the agricultural land classification of the area around the site does not need to be taken into account as the development would not result in the further loss of high quality soils. Also note that where there is a mix of different agricultural land classifications within a spatial option, the score is based on the 'worst case scenario' to reflect a precautionary approach (as long as at least 10% of the spatial option is within that category).		for environmental/ green infrastructure enhancement
Biodiversity/ geodiversity	Development within proximity of an internationally, nationally or locally designated biodiversity or geodiversity site has the potential to affect those sites, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, trampling etc. Conversely, there may be opportunities to promote habitat connectivity if developments include green infrastructure. Therefore, while proximity to designated sites provides an indication of the potential for an adverse effect, uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species, and appropriate mitigation may avoid adverse effects and may even result in beneficial effects. Specific effects will depend on the nature of the designation and the nature of the potential impact, as well as proximity. In addition to potential effects on nearby designated sites, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to the potential development sites cannot be determined at this strategic level of assessment (as site surveys are not undertaken). This would need to be determined once more specific proposals are developed and submitted as part of a planning application. However, information about biodiversity onsite will be taken from the LPA's own assessment proformas where available.			

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
	As a starting point for the assessment, distances of 250m and 1km (depending on the level of the designation) have been used as an indication of proximity, as there are no standard distance thresholds available and it is recognised that the distance over which effects may occur vary between habitats and species and the types of effect being considered. This level of detail is not possible to be determined with certainty as part of the spatial options assessment. The first phase of the assessment against the biodiversity criteria involves applying the following assumptions to identify an initial likely risk of impacts on biodiversity. Once proximity to biodiversity and geodiversity sites has been assessed, the initial risk rating will be refined by considering the nature of the designation and the potential types of impact. For example, where a spatial option includes a designated biodiversity site within its boundary and the designation relates to a sensitive habitat, the potential for direct loss of habitat will be identified. Conversely, if the designated biodiversity is in close proximity but not within the spatial option then the high risk might be reduced to medium in terms of habitat loss.			
Biodiversity/geodiversity	20. Will the spatial option impact upon internationally designated biodiversity assets?	- Spatial options that are within 1km of a European designated site are considered as high risk and may have a significant negative (--?) effect. - Spatial options that are between 1km and 3km of a European designated site are considered as medium risk and may have a minor negative (-?) effect. - Spatial options that are more than 3km from a European designated site are considered as low risk and may have a negligible (0?) effect.	GIS data for international biodiversity designations and spatial options, also LPA proformas for the spatial options.	Impacts on designated landscape areas, heritage and biodiversity assets, and opportunities for environmental/green infrastructure enhancement
	21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?	- Spatial options that are within or adjacent to a nationally designated biodiversity or geodiversity site are considered as high risk and may have a significant negative (--?) effect. - Spatial options that are not adjacent but within 1km of a nationally designated biodiversity or geodiversity site are considered as medium risk and may have a minor negative (-?) effect. - Spatial options that are more than 1km from a nationally designated biodiversity or geodiversity site are considered as low risk and may have a negligible (0?) effect.	GIS data for national biodiversity designations and spatial options, also LPA proformas for the spatial options.	Impacts on designated landscape areas, heritage and biodiversity assets, and opportunities for environmental/green infrastructure enhancement

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
	22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?	- Spatial options that are within or adjacent to one or more locally designated biodiversity or geodiversity site are considered as high risk and may have a significant negative (--?) effect. - Spatial options that are not adjacent but are within 1km of one or more locally designated biodiversity or geodiversity sites are considered as medium risk and may have a minor negative (-?) effect. - Spatial options that are more than 1km from any locally designated biodiversity or geodiversity sites are considered as low risk and may have a negligible (0?) effect.	GIS data for local biodiversity designations and spatial options, also LPA proformas for the spatial options.	Impacts on designated landscape areas, heritage and bio-diversity assets, and opportunities for environmental/green infrastructure enhancement
Green infrastructure (<i>not a specific topic from the LPA's frameworks but included as the multi-functional benefits cut across sustainability topics.</i>)	23. Will the spatial option provide opportunities for green infrastructure enhancements?	New settlements are likely to provide the greatest amount of green infrastructure, followed by village, town and urban extensions. Urban intensification options are not likely to provide green infrastructure and may put pressure on existing provision. - Spatial options that are classed as new settlements would have a significant positive (++) effect. - Spatial options that are classed as village, town or urban extensions would have a minor positive (+) effect. - Spatial options that are classed as urban intensification would have a minor negative (-) effect.	Output of LUC/BBP additional task re: housing number calculations.	Impacts on designated landscape areas, heritage and bio-diversity assets, and opportunities for environmental/green infrastructure enhancement
Historic environment	24. Will the spatial option impact upon heritage assets?	Spatial options that contain, are within close proximity of, or are visible from designated heritage assets and known undesignated assets could have negative effects on those assets and their settings. As a starting point, the following assumptions will be applied: Spatial options that contain or are directly adjacent to a	GIS data for heritage designations, Archaeological Alert areas and spatial options, site visits, LPA proformas for	Impacts on designated landscape areas, heritage and bio-diversity assets, and opportunities for

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		designated heritage asset could have a significant negative effect (--?). - Spatial options that are within 1km of a designated heritage asset or that include an area of archaeological interest could have a minor negative effect (-?). - Spatial options that are not within 1km of a designated heritage asset and do not contain an area of archaeological interest could have a negligible effect (0?). The assessment will then be refined by considering the nature and significance of the heritage feature i.e. its size and potential sensitivity as well as the importance of the asset – the NPPF identifies designated heritage assets of the highest significance as ‘scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites’. It states that substantial harm to or loss of these assets should be ‘wholly exceptional’, while substantial harm to or loss of a grade II listed building, park or garden should be ‘exceptional’. The assessment of impacts on cultural heritage will also be supplemented by the landscape assessment undertaken during site visits (following the landscape assessment methodology and criteria set out below this table), as well as the LPA’s own assessment proformas and conservation officers from the district councils where possible. Consideration will also be given to the likelihood of impacts from development, taking into account the nature and current condition of the relevant assets. This will result in the scores being adjusted in some cases. In all cases, effects are uncertain as this is a high level assessment and the potential for effects on cultural heritage assets will depend on the exact scale, design and layout of the new development. In	the spatial options and any input that can be provided from LPA conservation officers.	environmental/green infrastructure enhancement

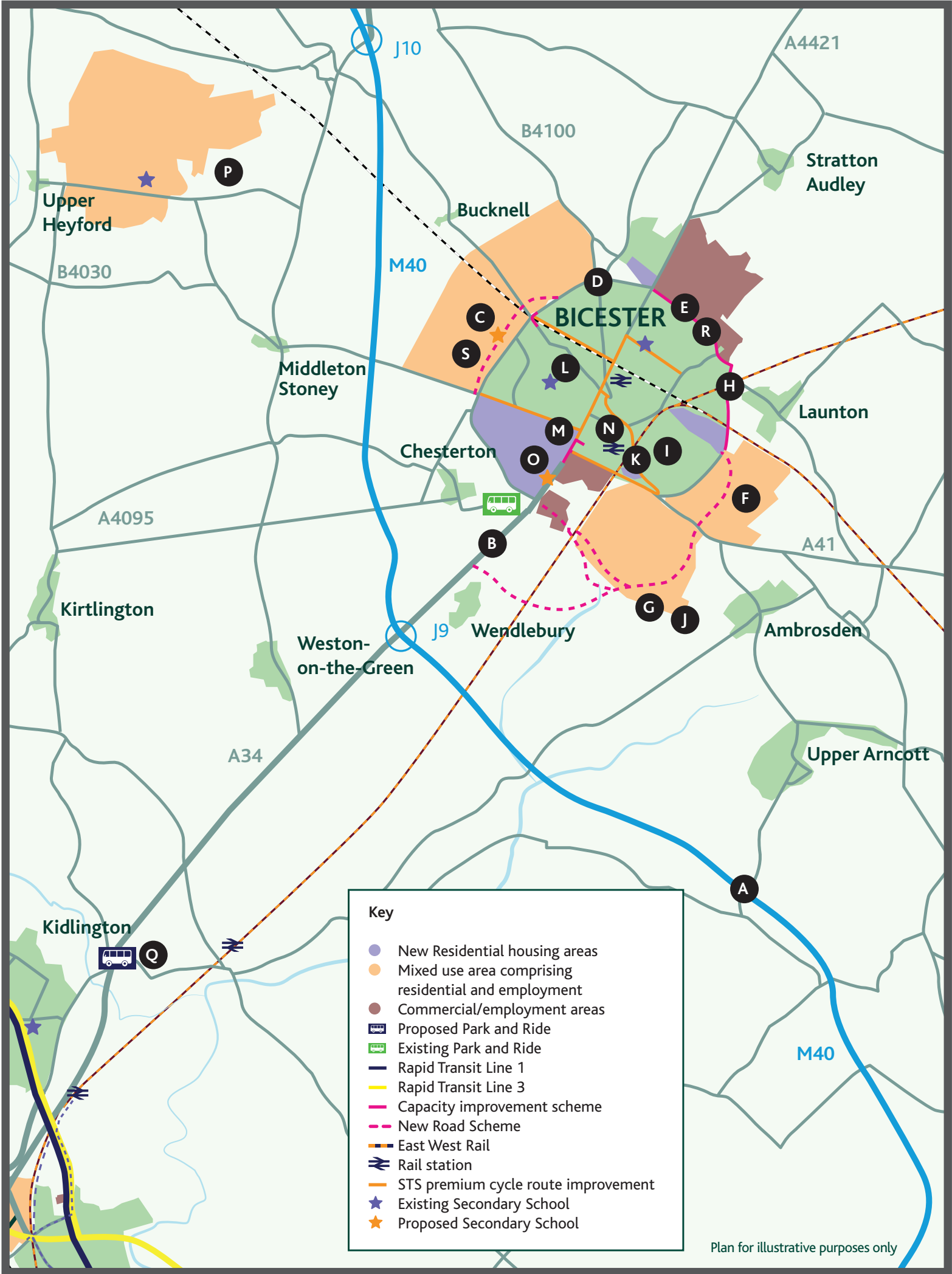
Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		addition, opportunities may exist to enhance the setting of heritage features (e.g. where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect).		
Landscape	25. Will the spatial option have adverse landscape and/or visual impacts?	Judgements about landscape and visual impacts will be made during the site visits, following the methodology and criteria set out in the landscape methodology note at the end of this table. - Spatial options where development would be very likely to give rise to significant adverse landscape and/or visual effects would have a significant negative (--) effect. - Spatial options where development would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant, could have a significant negative effect although this is uncertain (--?). - Spatial options where development would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent, would have a minor negative (-) effect. - Spatial options where development may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant could have a minor negative effect although this is uncertain (-?). - Spatial options where development would be very unlikely to give rise to significant adverse landscape and/or visual effects are likely to have negligible (0) effects. - Spatial options where development may give rise to enhancements in landscape character (e.g. through the redevelopment of a derelict site) are likely to have a minor positive effect, although this will be uncertain (+?) as it will depend on the detailed design of the	Site visits, plus desk-based assessment including reference to AONB Management Plans, Landscape Character Assessments.	Impacts on designated landscape areas, heritage and bio-diversity assets, and opportunities for environmental/green infrastructure enhancement

Sustainability topic from LPAs SA frameworks	Relevant assessment criteria	Assumptions	Sources of information	Relevant sustainability and deliverability principles
		proposals and how they fit with local character.		
Waste	N/A	Impacts on sustainable waste management would be determined by onsite practices rather than by the location of development.	N/A	N/A
Sustainable use of natural resources	26. Will the spatial option result in the sterilisation of mineral resources?	All new development will result in the increased consumption of minerals for construction but this will not be influenced by the location of spatial options. The location of development sites can influence the efficient use of minerals by the proximity of the development to Minerals Safeguarding Areas as development in those areas may sterilise mineral resources and restrict the availability of resources in the county. However, it may be possible to achieve prior extraction to avoid sterilisation. Minerals Safeguarding Areas have not yet been defined in Oxfordshire; therefore the assessment will be on the basis of strategic resource areas and there will be uncertainty until Minerals Safeguarding Areas have been defined. Therefore: - Spatial options within a strategic resource area could have a significant negative (--) effect. - Spatial options that are not within a strategic resource area could have a negligible (0?) effect.	Mapped data showing locations of strategic resource areas.	Impacts on designated landscape areas, heritage and bio-diversity assets, and opportunities for environmental/green infrastructure enhancement

Appendix 2

Maps showing proposed Rapid Transit Lines and existing fast and frequent bus routes

Map 1 - Investing in Oxfordshire's Knowledge Spine North - Bicester



Transport Schemes

- A** Proposed new Garden Town motorway junction (location to be determined)
- B** A41 infrastructure improvements and bus priority
- C** Western peripheral corridor: realigning the A4095 Howes Lane, including a new tunnel under the railway
- D** Western peripheral corridor: improvements to Lord's Lane / B4100 roundabout
- E** Eastern peripheral corridor: upgrade the A4421 to dual carriageway, between Buckingham Road and Gavray Drive
- F** Eastern peripheral corridor: a link through the SE development site to aid connectivity and provide capacity
- G** Southern peripheral corridor: a new south east link road - route options
- H** East West Rail phase 2: Charbridge Lane road bridge to replace level crossing
- I** East West Rail phase 2: an alternative to the London Road level crossing
- J** A potential freight interchange at Graven Hill - support proposals and work with partners to achieve this
- K** Sustainable Transport Strategy (STS): Bicester Village Station multi-modal interchange
- L** STS: improvements to key bus corridors, including bus priority
 - North West Bicester new services
 - South East Bicester/Graven Hill new services
 - Bucknell Road bus priority and town centre access
 - A41 bus priority and new stops
 - Bicester-Headington new service via new M40 junction
- M** STS cycle corridors:
 - Central corridor, including highway treatment
 - Buckingham Road
 - Middleton Stoney Road
 - Along the railway line from NW Bicester
 - Boundary Way
 - Churchill Road
 - London Road, including a bridge over the railway
- N** STS: public realm enhancements in Market Square and The Causeway
- O** STS: pedestrian /cycle connectivity over barriers such as the A41
- P** Upper Heyford mitigation package
- Q** Kidlington East Park & Ride

Utilities

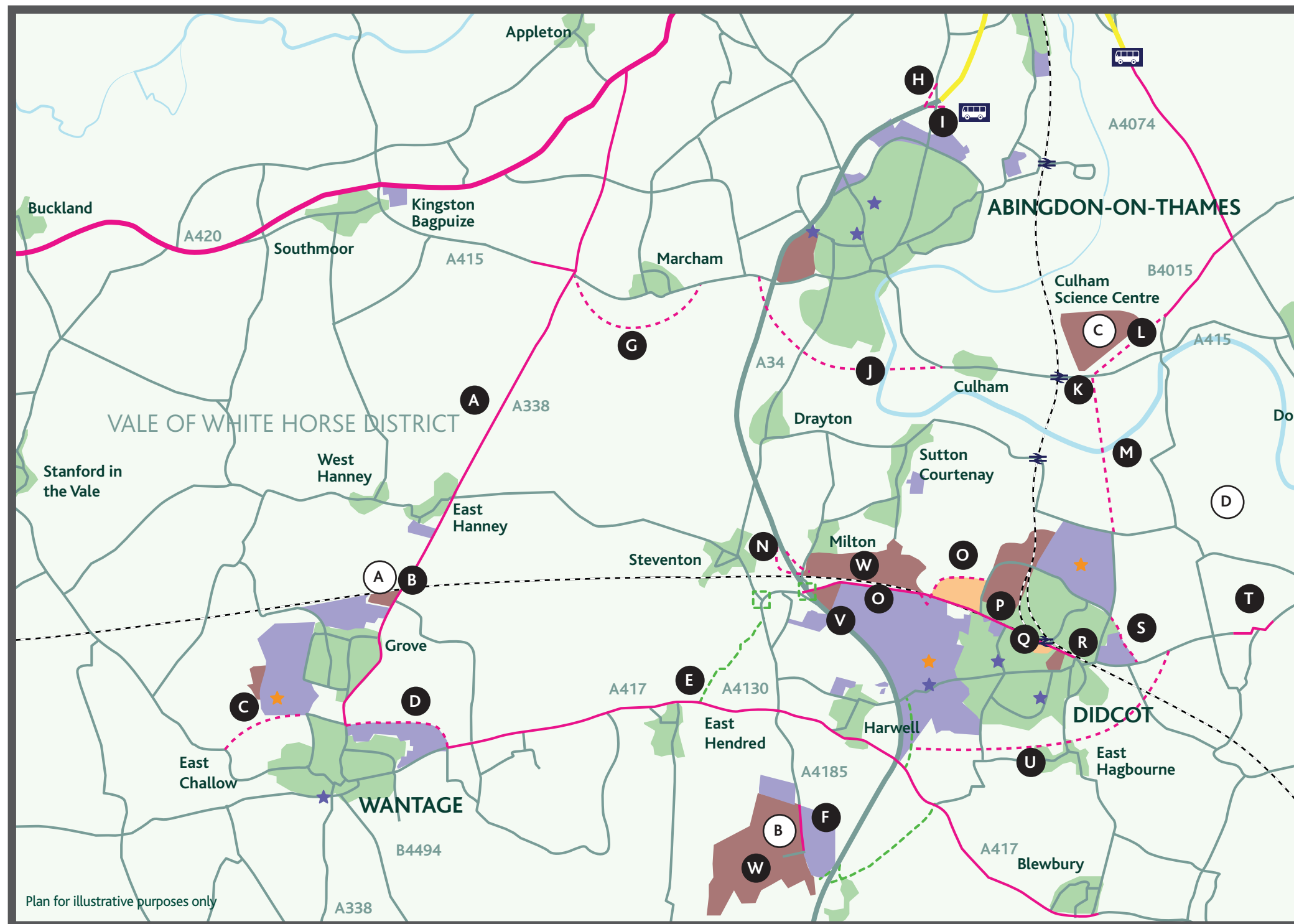
- R** Primary Electricity Sub-station

Health

- S** New GP Surgery

Unlocks growth of 10,200 new houses and 138.5 hectares new employment land, as detailed in the adopted Cherwell Local Plan

Map 2 - Investing in Oxfordshire's Knowledge Spine South: Science Vale



Key

- New Residential housing areas
- Mixed use area comprising residential and employment
- Commercial/employment areas
- Proposed Park and Ride
- Capacity improvement scheme
- New Road Scheme
- Funded scheme being delivered
- Rapid Transit Line 3
- Existing Rail station
- Existing Secondary School
- Proposed Secondary School

Enterprise Schemes

- A** Williams Cleantech Performance Accelerator
- B** Secure Data/Operations Lab (Harwell)
- C** Culham Innovation Gateway
- D** Earth Trust Centre Development

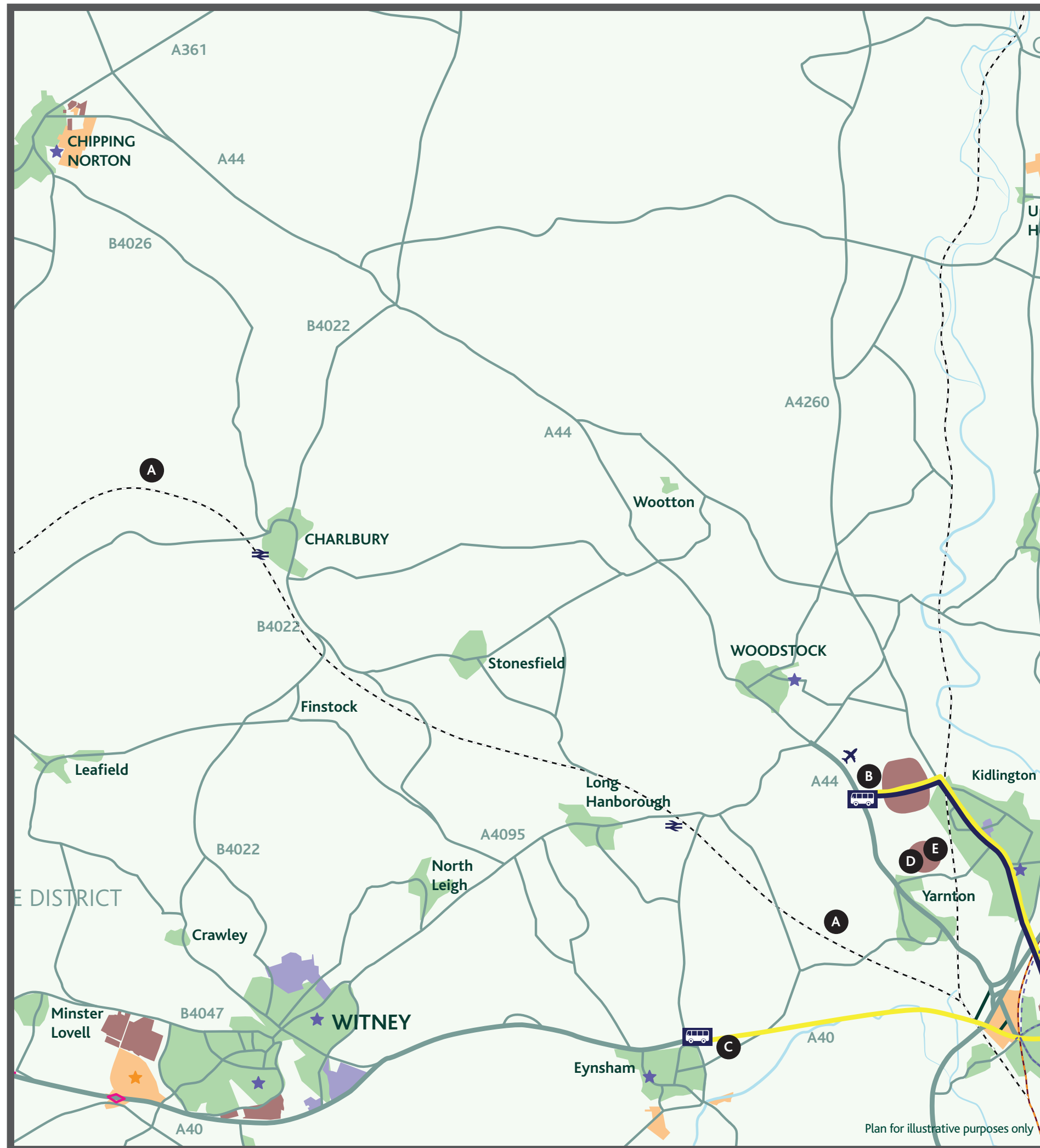
- Disruptive Innovation for Space Centre (Harwell)
- Harwell Energy Research, Innovation and Development (ZECARE) Facility
- Harwell Enterprise Zone - B77 Restoration Loan
- UK Space Agency Multi-Storey Car Park
- Expansion of CVD Diamond

Contributes towards unlocking growth of 20,560 new homes and 219 hectares of employment land, in line with Local Plan proposals.

Transport Schemes

- A** A338 capacity improvements including Frilford Lights
- B** Grove Station
- C** Wantage Western Link Road
- D** Wantage Eastern Link Road (WELR)
- E** A417 Improvements -Wantage to Blewbury including Rowstock Roundabout
- F** Harwell Campus access Improvements (Fermi and Curie Avenues)
- G** Marcham Bypass
- H** Lodge Hill Phase 1 - south facing slips
- I** Lodge Hill Phase 2 - Park & Ride & Freight Park
- J** South Abingdon Bypass
- K** Culham Railway Station
- L** Access to Culham Science Centre - Phase 1
- M** Access to Culham Science Centre - Phase 2 (River Crossing)
- N** Milton Interchange - Milton Park - north facing slips
- O** Didcot Science Bridge & A4130 Capacity Improvements
- P** Central Didcot Transport Corridor (Jubilee Way to Science Bridge)
- Q** Didcot Parkway Station Package +Didcot East Grade Separation
- R** Jubilee Way junction
- S** Northern Perimeter Road Stage 3
- T** A4130 capacity improvements (between Didcot and Wallingford)
- U** Didcot Southern Bypass
- V** Milton Enterprise Bridge (pedestrian/cycle)
- W** Science Transit Shuttle – mobile networking space

Map 3: Investing in Oxfordshire's A44



Transport Schemes

- A** Re-doubling the Cotswold Oxford-Worcester Line, including Hanborough Station
- B** Park & Ride A44 Corridor
- C** Park & Ride A40 Corridor

Enterprise Schemes

- D** Energy Systems Institute Mobility Centre
- E** Science Transit Shuttle - mobile networking space

Unlocks the growth of new homes and new employment land, in line with Local Plan proposals

Key

- New Residential housing areas
- Mixed use area comprising residential and employment
- Commercial/employment areas
- Proposed Park and Ride
- London Oxford Airport
- Rapid Transit Line 1
- Rapid Transit Line 3
- East West Rail
- Existing Secondary School
- Proposed Secondary School
- Rail Station

Map 4 - Investing in Oxfordshire's A4074 corridor



Transport Schemes

- A** B4015 Clifton Hampden to A4074 Capacity Improvements
- B** A4074/B4015 Junction Improvements
- C** A4074 Capacity Improvements

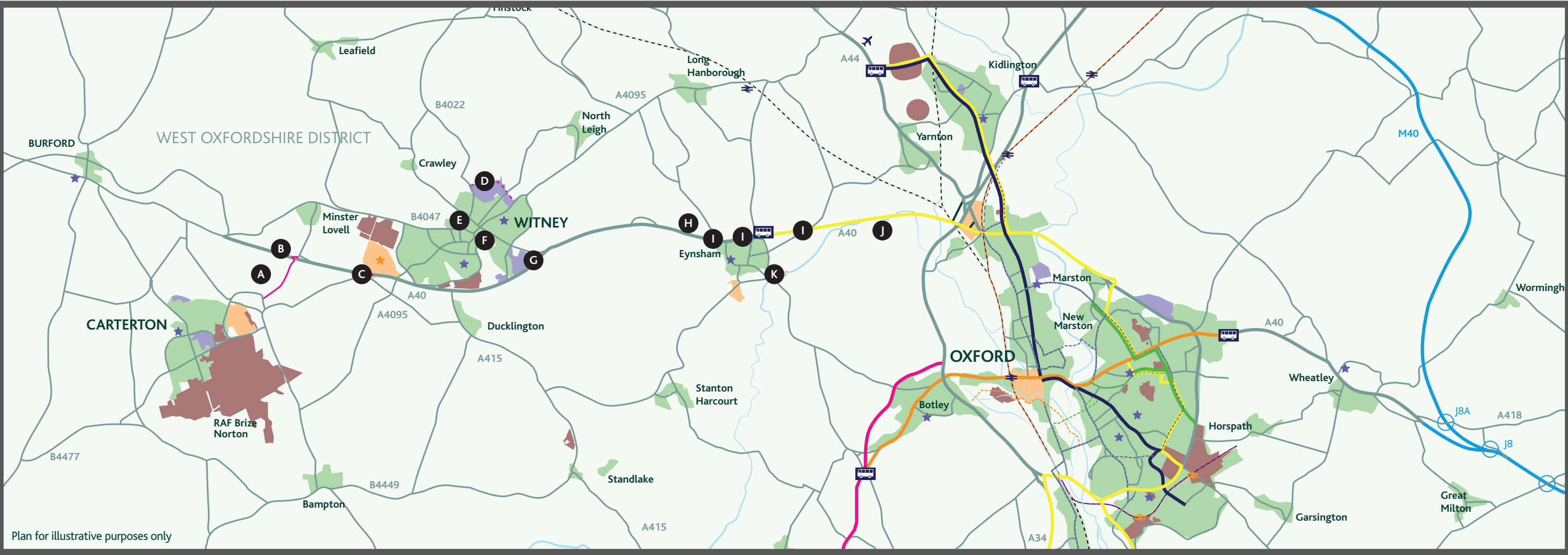
Contributes towards unlocking growth of 20,560 new homes and 219 hectares of employment land, in line with Local Plan proposals.

Key

- New Residential housing areas
- Mixed use area comprising residential and employment
- Commercial/employment areas
- Proposed Park and Ride
- Rail Station
- Proposed Rail Station
- New Road Scheme
- Capacity Improvement Scheme
- Rapid Transit Line 1
- Rapid Transit Line 3
- ★ Existing Secondary School
- ★ Proposed Secondary School

Plan for illustrative purposes only

Map 5: Investing in Oxfordshire's A40 Corridor



- A** Access to Carterton B4477 Upgrade and Witney to Carterton Premium Cycle Route
- B** A40/Minster Lovell West Facing Slips
- C** Witney A40/Downs Road at grade junction
- D** North Witney Distributor Road
- E** Witney West End Link 2 Road Bridge
- F** Witney Bridge Street schemes to deter through traffic
- G** A40/Shores Green, Witney West Facing Slips & redesignation of the A4095
- H** A40 Long Term Strategy
- I** A40 junction improvements
- J** A40 bus lane
- K** Bus priority at the Swinford Toll Bridge

Other townwide improvements are too detailed to show on this plan including:

- Witney town centre bus priority
- Carterton town centre improvements
- bus stop provision at RAF Brize Norton main gate

Unlocks the growth of new homes and new employment land, in line with Local Plan proposals

Key

New Residential housing areas

Mixed use area comprising residential and employment

Commercial/employment areas

Proposed Park and Ride

London Oxford Airport

Rapid Transit Line 1

Rapid Transit Line 2

Rapid Transit Line 3

Access to Headington

Ring Road Scheme

Cowley Branch Line

East West Rail

Existing Rail station

Proposed Rail station

Oxford City Super Cycle Route

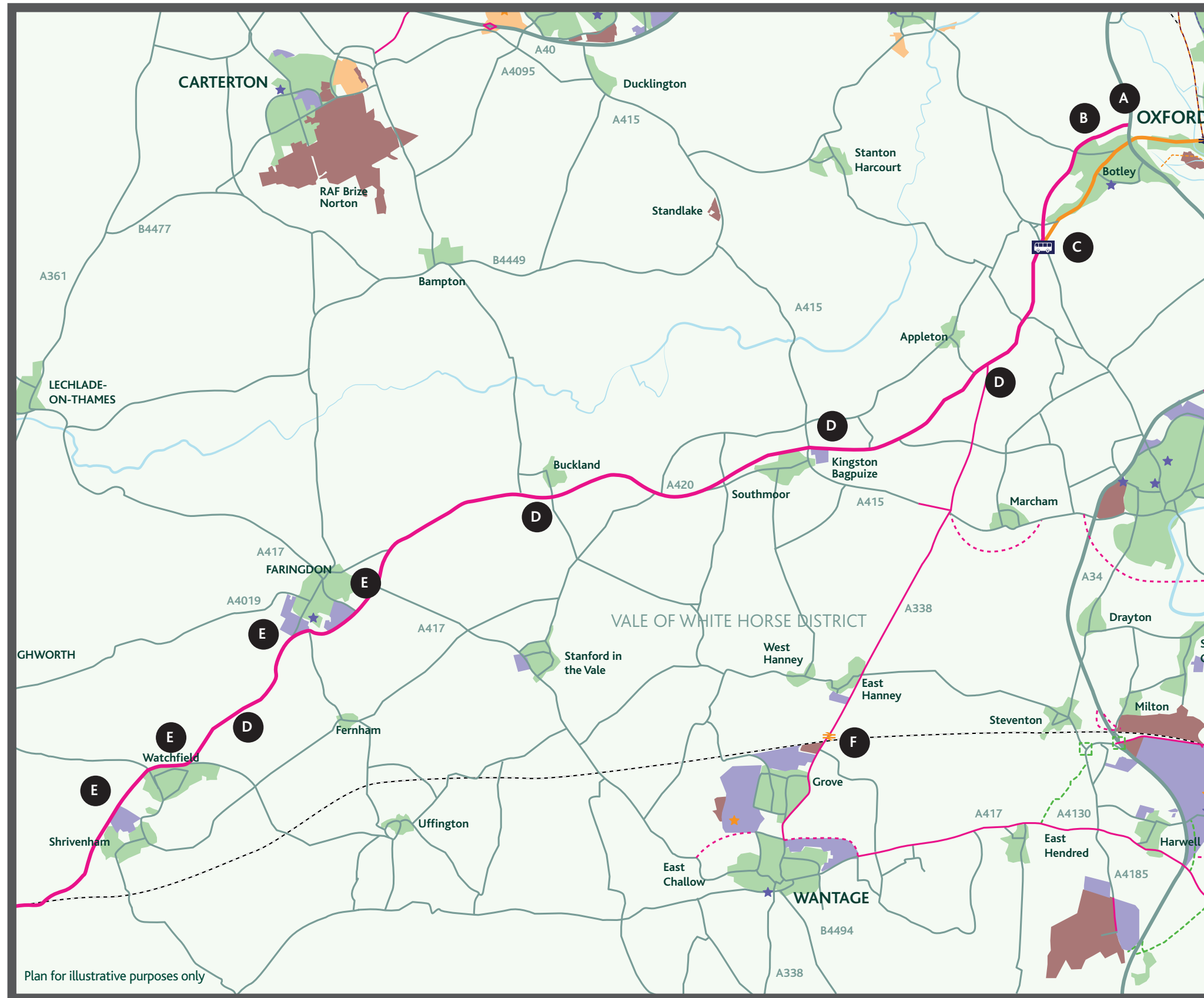
Oxford City Premium Cycle Route

Connector Cycle Route

Existing Secondary School

Proposed Secondary School

Map 6 - Investing in Oxfordshire's A420



- A** Botley Interchange and approaches
- B** Botley A420 Corridor Improvements
- C** A420 Corridor Park & Ride
- D** A420 Corridor Improvements
- E** A420 Western Vale infrastructure (Shrivenham & Faringdon junctions)
- F** Proposed Grove Station

Contributes towards unlocking growth of 20,560 new homes and 219 hectares of employment land, in line with Local Plan proposals.

Key

- New Residential housing areas
- Mixed use area comprising residential and employment
- Commercial/employment areas
- Proposed Park and Ride
- Corridor improvement
- Junction improvement
- Rail Station
- Proposed Rail Station
- ★ Existing Secondary School
- ★ Proposed Secondary School

Transport Schemes

- Unlocks the growth of 7,300 new homes and 61 hectares of new employment land, as detailed in the adopted Cherwell Local Plan

Other townwide improvements are too detailed to show on this plan including:

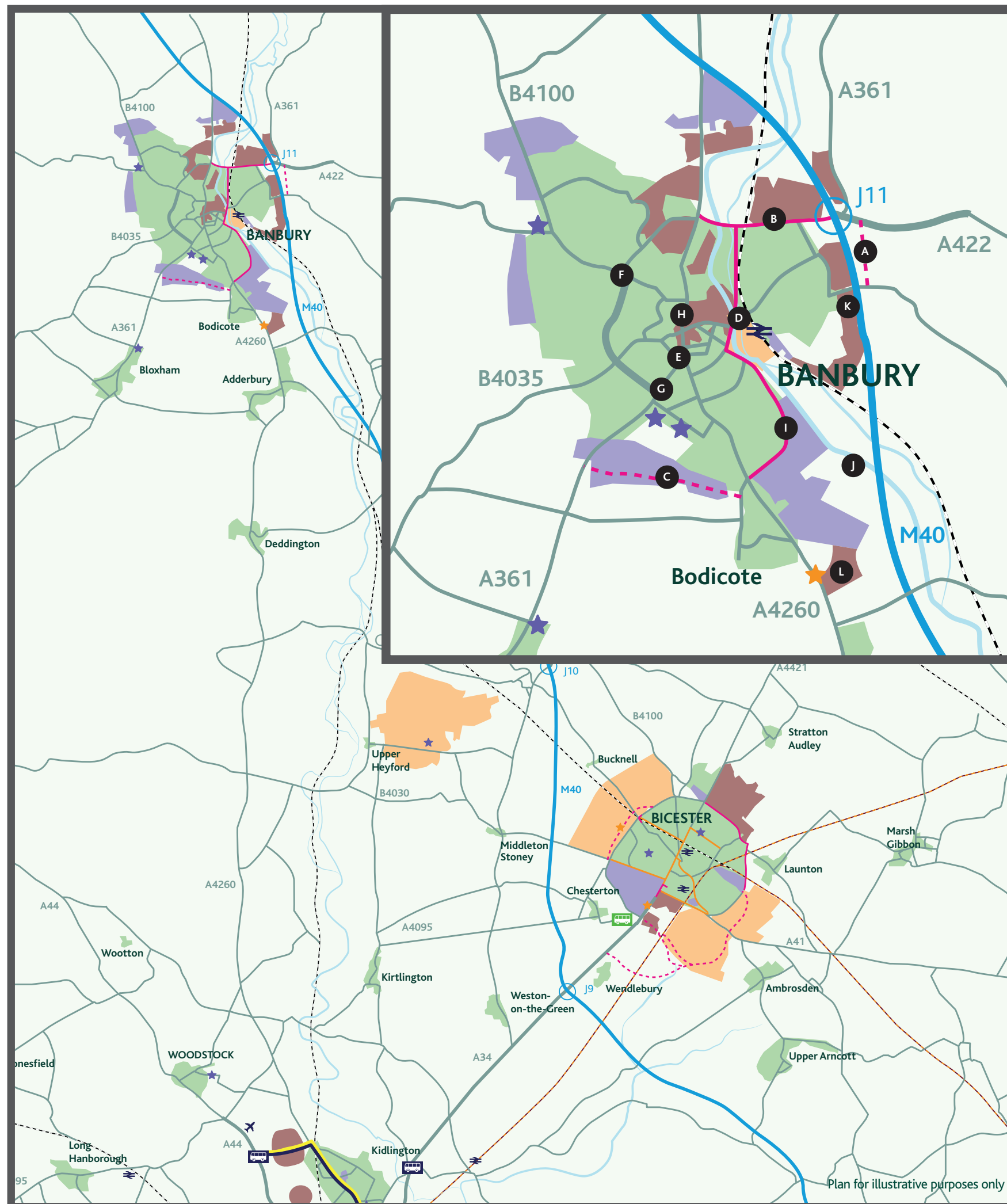
- A361 Bloxham Road / South Bar Street improvements
- Infrastructure for town centre bus routing including bus station
- Banbury Rail Station Forecourt
- Banbury Rail Station Accessibility: Opening Tramway Road and bus routing via Station Approach.
- Canalside pedestrian/cycle foot bridges over canal and river.

Enterprise Schemes

- K** Prodrive Powertrain Technology Centre

Recreation

- L** Relocation of Banbury United FC



Map 8 - Investing in Oxford

Transport Schemes

Rapid Transit Lines & Associated Cycle Routes

- 1 Line 1 - Langford Lane to city centre
Line 1 - Blackbird Leys to city centre
- 2 Line 2 - Cumnor to city centre
Line 2 - Thornhill to city centre
- 3 Line 3 - Eynsham to Marsh Lane (inc. A40 Science Transit)
Line 3 - Marsh Lane to Hollow Way (inc. Access to Headington)
Line 3 - Hollow Way to Lodge Hill and Sandford
- 4 Rapid Transit Lines within City centre

Super Cycle Routes and other cycle routes

- 5 Abingdon Road
- 6 Woodstock Road
- 7 Northern Gateway to Oxford Parkway via rail line
- 8 Northern Gateway to Oxford Parkway via Five Mile Drive
- 9 Iffley Road
- 10 Marston Road
- 11 B4495
- 12 Morrell Avenue Premium Cycle Route
- 13 East Oxford to West End Connector Cycle Route

Ring Road Schemes

- 14 Wolvercote roundabout
- 15 Cutteslowe roundabout
- 16 A40-A44 link road
- 17 Northern Gateway site link road
- 18 Peartree interchange
- 19 Botley interchange
- 20 Hinksey interchange
- 21 Kidlington roundabout
- 22 Marsh Lane interchange
- 23 Barton site access & bus link
- 24 Headington roundabout - phase 2
- 25 Horspath Road Junction Improvements
- 26 Eastern Arc Phase 2 - Access to Cowley
- 27 Littlemore roundabout
- 28 Heyford Hill roundabout

Long Term Park & Ride (P&R) Schemes

- 29 A40 (West) corridor
- 30 A44 corridor
- 31 A34 (North) corridor
- 32 A40 (East) corridor
- 33 A4074 corridor
- 34 A34 (South) corridor
- 35 A420 corridor

Short Term Park & Ride (P&R) Schemes

- 36 Seacourt park and ride
- 37 Redbridge park and ride
- 38 Peartree park and ride

City Centre Schemes (see inset)

- 39 Connections to Oxford Station (inc. Queen Street Pedestrianisation)
- 40 Becket Street extension
- 41 Oxpens to Osney Mead bridge over rail line & river
- 42 Gloucester Green bus terminal phase 1
City Centre Scheme - Gloucester Green bus terminal phase 2, including cycle hub
- 43 Speedwell Street bus terminal phase 2 (Telephone Exchange)
- 44 George Street public realm and enabling measures
- 45 Queen Street public realm and enabling measures
- 46 Magdalen Street
- 47 St Giles
- 48 Broad Street public realm phase 1 - east section
Broad Street public realm phase 2 - west section
- 49 City centre transit tunnels: east-west
City centre transit tunnels: north-south
- 50 Osney Mead Industrial Estate Enabling Works

District Centres

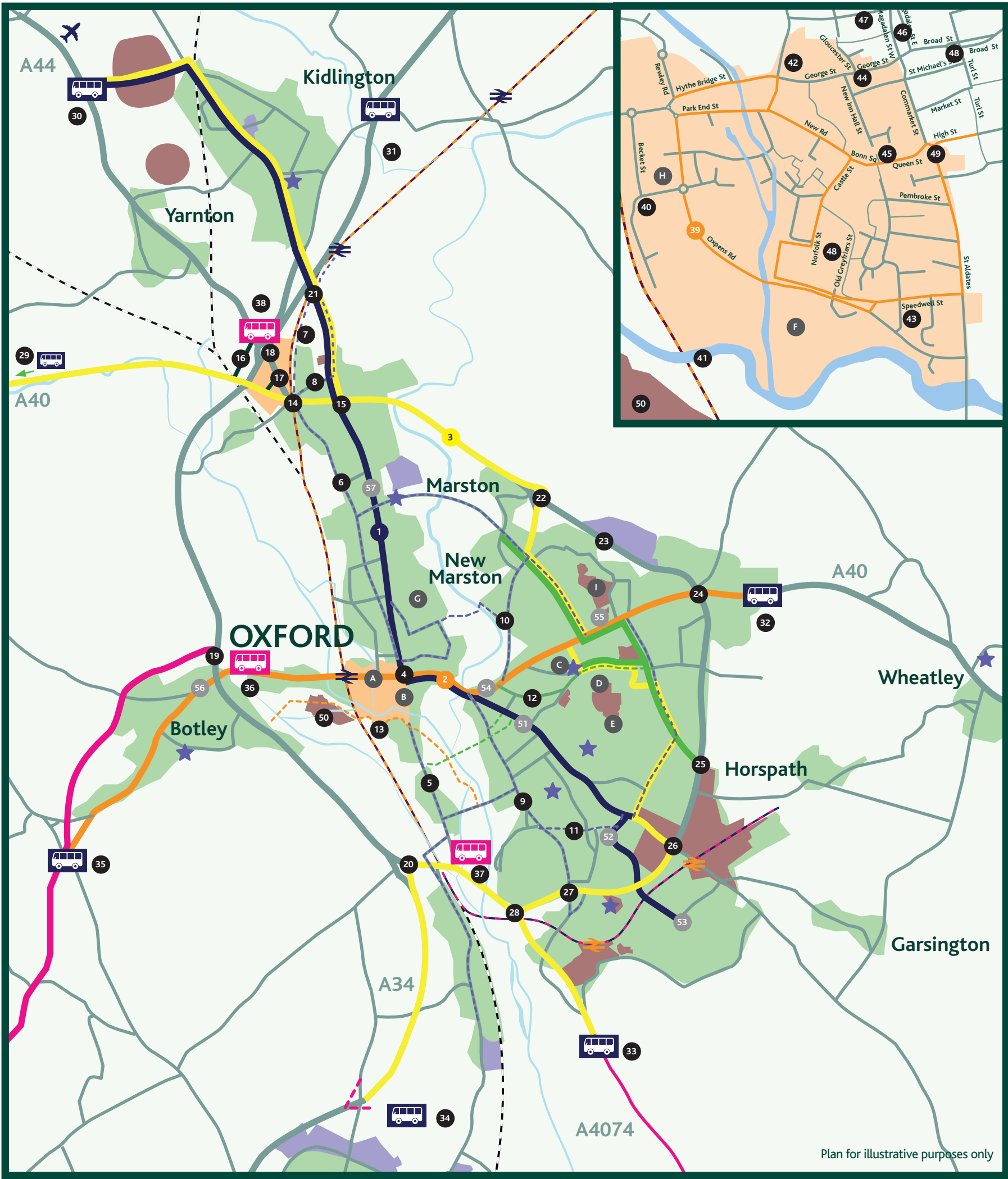
- 51 Cowley Road
- 52 Cowley Centre
- 53 Blackbird Leys
- 54 St Clements
- 55 Headington
- 56 Botley
- 57 Summertown

Enterprise Schemes

- A Oxford West End District Energy Scheme
- B City Centre Enterprise Hub Delivery Initiative
- C Oxford Brookes Enterprise Centre
- D Oxford University Plant Chemistry & Biotechnology Centre; E-Health Hub
- E Oxford Centre for Innovation & Interventional Technology; Expanding the Clinical BioManufacturing Facility
- F Westgate Business Skills & Knowledge Centre
- G Science Transit Shuttle – mobile networking space
Science Area, Central Oxford OX1
Old Road Campus, East Oxford (Headington) OX3
Said Business School, Park End Street Campus OX1 1HP
Said Business School, Egrove Park OX1 5NY
- H Delivery Office Relocation - Oxpens Phase 2
- I Primary Healthcare

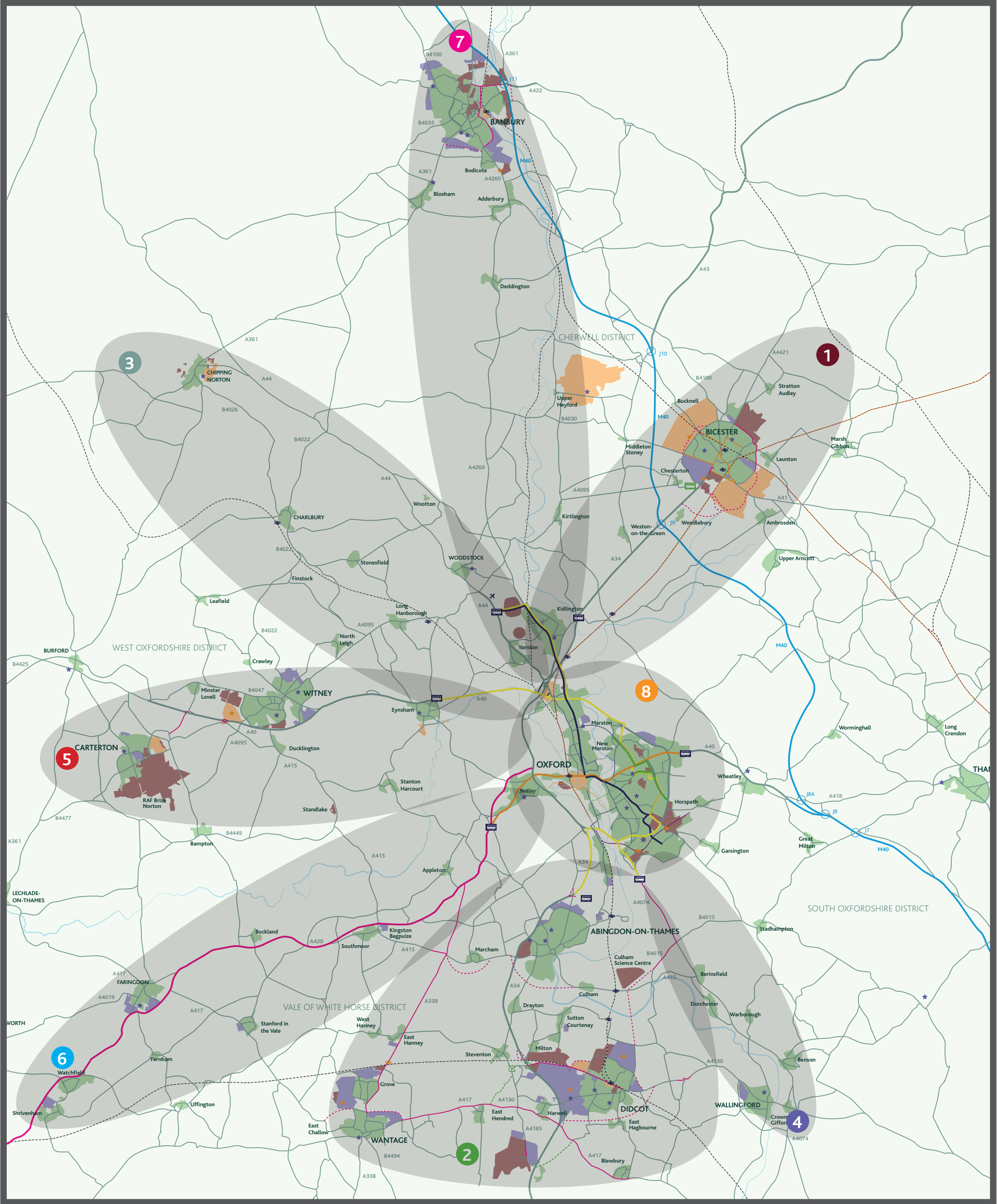
Key

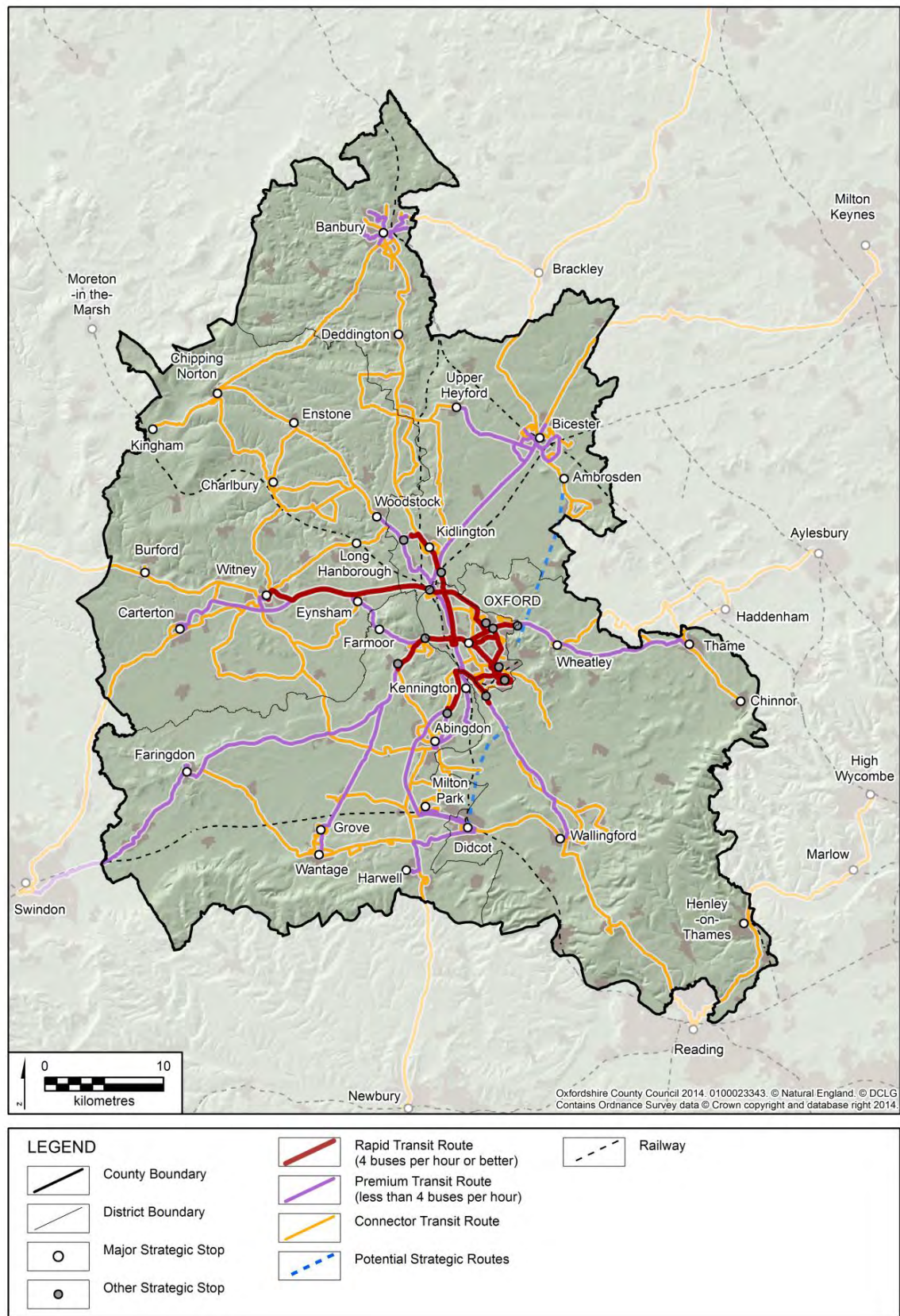
● New Residential housing areas	— Access to Headington
● Mixed use area comprising residential and employment	— Ring Road Scheme
● Commercial/employment areas	— Cowley Branch Line
— Long Term P&R scheme	— East West Rail
— Short Term P&R scheme	— Existing Rail station
— London Oxford Airport	— Proposed Rail station
— Rapid Transit Line 1	— Super Cycle Route
— Rapid Transit Line 2	— Premium Cycle Route
— Rapid Transit Line 3	— Connector Cycle Route
	— New slip road
	★ Existing Secondary School



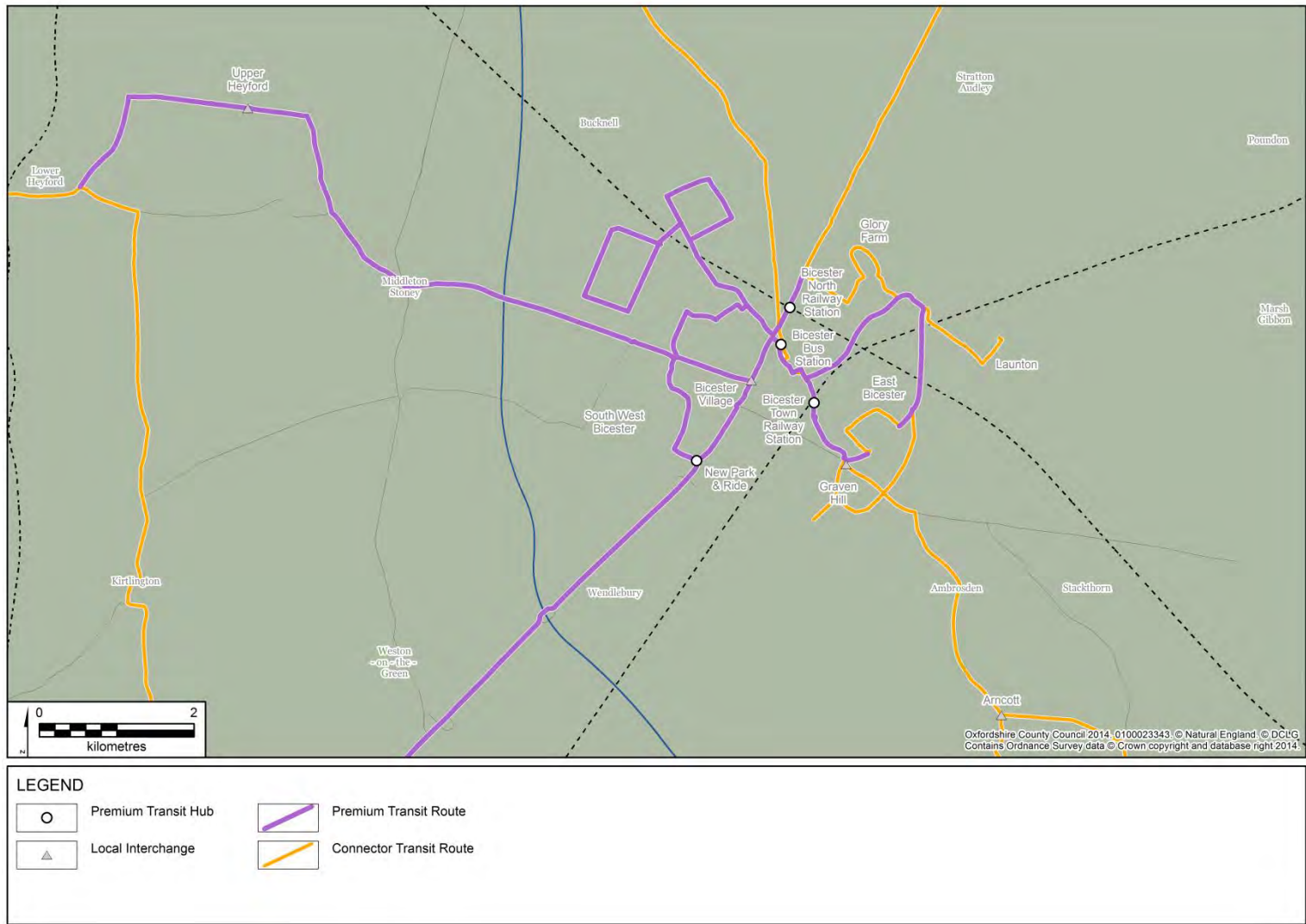
Oxfordshire

Growth and Infrastructure Map

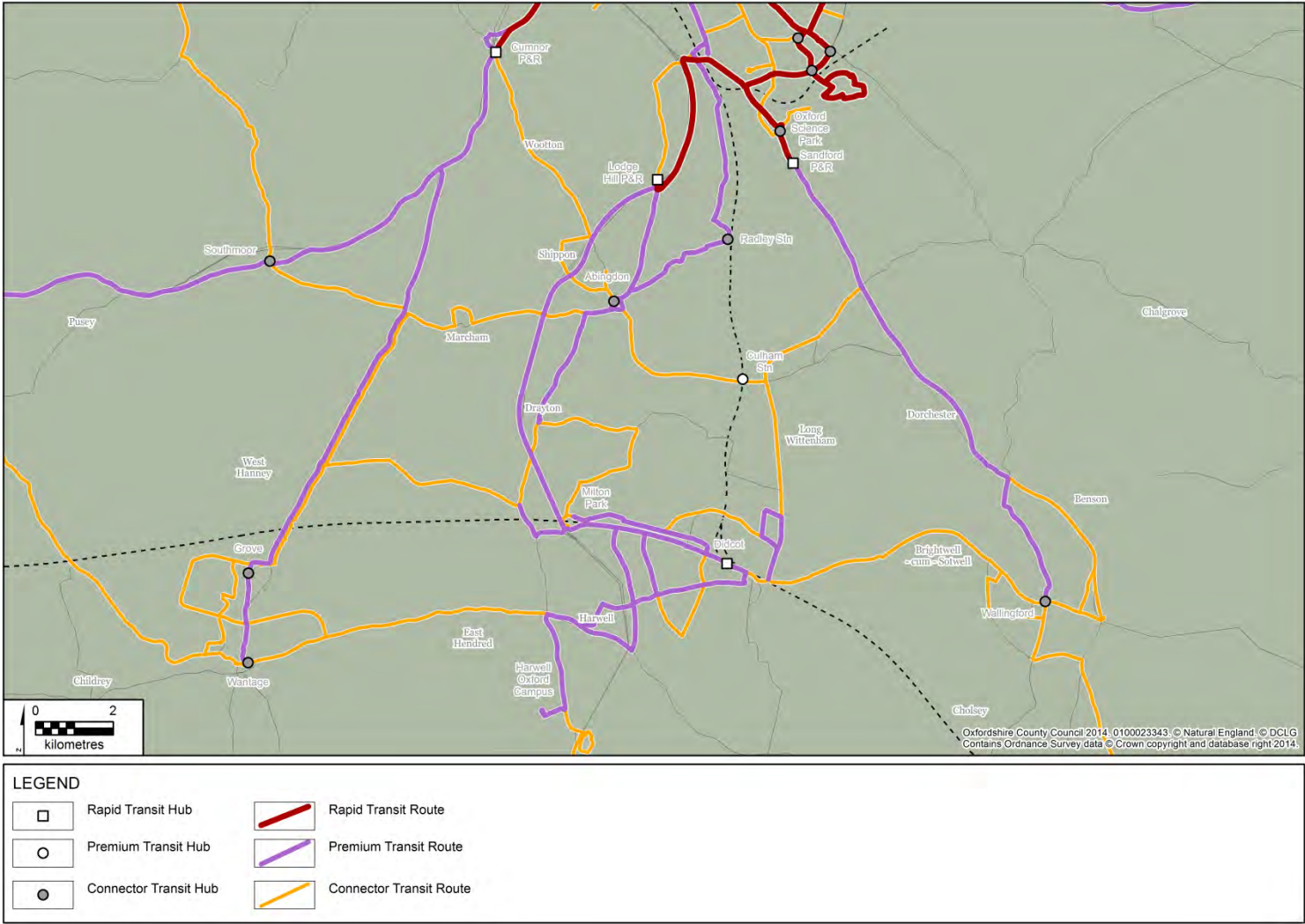




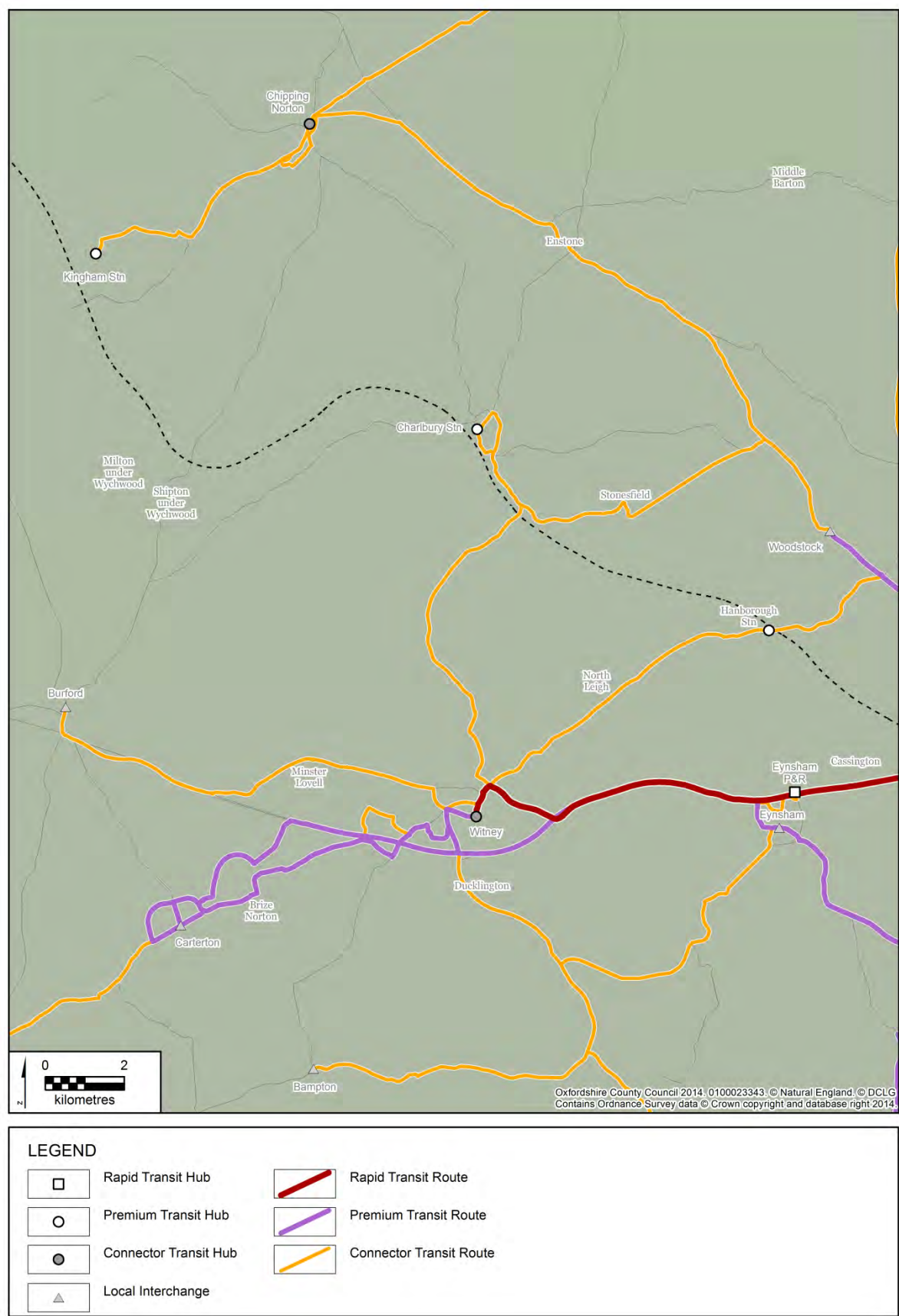
Bus Strategy Figure 2: Oxfordshire's strategic inter-urban bus network



Bus Strategy Figure 13: Indicative Bicester strategic bus network



Bus Strategy Figure 14: Indicative Science Vale strategic bus network



Bus Strategy Figure 15: Indicative West Oxfordshire strategic bus network

Appendix 3

Detailed assessment proformas for the 36 spatial options

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1 Area (Ha): 85.14

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

-- This spatial option is not within 1 km of an existing sustainable transport link providing a fast and frequent service to the cultural offer of Oxford City Centre, and is approximately 10km walking or straight line cycle distance from the City Centre to the south. Therefore, a significant negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

-- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the cultural offer of Oxford City Centre, which is approximately 10km to the south. Therefore, a significant negative effect is likely.

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

-- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and is therefore not within walking or cycle distance for commuting and a minor negative effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is within 8km straight line cycle distance of the Northern Gateway employment node (approximately 6.7km to the south); therefore a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

+ This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- +** This site is in Cherwell District's rural area and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site would provide poor levels of access to existing services and facilities, being adjacent to the small village of Shipton-on-Cherwell. A significant negative effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- This spatial option would not incorporate new secondary school provision and there are no existing secondary schools within 2km. It is understood that Marlborough Woodstock secondary school could accommodate some limited growth and that Gosford Hill school at Kidlington also has some capacity, but these are both more than 2km from the site. Therefore, a significant negative effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- +** Cherwell District Council has indicated that this spatial option could deliver ancillary employment development; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0** This spatial option includes very small areas of flood zone 3 and flood zone 2 (which are both less than 1% of the total area) at the southern and north-eastern boundaries. Therefore, there is likely to be a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- +** This site has been previously developed as a major minerals site; therefore a minor positive effect is expected. It is noted, however, that some parts of the site outside of the quarry itself are not previously developed.

Efficient use of land

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

++ This site has been previously developed as a major minerals site; therefore a significant positive effect is expected. It is noted, however, that some parts of the site outside of the quarry itself are not previously developed.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is more than 3km from an internationally designated biodiversity site and is therefore considered to be of a low risk, so may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

--? The western part of the site is designated as a SSSI (Shipton-on-Cherwell and Whitehill Farm Quarries) in relation to its geology. Therefore, development on site could result in direct disturbance to this designation, including the important fossil features of the SSSI and a potential significant negative effect is identified.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

--? This site is itself designated as a Local Wildlife Site (Bunkers Hill Quarry). Therefore, development on site could result in direct disturbance to this designation. In addition, the site is within the Lower Cherwell Valley Conservation Target Area. A potential significant negative effect on biodiversity is therefore identified.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

++ This site is classed as a new settlement option; therefore a significant positive effect is likely as new settlements should provide the greatest amount of green infrastructure.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? The southern edge of this site is adjacent to Hampton Gay, Shipton-on-Cherwell and Thrupp Conservation Area, and the south western tip of the site lies slightly within the Conservation Area. There is also a small Archaeological Alert Area within the eastern part of the site. Therefore, development on site could have a significant negative effect on heritage.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

0 Development at this site would be very unlikely to give rise to significant adverse landscape and/or visual effects, as it is assessed as having low overall landscape sensitivity; therefore a negligible effect is likely. The site is well-contained with limited views in and out; it can only be occasionally glimpsed from surrounding land and is not prominent. Tranquillity on the site is also eroded due to the nearby main roads and railway. Although the site is close to sensitive receptors including two Conservation Areas, the existing woodland and steep topography can be used to screen any potential visual impacts.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely. However, it is noted that quarrying of limestone is permitted from parts of the site until February 2017 and that the site is within a Minerals Consultation Region.

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium-low Distinctive form of the quarry which now contains a lake. The site is relatively well contained due to the topography of the site and existing embankments and woodland. The south western part of the site is gently sloping land under agricultural use.

Settlement form and edge

Medium The site forms the northern boundary of the village of Shipton-on-Cherwell. Despite its close proximity to existing development within Shipton-on-Cherwell, the site is well screened and contained separately from it and does not relate well to the existing settlement in visual terms. As the main quarry is a brownfield site, development would not be seen as an encroachment into the countryside. However, development of the south western parcel could be perceived as encroachment into the countryside.

Settlement setting

Low The quarry can detract from the rural setting of Shipton-on-Cherwell. As the site is fairly visually enclosed due to tree cover and topography, it is not overly prominent from the existing settlement.

Views

Low The site is generally visually enclosed due to topography and tree cover, although there are limited views into the site from the surrounding roads and railway and potential views from higher ground to the east. Development on the eastern-most part of the site has the potential to impact on the setting of the River Cherwell Valley.

Perceptual qualities

Medium-low The quarry and its disused buildings result in an industrial landscape character. The south western part of the site has a rural character, although this is negatively impacted upon by traffic noise from the A420.

Cultural and historical associations

Medium-low The Hampton Gay, Shipton-on-Cherwell and Thrupp Conservation Area abuts the site to the south and redevelopment of the site would have to take account of the visual sensitivities of the Conservation Area. The site is also adjacent to the Oxford Canal Conservation Area.

Overall Landscape Sensitivity

Low The site is assessed as having low landscape sensitivity as it is well-contained with limited views in and out; the site can only be occasionally glimpsed from surrounding land and is not prominent. Tranquillity on the site is also eroded due to the nearby main roads and railway. Although it is close to sensitive receptors including two Conservation Areas, the existing woodland and steep topography can be used to screen any potential visual impacts. The parcel of land to the south west of the site is likely to have slightly higher sensitivity than the quarry.

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within Broad Area 1 which was assessed in the Strategic Green Belt Study as performing highly against one of the Green Belt purposes. The boundary of the Broad Area within which the spatial option lies is significantly larger than the boundary of the spatial option itself.

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Land ownership: Shopton Ltd. Site promoter: Jan Molyneux for Stephen Bowley Planning Consultancy. In September 2006 the County Council approved a proposal for the comprehensive restoration and development of the quarry. Last major planning application made by Hansteen Land Ltd in 2012 (Source: LA proforma).

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

3.5km from Rapid Transit Line 1 + Banbury Rd cycle route. 7km from Kidlington Park & Ride site (A34 North) and 9km from Kidlington roundabout upgrade proposal. Education: 1 x 2FE primary school; contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All infrastructure has high funding gaps and is not needed to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but high funding gaps on transport infrastructure which does not relate to other development sites capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment).

Viability Criteria

Designated market area

High value area (CIL Viability Study, 2016).

Existing use

Extraction of minerals, importation and recycling of aggregate - some of these uses permitted on site up to 2026.

Other considerations

Adjoining greenfield land and easy access to Oxford and Begbroke Science Park adds to the attractiveness.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: new junction required; enhanced public transport service required. Potential rail connection to Oxford Parkway, London Oxford Airport, Begbroke Science Park and Oxford city centre via S4 bus service.

Other enabling costs

Parts of the site are contaminated and are subject to remediation measures required by planning conditions.

Site Name Shipton-on-Cherwell Quarry

District: Cherwell District

ID: 1

Area (Ha): 85.14

Dwellings by 2031: 1,100

Conclusion: Is the spatial option likely to be financially viable?

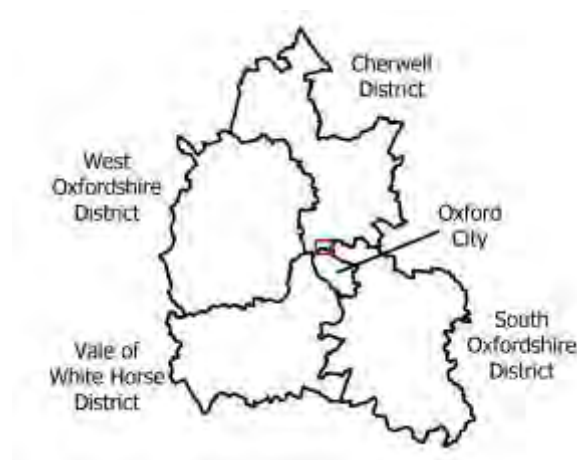
Orange Generally, large scale residential sites in close proximity to Oxford will be viable - potential for exceptional levels of abnormal costs and strategic infrastructure funding requirements (please refer to Guiding principles for Deliverability and Viability assessment).

Site Name Land North of Oxford

District: Cherwell District

ID: 2 Area (Ha): 88.11

Dwellings by 2031: 2,200



Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + This site is adjacent to Oxford Parkway station which provides fast services to the cultural offer of Oxford City Centre (although the service is not classed as frequent). This site is approximately 3.7km straight line cycling distance from Oxford City Centre to the south. Therefore, a minor positive effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? The proposed Rapid Transit Line 1 would pass through the centre of this site and it is assumed that this would provide a fast and frequent service to the cultural offer of Oxford City Centre. However, the site is more than 3km cycle distance from the City Centre to the south.

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

Therefore, a minor positive effect is likely, although this is uncertain depending on the eventual delivery of the Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ There are existing fast and frequent bus routes to Oxford University in the City Centre passing the site and the site is adjacent to Oxford Parkway station which provides fast services to the City Centre (although they are not classed as frequent). Therefore, a significant positive effect is likely overall.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? The proposed Rapid Transit Line 1 would pass through the centre of this site and it is assumed that this would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this is uncertain and depends on the eventual delivery of the Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This site is within 8km cycle commuting distance of a number of universities and equivalent institutions in Oxford. It is within 3.5km cycle distance of both campus sites at D'overbroecks institution and 3.8km cycle distance of all three campus sites at Oxford Brookes University. The site is also within 4.5km cycle distance of EF Language School, within 4.7km of Bellerby's, within 4.8km of the City of Oxford College and 3.7km of Oxford University in the City Centre. Therefore, a significant positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This site is adjacent to Oxford Parkway station which provides fast (although not frequent) services to the City Centre employment node and there are existing fast and frequent bus routes to the City Centre employment node passing the site. Therefore, a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The proposed Rapid Transit Line 1 would pass through the centre of this site and it is assumed that this would provide a fast and frequent service to the Oxford City Centre employment node. The proposed Rapid Transit Line 3 would also pass through the site, providing access to the employment nodes at Oxford Science Park and Oxford Business Park (it is again assumed that this service would be fast and frequent). Therefore, a significant positive effect is likely. However, this potential effect is uncertain as it depends on the eventual delivery of the Rapid Transit Lines.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ This site is within 3km straight line cycle distance and 1km walking distance of the Northern Gateway employment node, which is approximately 600m to the south west at the nearest point. The site is also within 8km straight line cycle distance of two other employment nodes:

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

the City Centre (approximately 4.5km to the south) and Headington (approximately 5km to the south east). Therefore, a significant positive effect is likely overall as it is expected that some people could walk or cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- ++ This site is expected to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Cherwell District's rural area and in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + There are no existing NHS hospitals within 800m of this site; however the proposed Rapid Transit Line 3 would pass through the site, providing what it is assumed would be fast and frequent access to the hospitals in Headington. Therefore, a minor positive effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- + This site is adjacent to the northern fringe of Oxford, where access to services and facilities is expected to be reasonably good. Therefore, a minor positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate new primary school provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- This site would not incorporate a new secondary school and there are no existing secondary schools within 2km; therefore a significant negative effect is likely. It is understood that additional capacity may be available at nearby secondary schools although they would be more of 2km from the site.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

- + This site is proposed for mixed use development and Cherwell District Council has indicated that this spatial option could deliver ancillary employment development; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is entirely on greenfield land; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- ? This site is entirely greenfield land, the majority of which (72%) is Grade 3 agricultural land. Therefore, it is likely that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- ? Four sections of Oxford Meadows SAC are within 1.4km to the south west of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all sections of the site and species. While direct physical loss of habitat is not expected due to the distance of this designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- 0? There are no nationally designated biodiversity or geodiversity sites within 1km of this site, therefore a negligible effect is most likely.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

- ? There are four Local Wildlife Sites between 250m and 1km from this site, the nearest being Meadows West of the Oxford Canal 830m to the north west, and the furthest being Canalside Meadow/Oxford Canal Marsh 1km to the south west of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- + This site is classed as an urban extension option; therefore a minor positive effect is likely.

Historic environment

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

24. Will the spatial option impact upon heritage assets?

--? The eastern section of this site includes St Frideswides Farmhouse Grade II* Listed Building and another Grade II listed structure, a wall to north east of St Frideswides Farmhouse. Therefore, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is likely. The site is assessed as having medium landscape sensitivity; it is of fairly typical landcover and the perceptual qualities are degraded by the surrounding transport infrastructure. The most sensitive features include the extensive views to the north and east and the role the site plays as a gap between Cutteslowe and Oxford.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium The part of the site to the west of the A4165 is currently in use as a golf course, with the westernmost parcel between the railway line and the A34 currently under agricultural use. To the east of the A4165 is agricultural land divided into medium-scale fields with some hedgerows and occasional in-field trees. The land slopes up towards the golf course reaching a maximum of 75 metres AOD.

Settlement form and edge

Medium The site is located to the north of Cutteslowe although it does not fit tightly against the existing development. As a result it may not integrate well with the current edge of the settlement and could create urban sprawl.

Settlement setting

Medium-high Development of this site could result in a significant reduction in the gap between Cutteslowe and Gosford/Kidlington, although it would not result in the coalescence of the two settlements.

Views

Medium-high The land rising gently up from the River Cherwell offers important views such as of the church tower at Islip to the north east and across the Cherwell Valley. The land parcel to the west (golf course) is more enclosed as a result of extensive tree cover. Views from the westernmost parcel of land are also limited due to tree cover and the low lying topography.

Perceptual qualities

Medium The site retains some rural qualities despite its proximity to Oxford. The site is surrounded by major A-roads and the mainline railway which runs through the west of the site which can impact on tranquillity.

Cultural and historical associations

Medium There is potential historical interest on or near the site. A tumuli (Bronze Age round barrows) is located in the east of the site and St. Frideswides Farmhouse is a Grade II* listed building also in the site. There is also a listed wall close to St. Frideswide Farmhouse (Grade II). There is an Archaeological Constraint Priority Area around St. Frideswide Farm associated with Cutteslowe deserted medieval village. In addition, there is a possible Roman villa, undated rectangular enclosure and a medieval moat. There is also a small Archaeological Constraint Priority Area within the site.

Overall Landscape Sensitivity

Medium The site is assessed as having medium landscape sensitivity; it is of fairly typical landcover and the perceptual qualities are degraded by the surrounding transport infrastructure. The most sensitive features include the extensive views to the north and east, the rural perceptual qualities in the east of the site and the role the site plays as a

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

gap between Cutteslowe/Oxford and Kidlington.

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within two land parcels that were assessed in the Strategic Green Belt Study: OX1 and OX2. Both of those land parcels were assessed as performing highly against at least one of the Green Belt purposes - OX1 performs highly against three purposes, while OX2 performs highly against one purpose. The boundary of the land parcels do not equate to the boundary of the spatial option, in particular OX2 which is significantly larger than the extent of the spatial option.

Site Name Land North of Oxford

District: Cherwell District

ID: 2

Area (Ha): 88.11

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

Owned by Christ Church, Exeter College, Merton College and Oxford University Press. Site promoter: Savills. The owners of the land are acting collaboratively so as to bring forward the site on a comprehensive basis. (Source: LA proforma).

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Served by RT Lines 1&3, EW rail and several cycle routes. Peartree P&R within 1.5km. Several road /junction schemes 2- 3km of site. Education: 2 x 2FE primary school, contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All with med/high transport infrastructure funding gaps apart from Northern Gateway site link road and RT line 3 which is necessary to unlock housing and employment land at this site.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but med/high funding gaps on transport infrastructure (please refer to Guiding Principles for Deliverability and Viability assessment).

Viability Criteria

Designated market area

High value area (CIL Viability Study, 2016).

Existing use

Predominantly agricultural and greenfield land.

Other considerations

Adjoining greenfield land, excellent transport links and well connected to Oxford.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: contributions to highway infrastructure, open space provision and other infrastructure requirements.

Other enabling costs

Potential areas of ground contamination close to the site.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded (please refer to Guiding principles for Deliverability and

Site Name Land North of Oxford

District: Cherwell District

ID: 2 Area (Ha): 88.11

Dwellings by 2031: 2,200

Viability assessment).

Site Name Land at Woodstock

District: Cherwell District

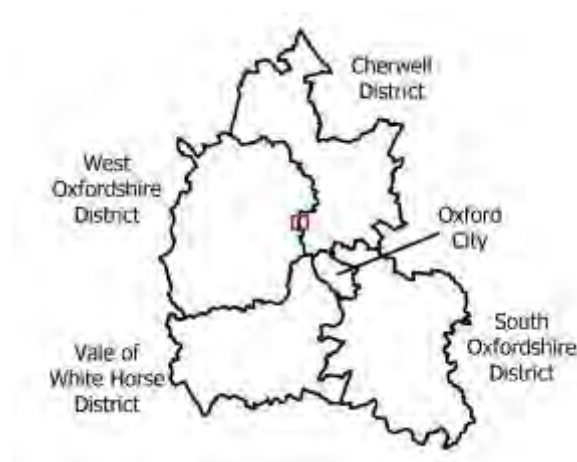
ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This site is not within walking or cycle distance of the cultural offer of Oxford City Centre which is approximately 10km to the south east, and there are no existing sustainable transport links offering fast and frequent services to the city centre from the site - although there are bus services, they are not fast and frequent. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? This site is adjacent to a proposed Park and Ride site which it is assumed would provide a fast and frequent service to the cultural offer of the City Centre. However, the site is more than 1km walking distance and 3km cycling distance from Oxford City Centre. Therefore, a minor

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

positive effect is likely overall although this is uncertain as it depends on the eventual delivery of the Park and Ride.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This site is not within 1km of an existing sustainable transport link providing a fast and frequent service to one of the universities or equivalent institutions in Oxford - although there are bus services to Oxford University in the city centre, they are not fast and frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- ++? This spatial option is adjacent to a proposed Park and Ride site which it is assumed would provide a fast and frequent service to Oxford University in the City Centre, as well as potentially other institutions depending on the route taken. Therefore, a significant positive effect is likely, however this effect is uncertain as it depends on the eventual delivery of the Park and Ride.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford; therefore a minor negative effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This site is not within 1km of an existing sustainable transport link providing a fast and frequent service to a key employment node - although there are bus services to the city centre, they are not fast and frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- +? This spatial option is adjacent to a proposed Park and Ride site which it is assumed would provide a fast and frequent service to the employment node in the City Centre, as well as potentially others depending on the route taken. Therefore, a minor positive effect is likely although this is uncertain depending on the eventual delivery of the proposed Park and Ride.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- + This site is within 8km straight line cycle distance of the employment node at the Northern Gateway (approximately 6.5km to the south); therefore a minor positive effect is likely as it may be possible for some people to walk or cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Cherwell District's rural area and in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0 This site is not within 800m of an existing NHS hospital and it is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital (it is assumed that the proposed park and ride would serve the City Centre rather than areas such as Headington where the hospitals are located). Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- ++ This site is within 800m of Woodstock town centre and the wide range of services and facilities there; therefore a significant positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate new primary school provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- + This spatial option would not incorporate new secondary school provision. However, the site is within 2km of Marlborough School in Woodstock, which it is understood could take limited growth. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + Cherwell District Council has indicated that this spatial option could deliver ancillary employment development; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is entirely on greenfield land; therefore a minor negative effect is considered likely.

Efficient use of land

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is on greenfield land which is entirely Grade 3 agricultural land; therefore a potential significant negative effect on efficient land use and preserving soil quality is identified. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore is considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

0? There are no nationally designated biodiversity or geodiversity sites within 1km of this site; therefore a negligible effect is likely.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

-? There is one Local Wildlife site (Water Meadows) 825m to the west of this site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? Some of the historic assets in this area are of the very highest level of significance both nationally and internationally. The site includes Blenheim Villa Scheduled Monument and most of the site is within the Roman Villa Archaeological Alert Area. Another Archaeological Alert Area (Roman habitation site and undated linear marks) is adjacent to the south of the site. Blenheim Palace World Heritage Site/Grade I Registered Park and Garden is adjacent to the south of Oxford Road and includes several Grade I and II* Listed Buildings and Scheduled Monuments. In addition, two Conservation Areas (Woodstock and Bladon) are within 500m of the site to the north west and south west respectively. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. The site is assessed as having medium-high landscape sensitivity; despite its flat landform and strong association with existing settlement at Woodstock, it has high levels of intervisibility with Blenheim Palace Park and Gardens which is a World Heritage Site.

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium The Cherwell part of the site is open and flat and with few landscape features, except in the east and north of the site along Upper Campsfield Road and Shipton Road which has a good hedgerow structure with many mature hedgerow trees. The western part of the site in West Oxfordshire is partly under arable use and partly used for recreation grounds.

Settlement form and edge

Medium-low There is potential to improve an existing hard urban edge on the south eastern side of Woodstock. There are no significant landscape boundary features along the existing settlement edge.

Settlement setting

Medium-high Development of this site could lead to coalescence between Woodstock and Bladon. The site also provides part of the wider gap between Woodstock and Kidlington.

Views

Medium-high Views out to the north and east are limited by the surrounding tree cover. There are some important open views towards the woodland of Blenheim Palace estate to the south west and the prominent woodland at Bladon Heath beyond.

Perceptual qualities

Medium The site retains some rural characteristics and tranquillity although these are negatively impacted by traffic noise from the main road of the A44 (Oxford Road). The northern part of the site is less sensitive in this regard as it is currently in use as sports pitches.

Cultural and historical associations

High The site located adjacent to and contributes to the wider setting of the Blenheim Palace Park and Gardens which is designated as UNESCO World Heritage Site. The Scheduled Monument of Blenheim Villa is found in the south western part of the site. There are two nearby Conservation Areas: Bladon Conservation Area lies approximately 600 metres to the south west, while Woodstock Conservation Area is located 440 metres to the north west.

Overall Landscape Sensitivity

Medium-high The site is assessed as having medium-high landscape sensitivity; despite its flat landform and strong association with existing settlement at Woodstock, it has high levels of intervisibility with Blenheim Palace Park and Gardens which is a World Heritage Site.

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Owned by Vanbrugh Unit Trust. Site promoter: Blenheim Estates, who are promoting a residential-led development with scope for convenience retail, small-scale employment and significant open-space. (Source: LA proforma).

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

3km from Rapid Transit /Langford Lane P&R + BanburyRd cycle route 10km from Peartree Park & Ride site and Peartree interchange upgrade proposal. Education: 1 x 2FE primary school, contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Medium/high funding for transport infrastructure gaps. None of the closest transport investments are identified as critical or necessary to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but med/high funding gaps on transport infrastructure which does not relate to other development sites. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (CIL Viability Study, 2016).

Existing use

Predominantly agriculture. Also recreation ground.

Other considerations

Adjoining countryside and good views, proximity to rail, motorway and airport. Close to Oxford and Begbroke Science Park.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: additional foul water /drainage capacity involving direct discharge into Woodstock Sewage Treatment.

Other enabling costs

Two unconfirmed, potential sources of contamination close to the northern boundary of the site.

Conclusion: Is the spatial option likely to be financially viable?

Site Name Land at Woodstock

District: Cherwell District

ID: 3

Area (Ha): 70.25

Dwellings by 2031: 1,100

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Land at Begbroke

ID: 4 Area (Ha): 91.96

District: Cherwell District

Dwellings by 2031: 1,650



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is adjacent to an existing bus route to the cultural offer of Oxford City Centre although it is not classed as a fast and frequent service. The spatial option is also within 7km straight line cycle distance of the City Centre. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? The northern part of this site would be adjacent to the proposed Rapid Transit Line 1 which would provide a fast and frequent service to the cultural offer of Oxford City Centre. However the site is over 1km walking distance and 3km cycling distance from the city centre. Overall, a minor positive effect is therefore likely, however this is uncertain as it depends on the eventual

Site Name Land at Begbroke

District: Cherwell District

ID: 4

Area (Ha): 91.96

Dwellings by 2031: 1,650

delivery of the Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is adjacent to an existing bus route into Oxford City Centre which would provide access to Oxford University, although the service is not classed as fast and frequent; therefore a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- ++? The northern part of this site would be adjacent to the proposed Rapid Transit Line 1 which it is assumed would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the eventual delivery of the Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- + This site is within 8km straight line cycle distance of five universities and equivalent institutions in Oxford. It is within 6.3km of both campus sites at D'overbroecks institution in Oxford and is within 7.6km cycle distance of Bellerby's, 7.8km of the City of Oxford College, 7.4km of one of the three Oxford Brookes University campus sites and is 7km from the City Centre where Oxford University is located. Therefore, a minor positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is adjacent to an existing bus route which would provide access to the Oxford City Centre employment node, although the service is not classed as fast and frequent; therefore a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- ++? The northern part of this site would be adjacent to the proposed Rapid Transit Line 1 which it is assumed would provide a fast and frequent service to the City Centre and Northern Gateway employment nodes. In addition, the proposed Rapid Transit Line 3 would also be adjacent to the north of the site and it is assumed that this would provide a frequent service to the Oxford Science Park and Oxford Business Park employment nodes, although it may not be fast due to the distance to be covered. Overall, a significant positive effect is likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Lines.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- ++ This site is within 8km straight line cycle distance of the City Centre employment node which is just within 8km to the south east, and it is also within 3km cycle distance of the employment node at the Northern Gateway to the south; therefore a significant positive effect is likely as it is expected that some people could cycle to work.

Vibrant communities/social inclusion

Site Name Land at Begbroke

District: Cherwell District

ID: 4

Area (Ha): 91.96

Dwellings by 2031: 1,650

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- ++ This site is considered likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Cherwell District's rural area and in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + There are no existing NHS hospitals within 800m of this site; however the proposed Rapid Transit Line 3 would pass the northern part of the site, providing access to the hospitals in Headington. Therefore, a minor positive effect is likely as residents would have reasonable access to a hospital.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the small village of Begbroke, while the southern part of the site is adjacent to the northern edge of Yarnton. This would not provide residents with easy access to a wide range of services and facilities without needing to travel further i.e. into Oxford; therefore a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate new primary school provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- + This spatial option would not incorporate new secondary school provision. However, the site is within 2km of Gosford Hill School, which it is understood currently has some capacity. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + Cherwell District Council has indicated that this spatial option could deliver ancillary employment development; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

Site Name Land at Begbroke

District: Cherwell District

ID: 4

Area (Ha): 91.96

Dwellings by 2031: 1,650

--? The central area of this site includes an area of flood zone 2 and 3, which account for 6% of the total area of the site. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- The majority of this site is on greenfield land, although a small area (less than 25%) is located on previously developed land. Therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

-- This site is mainly greenfield land, the majority of which (65%) is Grade 1 or 2 agricultural land. The remainder of this site (approximately 34%) comprises Grade 3 agricultural land and a smaller area (less than 1%) is either Grade 4 or 5 or urban land. Therefore, overall it is assumed that the site would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and is therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

--? Rushy Meadows SSSI is adjacent to the eastern area of the site and there are several sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

-? Begbroke Wood Local Wildlife site is 450m to the west of this site; therefore a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+

This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-? There are two Archaeological Alert Areas within the central and southern areas of the site. There are a further two Archaeological Alert Areas outside the site, one adjacent to the southern area of the site and one to the east. Oxford Canal Begbroke Conservation Area is within 250m to the east, while Begbroke Conservation Area is 500m to the west of the site. There are also several Grade II Listed Buildings within 500m of the site, the nearest (Begbroke Hill Farmhouse) being 50m away, while Hall Farmhouse and associated barn and Cartshed is approximately 430m to the west. To the east, Roundham Lock, Oxford Canal is approximately 235m away and Tudor Cottage is 315m away to the south. Overall, a potential minor negative

Site Name Land at Begbroke

District: Cherwell District

ID: 4

Area (Ha): 91.96

Dwellings by 2031: 1,650

effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as having medium-high landscape sensitivity; although it is fairly open and flat in terms of landform and tranquillity is impacted upon somewhat by the adjacent A44 dual carriageway. Development of this site would result in the coalescence of Yarnton and Begbroke and may impact upon naturalistic landscape features including Rowel Brook and the frequent trees and woodland.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore a negligible effect is most likely. However, it is noted that the site is within a Mineral Consultation Region.

Site Name Land at Begbroke

District: Cherwell District

ID: 4

Area (Ha): 91.96

Dwellings by 2031: 1,650

Landscape Criteria

Physical and natural character

Medium-high The site is formed of very gently sloping land to the north, east and south of Begbroke. The land is in agricultural use and is divided into regular fields bounded by hedgerows with trees. Rowel Brook runs through the centre of the site and a line of trees follows the watercourse.

Settlement form and edge

Medium-high Rowel Brook creates a boundary feature to the south of Begbroke and development is likely to be perceived as encroaching on surrounding countryside. Trees along Rowel Brook currently create a soft, vegetated urban edge to the south of Begbroke although the hard urban edge to the north and east and the north of Yarnton could be improved.

Settlement setting

Medium-high Development on this site would result in coalescence between Begbroke and Yarnton and would vastly diminish the existing gap between Begbroke and Kidlington.

Views

Medium The site is generally open and flat and is overlooked by the elevated woodlands of Begbroke Wood and Bladon Heath to the west. There are also glimpses east of the spire of Saint Mary the Virgin Church in Kidlington. The site provides a rural setting to and is visible from numerous public rights of way which cross the land to join the Oxford Canal Walk.

Perceptual qualities

Medium The land retains a rural quality and sense of naturalness, particularly around Rowel Brook. Noise from London Oxford Airport to the north and the A44 dual carriageway can detract from tranquillity.

Cultural and historical associations

Medium-high Begbroke Conservation Area is located approximately 135 metres to the north west of the site, which provides part of the wider rural setting to the Conservation Area. Numerous Bronze Age and Neolithic artefacts have previously been discovered within the area. Oxford Canal lies to the east of the site and is also designated as a Conservation Area.

Overall Landscape Sensitivity

Medium-high This site is assessed as having medium-high landscape sensitivity; although it is fairly open and flat in terms of landform and tranquillity is impacted upon somewhat by the adjacent A44 dual carriageway. Development of this site would result in the coalescence of Yarnton and Begbroke and may impact upon naturalistic landscape features including Rowel Brook and the frequent trees and woodland.

Site Name	Land at Begbroke			District:	Cherwell District
ID:	4	Area (Ha):	91.96	Dwellings by 2031:	1,650

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within two land parcels that were assessed in the Strategic Green Belt Study: KI8 and BE1. Both of those land parcels were assessed as performing highly against one of the Green Belt purposes. The boundaries of those land parcels are similar to but slightly larger than the boundary of the spatial option.

Site Name Land at Begbroke

District: Cherwell District

ID: 4

Area (Ha): 91.96

Dwellings by 2031: 1,650

Deliverability Criteria

Ownership/planning history/scheme promoter

Owners of separate plots include: Vanbrugh Unit Trust; Mr R.E Davies; Oxford University, Magdalene College and an unspecified local owner. Site promoter: Blenheim Estates and JPPC, who are promoting a large employment site, mixed used scheme and residential development. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

3km from RT Line 1, premium cycle route along A4260, and Langford Lane P&R. 3.5km from Peartree P&R. 4km from EW rail and 6.5km from several road/junction improvements. Education: 2.5FE primary school, with potential to grow to 3FE, contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Med/high transport infrastructure funding gaps except funded Northern Gateway site link. Northern Gateway link road funding necessary to unlock housing and employment land at this site. EW Rail necessary for unlocking development local area.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but med/high funding gaps on transport infrastructure. Northern Gateway link road funding necessary to unlock housing and employment land. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (CIL Viability Study, 2016).

Existing use

Predominantly agricultural land, a garden centre and allotments within the Green Belt.

Other considerations

In the vicinity of Begbroke Science Park and Oxford Airport. Proximity to Oxford and major transport corridor.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: enhanced bus provision services likely to be required from Begbroke into Kidlington centre. Bus connections into Oxford Parkway could also be established.

Other enabling costs

Potential sources of contamination; Flood Zones 3 and 2 along watercourses.

Conclusion: Is the spatial option likely to be financially viable?

Site Name	Land at Begbroke			District:	Cherwell District
ID:	4	Area (Ha):	91.96	Dwellings by 2031:	1,650

Orange	Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name East of Yarnton

District: Cherwell District

ID: 5

Area (Ha): 43.08

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1km of an existing sustainable transport link with a fast and frequent service to the cultural offer of Oxford City Centre - although there are bus services, they are not fast and frequent. However, it is within 6km straight line cycle distance of Oxford City Centre. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within 1km of a planned sustainable transport link with a fast and frequent service to the cultural offer of City Centre. However, it is within 6km straight line cycle distance of the City Centre. Therefore, a minor negative effect is likely overall.

Site Name East of Yarnton

District: Cherwell District

ID: 5

Area (Ha): 43.08

Dwellings by 2031: 550

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford - although there are bus services to Oxford University in the city centre, the services are not fast and frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- +
- This site is within 8km straight line cycle distance of six universities or equivalent institutions in Oxford. It is within 5.1km of both campus sites at D'overbroecks institution in Oxford and is within 6.4km of Bellerby's, 6.6km of the City of Oxford College, 7.6km of all three campus sites at Oxford Brookes University, 7.1km of EF Language School and 5.6km of the City Centre where Oxford University is located. Therefore, a minor positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford - although there are bus services to the city centre, they are not fast and frequent; therefore a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- ++
- This site is within 8km straight line cycle distance of the City Centre employment node (approximately 6.5km to the south east) and it is also within 3km cycle distance of the employment node at the Northern Gateway (just over 2km to the south); therefore a minor positive effect is likely as it should be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0
- This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

Site Name East of Yarnton

District: Cherwell District

ID: 5

Area (Ha): 43.08

Dwellings by 2031: 550

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Cherwell District's rural area and in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the village of Yarnton although the A44 provides a barrier to the village centre. This would not provide residents with easy access to a wide range of services and facilities without needing to travel further afield; therefore a significant negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate new primary school provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- + This spatial option would not incorporate new secondary school provision. However, the site is within 2km of Gosford Hill School, which it is understood currently has some capacity. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + Cherwell District Council has indicated that this spatial option could deliver ancillary employment development; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- The entire site is on greenfield land; therefore a minor negative effect is likely.

Efficient use of land

Site Name East of Yarnton

District: Cherwell District

ID: 5

Area (Ha): 43.08

Dwellings by 2031: 550

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

-- This site is on greenfield land, the majority of which (41%) is Grade 3 agricultural land. The remainder of the site (approximately 32%) is located on Grade 1 or 2 agricultural land and a smaller area (27%) is either Grade 4 or 5 or urban land. Therefore overall, development here is expected to have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

~- At the closest point, Oxford Meadows SAC is 1.5km to the south of this site, therefore a minor negative effect may occur. Potential impacts on the Oxford Meadows SAC would not include direct habitat loss due to its distance from the site, and the qualifying habitats would not be expected to be affected by impacts such as noise and vibration from development. However, changes in water levels and water quality or any increase in recreation pressure could potentially affect the site, depending on mitigation.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

~- Rushy Meadows SSSI is 800m to the north of the site; therefore a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance to this designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

~- There are several Local Wildlife Sites within 1km, the closest being Meadows west of the Oxford Canal, 555m to the south east of the site. Overall, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

~- The Grapes Inn and Tudor Cottage, Grade II Listed Buildings are adjacent to the western area of the site on Westock Road. There are also two Archaeological Alert Areas within the northern and southern areas of the site. There are a further two Archaeological Alert Areas outside of the site, one adjacent to the northern area of the site and the other to the south east. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

Site Name	East of Yarnton		District:	Cherwell District	
ID:	5	Area (Ha):	43.08	Dwellings by 2031:	550

-? Development at this site may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant; therefore a potential but uncertain minor negative effect is identified. The site is assessed as having medium-low landscape sensitivity as it is not prominent within the landscape as has relatively low levels of tranquillity. The northern part of the site does, however, contribute to the setting of Yarnton. The northern part of the site is more sensitive in landscape terms than the southern part of the site which is impacted upon by transport infrastructure and the adjacent sewage works.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name East of Yarnton

District: Cherwell District

ID: 5

Area (Ha): 43.08

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium The site comprises agricultural land of varying scales and regularity. Fields are contained by a mix of hedgerows and post and wire fences. There is a high level of woodland cover in the south of the site.

Settlement form and edge

Medium The A44 dual carriageway provides a significant physical barrier between the site and much of the existing development in Yarnton. There is potential to soften a hard urban edge to the north west of the site.

Settlement setting

Medium Development of this site would result in a significant reduction in the gap between Yarnton and Kidlington. The northern part of the site comprises open countryside important to the wider rural setting of Yarnton. The south of the site is more hidden due to the dense woodland cover.

Views

Medium-low Views in and out of the site are very limited as a result of tree cover and topography, particularly in the south. The northern part of the site can be seen from Sandy Lane.

Perceptual qualities

Medium-low The north of the site is fairly rural and tranquil with an intact landscape structure and frequent trees. The character of the southern part of the site is negatively affected by nearby transport and utility infrastructure, including a sewage works.

Cultural and historical associations

Medium There are two Archaeological Constraint Priority Areas on site: a smaller parcel on the southern part of the site relates to Bronze Age features and the larger area covering the northern part of the sites relates to a romano-british settlement. Immediately adjoining the site, the Turnpike Public House is a Grade II Listed Building (listed as The Grapes Inn) as is Rose Cottage and the attached cottage further north along Woodstock Road.

Overall Landscape Sensitivity

Medium-low The site is assessed as having medium-low landscape sensitivity as it is not prominent within the landscape as has relatively low levels of tranquillity. The northern part of the site does, however, contribute to the setting of Yarnton. The northern part of the site is more sensitive in landscape terms than the southern part of the site which is impacted upon by transport infrastructure and the adjacent sewage works.

Site Name	East of Yarnton			District:	Cherwell District	
ID:	5	Area (Ha):	43.08	Dwellings by 2031:	550	

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel YA1 which was assessed in the Strategic Green Belt Study as performing highly against two of the Green Belt purposes. The boundary of that land parcel is similar to but slightly larger than the boundary of the spatial option.

Site Name East of Yarnton

District: Cherwell District

ID: 5

Area (Ha): 43.08

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Owner: Mr Smith. Promoter: Carter Jonas (Source: LA proforma).

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

1km to Peartree P&R & A40-A44 link road. 2km to Peartree interchange, Oxford Parkway access and Kidlington roundabout improvements. 3km to Northern Gateway site link scheme and 3.5km from Wolvercote roundabout upgrade. Education: 1 x 2FE primary school, contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Med/high transport infrastructure funding gaps except Northern Gateway and Wolvercote (funded). Northern Gateway link road necessary to unlock housing and employment land at this site.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but med/high funding gaps on transport infrastructure. Northern Gateway link road funding necessary to unlock housing and employment land. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (CIL Viability Study, 2016).

Existing use

Predominantly agriculture; playing fields and woodland.

Other considerations

In the vicinity of Begbroke Science Park and Oxford Airport.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: enhanced bus service provisions. Potential new access from the A44. Development would require traffic management measures along a major route including into Oxford.

Other enabling costs

Part of the site is former landfill with potentially contaminated land. Also a small historic land fill area to the south of the site.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity

Site Name	East of Yarnton		District:	Cherwell District	
ID:	5	Area (Ha):	43.08	Dwellings by 2031:	550

for development to fund infrastructure would need to be tested (please refer to Guiding principles for Deliverability and Viability assessment).

Site Name West of Yarnton

District: Cherwell District

ID: 6

Area (Ha): 42.95

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1km of an existing sustainable transport link with a fast and frequent service to the cultural offer of Oxford City Centre - although there are bus services, they are not fast and frequent. However, it is within 6km straight line cycle distance of Oxford City Centre. Therefore, a minor negative effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to the cultural offer of the City Centre. However, it is within 6km straight line cycle distance of Oxford City Centre. Therefore, a minor negative effect is likely

Site Name West of Yarnton

District: Cherwell District

ID: 6

Area (Ha): 42.95

Dwellings by 2031: 550

overall.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford - although there are bus services to Oxford University in the city centre, they are not fast and frequent; therefore a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- + This site is within 8km straight line cycle distance of six universities or equivalent institutions in Oxford. It is within 5.6km of both campus sites at D'overbroecks institution in Oxford, is 6.7km cycle distance from Bellerby's, 7km from the City of Oxford College, and is 3.7km from the City Centre where Oxford University is located. It is also within 7.5km cycle distance of two of the three Oxford Brookes University Campuses and is 7.9km from EF Language School. Therefore, a minor positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford - although there are bus services to the city centre, they are not fast and frequent; therefore a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- ++ This site is within 8km straight line cycle distance of the City Centre employment node (approximately 7km to the south east) and it is also within 3km cycle distance of the employment node at the Northern Gateway (approximately 2.5km to the south east); therefore a significant positive effect is likely as it is expected that some people could cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

Site Name West of Yarnton

District: Cherwell District

ID: 6

Area (Ha): 42.95

Dwellings by 2031: 550

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Cherwell District's rural area and in line with the Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is considered likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the small village of Yarnton. This would not provide residents with easy access to a wide range of services and facilities without needing to travel further afield; therefore a significant negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate new primary school provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- This spatial option would not incorporate new secondary school provision and there are no existing secondary schools within 2km of the site; therefore a significant negative effect is likely. While Gosford School could potentially take some growth, it is more than 2km from the site.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + Cherwell District Council has indicated that this spatial option could deliver ancillary employment development; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

Site Name West of Yarnton

District: Cherwell District

ID: 6

Area (Ha): 42.95

Dwellings by 2031: 550

18. Will the spatial option increase impermeable surfaces?

- The entire site is on greenfield land; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is entirely greenfield land, which is classed as Grade3 agricultural land. Therefore, it is assumed that development would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

-? At the nearest point, Oxford Meadows SAC is 1.3km to the south. Therefore, a minor negative effect is considered likely, although potential impacts on the Oxford Meadows SAC would not include direct habitat loss due to its distance from the site, and the qualifying habitats would not be expected to be affected by impacts such as noise and vibration from development. However, changes in water levels and water quality or any increase in recreation pressure could potentially affect the site, depending on mitigation.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? There are several sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

--? Begbroke Wood Local Wildlife Site is adjacent to the north western area of the site, and could be vulnerable to increased recreational pressure resulting from development here. Overall, a significant negative effect is considered likely.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? There are several Grade II Listed Buildings adjacent to the south of the site, including Merton Garth and Barn, Hill Farmhouse, Windmill Farmhouse and attached outbuilding, Byways and Six Bells and outbuildings. There is one Archaeological Alert Area within the site and a further four within close proximity, including Yarnton historic core, adjacent to the southern area of the site. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. The site is assessed as having medium-high

Site Name West of Yarnton

District: Cherwell District

ID: 6

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landscape sensitivity as the slopes are very prominent above existing settlement in Yarnton/Little Blenheim and the site contains the existing development. The site is also overlooked by Shakespeare's Way to the south west.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name West of Yarnton

District: Cherwell District

ID: 6

Area (Ha): 42.95

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium-high The site comprises land which slopes up fairly steeply to the west. It is currently in agricultural use, with fields of varying scales divided by hedgerows with frequent mature broadleaved trees.

Settlement form and edge

Medium Although it would not cross a significant existing barrier, development on this site is likely to be perceived as an encroachment into open countryside due to its prominence.

Settlement setting

Medium-high The agricultural fields provide a rural backdrop to Yarnton, and rise gently up above the rest of the village, forming a sense of containment.

Views

Medium-high The site forms a prominent backdrop to Yarnton. The site is also overlooked from higher ground to the west including Frogwelldown Lane which forms part of Shakespeare's Way.

Perceptual qualities

Medium The site possesses an attractive rural, undeveloped character although noise from the A44 dual carriageway adjacent to the north east can detract from this.

Cultural and historical associations

Medium There is a small archaeological constraint priority area on the western side of the site and a larger archaeological constraint priority area area concerning Yarton historic core adjacent to the south east of the site. The landscape of the site provides an undeveloped backdrop to a cluster of listed buildings which are located to the south of the site along Cassington Road.

Overall Landscape Sensitivity

Medium-high The site is assessed as having medium-high landscape sensitivity as the slopes are very prominent above existing settlement in Yarnton/Little Blenheim and the site contains the existing development. The site is also overlooked by Shakespeare's Way to the south west.

Site Name West of Yarnton

District: Cherwell District

ID: 6

Area (Ha): 42.95

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel YA3 which was assessed in the Strategic Green Belt Study as performing highly against one of the Green Belt purposes. The boundary of that land parcel is larger than the boundary of the spatial option.

Site Name West of Yarnton

District: Cherwell District

ID: 6

Area (Ha): 42.95

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Merton College Landownings (most but not all of submitted spatial option. Promoted site much larger).
Site promoter: Gerald Eve (Source: LA proforma).

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

3.5km from RT Lines 1&3 + Langford Lane P&R. 4km to Peartree P&R. 5km from A40- A44 link road scheme & Peartree upgrade, 5.5km to Northern Gateway site road link scheme & 6km to Wolvercote junction upgrade. Education: 1 x 2FE primary school, contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All med/high transport infrastructure funding gaps except Northern Gateway and Wolvercote (funded).
Northern Gateway link road necessary to unlock housing and employment land at this site.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but med/high funding gaps on transport infrastructure.
Northern Gateway link road funding necessary to unlock housing and employment land.
Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (CIL Viability Study, 2016).

Existing use

Agricultural land.

Other considerations

Very attractive countryside. Strong rural character.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: potential access via A44; pedestrian access would need to be acquired through existing private properties. The capacity of the road, potential for improvement, and its impact would need detailed examination.

Other enabling costs

Most of the site is within a mineral consultation region.

Conclusion: Is the spatial option likely to be financially viable?

Site Name	West of Yarnton		District:	Cherwell District	
ID:	6	Area (Ha):	42.95	Dwellings by 2031:	550

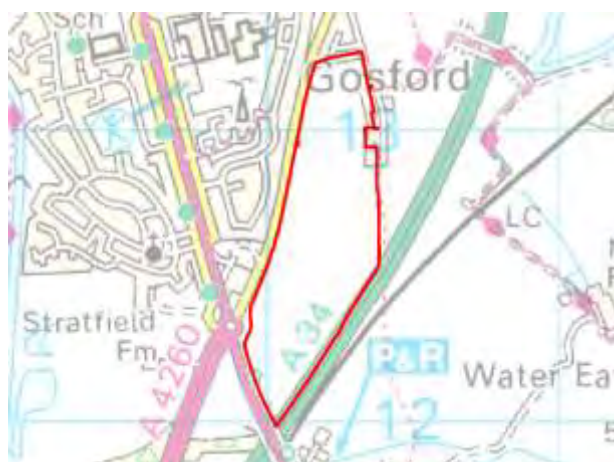
Orange	Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested (please refer to Guiding principles for Deliverability and Viability assessment).				

Site Name South East of Kidlington

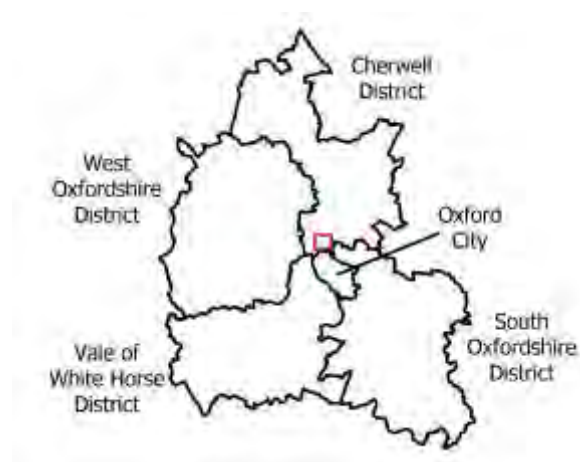
District: Cherwell District

ID: 7 Area (Ha): 33.66

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + There are existing fast and frequent bus services from this site to the cultural offer of the City Centre and the site is adjacent to Oxford Parkway station which provides fast (although not frequent) services to the City Centre railway station. However, this site is not within 1km walking or 3km cycle distance of Oxford City Centre. Therefore a minor positive effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

Site Name South East of Kidlington

District: Cherwell District

ID: 7

Area (Ha): 33.66

Dwellings by 2031: 550

+? This spatial option is near the proposed Rapid Transit Line 1 which will pass by the south western edge of the site and it is assumed that this would provide a fast and frequent service to the cultural offer of Oxford City Centre. However, this site is over 1km walking distance and 3km cycling distance from the city centre; therefore a minor positive effect is likely overall. However, this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ There are existing fast and frequent bus services to Oxford University in the City Centre passing this site and the site is adjacent to Oxford Parkway station which provides fast (although not frequent) services to the City Centre railway station. Therefore, a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? The proposed Rapid Transit Line 1 would pass the south western edge of the site and it is assumed that this would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, however this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

+ This site is within 8km straight line cycle distance of six universities and equivalent institutions in Oxford. It is within 4.5km of both campus sites at D'overbroecks institution in Oxford, and is within 6km cycle distance of Bellerby's. It is within 6.1km of the City of Oxford College and 5.1km of the City Centre where Oxford University is located. It is also within 6.5km cycle distance of all three campuses at Oxford Brookes University and is within 6.2km of EF Language School. Therefore, a minor positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ There are existing fast and frequent bus services to the City Centre employment node passing this site and it is also adjacent to Oxford Parkway station which provides fast (although not frequent) services into the City Centre employment node. Therefore, a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The proposed Rapid Transit Line 1 would pass the south western edge of this site and it is assumed this would provide a fast and frequent service to the Oxford City Centre employment node. The proposed Rapid Transit Line 3 would also pass the site, providing access to the employment nodes at Oxford Science Park and Oxford Business Park (although services may not be fast due to the distance to be covered). Therefore, a significant positive effect is likely, however this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Lines.

Site Name South East of Kidlington

District: Cherwell District

ID: 7

Area (Ha): 33.66

Dwellings by 2031: 550

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- ++ This site is within 8km straight line cycle distance of two employment nodes: the City Centre (approximately 6km to the south east) and Headington (approximately 6.5km to the south east). The site is also within 3km cycle distance and 2km walking distance of the Northern Gateway employment node, approximately 1.5m to the south west. Therefore, a significant positive effect is likely as it is expected that some people could walk or cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Cherwell District's rural area and in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + There are no existing NHS hospitals within 800m of this site; however the proposed Rapid Transit Line 3 would pass the site, providing access to the hospitals in Headington. Therefore, a minor positive effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- + This site is adjacent to the urban edge of Kidlington which should provide residents with access to a wide range of existing services and facilities, although the site is over 1km from the village centre where the majority of shops and services are located and it is noted that there is a main road in between which may have a severance effect. Overall, a minor positive effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate new primary school provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

Site Name South East of Kidlington

District: Cherwell District

ID: 7

Area (Ha): 33.66

Dwellings by 2031: 550

- + This spatial option would not incorporate new secondary school provision. However, the site is within 2km of Gosford Hill School, which it is understood currently has some capacity. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + Cherwell District Council has indicated that this spatial option could deliver ancillary employment development; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- ? The north eastern corner of this site includes areas of flood zone 2 and 3. While the area of flood zone 3 accounts for less than 1% of the total area of the site, the area of flood zone 2 accounts for just over 1% . Therefore, there could be a minor negative effect, although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- The entire site is on greenfield land; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- ? This site is on greenfield land, the majority of which (85%) is either Grade 4 or 5 or urban land. Approximately 15% of the site is Grade 3 agricultural land. Therefore overall, it is assumed that development would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the Grade 3 land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- ? At the nearest point, Oxford Meadows SAC is 2.1km to the south west of the site; therefore a minor negative effect is likely. Potential impacts on the Oxford Meadows SAC would not include direct habitat loss due to its distance from the site, and the qualifying habitats would not be expected to be affected by impacts such as noise and vibration from development. However, changes in water levels and water quality or any increase in recreation pressure could potentially affect the site, depending on mitigation.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- 0? There are no nationally designated biodiversity or geodiversity sites within 1km of this site, therefore a negligible effect is likely.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

- ? There are several Local Wildlife Sites between 250m and 1km of this site, the closest being Meadows west of the Oxford Canal (850m to the south west). In addition, the Lower Cherwell Valley Conservation Target Area is within 1km to the west. Overall, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not

Site Name South East of Kidlington

District: Cherwell District

ID: 7

Area (Ha): 33.66

Dwellings by 2031: 550

expected, due to the distance of this designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-? There are several heritage assets within 1km of this site. This includes three Archaeological Alert Areas within 500m, the closest of which is 110m to the east. There are two Grade II Listed Buildings within 500m of the site, the nearest being Kings Arms Public House and attached mounting block 230m to the north and Stratfield Farmhouse 360m to the west. There are also two Conservation Areas within 1km - Oxford Canal 815m to the west and Kidlington-Church Street 815m to the north. Overall a minor negative effect on heritage is considered likely.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these would potentially be limited in extent; therefore a minor negative effect is identified. The site is assessed as having medium landscape sensitivity as it is associated with existing linear settlement along Water Eaton Lane and is not prominent within the landscape. Sensitive features include the role the parcel plays as a gap between Kidlington and Oxford, the mature hedgerows and woodland and the rural perceptual qualities, although these are detracted from by traffic noise. The southern part of the site is likely to have higher landscape sensitivity than the northern part of the site.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore a negligible effect is most likely. However, it is noted that the site is partly within a Mineral Consultation Region.

Site Name South East of Kidlington

District: Cherwell District

ID: 7

Area (Ha): 33.66

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium This site comprises four agricultural fields which rise up very gradually to the east. The fields are enclosed by a network of dense hedges with frequent mature hedgerow trees.

Settlement form and edge

Medium The site is separated from adjacent existing development in Kidlington by Bicester Road, although there is the potential for integration with existing linear development along Water Eaton Lane in the northern part of the site. Development of the site may be perceived as encroachment into the countryside as it would cross the boundary feature of Bicester Road and would reduce the gap between Kidlington and Oxford which has already been compromised by the urbanising influences of the Park and Ride.

Settlement setting

Medium The fields provide part of the rural and undeveloped setting of Kidlington. Development on this site could result in a loss of openness to the south east of the settlement. It would also reduce the gap between Kidlington and Oxford although they would still be perceived as separate settlements.

Views

Medium Views out are generally limited by the low lying topography and frequent woodland, although there are views to the prominent spire of St Mary the Virgin Church to the west. The site is not prominent within the wider landscape.

Perceptual qualities

Medium The site has a typical rural landscape character as a result of the woodland, streams and wet grassland, although this character is impacted by noise from the A34 dual carriageway to the east.

Cultural and historical associations

Low There are no known significant cultural or historical associations.

Overall Landscape Sensitivity

Medium The site is assessed as having medium landscape sensitivity as it is associated with existing linear settlement along Water Eaton Lane and is not prominent within the landscape. Sensitive features include the role the parcel plays as a gap between Kidlington and Oxford, the mature hedgerows and woodland and the rural perceptual qualities, although these are detracted from by traffic noise. The southern part of the site is likely to have higher landscape sensitivity than the northern part of the site.

Site Name South East of Kidlington

District: Cherwell District

ID: 7

Area (Ha): 33.66

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel KI5 which was assessed in the Strategic Green Belt Study as performing highly against one of the Green Belt purposes. The boundary of that land parcel is similar to but slightly larger than the boundary of the spatial option.

Site Name South East of Kidlington

District: Cherwell District

ID: 7

Area (Ha): 33.66

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Owned by Philip King Homes Trust. Site promoter: Savills (Source: LA proforma).

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Served by RT 1, several cycle routes, EW rail, Kidlington roundabout and Oxford Parkway access upgrades. Proposed P&R sites at Peartree and Kidlington are ~3km away. A40-A44 and Northern Gateway link road schemes are at ~3km. Wolvercote and Cutterslowe junction schemes are 4km away. Education: 1 x 2FE primary school, contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Med/high transport infrastructure funding gaps save Northern Gateway & Wollvercote (funded). Northern Gateway link road necessary to unlock housing and employment land at this site.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but med/high funding gaps on transport infrastructure. Northern Gateway link road funding necessary to unlock housing and employment land. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (CIL Viability Study, 2016).

Existing use

Mainly agricultural land with a burial ground on north east of site (c.1ha).

Other considerations

Proximity to Oxford and Bicester. Excellent transport links. Noise from the A34 is a constraint. An exceptional affordable housing scheme was developed immediately to the north.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: need to maximise efficient operation of public transport.

Other enabling costs

A cemetery lies within the site. A small area of Flood Zones 2 and 3 in the northern part of the site.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested (please refer to Guiding

Site Name	South East of Kidlington			District:	Cherwell District	
ID:	7	Area (Ha):	33.66	Dwellings by 2031:	550	

principles for Deliverability and Viability assessment).

Site Name Oxford enhanced growth option
ID: 8 Area (Ha): 279.94

District: Oxford City Council
Dwellings by 2031: 0



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

++ This option comprises a number of sites scattered across the Oxford City area, the majority of which are within 3km straight line cycle distance of the cultural offer of Oxford City Centre and some of which are within 1km walking distance. Many of the sites are also within very close proximity of existing bus links providing fast and frequent services to the cultural offer of the city centre. A significant positive effect is therefore likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

Site Name Oxford enhanced growth option

District: Oxford City Council

ID: 8

Area (Ha): 279.94

Dwellings by 2031: 0

++? This option comprises a number of sites scattered across the Oxford City area, the majority of which are within 3km straight line cycle distance of the cultural offer of Oxford City Centre and some of which are within 1km walking distance. Many of the sites are also within very close proximity of proposed bus links that would provide fast and frequent services to the cultural offer of the city centre. A significant positive effect is therefore likely, however this effect is uncertain as it depends on the eventual delivery of the proposed transport improvements.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ Many of the sites included in this spatial option are within close proximity of existing bus services that it is assumed provide fast and frequent services to various destinations around the city, including the City Centre where Oxford University is located, and Headington where Oxford Brookes is located. Therefore, a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? Many of the sites included in this spatial option are within close proximity of proposed bus services that it is assumed would provide fast and frequent services to various destinations around the city, including the City Centre where Oxford University is located, and Headington where Oxford Brookes is located. Therefore, a significant positive effect is likely, however this effect is uncertain as it depends on the eventual delivery of the proposed transport improvements.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This spatial option comprises a number of sites scattered across the Oxford City area, the majority of which are within 1km walking distance or 3km straight line cycle distance of Oxford University in the City Centre and/or Oxford Brookes University in Headington, as well as some of the other relevant institutions. A significant positive effect is therefore likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

++ Many of the sites included in this spatial option are within close proximity of existing bus services that it is assumed provide fast and frequent services to various destinations around the city, including the five employment nodes. Therefore, a significant positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? Many of the sites included in this spatial option are within close proximity of proposed bus services that it is assumed would provide fast and frequent services to various destinations around the city, including the five employment nodes. Therefore, a significant positive effect is likely, however this effect is uncertain as it depends on the eventual delivery of the proposed transport improvements.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ Most of the sites included in this spatial option are within 1km walking distance and/or 3km straight line cycle distance of at least one of the five employment nodes; therefore a significant

Site Name Oxford enhanced growth option

District: Oxford City Council

ID: 8

Area (Ha): 279.94

Dwellings by 2031: 0

positive effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- + A number of the sites included in this spatial option are within or adjacent to neighbourhoods that were identified as being within the 30% most deprived nationally in the 2015 Indices of Multiple Deprivation, particularly those in the centre and south of the city. A minor positive effect is therefore likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- ++ This spatial option is considered likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + The sites comprising this spatial option are all in within Oxford City and, in line with the District's Local Plan, all sites above 0.25ha would deliver at least 50% affordable housing. The majority of the sites included in this spatial option are more than 0.25ha in size. However, Oxford City Council has advised that the housing figure for this option also includes a significant windfall assumption of 3,600 dwellings and that once small site windfalls are factored in, affordable housing delivery is likely to be more like 30% of the total. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- ++ Several of the sites included in this spatial option are within 800m of an existing hospital, and most are within close proximity of existing bus services that it is assumed would provide fast and frequent services to various destinations, including the Oxford hospitals. Therefore overall a significant positive effect is likely as residents would have very good access to a hospital.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- ++ The land parcels comprising this spatial option are scattered throughout the urban area of Oxford and should therefore provide residents with easy access to the wide range of services and facilities within the city. A significant positive effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- +? It is not considered likely that many of the sites included in this spatial option would incorporate onsite primary school provision although the Barton Park site will provide a school, and it is possible that others such as Northern Gateway and Summertown will also. Many of the sites are within 500m of existing primary schools, which may or may not have capacity to accommodate additional pupils. Overall, a potential but uncertain minor positive effect is identified.

Site Name Oxford enhanced growth option

District: Oxford City Council

ID: 8

Area (Ha): 279.94

Dwellings by 2031: 0

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- +? It is not considered likely that any of the sites included in this spatial option would incorporate onsite secondary school provision. However, many of the sites are within 2km of existing secondary schools, which may or may not have capacity to accommodate additional pupils. Overall, a potential but uncertain minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + This spatial option would incorporate employment provision at some of the sites; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- ? Several of the land parcels within this spatial option in the western area of Oxford City include areas within flood zones 2 and 3, although these represent just under 10% and 4% of the total land area respectively. In addition, two of the land parcels are also within the study area for the Oxford Flood Alleviation Scheme. Therefore, there could be a significant negative effect although this is uncertain as the actual boundary of the Flood Alleviation Scheme is not yet confirmed, and it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- + The majority of the land parcels making up this spatial option are located on previously developed land, particularly those around Oxford University, Sunnymead and Headington. However, there are a few land parcels which are entirely on greenfield land, for example the parcel near Bayswater Brook on the A40 in the north east of Oxford and the parcel near Weirs Mill Stream in the west. Therefore, overall a minor positive effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- ++ The majority of the land parcels making up this spatial option are located on previously developed land, particularly those around Oxford University, Sunnymead and Headington. Therefore, a significant positive effect is considered likely.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- ? Several of the land parcels in the north of Oxford City are adjacent to or within 3km of Oxford Meadows SAC. Therefore, a significant negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? Most of the land parcels making up this option are within 1km of at least one SSSI, with several SSSIs (Pixey and Yarnton Meads, Magdalen Grove, Lye Valley, Iffley Meadows and Littlemore Railway Cutting) being located adjacent to a land parcel included in the spatial option. There are also several sites listed on the Ancient Woodland Inventory within 1km of several land parcels. Therefore, a significant negative effect is likely, although uncertainty exists as the

Site Name Oxford enhanced growth option

District: Oxford City Council

ID: 8

Area (Ha): 279.94

Dwellings by 2031: 0

distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

--? Lye Valley Local Nature Reserve is adjacent to two of the land parcels included in this option and the same site is within 1km of several other land parcels in the eastern area of Oxford City. There are several land parcels to the east of Oxford City which are within 1km of Magdalen Quarry and Rock Edge (aka Crossroads Quarry) Local Geological sites/Local Nature Reserves and Shotover Local Geological Site. The vast majority of the land parcels comprising this spatial option are within 1km of a Local Wildlife Site including Lye Valley and Cowley Marsh, University Parks, Magdalen Meadow, Osney Mead and Canalside Meadow/Oxford Canal Marsh. Overall, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- This spatial option is classed as urban intensification; therefore a minor negative effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? Several of the land parcels making up this spatial option are either partially or entirely in one of Oxford City's Conservation Areas, particularly North Oxford Victorian Suburb, Central Area and Headington Hill Conservation Areas. There are several land parcels in the west of Oxford City that are adjacent to or within 500m of Grade I (Oxford city walls, Magdalen College, Oxford Botanic Garden and Christ Church) and Grade II* (Worcester College) Registered Parks and Gardens. Similarly, several of the land parcels in the west and north of Oxford City are adjacent to a Scheduled Monument, particularly in the area immediately east of Oxford railway station. There is also a cluster of Grade I and II* Listed buildings within this area, that surround several parcels of land included in the spatial option. The vast majority of the land parcels include or are adjacent to a Grade II Listed Building, the only exception to this is in the south of the city where there are land parcels surrounding Blackbird Leys, Kassam Stadium and the industrial estate, which are not within 250m of any Listed Buildings. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

A landscape assessment has not been possible for this spatial option due to the dispersed nature and number of the individual land parcels.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? None of the land parcels included in this spatial option are within a strategic resource area; therefore a negligible effect is most likely.

Site Name Oxford enhanced growth option
ID: 8 Area (Ha): 279.94

District: Oxford City Council
Dwellings by 2031: 0

Landscape Criteria

Physical and natural character

N/A

Settlement form and edge

N/A

Settlement setting

N/A

Views

N/A

Perceptual qualities

N/A

Cultural and historical associations

N/A

Overall Landscape Sensitivity

A landscape assessment has not been possible for this spatial option due to the dispersed nature and number of the individual land parcels.

Site Name Oxford enhanced growth option

District: Oxford City Council

ID: 8

Area (Ha): 279.94

Dwellings by 2031: 0

Green Belt Criteria

Is the spatial option within the Green Belt?

Partially

The land parcels comprising this spatial option are mainly outside of the Green Belt. However, there are two parcels of land included within the spatial option that are within the Green Belt - St Frideswide Farm and land opposite Redbridge. Those parts of the spatial option lie within land parcels OX2 and OX18, both of which were assessed in the Strategic Green Belt Study as performing highly against at least one of the Green Belt purposes - OX2 performs highly against one purpose, while OX18 performs highly against three purposes. The extent of both of these land parcels as identified in the Strategic Green Belt Study are significantly larger than the boundaries of the land parcels included in the spatial option.

Site Name Oxford enhanced growth option
ID: 8 Area (Ha): 279.94

District: Oxford City Council
Dwellings by 2031: 0

Deliverability Criteria

Ownership/planning history/scheme promoter

Various (covers multiple sites within the city). Likelihood of willing owner/site promoter site specific (Source: LA proforma).

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Education: unlikely that sites could accommodate primary schools but additional primary capacity would be needed. Most likely through schools on the sites allocated for potential school use in the Local Plan. Contributions towards growth in Oxford secondary school capacity will be required.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Many and varied transport infrastructure schemes taking place within this area. Some have funding, most do not.

Conclusion – is the site deliverable?

Green Site is likely to be available, although potential funding gaps on transport infrastructure. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Various.

Existing use

Mixed use.

Other considerations

Positive indicators for a period of higher activity and price growth in Oxford City according to Savills revised 5 year forecasts (July 2013).

Local infrastructure requirement

Standard local transport, education, health and community facilities apply.

Other enabling costs

Site specific.

Conclusion: Is the spatial option likely to be financially viable?

Green Sites tested for viability through SHLAA process - densification generally expected to improve viability. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Oxford Golf Club

District: Oxford City Council

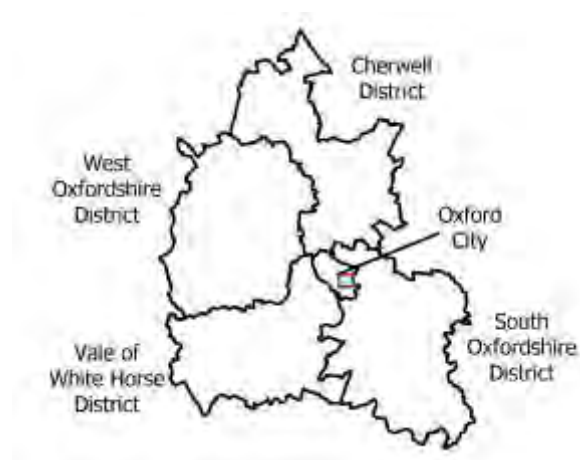
ID: 9

Area (Ha): 35.37

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

++ This spatial option is within 1km of an existing sustainable transport link providing a fast and frequent service to the cultural offer of Oxford City Centre. In addition, the site is within 3km straight line cycle distance of Oxford City Centre which is approximately 1.5km to the west. Therefore a significant positive effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

++? This site is within 3km straight line cycle distance of Oxford City Centre which is approximately 1.5km to the west. It would also be within 1km of the proposed Rapid Transit Line 2 which it is assumed would provide a fast and frequent service to Oxford City Centre. A significant positive

Site Name Oxford Golf Club

District: Oxford City Council

ID: 9

Area (Ha): 35.37

Dwellings by 2031: 1,100

effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is within 1km of an existing sustainable transport link providing a fast and frequent service to Oxford University in the city centre; therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This site would be within 1km of the proposed Rapid Transit Line 2 which it is assumed would provide a fast and frequent service to Oxford University in the City Centre. A significant positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This site is within 3km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is within 1.9km cycle distance of all three campuses of Oxford Brookes University and is 1.2km from EF Language School. The site is also 2.9km from the City of Oxford College and 1.7km from the City Centre where Oxford University is located. Therefore, a significant positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is within 1km of an existing sustainable transport link providing fast and frequent services to the city centre employment node; therefore a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? This site would be within 1km of the proposed Rapid Transit Line 2 which it is assumed would provide a fast and frequent service to the City Centre employment node as well as Oxford Science Park and Oxford Business Park. A significant positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ This site is within 8km straight line cycle distance of two employment nodes: the City Centre (approximately 2.5km to the west) and the Northern Gateway (approximately 6.5km to the north west). The site is also within 3km cycle distance of Oxford Science Park (just under 3km to the south) and is within 3km cycle distance and 2km walking distance of Oxford Business Park (approximately 1.5m to the south) and Headington (approximately 1.5km to the north). Therefore, a significant positive effect is likely as it is expected that some people could walk or cycle to work.

Vibrant communities/social inclusion

Site Name Oxford Golf Club

District: Oxford City Council

ID: 9

Area (Ha): 35.37

Dwellings by 2031: 1,100

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

+ This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

++ This site is in Oxford City and it would deliver at least 50% affordable housing. Therefore a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

++ This site is within 800m of the Churchill Hospital and Warneford Hospital; therefore a significant positive effect is likely as residents would have very good access to a hospital.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

++ This site is within close proximity of Cowley and would provide residents with easy access to a range of services and facilities within the urban area of Oxford; therefore a significant positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

++ This spatial option would incorporate new primary school provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

+ This site option would not incorporate new secondary provision although it is within 2km of a number of existing secondary schools where there is understood to be capacity to expand; therefore a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

0 This site would not incorporate employment development; therefore a negligible effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

Site Name Oxford Golf Club

District: Oxford City Council

ID: 9

Area (Ha): 35.37

Dwellings by 2031: 1,100

- The entire site is greenfield land; therefore a minor negative effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

0 This site is on greenfield land and is entirely classed as being either Grade 4, 5 or urban land. Therefore, it is assumed that development here would have a negligible effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? There are no internationally designated biodiversity or geodiversity sites within 1km of this site, therefore a negligible effect is likely.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

--? There are several SSSIs within 1km of this site including Lye Valley SSSI which is almost directly adjacent to the west of the eastern section of the site, Brasenose Wood and Shotover Hill SSSI 512m to the east and Rock Edge SSSI/Local Geological Site and Local Nature Reserve which is 926m to the north. There are also two sites listed on the Ancient Woodland Inventory within 1km of the site. Overall, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

--? The eastern section of this site is within Lye Valley and Cowley Marsh Local Wildlife Site, which could therefore be directly affected by development, for example as a result of loss of or damage to habitat. Lye Valley Local Nature Reserve is also 190m to the north of the western section of the site, therefore a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. Overall, a significant negative effect is considered likely.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- This option is classed as urban intensification; therefore a minor negative effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-? There are three Conservation Areas, all of which include Grade I, II and Grade II* Listed Buildings, within 1km of this site. The eastern section of the site is 200m away from Temple Cowley Conservation Area, which includes Manor House and 76, Temple Road Listed Buildings. The western section of the site is 215m from Bartlemas Conservation Area and 470m from Headington Hill Conservation Area. Both include Listed Buildings, including Bartlemas House, Chapel of St Bartholomew (Grade I) and the Barn at Cheney Farm. There are also two Archaeological Alert Areas within 1km of the eastern section of this site. The closest is to the north east and is 790m away, while the other is 850m to the east in South Oxfordshire District. Overall, a potential minor negative effect on heritage is therefore identified.

Landscape

Site Name Oxford Golf Club

District: Oxford City Council

ID: 9

Area (Ha): 35.37

Dwellings by 2031: 1,100

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. The site is assessed as having medium-high landscape sensitivity as a result of its elevation and being overlooked by existing development from several directions. It is also sensitive due to its naturalistic features including dense woodland in the Boundary Brook valley and on the slopes.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Oxford Golf Club

District: Oxford City Council

ID: 9

Area (Ha): 35.37

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium-high The site is currently used as a golf course and is also characterised by frequent mature trees and hedgerows on the surrounding slopes and the tranquil stream of Boundary Brook. The land is fairly elevated and rises up steeply from the surrounding urban development.

Settlement form and edge

Medium-high Despite the site being located amongst the urban development of Oxford City, the site forms an important edge to the surrounding part of Oxford. In particular, Boundary Brook forms a natural barrier between the site and Cowley and New Headington.

Settlement setting

Medium-high The site provides an important green backdrop to settlements within Oxford City including Cowley, Temple Cowley and New Headington. The frequent trees result in distinctive naturalistic wooded skylines above the adjacent urban development.

Views

Medium-high The site comprises relatively steep, elevated land which is overlooked from many directions including intervisibility with houses at Cowley and New Headington, as well as numerous hospital buildings.

Perceptual qualities

Medium-high The site has an exposed and naturalistic character despite its location in the centre of the city. This is due to the high elevation and frequent landscape features including mature broadleaved woodland and Boundary Brook.

Cultural and historical associations

Medium The site is close to several Conservation Areas including Bartlemas and Headington Hill, and provides an open, undeveloped backdrop to these historic areas as noted in the Conservation Area Appraisals.

Overall Landscape Sensitivity

Medium-high The site is assessed as having medium-high landscape sensitivity as a result of its elevation and being overlooked by existing development from several directions. It is also sensitive due to its naturalistic features including dense woodland in the Boundary Brook valley and on the slopes.

Site Name	Oxford Golf Club			District:	Oxford City Council		
ID:	9	Area (Ha):	35.37	Dwellings by 2031:	1,100		

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Oxford Golf Club

District: Oxford City Council

ID: 9

Area (Ha): 35.37

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Magdalen College (western part) and Oxford City Council (eastern part). Christ Church College owns the land in between. Southfield Golf Club has a long term lease and intends to remain. Main landowner Magdalen College has explicitly stated they do not wish to sell or redevelop the site. Oxford City Council owns the eastern part of the site, and the City Council's corporate property division also has no intention to dispose of the land or change its use. Rejected from Core Strategy (2010 consultations) and Inspector's report notes that it was "rightly excluded" due to significant ecological and hydrological constraints, and its importance in recreational terms. (Source: LA proforma)

Is the site likely to be available for development?

No Landlord does not wish to make land available for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

RT3 and super cycle route serve the site. RT1, 2 premium cycle routes and Headington access improvement are ~1.5km away. Horspath Driftway and Horspath Road junctions are 2km from the site and the Cowley interchangescheme improvement is 3km away. Bus tunnel underpass is proposed to east of Oxford 4km away. Education: 1 x 2FE primary school, contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

RT3 is funded which unlocks neighbouring development sites.

Conclusion – is the site deliverable?

Red Landowner has stated they do not wish to make land available for development.

Viability Criteria

Designated market area

Greenfield site - Vale of WH study suggests greenfield development will be viable regardless of market areas (direct comparable to Oxford) (Oxford City SHLAA, 2014).

Existing use

Golf club - whole site is protected for open air sports. Adjoins housing on two sites, the Churchill hospital site to the north, and open spaces (e.g. private sports grounds and allotments) to the south.

Other considerations

Positive indicators for a period of higher activity and price growth according to Savills revised 5 year forecasts (July 2013).

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: new access roads; improvement to cycling and walking routes.

Other enabling costs

Site Name	Oxford Golf Club			District:	Oxford City Council		
ID:	9	Area (Ha):	35.37	Dwellings by 2031:	1,100		

Biodiversity issues.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Horspath site

District: Oxford City Council

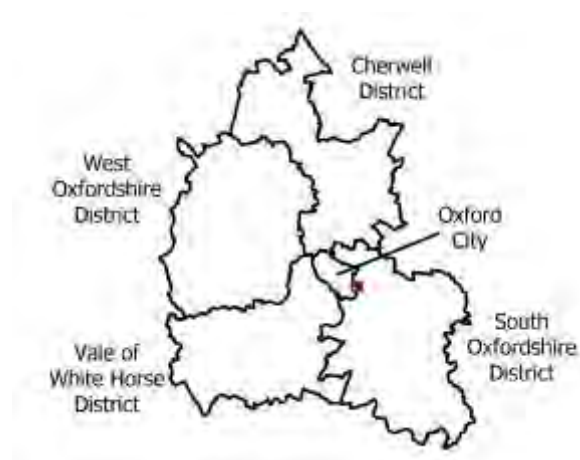
ID: 10

Area (Ha): 15.86

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This site is not within close proximity of existing fast and frequent bus services providing access to the cultural offer of Oxford City Centre. However, the site is within 4.5km straight line cycle distance of the City Centre; therefore a minor negative effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This site is not within 1km of a planned sustainable transport link that would provide fast and frequent services to the cultural offer of Oxford City Centre; however the site is within 4.5km straight line cycle distance of Oxford City centre, therefore a minor negative effect is likely overall.

Site Name Horspath site

District: Oxford City Council

ID: 10

Area (Ha): 15.86

Dwellings by 2031: 550

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This site is not within close proximity of an existing fast and frequent bus service providing access to any of the universities and equivalent institutions in Oxford. While there are nearby services to Oxford University in the City Centre, they are not frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This site is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to at least one of the universities or equivalent institutions in Oxford, therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- + This site is within 8km straight line cycle distance of six universities or equivalent institutions in Oxford. The site is within 4.2km cycle distance of all three Oxford Brookes University campuses and is 3.6km from EF Language School. The site is also within 4.3km of the City Centre where Oxford University is located, is within 5.4km cycle distance of the City of Oxford College, 5.9km cycle distance of Bellerby's' and 6.3km cycle distance of both campus sites at D'overbroecks institution in Oxford. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This site is not passed by existing fast and frequent bus services providing access to any of the employment nodes in Oxford - while there are nearby services to Oxford City Centre they are not frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This site is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to a key employment node; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- ++ This site is within 8km straight line cycle distance of two employment nodes: the City Centre (approximately 5km to the north west) and Headington (approximately 3.5km to the north). It is also within 3km cycle distance of Oxford Science Park (just under 3km to the south) and is within 3km cycle distance and 2km walking distance of Oxford Business Park (just under 2km to the south west). Therefore, a significant positive effect is likely as it is likely to be possible for some people to walk or cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Site Name Horspath site

District: Oxford City Council

ID: 10

Area (Ha): 15.86

Dwellings by 2031: 550

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- +** This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++** This site is in Oxford City and in line with the District's Local Plan, it would deliver at least 50% affordable housing. Therefore a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, an overall a negligible effect is assumed.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is relatively isolated from the urban edge of Oxford and is more than 800m walking distance from the main services and facilities of Cowley. A minor negative effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- This site would not incorporate onsite primary provision and there are no existing primary schools within 500m of the site; therefore a significant negative effect is expected.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- +** This site option would not incorporate new secondary provision although it is within 2km of a number of existing secondary schools, some of which have capacity or the potential to expand; therefore a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0** This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0** This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land; therefore a minor negative effect is likely.

Efficient use of land

Site Name Horspath site

District: Oxford City Council

ID: 10

Area (Ha): 15.86

Dwellings by 2031: 550

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is on greenfield land and the majority (78%) is Grade 3 agricultural land with the remainder (approximately 22%) being either Grade 4 or 5 or urban land. Therefore, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the Grade 3 land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? The nearest section of Brasenose Wood and Shotover Hill SSSI is 530m to the north of this site. There is also a site listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of this designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

-? Shotover Local Geological Site is approximately 530m to the north of this site. A minor negative effect is therefore likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- This option is classed as urban intensification; therefore a minor negative effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-? This site is between 250m and 1m of four Archaeological Alert Areas in South Oxfordshire District, the closest being 210m to the north. The Medieval Village at Horspath Archaeological Alert Area is 470m to the north (in South Oxfordshire) and includes several Listed Buildings including Church Of St Giles and 18, Manor Farm Road. A section of Dorchester-Alchester Roman Road Archaeological Alert Area is 900m away to the south. Therefore, a potential minor negative effect on heritage is identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

Site Name Horspath site

District: Oxford City Council

ID: 10

Area (Ha): 15.86

Dwellings by 2031: 550

-? Development at this site may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant; therefore a potential but uncertain minor negative effect is identified. The site is assessed as having medium-low landscape sensitivity as it is not prominent in the wider landscape and the surrounding industrial works severely detract from any rural character.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Horspath site

District: Oxford City Council

ID: 10

Area (Ha): 15.86

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium-low Relatively flat land which is used both as a sports ground and agricultural land. There is little in the way of landscape features although there are some trees located along the road to the north of the site.

Settlement form and edge

Medium The site forms part of the Green Belt and there are no significant landscape features to contain new development which may create a perception of urban sprawl/further encroachment into the countryside.

Settlement setting

Medium The site is located between and is part of the gap between Horspath and Cowley, although it does not form a coherent extension of either settlement.

Views

Medium-low The site is slightly overlooked in wider views from the Oxford Greenbelt Way which crosses over higher ground to the north, although these views are screened by woodland along the road.

Perceptual qualities

Medium-low The site provides a green buffer between Horspath and the industrial motor works. The adjacent sports grounds and motor works result in an urban fringe character.

Cultural and historical associations

Low There are no known historical associations and the site does not make a significant contribution to historic views of Oxford due to the low lying topography.

Overall Landscape Sensitivity

Medium-low The site is assessed as having medium-low landscape sensitivity as it is not prominent in the wider landscape and the surrounding industrial works severely detract from any rural character.

Site Name	Horspath site	District:	Oxford City Council
ID:	10	Area (Ha):	15.86
		Dwellings by 2031:	550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel OX14 which was assessed in the Strategic Green Belt Study as performing highly against two of the Green Belt purposes. The boundary of that land parcel is significantly larger than the boundary of the spatial option.

Site Name Horspath site

District: Oxford City Council

ID: 10

Area (Ha): 15.86

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Pre-app discussions to deliver sports facilities on the site, to facilitate expansion of employment uses at BMW/Mini to help safeguard strategic employment there. Oxford CC committed to support the strategic economic growth at BMW/Mini, so is unlikely to promote the site for residential if this were to jeopardise the BMW/Mini expansion. Unlikely that a proposal for residential development would come forward and be delivered by 2031 given the issues regarding alternative uses proposed and potential re-provision of sports pitches. (Source: LA proforma)

Is the site likely to be available for development?

No Landlord does not wish to make land available for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

RT 3 is at 2.5km and RT 1 is 3.5km away. Oxford Business Park is 2km away. Cowley interchange, Horspath Road and Horspath Driftway junction improvements all at ~2km. Headington access improvement scheme at 1.5km. 2 proposed cycle routes <3km away. Education: an isolated site to provide schools but contributions for expansion of local facilities will be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

RT 3 is funded but distant from site. Transport improvements serve BMW, Oxford Business Park, Horspath Industrial Estate and County Trading Estate employment sites.

Conclusion – is the site deliverable?

Red Landowner bringing forward non-residential use of this site. Location is remote from planned transport investments.

Viability Criteria

Designated market area

Greenfield site - Vale of WH study suggests greenfield development will be viable regardless of market areas (direct comparable to Oxford) (Oxford City SHLAA, 2014).

Existing use

Primarily agricultural/open fields, surrounded by further agricultural uses, outdoor sports provision, and the BMW/Mini plant. Most of it is currently designated as Green Belt.

Other considerations

Positive indicators for a period of higher activity and price growth according to Savills revised 5 year forecasts (July 2013).

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: new access roads; significant improvement to public transport accessibility; improvement to cycling and walking routes.

Other enabling costs

Site Name	Horspath site	District:	Oxford City Council
ID:	10	Area (Ha):	15.86
		Dwellings by 2031:	550

Conclusion: Is the spatial option likely to be financially viable?

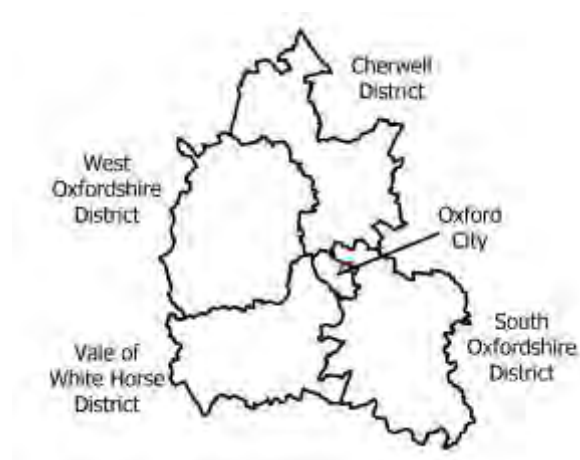
Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Land north of Old Headington
ID: 11 Area (Ha): 13.15

District: Oxford City Council
Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

++ This spatial option is within 1km of an existing sustainable transport link with a fast and frequent service to the cultural offer of Oxford City Centre, and it is within 2.1km straight line cycle distance of Oxford City Centre. Therefore, a significant positive effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

++? This site would be approximately 500m from the Proposed Rapid Transit Line 2 to the east, which it is assumed would provide fast and frequent services to the cultural offer of the City Centre. It is also within 2.1km straight line cycle distance of Oxford City Centre. A significant positive effect is therefore likely, although this effect is uncertain as it depends on the eventual

Site Name Land north of Old Headington
ID: 11 Area (Ha): 13.15

District: Oxford City Council
Dwellings by 2031: 550

delivery of the proposed Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is within 1km of an existing sustainable transport link providing fast and frequent access to Oxford University in the City Centre; therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This site would be within approximately 500m of the Proposed Rapid Transit Line 2 to the east, which it is assumed would provide fast and frequent services to Oxford University in the City Centre. A significant positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This site is within 3km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is within 1.4km cycle distance of all three campus sites at Oxford Brookes University, is 1.1km from EF Language School and is 2.1km from the City Centre where Oxford University is located. Therefore, a significant positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is within 1km of an existing sustainable transport link providing a fast and frequent service to the City Centre employment node; therefore a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

+? This site would be within approximately 500m of the proposed Rapid Transit Line 2 which it is assumed would provide fast and frequent services to the employment node in the City Centre. A minor positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ This site is within 8km cycle distance of four employment nodes: the City Centre (approximately 3.5km to the south west), Northern Gateway (approximately 5.5km to the north west), Oxford Science Park (approximately 5.5km to the south) and Oxford Business Park (approximately 4km to the south). The site is also within 1km walking distance of the employment node at Headington (approximately 600m to the south); therefore a significant positive effect is likely as it is likely to be possible for some people to walk or cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

Site Name Land north of Old Headington
ID: 11 Area (Ha): 13.15

District: Oxford City Council
Dwellings by 2031: 550

- + This site is adjacent to a super output area to the north (around Barton) which was identified as being within the 30% most deprived nationally in the 2015 Indices of Multiple Deprivation; therefore a minor positive effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++ This site is in Oxford City and in line with the District's Local Plan, it would deliver at least 50% affordable housing. Therefore a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- ++ This site is within 800m of the John Radcliffe Hospital; therefore a significant positive effect is likely as residents would have very good access to a hospital.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- ++ This site is within 800m walking distance of the wide range of shops, services and facilities in Headington District Centre; therefore a significant positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- +? This site option would not incorporate new primary provision although it is within 500m of St Andrew's CofE Primary School. It is not currently known whether there is capacity or potential to expand at that school; therefore a potential but uncertain minor positive effect is identified.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- + This site option would not incorporate new secondary provision although it is within 2km of a number of existing secondary schools and there is understood to be potential to expand at those schools; therefore a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

Site Name Land north of Old Headington

District: Oxford City Council

ID: 11 Area (Ha): 13.15

Dwellings by 2031: 550

- The majority of this site comprises greenfield land (although there is a single property located to the north of the site); therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- 0 This site is on greenfield land and is entirely classed as either Grade 4, 5 or urban land. Therefore, it is assumed that development here would have a negligible effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? There are two SSSIs within 1km of this site including Magdalen Quarry 700m to the south. Also to the north is Sidling's Copse and College Pond SSSI which is 1km from the site. There is also a site listed on the Ancient Woodland Inventory within 1km of the site. Overall, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

- ? Magdalen Quarry Local Geological Site/Local Nature Reserve is 700m to the south of this site; therefore a minor negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- This option is classed as urban intensification; therefore a minor negative effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? This site is within Old Headington Conservation Area, which includes several Listed Buildings. The closest is the Grade II Listed walls of walled garden at Ruskin College, which is adjacent to the south of the site. Therefore, a potential significant negative effect on heritage is identified. It is noted that the Inspector's Report for the Barton AAP previously commented that the allocation of land at Ruskin Fields would be inappropriate due to impacts on the Old Headington Conservation Area.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

Site Name Land north of Old Headington
ID: 11 Area (Ha): 13.15

District: Oxford City Council
Dwellings by 2031: 550

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. The site is assessed as having medium-high landscape sensitivity as a result of its cultural/historical value (particularly its inclusion in the Old Headington Conservation Area) and the contribution the land makes to the settlement setting. It is also overlooked by higher land to the north.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Land north of Old Headington
ID: 11 Area (Ha): 13.15

District: Oxford City Council
Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium-high The site has a strong rural character, with small pasture fields enclosed by hedgerows with frequent mature native trees.

Settlement form and edge

Medium-high The site forms a soft, well-vegetated edge to the north of Oxford and a buffer between Old Headington and the A40 dual carriageway. Development of this site is not likely to be perceived as encroachment into open countryside. The Conservation Area Appraisal identifies positive characteristics of the settlement form including the complex street pattern and narrow streets with areas of historic paving and the lack of uniformity, which are likely to be sensitive to new development.

Settlement setting

Medium-high Highly valued as a green setting to Old Headington (and the Conservation Area) with a well-treed character which provides distinctive, naturalistic wooded skylines to the settlement, including the Grade II* listed Church of St Andrew. The Conservation Area Appraisal notes the green surroundings as a significant part of the interest of the Conservation Area.

Views

Medium The north east of the site is intervisible with and overlooked by rising agricultural land to the north near Wick Farm. The dense woodland provides a sense of enclosure and often limits views out.

Perceptual qualities

Medium-high The site retains a strong rural character and a valued pocket of tranquillity on the edge of the city despite the close proximity to Oxford. Traffic noise from the Northern By-pass Road (A40) can intrude on the tranquillity of the site.

Cultural and historical associations

Medium-high The site is part of, and forms a setting to the Old Headington Conservation Area. The Conservation Area Appraisal notes the green spaces and lack of intrusive modern development as significant characteristics; development here is likely to adversely impact upon on these characteristics. Numerous listed buildings are located close to or adjacent to the site including the Grade II* listed Church of St Andrew. Prehistoric, Roman and Saxon artefacts have been located in the Old Headington area and there may be some archaeological potential on the site.

Overall Landscape Sensitivity

Medium-high The site is assessed as having medium-high landscape sensitivity as a result of its cultural/historical value (particularly its inclusion in the Old Headington Conservation Area) and the contribution the land makes to the settlement setting. It is also overlooked by higher land to the north.

Site Name Land north of Old Headington
ID: 11 Area (Ha): 13.15

District: Oxford City Council
Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Land north of Old Headington
ID: 11 Area (Ha): 13.15

District: Oxford City Council
Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Ruskin College own Ruskin Fields (4.7ha); Oxford Preservation Trust own 2.4ha, purchased it to protect it from development. Unknown who owns remainder. Ruskin Fields was proposed by the landowner for housing development through the Barton Area Action Plan, but was rejected due to impacts on the Conservation Area. Site within Conservation area, contains listed buildings. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

T 2 and 3 and 2 new cycle routes <1.5km. Adjacent Barton site access and bus link. Marsh Lane interchange and Headington roundabout schemes <2.5km. Education: dwelling numbers do not support a new school but there are local pressures thus provision on site or contribution to school expansion elsewhere required.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Transport requirements have med/high funding gaps except Barton site access bus link and RT 3 (fully funded). Barton site access improvements and bus link are funded and critical to developing the adjacent Barton site. RT line 3 is funded, unlocks development, but is distant from site.

Conclusion – is the site deliverable?

Orange Only part of the site may be available (i.e. Ruskin Fields, which is the part that has been promoted) but is unlikely to be deliverable unless the significant constraint posed by the Old Headington Conservation Area is overcome. There are medium/high funding gaps on transport infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding Principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Greenfield site - Vale of WH study suggests greenfield development will be viable regardless of market areas (direct comparable to Oxford) (Oxford City SHLAA, 2014).

Existing use

Open space - some publicly available.

Other considerations

Positive indicators for a period of higher activity and price growth according to Savills revised 5 year forecasts (July 2013).

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: new access road; improvements to local highways and cycling.

Other enabling costs

Site Name	Land north of Old Headington		District:	Oxford City Council	
ID:	11	Area (Ha):	13.15	Dwellings by 2031:	550

Significant biodiversity constraints - would require detailed surveys and mitigation.

Conclusion: Is the spatial option likely to be financially viable?

Orange Note comments under Deliverability. Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

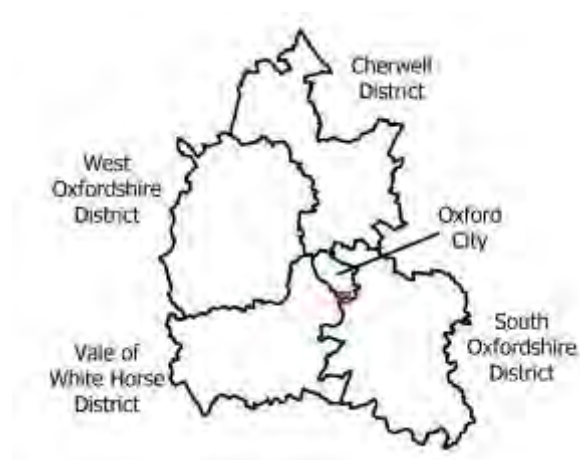
ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- There is an existing bus service passing the site providing access to the cultural offer of the City Centre; however the service is not classed as fast and frequent and the site is over 1km walking and 3km cycling distance from Oxford City Centre, which is approximately 4.3km to the northwest. Therefore, a minor negative effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- There is a proposal for a new railway station at this site which would provide a fast, but not frequent, link to Oxford City Centre. In addition, the site is 4.3km cycle distance from Oxford City centre, therefore a minor negative effect is likely overall.

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- There are existing bus services passing the site, providing access to Oxford University in the City Centre, although the services are not classed as fast and frequent. Therefore a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- ++? The site would be passed by the proposed Rapid Transit Line 3 which would provide what is assumed would be fast and frequent services to Oxford Brookes University in Headington. In addition, the proposed new railway station at the site would provide access to Oxford University in the city centre (although this service would not be classed as frequent). A significant positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- + This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is 4.4km cycle distance from City of Oxford College and 4.3km cycle distance from Oxford University in the City Centre. It is also 5.1km cycle from all three campus sites at Oxford Brookes University, is 4.5km from EF Language School and is 6.4km from both campus sites at D'overbroecks institution in Oxford. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- There are existing bus services passing the site providing access to the City Centre employment node, although they are not classed as fast and frequent; therefore a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- +? The site would be passed by the proposed Rapid Transit Line 3 which would provide what is assumed would be fast and frequent services to the employment node in Headington. In addition, the proposed new railway station at the site would provide access to the city centre employment node (although this service would not be classed as frequent). Therefore a minor positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- ++ This site is within 8km straight line cycle distance of two employment nodes: the City Centre (approximately 4.5km to the north west) and Headington (approximately 5km to the north). It is also within 2km cycle distance of Oxford Business Park (approximately 1.5km to the north) and is adjacent to Oxford Science Park. Therefore a significant positive effect is likely as it is likely to be possible for some people to walk or cycle to work.

Vibrant communities/social inclusion

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- + This site is within two super output areas (around Littlemore) which were identified as being within the 30% most deprived nationally in the 2015 Indices of Multiple Deprivation; therefore a minor positive effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely. It is noted that if the railway station comes forward within one of the small land parcels comprising this spatial option, the number of homes to be provided would reduce further.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++ This site is in Oxford City and in line with the District's Local Plan, it would deliver at least 50% affordable housing. Therefore a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + This site is not within 800m of an existing NHS hospital. However, the site would be passed by the proposed Rapid Transit Line 3 which would provide what is assumed would be fast and frequent services to the hospitals in Headington. A minor positive effect is therefore likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site would not provide residents with easy access to a range of services and facilities, being located in a largely commercial area away from the main residential areas of Oxford and associated shops, services etc. A minor negative effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- +? This site option would not incorporate new primary provision although it is within 500m of John Henry Newman Academy (a primary school). It is not currently known whether there is capacity or potential to expand at that school; therefore a potential but uncertain minor positive effect is identified.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- + This site option would not incorporate new secondary provision although it is within 2km of a number of existing secondary schools. It is understood that there is capacity to expand at those schools; therefore a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

--? The northern two parcels of this site and the western corner of the southern parcel include areas of flood zone 2 (24% of the site area) and flood zone 3 which accounts for 4% of the total area of the site. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- This site is on primarily greenfield land; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is primarily greenfield and the majority of the site (82%) is Grade 3 agricultural land. The remainder of the site, approximately 18%, is either Grade 4 or 5 or urban land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the Grade 3 land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? Littlemore Railway Cutting SSSI is 780m to the north west of the site and therefore a minor negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the SSSI from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

-? There are two Local Wildlife Sites at Fiddlers Elbow Marsh (685m) and Heyford Hill Lane Pasture (1km) to the west. Overall, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- This option is classed as urban intensification; therefore a minor negative effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

-? There is an Archaeological Alert Area 50m from the southern part of the site. This Archaeological Alert Area also includes the Grade II* Listed Church of St Andrew 200m away and the Grade II Listed Catherine Wheel 250m away. Littlemore Conservation Area is also 195m to the north of rail track. This also includes several Listed Buildings, including the Grade II* Listed Church of St Mary and St Nicholas 410m away. Overall, a potential minor negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

-? Development at this site may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant; therefore a potential but uncertain minor negative effect is identified. The site is assessed as having medium-low landscape sensitivity as it makes little contribution to the setting of existing settlements and is not prominent in the landscape. Sensitive features include Littlemore Brook and associated woodland and the setting these parcels of land provide to Littlemore Hospital and Shakespeare's Way.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

Landscape Criteria

Physical and natural character

Medium The site consists of parcels of brownfield land within Oxford Science Park. Littlemore Brook lies adjacent to the south of the northern most parcels and has a naturalistic wooded character with mature trees following the watercourse.

Settlement form and edge

Medium-low The site is located between Littlemore and Sandford-on-Thames, although the presence of the Science Park has already resulted in some degree of coalescence between the two settlements. The site does not make a significant contribution to the edge of either settlement.

Settlement setting

Medium-low The site makes little contribution to the separation of settlement as it is contained within the urban area of Oxford. It provides a small buffer between Littlemore and Sandford-on-Thames although these are separated by the hard barrier of the A4074.

Views

Medium-low The land is relatively low lying and unlikely to be overlooked, although there may be some views from passers-by on Shakespeare's Way which crosses the land just to the south of the site.

Perceptual qualities

Medium-low Generally low levels of tranquillity due to adjacent main roads and large office buildings. The woodland following Littlemore Brook offers a sense of naturalness to the landscape.

Cultural and historical associations

Medium There is some potential for Saxon and Roman archaeological remains on the site. The site is also adjacent to the Grade II listed building of Littlemore Hospital.

Overall Landscape Sensitivity

Medium-low The site is assessed as having medium-low landscape sensitivity as it makes little contribution to the setting of existing settlements and is not prominent in the landscape. Sensitive features include Littlemore Brook and associated woodland and the setting these parcels of land provide to Littlemore Hospital and Shakespeare's Way.

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

Deliverability Criteria

Ownership/planning history/scheme promoter

Ownership: Prudential and Magdalene College - uninterested in residential development. Magdalene College promotes the site for scientific R&D with good links to Oxford University. Unlikely that a proposal for residential development would come forward and be delivered by 2031. (Source: LA proforma). The Park provides one of the most influential science, technology and business environments in the UK for more than 2,400 people in over 60 companies, ranging from start ups to SMEs and multi-national organisations (Source: <http://www.oxfordsp.com/our-story/>)

Is the site likely to be available for development?

No Landowner does not wish to make land available for residential development.

Is there likely to be demand for this scale of development in this location?

Yes

Prospects for funding and delivery of strategic infrastructure

RT 3 serves site, RT1 is 2km away. New rail station (Cowley branch) on site. New super cycle route 1km away. P&R along A4074 at 2km, and Redbridge P&R is at 4km. A4074 & Heyford Hill/Littlemore roundabouts due to be improved. Education: an isolated site to provide schools but contributions for expansion of local facilities will be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Range of transport improvements required mostly have med/high funding gaps. Several improvements would also serve Barton housing site and, potentially, site 19 (Wick Farm).

Conclusion – is the site deliverable?

Red Landowner promoting the site for scientific research and development.

Viability Criteria

Designated market area

Large urban brownfield; higher value area; given existing non-residential use for research and development, site assumed as potential mixed-use and is viable (SHLAA, 2014).

Existing use

Lab and R&D uses. Remaining vacant plots are marketed by the site owner as being either pre-let opportunities with either detailed or outline planning consent for laboratory or office uses.

Other considerations

Good connection with road network. Surrounding employment uses and lack of community facilities.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: significant cost to create cycling/walking routes.

Other enabling costs

Part of site in Flood zone 3b, 3a and 2.

Conclusion: Is the spatial option likely to be financially viable?

Site Name Oxford Science Park at Littlemore

District: Oxford City Council

ID: 12

Area (Ha): 8.08

Dwellings by 2031: 343

Orange

Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Oxford Business Park

District: Oxford City Council

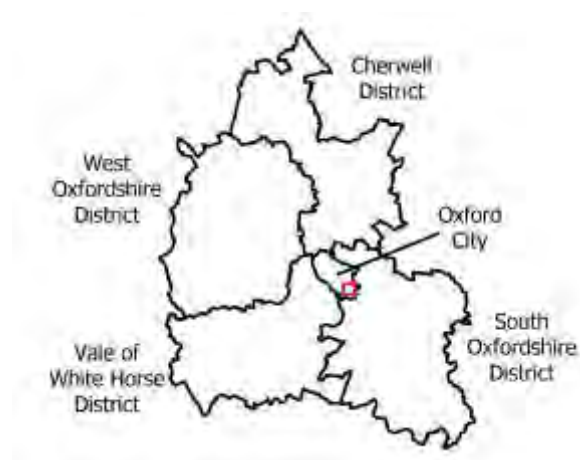
ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + There is an existing fast and frequent bus services within 1km of the site providing access to the cultural offer of Oxford City Centre; however the site is more than 1km walking and 3km cycling distance from Oxford City Centre, which is approximately 3.7km to the northwest. Therefore, a minor positive effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? The proposed Rapid Transit Line 1 would pass this site approximately 250m to the west, providing what is assumed would be fast and frequent services to the cultural offer of the City Centre. In addition, the proposed railway station serving this site would provide a fast (but not

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

frequent) service to the City Centre. However, this site is not within 1km walking distance or 3km cycling distance to the city centre; therefore a minor positive effect is likely overall although this is uncertain as it depends on the eventual delivery of the proposed Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ There are existing fast and frequent bus services within 1km of this site providing access to Oxford University in the City Centre; therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? The proposed Rapid Transit Line 1 would pass the site approximately 250m to the west, providing what it is assumed would be fast and frequent services to the Oxford University in the City Centre. In addition, the proposed railway station serving this site would provide a fast (but not frequent) service to the City Centre. The site would also be passed by the proposed Rapid Transit Line 3 which would provide what is assumed would be fast and frequent services to Oxford Brookes University in Headington. A significant positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed infrastructure improvements.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This site is within 3km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is 2.8km cycling distance from two of the campuses at Oxford Brookes University. It is also within approximately 3.7km cycle distance of Oxford University in the City Centre. A significant positive effect is therefore likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

++ There are existing fast and frequent bus services within 1km of the site, providing access to the City Centre employment node. Therefore, a significant positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The proposed Rapid Transit Line 1 would pass the site approximately 250m to the west, providing what it is assumed would be fast and frequent services to the City Centre employment node. In addition, the proposed railway station serving this site would provide a fast (but not frequent) service to the City Centre. The site would also be passed by the proposed Rapid Transit Line 3 which would provide what is assumed would be fast and frequent services to the employment node in Headington. A significant positive effect is therefore likely, although this effect is uncertain as it depends on the eventual delivery of the proposed transport improvements.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ This site is within 8km straight line cycle distance of two employment nodes: the City Centre (approximately 4.5km to the north west) and Headington (approximately 3.5km to the north).

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

It is also within 2km cycle distance of Oxford Science Park (approximately 1.5km to the south and is adjacent to Oxford Business Park. Therefore a significant positive effect is likely as it is expected that some people could walk or cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- +** This site is adjacent to a super output area (around Blackbird Leys) which was identified as being within the 30% most deprived nationally in the 2015 Indices of Multiple Deprivation; therefore a minor positive effect is likely. However, it is noted that the presence of the ring road between the site option and this area could limit the potential regeneration benefits.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- +** This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++** This site is in Oxford City and in line with the District's Local Plan, it would deliver at least 50% affordable housing. Therefore a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- ++** This site is not within 800m of an existing NHS hospital. However, the site would be passed by the proposed Rapid Transit Line 3 which would provide what it is assumed would be fast and frequent services to the hospitals in Headington. A minor positive effect is therefore likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- +** This site is within 800m walking distance of the services and facilities of Cowley, although the northern part of the site is better connected than the southern part. An overall minor positive effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- This site option would not incorporate new primary provision although it is within 500m of St Francis CofE Primary School and Church Cowley Saint James CofE Primary School as well as Our Lady's Catholic Primary School. However, it is understood that there is not capacity to expand at those schools; therefore a significant negative effect is identified.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- +** This site option would not incorporate new secondary provision, although it is within 2km of a number of existing secondary schools where there is understood to be potential to expand; therefore a minor positive effect is identified.

Employment/ economy

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

16. Does the spatial option have the potential for onsite employment development?

0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

+

The majority (more than 25%) of the southern part of this site is previously developed land, while the northern area is on greenfield land; therefore a minor positive effect is considered likely overall.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

++

This site includes a significant area (more than 25%) of previous developed land; therefore a significant positive effect is likely.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0?

This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-?

Brasenose Wood and Shotover Hill SSSI is 910m to the north and Lye Valley SSSI is 990m to the north west. A minor negative effect is therefore considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

-?

Lye Valley and Cowley Marsh Local Wildlife Site is 670m to the north of this site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the Local Wildlife Site from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

-

This option is classed as urban intensification; therefore a minor negative effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

-? Temple Cowley Conservation Area is 400m to the west of the northern part of this site and includes four Listed Buildings, the nearest being the Grade II Listed Nuffield Press, East Wing and attached former School House 418m away and 48, Temple Road 765m away. Beauchamp Lane Conservation Area is also 785m to the west of the southern part of the site and includes five Listed Buildings including the Grade II Listed Benson Cottage. Overall, a potential minor negative effect on heritage is therefore identified. However, it should be noted that both of these Conservation Areas are separated from the spatial option by roads and existing development, which may reduce the potential for effects from new development.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

0 Development at this site would be very unlikely to give rise to significant adverse landscape and/or visual effects; therefore a negligible effect is likely. The site is assessed as having low landscape sensitivity; it is not prominent in the landscape, has little in the way of rural character or tranquillity and makes no significant contribution to the setting of adjacent settlement.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

Landscape Criteria

Physical and natural character

Low The site comprises brownfield land surrounded by existing urban, industrial and infrastructure development. The land is flat with relatively little in the way of landscape features apart from several trees.

Settlement form and edge

Low The site is currently surrounded by urban development in the south west of Oxford, and therefore does not relate to the settlement edge.

Settlement setting

Medium-low The site does not contribute to the separation of settlement as it is contained within Oxford, although it does offer some separation between the suburbs of Cowley and Blackbird Leys.

Views

Low Views into and out of the site are very limited by the surrounding urban and industrial development and the low lying topography.

Perceptual qualities

Low There are low levels of tranquillity primarily due to the dense development which surround the site and traffic noise from the Eastern By-pass road. The site possesses little in the way of naturalistic features although there are some trees located around the edges of the site.

Cultural and historical associations

Low No evidence of cultural or historical associations on the site itself. It is located 400 metres south east of Temple Cowley Conservation Area, although the site does not provide any significant setting or views to the historic streetscape that the Conservation Area is noted for.

Overall Landscape Sensitivity

Low The site is assessed as having low landscape sensitivity; it is not prominent in the landscape, has little in the way of rural character or tranquillity and makes no significant contribution to the setting of adjacent settlement.

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

Deliverability Criteria

Ownership/planning history/scheme promoter

Ownership: Goodman - manager and developer of commercial employment. The Business Park is one of Oxford's key protected employment sites and is protected for business uses related to Oxford's key employment sectors. The site is unlikely to deliver any residential development by 2031. (Source: LA proforma). Part of the assessed site has already had a planning application submitted since this assessment started, for employment uses.

Is the site likely to be available for development?

No Landowner does not wish to make land available for residential development. Part of the assessed site has already had a planning application submitted since this assessment started, for employment uses.

Is there likely to be demand for this scale of development in this location?

Yes

Prospects for funding and delivery of strategic infrastructure

RT3 and premium cycle route serve site, RT1 and super cycle route 1km away. New rail station at 1km (Cowley branch). Upgraded Cowley interchange adjacent, Horspath Road junction upgrade at 1.5km. Littlemore roundabout, Horspath Driftway and Headington access improvements ~2.5km. Education: site too small to provide a primary school alongside housing while local school facilities are oversubscribed - site could be used to provide a school to serve wider area.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Package of transport improvements which are unfunded.

Conclusion – is the site deliverable?

Red Landowner promoting land for commercial uses as part of business park.

Viability Criteria

Designated market area

Large urban brownfield; higher value area; given existing non-residential use for research and development, site assumed as potential mixed-use and is viable (SHLAA, 2014)

Existing use

The majority of the site is greenfield land. The rest is already in business employment use with some other ancillary uses such as a hotel and gym/tennis centre, plus limited plots hosting car/motorcycle dealerships. The few remaining vacant plots - some employment development under construction.

Other considerations

Surrounded by large business units in a good-quality landscaped environment served by private access roads; relatively isolated from other residential areas.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: community facilities required.

Other enabling costs

Site Name Oxford Business Park

District: Oxford City Council

ID: 13

Area (Ha): 8.23

Dwellings by 2031: 350

Known hydrocarbon contamination.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Berinsfield

ID: 14

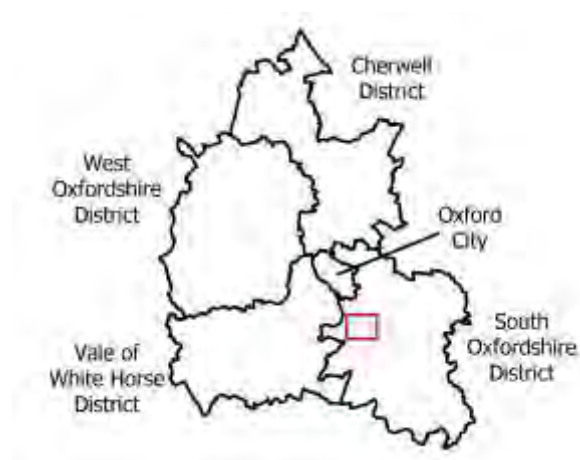
Area (Ha): 253.64

District: South Oxfordshire District

Dwellings by 2031: 2,200



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to the cultural offer of Oxford City Centre - although there is an existing bus service it is not fast and frequent. The site is approximately 10km walking or straight line cycle distance from Oxford City Centre to the northwest. Therefore, a minor negative effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

Site Name Berinsfield

District: South Oxfordshire District

ID: 14

Area (Ha): 253.64

Dwellings by 2031: 2,200

-- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the cultural offer of Oxford City Centre, which is approximately 10km to the northwest. Therefore, a significant negative effect is likely.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford - although there is an existing bus service to Oxford University in the city centre it is not fast and frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford - although there are existing bus services to the City Centre and Oxford Science Park employment nodes they are not fast and frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is within 8km straight line cycle distance of two employment nodes: Oxford Science Park (approximately 5km to the north west) and Oxford Business Park (approximately 5.5km to the north west); therefore a minor positive effect is likely as it may be possible for some people to cycle to work. However, it is noted that this would involve cycling along a main road with no cycle lane.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Site Name Berinsfield

District: South Oxfordshire District

ID: 14

Area (Ha): 253.64

Dwellings by 2031: 2,200

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

++ This site is considered likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

++ This site is in South Oxfordshire District and, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

+ This site is adjacent to the large village of Berinsfield and would provide residents with easy access to a fairly good range of existing services and facilities; therefore a minor positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

++ This spatial option would incorporate three new primary schools; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

++ This spatial option could incorporate new secondary school provision onsite; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

0 This site would not incorporate employment provision; therefore a negligible effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

--? The central western and the far south eastern areas of this site include areas of flood zone 2 and 3. These areas account for 8% and 7% of the total area of the site respectively. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land; therefore a minor negative effect is likely.

Site Name Berinsfield

District: South Oxfordshire District

ID: 14

Area (Ha): 253.64

Dwellings by 2031: 2,200

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

-- This site is greenfield land and the majority (99%) is Grade 1 or 2 agricultural land. The remainder of the site (1%) is either Grade 4 or 5 or urban land. Therefore overall, it is assumed that development would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

-? Little Wittenham SAC is 2.2km to the south of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. The qualifying great crested newt of Little Wittenham SAC could potentially be affected by impacts such as noise and vibration from development, depending on mitigation.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

0? This spatial option is over 1km from a nationally designated site and therefore considered to be of a low risk and may have a negligible effect.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

--? Dorchester Gravel Pits (Queenford Pit) Local Wildlife Site is adjacent to the south of the site and could therefore be subject to direct physical disturbance. Therefore, a significant negative effect may occur, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? Nuneham Courtenay Grade I Registered Park and Garden and the South Conservation Area are located just to the west of the site on the western side of the A4074. This site includes five Archaeological Alert Areas and Roman Kilns Scheduled Monument is located to the north of the site. There are also three further Archaeological Alert Areas adjacent to the site in the north at Hanginglands Copse, north east on Roman Road and to the south on the western side of the A4074. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as being of medium landscape sensitivity due to the rural, naturalistic character resulting from the woodland and streams, particularly in the north of the site. The site is generally not prominent in the wider landscape although there are distant views to the Chilterns and North Wessex Downs AONBs.

Site Name Berinsfield

District: South Oxfordshire District

ID: 14

Area (Ha): 253.64

Dwellings by 2031: 2,200

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

--? The majority of this site is within a strategic resource area; therefore a potential significant negative effect is identified.

Site Name Berinsfield

District: South Oxfordshire District

ID: 14

Area (Ha): 253.64

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium The site consists of open, flat, undeveloped agricultural land with several blocks of broadleaved and mixed woodland. A stream runs through the site to the north of Berinsfield.

Settlement form and edge

Medium The stream to north provides a physical landscape feature that if crossed, may result in encroachment of development into the wider countryside. To the east the land gently rises forming some sense of containment. To the north, the settlement has a hard urban edge with houses back directly onto farmland. To the east, lines of trees soften the urban edge.

Settlement setting

Medium The site provides a naturalistic, rural setting to the village. The eastern part of the site contributes to the separation of Berinsfield and Drayton St Leonard.

Views

Medium-high There are distant views to the ridgelines of the Chilterns and North Wessex Downs AONBs to the south. The site is generally not prominent within the wider landscape.

Perceptual qualities

Medium The site is relatively naturalistic and tranquil as a result of the frequent tree cover and streams crossing the land. Tranquillity is negatively impacted in the east of the site due to traffic noise from the adjacent A4074.

Cultural and historical associations

Medium-high The site has numerous important historical features including a Scheduled Monument relating to Roman kilns in the north of the site. In addition, Anglo-Saxon remains were uncovered during the construction of Berinsfield in the 20th century and Roman Road crosses through the village.

Overall Landscape Sensitivity

Medium This site is assessed as being of medium landscape sensitivity due to the rural, naturalistic character resulting from the woodland and streams, particularly in the north of the site. The site is generally not prominent in the wider landscape although there are distant views to the Chilterns and North Wessex Downs AONBs.

Site Name Berinsfield

District: South Oxfordshire District

ID: 14

Area (Ha): 253.64

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within four land parcels that were assessed in the Strategic Green Belt Study: BF1, BF3, BF5 and BF6. Two of these land parcels (BF1 and BF5) were assessed as performing highly against one of the Green Belt purposes. The boundaries of those land parcels are significantly larger than the boundary of the spatial option.

Site Name Berinsfield

District: South Oxfordshire District

ID: 14

Area (Ha): 253.64

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership; none in Council ownership. Some parcels of land are promoted, but not covering the whole site. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Next to Golden Balls roundabout improvement, B4015 Clifton Hampden to A4074 Capacity Improvements and 7.5km to Culham rail station. Education: 3 x 2FE primary schools (5.32ha); potential of existing school to expand could also be considered; a new 1,200 pupil secondary school.

Is it reasonable to assume strategic infrastructure is capable of being funded?

High transport infrastructure funding gaps. None of the closest transport investments are identified as critical or necessary to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but high funding gap on transport infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Low market area - large strategic sites in low value sub area unlikely to absorb Council affordable requirement, S106 and CIL (BNP, 2014).

Existing use

Undeveloped agricultural land with a small number of associated buildings.

Other considerations

Proximity to Oxford Business Park and Oxford via A4074.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: A4074 - pedestrian crossings and bus stops; proposals to upgrade link to Didcot in longer term from Golden Balls junction to A415 near Culham Science Centre.

Other enabling costs

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This site is within close proximity of the station at Culham which provides regular services to the cultural offer of Oxford City Centre; however they are not currently classed as frequent. This site is not within walking or cycle distance of Oxford City Centre, which is approximately 10km to the north. Therefore, a minor negative effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This site is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to the cultural offer of the City Centre. Although the proposed improvements to Culham station would increase services to twice hourly in each direction, this does not meet

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200

the criteria for a frequent service. This site is not within walking or cycle distance of Oxford City Centre, which is approximately 10km to the north. Therefore, a minor negative effect is likely.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This site is within close proximity of the station at Culham which provides a fast link to Oxford University in the City Centre, although services are not currently classed as frequent. Therefore, a minor negative effect is considered likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford. Although the proposed improvements to Culham station would increase services to twice hourly in each direction, this does not meet the criteria for a frequent service. Therefore, a minor negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This site is within close proximity of the station at Culham which provides a fast link to the City Centre employment node, although it doesn't currently provide frequent services. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford. Although the proposed improvements to Culham station would increase services to twice hourly in each direction, this does not meet the criteria for a frequent service. Therefore, a minor negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- + This site is within 8km straight line cycle distance of two employment nodes: Oxford Science Park (approximately 6km to the north) and Oxford Business Park (approximately 7.5km to the north); therefore a minor positive effect is likely as it may be possible for some people to cycle to work. However, it is noted that the route would be along a busy road which may limit the number of people who choose to cycle.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- ++ This site is considered likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++ This site is in South Oxfordshire District and in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital (although there is a station at Culham it doesn't currently provide frequent services and it serves the City Centre rather than areas such as Headington where the hospitals are located). Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is near to (but not adjacent to) the village of Culham and would not provide residents with easy access to a range of existing services and facilities; therefore a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate three new primary schools; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate new secondary school provision onsite; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + This site would incorporate employment provision; therefore a minor positive effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 3, but it does include a small area (less than 1%) of flood zone 2 near the southern boundary. Therefore, there is likely to be a negligible effect.

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200

18. Will the spatial option increase impermeable surfaces?

- +** The eastern area of this site includes an area (more than 25% of the total site area) of previous developed land; therefore a minor positive effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- ++** This site includes an area (more than 25% of the total site area) of previously developed land; therefore a significant positive effect is likely.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0?** This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ?** Culham Brake SSSI is 620m to the north west of the site. There are also two sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

- ?** There are two Local Wildlife Sites within 1km of this site, the nearest being Furze Brake 80m to the north and Clifton Hampden Meadows 855m to the east. A minor negative effect is therefore, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- ++** This site is classed as a new settlement option; therefore a significant positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ?** There are three Listed Buildings within this site. The Grade II Listed Thame Lane Bridge (DCL5657) is located in the northern area and the Grade II Listed Culham Station Overbridge and Grade II* Listed Culham Station Ticket Office and Waiting Room are located to the south. The Grade II Listed Schola Europaea is adjacent to the western boundary of the site. Nuneham Courtenay Grade I Registered Park and Garden and the South Conservation Area are also located to the north of the site on the western side of the train line. This site includes two Archaeological Alert Areas in the northern and south eastern areas of the site. Overall, a potential significant negative effect on heritage is therefore identified.

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

-? Development at this site may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant; therefore a potential but uncertain minor negative effect is identified. This site is assessed as being of medium-low sensitivity due to the landscape's industrial character as a result of frequent large scale pylons and the large buildings of the science and engineering centre. Urban fringe usage including horse paddocks and views south to the imposing form of Didcot Power Station. The Grade I Registered Park and Garden of Nuneham Courtenay is a particularly sensitive receptor to the north.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

--? The south western area of this site is within a strategic resource area; therefore a potential significant negative effect is identified.

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium-low The site comprises large-scale open agricultural land with some areas of broadleaved woodland and hedgerows (some of which are in poor condition). The eastern part of the site contains the Culham Science and Engineering Centre.

Settlement form and edge

Medium-high Development on this site is unlikely to relate well to Culham or Clifton Hampden as it is not immediately adjacent to either settlement.

Settlement setting

Medium Development of this site would erode a large part of the gap between Culham and Clifton Hampden. It is relatively well screened from both settlements by existing woodland cover.

Views

Medium To the north, views out of the site are screened by the dense woodland. Views are channelled south to Didcot Power Station and the ridgeline of the North Wessex Downs AONB beyond.

Perceptual qualities

Medium-low The landscape is well-wooded, although it is dominated by the electricity substation, large-scale pylons and industrial buildings and their associated noise. The west of the site has an urban fringe character due to numerous pony paddocks. Traffic noise from the A415 also detracts from tranquillity.

Cultural and historical associations

Medium-low The site provides part of the setting to the Grade I Registered Park and Garden of Nuneham Courtenay located approximately 100m to the north, although this setting is already impacted by the large industrial buildings of Culham Science Park.

Overall Landscape Sensitivity

Medium-low This site is assessed as being of medium-low sensitivity due to the landscape's industrial character as a result of frequent large scale pylons and the large buildings of the science and engineering centre. Urban fringe usage including horse paddocks and views south to the imposing form of Didcot Power Station. The Grade I Registered Park and Garden of Nuneham Courtenay is a particularly sensitive receptor to the north.

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within Broad Area 6 which was assessed in the Strategic Green Belt Study as performing highly against two of the Green Belt purposes. The boundary of that broad area is significantly larger than the boundary of the spatial option.

Site Name Culham

District: South Oxfordshire District

ID: 15

Area (Ha): 234.96

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership; none in Council ownership. A small parcel of the site (the Culham No. 1 site) is promoted. Developers are actively pursuing a proposal for development on the site for up to 3,000 homes and employment and have worked up a site masterplan. (Source: LA)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Adjacent to Culham rail station, Science Centre access improvement, Abingdon to Culham cycle route, South Abingdon bypass and new river crossing to Culham. Education: 3 x 2FE primary schools (5.32ha); potential of existing school to expand could also be considered; a new 1,200 pupil secondary school.

Is it reasonable to assume strategic infrastructure is capable of being funded?

High transport infrastructure funding gaps. Culham river crossing to science centre is identified as necessary for supporting other development.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but high funding gaps on transport infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Medium value area, however, strategic sites are unlikely to absorb full policy requirements (BNP, 2014).

Existing use

Agricultural and employment.

Other considerations

Good transport links with proximity of railway station, which would need significant upgrading, and only provides direct access to central Oxford.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: pedestrian and cycle links to station; and Clifton Hampden bypass (giving improved links to A4074/Oxford).

Other enabling costs

Protected and notable species records on site.

Conclusion: Is the spatial option likely to be financially viable?

Site Name	Culham	District:	South Oxfordshire District
ID:	15	Area (Ha):	234.96
		Dwellings by 2031:	2,200

Orange	Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + This site is not within 1km walking or 3km cycle distance of the cultural offer of Oxford City Centre, which is approximately 5km to the north. However, the site is within close proximity of an existing fast and frequent bus service to the City Centre, therefore a minor positive effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? This site would be adjacent to a proposed park and ride and railway station which it is assumed would provide a fast and frequent service to the cultural offer of Oxford City Centre, although this site is not within the 1km walking or 3km cycling distance of the City Centre. Therefore, a

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200

minor positive effect is considered likely overall, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This site is within close proximity of an existing fast and frequent bus service to the City Centre where Oxford University is located. Therefore, a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This site would be adjacent to the proposed Rapid Transit Line 3 which would provide fast and frequent access to Oxford Brookes University in Headington. In addition, it would be adjacent to the proposed park and ride and railway station which it is assumed would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

+ This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is approximately 5km from Oxford University in the City Centre, 5km from City of Oxford College and 5.3km from Bellerby's. This site is also 5km cycle distance from all three campus sites at Oxford Brookes University, is within 4.1km of EF Language School and is within 6.4km of both campus sites at D'overbroecks institution in Oxford. Therefore, a minor positive effect is likely.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

++ This site is within close proximity of an existing fast and frequent bus service to the City Centre and Oxford Business Park employment nodes; therefore a significant positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? This site would be adjacent to the proposed Rapid Transit Line 3 which would provide fast and frequent services to the employment node at Headington. The site would also be adjacent to the proposed park and ride and railway station which it is assumed would provide a fast and frequent service to the City Centre employment node. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ This site is within 1km walking distance of Oxford Science Park employment node and 3km straight line cycle distance of Oxford Business Park employment node. A significant positive effect is therefore likely.

Vibrant communities/social inclusion

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- + This site is adjacent to super output areas to the north that were identified as being within the 30% most deprived nationally in the 2015 Indices of Multiple Deprivation; therefore a minor positive effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- ++ This site is considered likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++ This site is in South Oxfordshire District and in line with the District's Local Plan, it will deliver at least 40% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + This site is not within 800m of an existing NHS hospital; however it would be adjacent to the proposed Rapid Transit Line 3 which would provide fast and frequent access to the hospitals at Headington. A minor positive effect is therefore likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- + This site is adjacent to the urban edge of Oxford and so should provide residents with reasonable access to existing services and facilities, particularly in the east of the site which is close to Blackbird Leys. However, the west of the site is less well-connected. Overall, a minor positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate up to five new primary schools; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate new secondary school provision if required; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + This spatial option would incorporate employment provision alongside the new housing; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200

--? There are areas of flood zone 2 (13%) and 3 (6%) along the south eastern boundary of the northern parcel of the site and in the north eastern and south eastern parts of the southern parcel. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- Most of the site is on greenfield land, aside from two areas of development located in the central and the north western areas of the site and some existing properties located in the northern part of the site. Therefore, a minor negative effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? The majority of this site (69%) is located on Grade 3 agricultural land. The remainder of the site (31%) is identified as being either Grades 4 or 5 or urban land. Therefore, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not yet known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

0? This spatial option is over 1km from a nationally designated biodiversity or geodiversity site and therefore considered to be of a low risk and may have a negligible effect.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

--? The southern half of this site contains Sandford Brake Local Wildlife Site, which could be directly affected by development, for example as a result of habitat loss. This site is also within 1km of Lower Farm Bottom Hay Meadow Local Wildlife Site, 800m to the south west. Therefore, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+

This site is classed as an urban extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-? The South Conservation Area/Archaeological Alert Area is 400m to the south and includes several Listed Buildings including the Grade II* Listed Manor House, granary and Gate Piers, Medieval Village at Toot Baldon and Barn Court, which are all between 250m and 1km of the site. 610m to the north of the northern section of the site is another Archaeological Alert Area, which includes Listed Buildings, the closest being the Grade II Listed Bankside Cottage, 610m away, and the furthest being Manor Cottage, 960m away. Garsington Manor Park and Garden

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200

is located 600m to the east of Watlington Road and includes several Listed Buildings, the closest being approximately 730m away. The southern and northern areas of this site include three Archaeological Alert Areas pertaining to prehistoric and roman interests. In addition, there are a further two Archaeological Alert Areas to the west of the southern section of the site on the A4074 and a section of Dorchester-Alchester Roman Road Archaeological Alert Area runs through the part of the site along Roman Road. Overall, a potential minor negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is of medium landscape sensitivity; the site is intervisible with and overlooked by Garsington. There are also long views west as the land is open and slopes down in that direction. There is frequent woodland cover which results in a naturalistic feel, although the rural character is degraded by the presence of the large scale pylons and electricity substation.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

- 0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium This site comprises medium-large scale farmland on the southern edge of Oxford. There is considerable woodland coverage, particularly around the electricity substation. Hedgerows divide the fields although they are of varying intactness and condition. The landform is very gently undulating and is relatively low lying. Northfield Brook runs along the eastern boundary of the site.

Settlement form and edge

Medium The site is separated from the edge of Blackbird Leys by Grenoble Road, which contains the existing development. It is likely that development of this site would be seen as encroachment into the countryside although it would not constitute a step change in the form of the settlement.

Settlement setting

Medium Development of this site would result in a reduction in the gap between the suburbs of Oxford and Blenheim and Garsington to the east. The site also provides part of the rural setting to Sandford-on-Thames to the west of the site.

Views

Medium-high The site is overlooked by houses at Garsington to the east. There are also long views to the west due to the gently sloping topography and open landscape. In clear conditions, there are distant views to the ridgeline of the Chilterns AONB. Shakespeare's Way crosses the site.

Perceptual qualities

Medium There is a juxtaposition between electricity infrastructure including large scale pylons and an electricity substation and the naturalistic woodland and rural character away from the substation. Perceptual qualities in the north of the site are also influenced by the presence of adjacent housing development, industrial development (to the east) and the Thames Water Sewage Works (to the west).

Cultural and historical associations

Medium There are no known archaeological features present within the site although it does provide part of the wider setting to several listed buildings including the Grade II* listed Minchery Farmhouse.

Overall Landscape Sensitivity

Medium This site is of medium landscape sensitivity; the site is intervisible with and overlooked by Garsington. There are also long views west as the land is open and slopes down in that direction. There is frequent woodland cover which results in a naturalistic feel, although the rural character is degraded by the presence of the large scale pylons and electricity substation.

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within two land parcels that were assessed in the Strategic Green Belt Study: OX14 and OX15. Both of these land parcels were assessed as performing highly against at least one of the Green Belt purposes - OX14 performs highly against two purposes and OX15 performs highly against one purpose. The boundary of OX15 is broadly the same as the boundary of the southern portion of the spatial option; however the boundary of OX14 is larger than the boundary of the northern portion of the spatial option.

Site Name SE Grenoble Rd

District: South Oxfordshire District

ID: 16

Area (Ha): 68.34

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership; Oxford CC, Magdalen College, Thames Water (all scheme promoters), National Grid. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Served by proposed premium cycle routes as part of RT line 1&3, and close to Cowley rail link. Close to RT1, Cowley Interchange, and Horspath Road junction schemes. Education: Up to 5 x 2FE primary schools and 1,900 place secondary school.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Required transport infrastructure is unfunded although improvements serve BMW, Oxford Business Park, Horspath Industrial Estate and County Trading Estate employment sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but high funding gaps on transport infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Medium value area, however, strategic sites are unlikely to absorb full policy requirements (BNP, 2014).

Existing use

Agricultural, residential, electricity sub-station.

Other considerations

Potentially good footpath links to wider countryside and greenspace areas to north; will maximise public transport use; Oxford Science Park and other employment sites are nearby. Public transport connections to the centre of Oxford are potentially good.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: upgrade/improve existing services and infrastructure including high quality cycle facilities connecting into existing routes into Oxford and main road pedestrian crossings and bus stops (A4074 and B480); bus lanes on the Oxford ring road (A423).

Other enabling costs

Requirement for substantial buffer to Oxford Sewage Treatment Works at Sandford; further examination of evidence of Roman artefacts (potential constraint).

Conclusion: Is the spatial option likely to be financially viable?

Site Name	SE Grenoble Rd		District:	South Oxfordshire District	
ID:	16	Area (Ha):	68.34	Dwellings by 2031:	2,200

Orange	Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)				

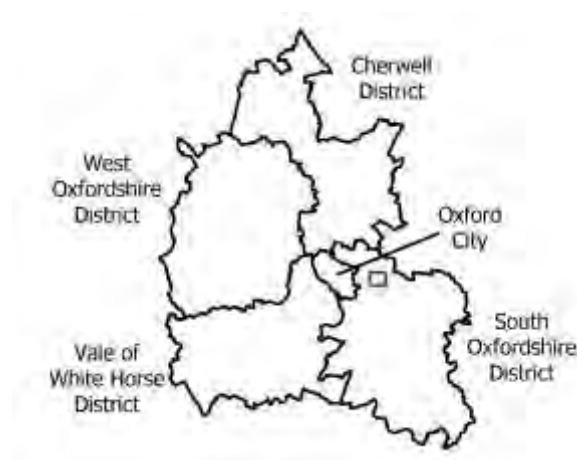
Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550



Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1 km of an existing sustainable transport link providing a fast and frequent service to the cultural offer of Oxford City Centre - there are bus services but they are not fast and frequent. The site is within 7.5km straight line cycle distance of Oxford City Centre to the northwest. Therefore, a minor negative effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This site is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to the cultural offer of the City Centre. This site is also 7.5km straight line cycle distance from the city centre. Therefore, a minor negative effect is likely overall.

Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford - there are bus links to Oxford University in the City Centre although they are not fast and frequent. Therefore, a minor negative effect is likely. Although the site is at the existing Wheatley Campus of Oxford Brookes University, this is closing and the potential development would replace the campus.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore, a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- + This site is within 8km straight line cycle distance of a number of universities and equivalent institutions in Oxford. The site is approximately 5.6km cycle distance from Oxford Brookes University (Headington sites), 6.3km from EF Language School and 7.3km from Oxford University in the City Centre. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford - there are bus links to the city centre although they are not fast and frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- + This site is within 8km straight line cycle distance of four employment nodes: Oxford City Centre (approximately 8.5km to the west), Headington (approximately 5.5km to the west), Oxford Science Park (approximately 7km to the south west) and Oxford Business Park (approximately 5.5km to the south west); therefore a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++ This site is in South Oxfordshire District and in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- + This site is adjacent to Wheatley which should provide residents with fairly good access to a range of existing services and facilities; therefore a minor positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- + This spatial option would not incorporate a new secondary school but is within 2km of Wheatley Park School, which it is understood currently has some capacity and may have potential to expand. Therefore, a minor positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + This spatial option would incorporate employment provision; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- ? The central area of the southern half of this site includes an area of flood zones 2 and 3 which account for 5-6% of the total area of the site. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550

- + The northern area of this site includes an area (more than 25%) of previous developed land (the Oxford Brookes University campus); therefore a minor positive effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- ++ This site includes an area (more than 25%) of previous developed land; therefore a significant positive effect is likely.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? Lyehill Quarry SSSI is 740m to the north of this site. There are also several sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

- ? Wheatley Recreation Ground Local Geological Site is 200m to the west of the site. Therefore a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- + This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? This site includes a Scheduled Monument (Moated Site) in the northern section of the site. The Grade II Listed Milestone Building is also located adjacent to the southern section of the site, within the settlement to the west. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- ? Development at this site may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant; therefore a potential but uncertain minor negative effect is identified. This site is assessed as being medium-low in landscape sensitivity as it is not overly prominent in the wider landscape and is well screened by existing tree cover. Pylons

Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550

crossing the landscape add an urban fringe character in the south eastern part of the site. Sensitivity is increased in the west of the site due to the presence of wood pasture and parkland habitat.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium This site consists of gently sloping pockets of land around Wheatley. There are some areas of woodland in the west of the site around the Oxford Brookes University campus.

Settlement form and edge

Medium-low Development on the part of the site north of the A40 dual carriageway is unlikely to integrate well with existing development in Wheatley. Development in the south-east of the site would integrate with existing development and is unlikely to be seen as encroachment into the countryside.

Settlement setting

Medium Development of this site may result in the merging of Wheatley and Holton. The northern part of the site creates a wooded backdrop to both Wheatley and Holton, although the south eastern part of the site is less sensitive in this respect.

Views

Medium-low Views in and out of the site are limited due to the dense woodland cover and topography. The site is not prominent within the landscape.

Perceptual qualities

Medium In the northern part of the site there is a naturalistic and tranquil character due to the well wooded landscape. In the south east of the site there is an urban fringe character due to the adjacent sewage works and large scale pylons. Traffic noise from the A40 negatively impacts the whole site.

Cultural and historical associations

Medium The northern part of the site contains a Scheduled Monument (relating to a moated site) and also provides a setting to numerous listed buildings within Holton.

Overall Landscape Sensitivity

Medium-low This site is assessed as being medium-low in landscape sensitivity as it is not overly prominent in the wider landscape and is well screened by existing tree cover. Pylons crossing the landscape add an urban fringe character in the south eastern part of the site. Sensitivity is increased in the west of the site due to the presence of wood pasture and parkland habitat.

Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within three land parcels that were assessed in the Strategic Green Belt Study: WH3, WH4 and WH5. None of these land parcels were assessed as performing highly against any of the Green Belt purposes. The boundaries of those land parcels are larger than the boundary of the spatial option.

Site Name Wheatley - Holton

District: South Oxfordshire District

ID: 17

Area (Ha): 50.29

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. Some parcels of land are promoted, but not covering the whole site. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

6.5km from Thornhill P&R/Rapid Transit Line 2 terminus. Likely to benefit from A40 Headington roundabout upgrade. Education: 1FE primary school with sufficient site to be 2FE if needed; contributions towards expansion of secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All transport infrastructure unfunded - no close transport investments required for other strategic development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but high funding gaps on infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Low value area, however, strategic sites are unlikely to absorb full policy requirements (BNP, 2014).

Existing use

Agricultural, higher education, garden nursery.

Other considerations

Located within 4 miles of Oxford, along the A40.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: some additional bus services depending upon the closure of Brookes University's Wheatley Campus and associated buses.

Other enabling costs

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name M40 Junction 7

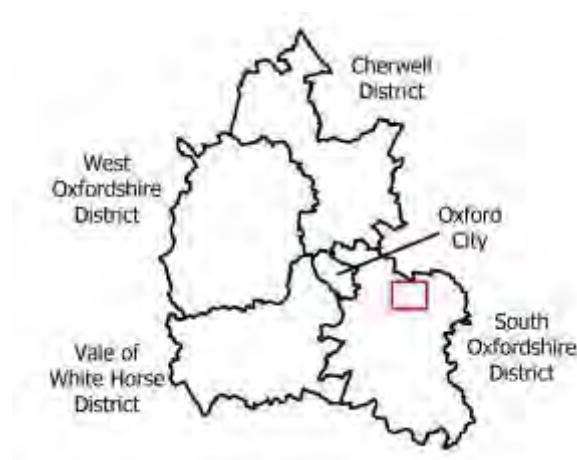
District: South Oxfordshire District

ID: 18 Area (Ha): 732.92

Dwellings by 2031: 2,200



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

-- This spatial option is not within 1 km of an existing sustainable transport link providing fast and frequent services to the cultural offer of Oxford City Centre, and it is approximately 13km to the west of Oxford City Centre. Therefore, a significant negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to the cultural offer of Oxford City Centre, which is approximately 13km away. Therefore, a significant negative effect is likely.

Site Name M40 Junction 7

District: South Oxfordshire District

ID: 18

Area (Ha): 732.92

Dwellings by 2031: 2,200

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

-- This spatial option is not within 1km of an existing sustainable transport link providing fast and frequent services to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide fast and frequent services to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- This site is more than 2km walking distance and more than 8km straight line cycle distance from all five of the key employment nodes in Oxford; therefore a minor negative effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

++ This site is likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

Site Name M40 Junction 7

District: South Oxfordshire District

ID: 18

Area (Ha): 732.92

Dwellings by 2031: 2,200

++ This site is in South Oxfordshire District and, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, an overall negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

-- This site is isolated from existing services and facilities; therefore a significant negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

++ This spatial option would incorporate six to seven new primary schools; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

++ This spatial option would incorporate one or two new secondary schools; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

+ This spatial option would incorporate employment provision; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

--? The central western area and southern boundary of this site include overlapping areas of flood zone 2 and 3, which accounts for 6% and 4% of the total area of the site respectively. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- The majority of this site is on greenfield land, although there are a number of scattered properties located throughout the site; therefore a minor negative effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

Site Name M40 Junction 7

District: South Oxfordshire District

ID: 18

Area (Ha): 732.92

Dwellings by 2031: 2,200

--? This site is largely greenfield land, the majority of which (64%) is Grade 3 agricultural land. Approximately 33% is either Grade 4 or 5 or urban land and the remaining small area (3%) is Grade 1 or 2 agricultural land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the Grade 3 land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is more than 3km from a European designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

--? Spartum Fen SSSI is adjacent to the western area of the site and could therefore be directly affected by development, for example as a result of impacts on the fauna of the wetland habitat. There are also several sites listed on the Ancient Woodland Inventory within 1km of the site. Overall, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

0? This spatial option is more than 1km from a locally designated biodiversity or geodiversity site and is therefore considered to be of a low risk and may have a negligible effect.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

++ This site is classed as a new settlement option; therefore a significant positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? This site includes nine Listed Buildings including the Grade II Listed Cowhouse and attached farm building approximately 300m south of Rycote Lane Farmhouse and the Granary to the north of the London Road and Latchford House to the south of the A40. Also to the south of the A40 are two Archaeological Alert Areas. To the north of the site, there are two further Archaeological Alert Areas on the northern side of the A329 and to the south of the site there is another Archaeological Alert Area to the south of Heseley Brook. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as having medium-high landscape sensitivity as it is exposed and elevated with a strong rural character (although eroded somewhat by the presence of the motorway) and highly prominent with extensive views out, including intervisibility with the ridgeline in the Chilterns AONB to the south east.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

Site Name M40 Junction 7

District: South Oxfordshire District

ID: 18 Area (Ha): 732.92

Dwellings by 2031: 2,200

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name M40 Junction 7

District: South Oxfordshire District

ID: 18

Area (Ha): 732.92

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium-high Undeveloped agricultural land of varying topography including some steep slopes and prominent ridges. The site contains numerous landscape features including copses and hedgerows with mature trees.

Settlement form and edge

Medium-high The large site is not associated with a single settlement, although development on a large scale would be a step-change from the existing small villages and hamlets in the locality.

Settlement setting

Medium-high Development of this site would reduce the gap between a number of small villages and hamlets including Tetsworth, Great Haseley and Milton Common.

Views

Medium-high From the elevated parts of the site there are extensive, panoramic views in all directions. These include long views south towards the ridgeline of the Chilterns AONB. The site is visible from the Oxfordshire Way to the east.

Perceptual qualities

Medium-high Very tranquil landscape, with a strong rural character owing to the frequent naturalistic features and intact landscape structure. On the higher elevations, there is a sense of exposure. Noise and movement from the M40 have a negative impact on the landscape although the rural character remains dominant.

Cultural and historical associations

Medium The site contains and provides a setting to a number of listed buildings, and also provides part of the wider setting to Great Haseley Conservation Area.

Overall Landscape Sensitivity

Medium-high This site is assessed as having medium-high landscape sensitivity as it is exposed and elevated with a strong rural character (although eroded somewhat by the presence of the motorway) and highly prominent with extensive views out, including intervisibility with the ridgeline in the Chilterns AONB to the south east.

Site Name M40 Junction 7

District: South Oxfordshire District

ID: 18

Area (Ha): 732.92

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name M40 Junction 7

District: South Oxfordshire District

ID: 18

Area (Ha): 732.92

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership; promoters: West Waddy, planning consultants. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

17.5km from Thornhill P&R/Rapid Transit Line 2 terminus. Likely to benefit from A40 Headington roundabout upgrade. Education: 6to7 x 2FE primary schools and 2 x 1,200-place secondary schools.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Transport infrastructure unfunded - new junction not included in Oxfordshire Transport Scheme. No close transport investments required for other strategic development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but high funding gaps on transport infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Medium value area, however, strategic sites are unlikely to absorb full policy requirements (BNP, 2014).

Existing use

Agricultural land with few residential dwellings.

Other considerations

Not close to other areas of population, but has an existing high capacity transport corridor; not very close to Oxford station (6.5miles).

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: substantial new cycle infrastructure to link the site to Thame and Oxford. Potential to link to rail station to be explored. Enhanced bus services may be required - any P&R provision on site to be consistent with Oxford Transport Strategy.

Other enabling costs

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Wick Farm

District: South Oxfordshire District

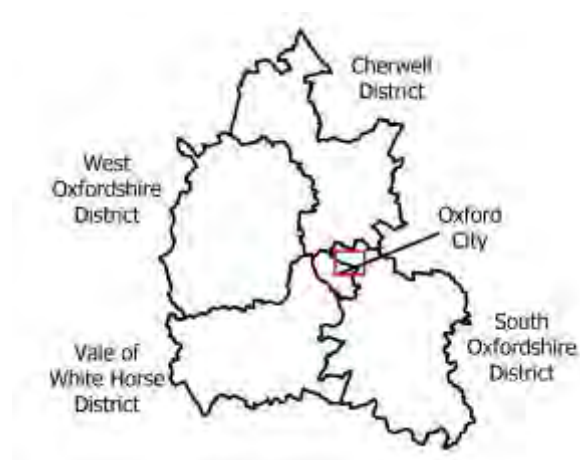
ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

++ This site is within 3km straight line cycle distance of Oxford City Centre and is it adjacent to an existing fast and frequent bus service to the cultural offer of the City Centre; therefore a significant positive effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

++? This spatial option is within 1km of planned sustainable transport links that are coming forward as part of the adjacent Barton Park development and that it is assumed would provide a fast and frequent service to the cultural offer of Oxford City Centre. In addition, it is within 3km straight line cycle distance of the City Centre. Therefore, a significant positive effect is likely.

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This site is adjacent to an existing fast and frequent bus service to Oxford University in the City Centre; therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This spatial option is within 1km of planned sustainable transport links that are coming forward as part of the adjacent Barton Park development and which it is assumed would provide fast and frequent services to Oxford University in the city centre and potentially other institutions; therefore a significant positive effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This site is within 3km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is within 2km cycle distance of Oxford Brookes University (Headington sites), 1.5km cycling distance of EF Language School and 2.3km cycle distance of Oxford University in the City Centre. Therefore, a significant positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

++ This spatial option is adjacent to existing fast and frequent bus services to the City Centre and Headington employment nodes; therefore a significant positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The western tip of this site would be adjacent to the proposed Rapid Transit Line 2 which it is assumed would provide a fast and frequent service to the Headington and Northern Gateway employment nodes. In addition, the spatial option is within 1km of planned sustainable transport links that are coming forward as part of the adjacent Barton Park development and which it is assumed would provide fast and frequent services to the city centre employment node. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ This site is within 8km straight line cycle distance of four employment nodes: Oxford City Centre (approximately 3.5km to the south west), Northern Gateway (approximately 4.5km to the west), Oxford Science Park (approximately 6km to the south) and Oxford Business Park (approximately 4.5km to the south). The site is also within 2km walking distance and 3km cycle distance of the employment node at Headington (approximately 1.5km to the south); therefore a significant positive effect is likely as it is expected that some people could walk or cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200

- +** This site is adjacent to three super output areas to the south (around Barton) which were identified as being within the 30% most deprived nationally in the 2015 Indices of Multiple Deprivation; therefore a minor positive effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- ++** This site is considered likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++** This site is in South Oxfordshire District and, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- ++** This site is within 800m of the John Radcliffe Hospital in Headington; therefore a significant positive effect is likely as residents would have very good access to a hospital.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- +** Most of this large site would be isolated from existing services and facilities (although the southern part of the site would be reasonably close to Barton). However, the site would be adjacent to the Barton Park development which is currently being built out and which will include a community hub with local shops and other facilities. A minor positive effect is therefore likely overall.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate four new primary schools; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option could incorporate a new secondary school if needed; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- +** This site could incorporate employment provision; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- ?** The southern, eastern and western boundaries of this site include overlapping areas of flood zones 2 and 3 which account for 5-7% of the total area of the site. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200

18. Will the spatial option increase impermeable surfaces?

- The majority of this site is on greenfield land, although there are a small number of properties located at Wick Farm and on Bayswater Road; therefore a minor negative effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- This site is largely greenfield land, the majority of which (39%) is Grade 1 or 2 agricultural land. There is also an area (38% of the site) which comprises Grade 3 agricultural land and a smaller area (24%) which is either Grades 4 or 5 or urban land. Therefore, it is assumed that development at this site would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? Sidling's Copse and College Pond SSSI is adjacent to the northern part of the site and Magdalen Quarry SSSI is 1km away to the south. There are also several sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

- ? Magdalen Quarry Local Nature Reserve is 1km away to the south. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- + This site is classed as an urban extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? This site includes six Listed Buildings to the west of Roman Road and these include the Grade II Listed Stowford Farmhouse and Wick Farmhouse and barn. There are also four Archaeological Alert Areas within the site. Overall, a potential but uncertain significant negative effect on heritage is therefore identified.

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as being of medium-high sensitivity as a result of its elevation and the long views, including west to the Cotswolds. It also has a strong rural and undeveloped character.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium-high The site consists of fairly steeply rising ground which is predominantly agricultural with some trees, including coniferous belts.

Settlement form and edge

Medium-high Development of this site would likely to be seen as a step change from the existing settlement form and would cross the existing feature of Bayswater Brook which contains Barton.

Settlement setting

Medium-high The site forms a prominent rural and undeveloped backdrop to the north of Oxford, particularly Barton and Old Headington.

Views

Medium-high The site is likely to be prominent in long-distance and local views from Oxford - the western part of the site falls within one of the Oxford View Cones. There are long views across the north of Oxford to the Cotswolds AONB beyond.

Perceptual qualities

Medium The site retains a very rural and tranquil character, with a sense of exposure on the higher elevations. These qualities are detracted from by the presence of the A40.

Cultural and historical associations

Medium-high The site contains a handful of listed buildings at Wick Farm and also provides a rural setting to several Conservation Areas including Old Headington, Elsfield and Marston.

Overall Landscape Sensitivity

Medium-high This site is assessed as being of medium-high sensitivity as a result of its elevation and the long views, including west to the Cotswolds. It also has a strong rural and undeveloped character.

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes

This spatial option is within the Green Belt and lies within two land parcels that were assessed in the Strategic Green Belt Study (OX8 and OX9) as well as Broad Area 2. All three of those land parcels/broad areas were assessed in the Strategic Green Belt Study as performing highly against at least one of the Green Belt purposes - OX8 performs highly against four purposes, OX9 performs highly against two purposes and Broad Area 2 performs highly against one purpose. The boundary of land parcel OX8 is broadly similar to the boundary of the spatial option, while OX9 lies entirely within the spatial option. Broad Area 2, however, extends far beyond the boundary of the spatial option.

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

Area (Ha): 289.17

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. Part of the site is being promoted by Berkeley Homes who have put forward a high-level masterplan (1,300 dwellings approx.). Another large parcel (Elsfield estate) is being promoted by landowners through the Local Plan process. (Source: LA)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Served by Marsh Lane interchange improvement, Barton access/bus link, T3. Close to Headington roundabout phase 1 & 2 proposals. Thornhill P&R nearby. Education: 4 x 2FE primary schools and 1,600-place secondary school.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Only Barton access funded. Barton site access improvements and bus link are funded and critical to developing the adjacent Barton site.

Conclusion – is the site deliverable?

Orange Site is likely to be available and there is developer interest, but high funding gaps on infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding Principles for Deliverability and Viability assessment)

Viability Criteria

Designated market area

Medium value area, however, strategic sites are unlikely to absorb full policy requirements (BNP, 2014).

Existing use

Agricultural; residential; crematorium.

Other considerations

Land adjoining the Oxford urban area to the north and west of Barton. It is well located for access to the highway network.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: significant highway infrastructure to connect to strategic network and Oxford; high quality cycle facilities connecting into to existing routes into Oxford.

Other enabling costs

Roman remains - potential constraints.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity

Site Name Wick Farm

District: South Oxfordshire District

ID: 19

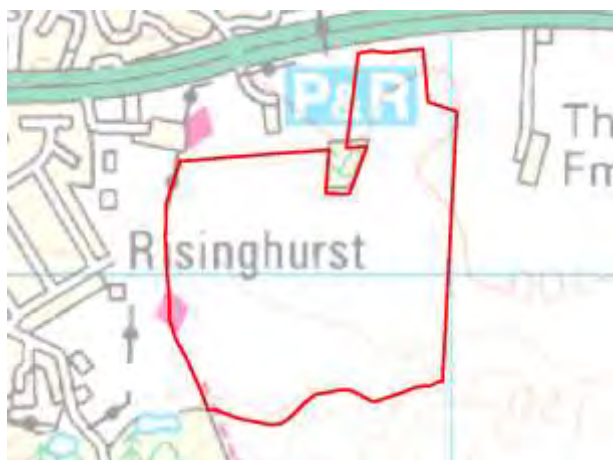
Area (Ha): 289.17

Dwellings by 2031: 2,200

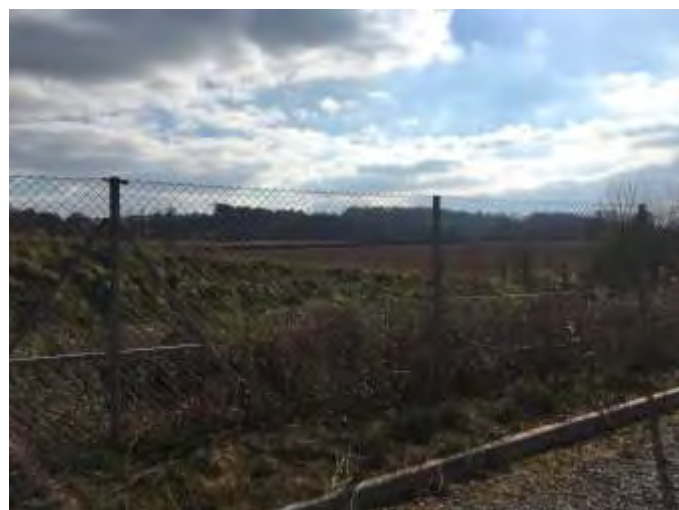
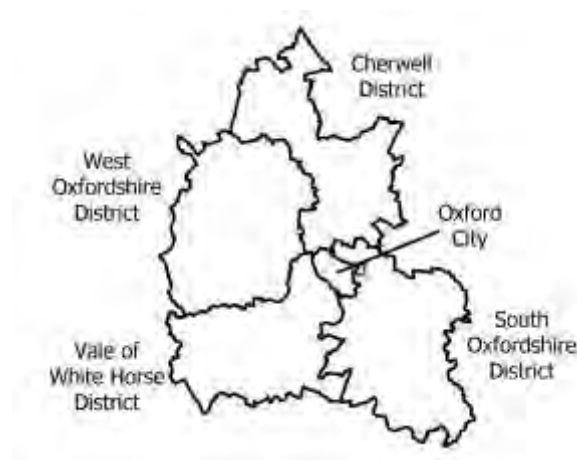
for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Shotover - land at Thornhill
 ID: 20 Area (Ha): 33.55

District: South Oxfordshire District
 Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + This site is not within 1km walking or 3km straight line cycle distance of the cultural offer of Oxford City Centre, which is approximately 4km to the west. However, it is adjacent to the existing Park and Ride site at Thornhill which provides a fast and frequent service to the City Centre. Therefore a minor positive effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? This site would be adjacent to the proposed Rapid Transit Line 2 which it is assumed would also provide a fast and frequent service to the cultural offer of the City Centre. However, this site is not within 1km walking or 3km cycle distance of Oxford City Centre which is approximately 4km

Site Name Shotover - land at Thornhill

District: South Oxfordshire District

ID: 20

Area (Ha): 33.55

Dwellings by 2031: 550

to the west. Therefore, a minor positive effect is likely overall, although this effect is uncertain as it depends on the delivery of the proposed Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This site is adjacent to the existing Park and Ride site at Thornhill which provides a fast and frequent service to Oxford University in the City Centre. Therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This site would be adjacent to the proposed Rapid Transit Line 2 which it is assumed would also provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This site is within 3km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is within 2.8km cycle distance of Oxford Brookes University (Headington sites) and 2.9km cycling distance of EF Language School. Therefore, a significant positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

++ This site is adjacent to the existing Park and Ride site at Thornhill which provides a fast and frequent service to the City Centre and Headington employment nodes; therefore a significant positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? This site would be adjacent to the proposed Rapid Transit Line 2 which it is assumed would provide a fast and frequent service to the City Centre and Headington employment nodes. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Rapid Transit Line.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

++ This site is within 8km straight line cycle distance of four employment nodes: Oxford City Centre (approximately 5km to the west), the Northern Gateway (just under 8km to the north west), Oxford Science Park (approximately 5km to the south west) and Oxford Business Park (approximately 4km to the south west). The site is also within 3km cycle distance of the employment node at Headington (just under 2km to the west); therefore a significant positive effect is likely as it is expected that some people could cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

Site Name Shotover - land at Thornhill

District: South Oxfordshire District

ID: 20

Area (Ha): 33.55

Dwellings by 2031: 550

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++ This site is in South Oxfordshire District and, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + There are no existing NHS hospitals within 800m of this site; however the proposed Rapid Transit Line 2 would pass the site, providing access to the hospitals in Headington. A minor positive effect is therefore likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- + This site is within walking distance of the urban fringe of Oxford at Risinghurst which should provide residents with reasonable access to a range of existing services and facilities; therefore a minor positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- There is no indication that this spatial option would incorporate new secondary school provision and there are no existing secondary schools within 2km although schools outside of that distance may have capacity to expand. Therefore, a significant negative effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + This site could incorporate employment provision; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land; therefore a minor negative effect is likely.

Site Name Shotover - land at Thornhill

District: South Oxfordshire District

ID: 20

Area (Ha): 33.55

Dwellings by 2031: 550

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is on greenfield land which is entirely Grade 3 agricultural land. Therefore, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? Brasenose Wood and Shotover Hill SSSI is 470m to the south of the site. There are also three sites listed on the Ancient Woodland Inventory within 3km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

--? Monks Wood Grassland Local Wildlife Site is immediately adjacent to the southern area of this site and could therefore be directly affected by development. Shotover Local Geological Site is also 560m to the south. Therefore, a significant negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+

This site is classed as an urban extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-? The Grade II Listed 'Milestone approximately 98 metres west of junction with Merewood Avenue' is 175m to the north of the site on the northern side of the A420, within Barton. To the south of the site, near Monks Wood, there is an Archaeological Alert Area. A potential minor negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as being of medium landscape sensitivity as it provides a rural backdrop rising up above Risinghurst and Sandhills and part of the wider landscape setting to Shotover Country Park, although it is somewhat visually separated from the Country Park by the landform and tree cover. The site has an intact landscape structure and rural character with frequent hedgerows and trees, although the adjacent A40 can detract from the rural and tranquil character of the area.

Site Name	Shotover - land at Thornhill			District:	South Oxfordshire District		
ID:	20	Area (Ha):	33.55	Dwellings by 2031:	550		

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Shotover - land at Thornhill

District: South Oxfordshire District

ID: 20

Area (Ha): 33.55

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium-high This site consists of agricultural land sloping up in a southerly direction. The fields are divided by hedgerows and surrounded by dense woodland.

Settlement form and edge

Medium This site is disconnected from existing development at Risinghurst and Sandhills and is unlikely to relate well to either of the existing settlements. Development here would not cross any significant boundary features.

Settlement setting

Medium The site forms an important part of the rural setting to Oxford (particularly Risinghurst and Sandhills). It also forms part of the wider gap between Risinghurst and Littleworth to the south east.

Views

Medium Views out of the site are limited due to woodland cover although there are glimpses of the site from the Oxford Greenbelt Way near Forest Hill. Despite the sloping topography, the site is not overlooked from Shotover Country Park due to the dense woodland.

Perceptual qualities

Medium The site has a well-wooded, estate character as a result of its proximity to Shotover Country Park and the Registered Park and Garden to the west. It is fairly tranquil, although this quality is eroded by traffic noise from the A40 to the north of the site.

Cultural and historical associations

Medium The site does not contain any cultural or historic associations but it does have a role as part of the wider setting to the Grade I Registered Parkland at Shotover.

Overall Landscape Sensitivity

Medium This site is assessed as being of medium landscape sensitivity as it provides a rural backdrop rising up above Risinghurst and Sandhills and part of the landscape setting to Shotover Country Park. The site has an intact landscape structure and rural character with frequent hedgerows and trees, although the adjacent A40 can detract from the rural and tranquil character of the area.

Site Name	Shotover - land at Thornhill			District:	South Oxfordshire District
ID:	20	Area (Ha):	33.55	Dwellings by 2031:	550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel OX11 which was assessed in the Strategic Green Belt Study as performing highly against four of the Green Belt purposes. The boundary of that land parcel is much larger than the boundary of the spatial option.

Site Name Shotover - land at Thornhill

District: South Oxfordshire District

ID: 20

Area (Ha): 33.55

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Ownership: Trustees of Shotover Estate; promoter: Gerald Eve. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

RT2, Thornhill P&R and premium cycle route serve the site. Education: site too small but with existing pressures a new primary school will add value. Potential for local secondary schools expansion.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All transport infrastructure unfunded.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but funding gap on transport infrastructure. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Medium value area, however, strategic sites are unlikely to absorb full policy requirements (BNP, 2014).

Existing use

Greenfield.

Other considerations

Edge of Oxford; next to the proposed Rapid Transit Line 2, connecting Thornhill-City-Cumnor and adjacent to Thornhill Ride & Park.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: TBC (not currently assessed).

Other enabling costs

There are at least two streams/drainage ditches.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Abingdon North

District: Vale of White Horse District

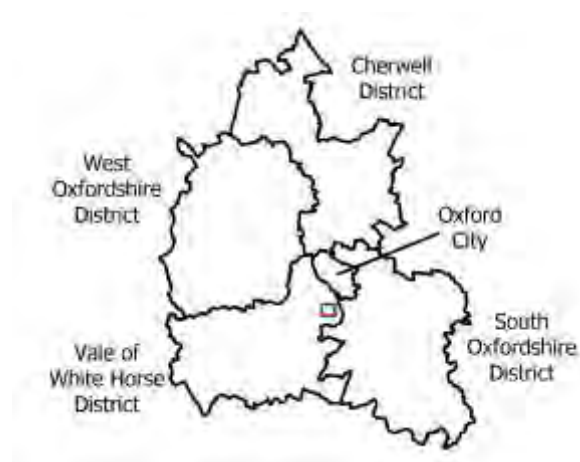
ID: 21

Area (Ha): 57.81

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1 km of an existing sustainable transport link providing fast and frequent services to the cultural offer of Oxford City Centre, which is approximately 5.5km straight line cycle distance to the north. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? This site would be very close to a proposed Park and Ride which it is assumed would provide a fast and frequent service to the cultural offer of the City Centre, although it is noted that the A34 runs between the site and the proposed Park and Ride site. However, the site is not within 1km walking distance or 3km cycling distance of Oxford City Centre and therefore, a minor

Site Name Abingdon North

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Dwellings by 2031: 1,100

positive effect is likely overall. This is currently uncertain as it depends on the delivery of the proposed Park and Ride site.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This spatial option would be adjacent to a proposed Park and Ride which it is assumed would provide a fast and frequent service to Oxford University in the City Centre, although it is noted that the A34 runs between the site and the proposed Park and Ride. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Park and Ride.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

+ This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is within 5.3km cycle distance of Oxford University in the City Centre, 5.7km cycle distance of City of Oxford College and Bellerby's and is also within 7.9km cycle distance of both campus sites at D'overbroecks institution in Oxford. It is 7.3km from Oxford Brookes University (Headington sites) and 7km cycle distance from EF Language School. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

+++ This spatial option would be adjacent to the proposed Rapid Transit Line 3 which it is assumed would provide a fast and frequent service to the employment nodes at Oxford Science Park and Oxford Business Centre as well as Headington. The site would also be adjacent to a proposed Park and Ride which it is assumed would provide a fast and frequent service to the City Centre employment node, although it is noted that the A34 runs between the site and the proposed Park and Ride. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is within 8km straight line cycle distance of three employment nodes: Oxford City Centre (approximately 6km to the north), Oxford Science Park (approximately 3.5km to the north east) and Oxford Business Park (approximately 4.5km to the north east); therefore a minor positive effect is likely as it may be possible for some people to cycle to work.

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District: Vale of White Horse District

ID: 21

Area (Ha): 57.81

Dwellings by 2031: 1,100

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + There are no existing NHS hospitals within 800m of this site; however, the proposed Rapid Transit Line 3 would pass the site, providing what is assumed to be fast and frequent services to the hospitals in Headington. A minor positive effect is therefore likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is isolated from existing services and facilities, being separate from the urban edge of Abingdon; therefore a significant negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate a new secondary school; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 It is not expected that this spatial option would incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

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Area (Ha): 57.81

Dwellings by 2031: 1,100

18. Will the spatial option increase impermeable surfaces?

- This site is on almost entirely greenfield land, although there is a single property in the western area of the site; therefore a minor negative effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- ? This site is mainly on greenfield land, and is completely comprised of Grade 3 agricultural land. Therefore, it is assumed that development would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? Sugworth SSSI is 480m to the north of the site. There are also several sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

- ? There are also two Local Wildlife Sites within 1km of the site, the nearest (Radley Little Wood) being 430m to the north east and the furthest (Radley Large Wood) being 630m to the north east. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- + This site is classed as a town extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? The Grade II Listed Milestone at National Grid is located within the western area of the site. There are also two Archaeological Alert Areas 160m to the east of the site. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

Site Name	Abingdon North		District:	Vale of White Horse District	
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--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as being of medium-high sensitivity as a result of its historic estate character, elevation and prominence in the wider landscape (including providing part of the wider rural setting to Abingdon and Radley) and the extensive views south.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Abingdon North

District: Vale of White Horse District

ID: 21

Area (Ha): 57.81

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium-high The site is mostly agricultural land within an estate parkland; a distinctive and prominent avenue of trees runs through the centre of the site, associated with a former approach to Radley Hall. There are also prominent blocks of woodland with thick hedgerows. Some of the woodland is ancient in origin.

Settlement form and edge

Medium-high The site is not directly adjacent to Abingdon and new development would relate poorly to existing development. It is adjacent to the small settlement at Lodge Hill although it is separated by the A4183.

Settlement setting

High This site provides part of the distinctive rural, estate backdrop to both Abingdon and Radley. Development of this site would result in a significant reduction of the gap between Abingdon and Kennington.

Views

Medium-high The Oxford Greenbelt Way runs through the centre of the site along the avenue of trees which is found on the most elevated part of the site. There are long views in a southerly direction, taking in the spire in Abingdon and the power station at Didcot. There are also views to the ridgeline of the North Wessex Downs AONB beyond.

Perceptual qualities

Medium-high The presence of Radley Park affords the landscape a rural estate character, with distinctive features including remnant parkland and wood pasture. The main road of the A4183 can detract from tranquillity on the site.

Cultural and historical associations

Medium-high Radley Park dates back to around the 13th century, and is typical of a medieval park. It also provides a key part of the setting to the numerous listed buildings at Radley College, including the Grade II* listed Radley Hall.

Overall Landscape Sensitivity

Medium-high This site is assessed as being of medium-high sensitivity as a result of its historic estate character, elevation and prominence in the wider landscape (including providing part of the wider rural setting to Abingdon and Radley) and the extensive views south.

Site Name	Abingdon North	District:	Vale of White Horse District
ID:	21	Area (Ha):	57.81
		Dwellings by 2031:	1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel AT5 which was assessed in the Strategic Green Belt Study as performing highly against one of the Green Belt purposes. The boundary of that land parcel is much larger than the boundary of the spatial option.

Site Name Abingdon North

District: Vale of White Horse District

ID: 21

Area (Ha): 57.81

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership and no scheme promoter. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Headington roundabout improvement scheme at 2km. Education: 1 x 2FE Primary School and 1 x Secondary School that would also serve other developments in and around Abingdon.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Lodge Hill south-facing slips are funded, while P&R site is part-funded. RT line is not funded. Lodge Hill interchange improvements and P&R are critical to unlocking other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure only part funded. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment).

Viability Criteria

Designated market area

High value area; likely high demand due to attractive setting and good connectivity.

Existing use

Agricultural land.

Other considerations

Good access to both Oxford and Abingdon; proximity to Radley Station via road.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: bus priority measures on routes to Oxford city centre and Eastern Arc. Pedestrian crossings and bus stops A4183.

Other enabling costs

Protected and notable species recorded on site.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Abingdon South

District: Vale of White Horse District

ID: 22

Area (Ha): 65.69

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to the cultural offer of Oxford City Centre - there is a bus route but it is not fast and frequent. The site is approximately 9.5km walking or straight line cycle distance from Oxford City Centre to the north. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the cultural offer of Oxford City Centre, which is approximately 9.5km to the north. Therefore, a significant negative effect is likely.

Site Name Abingdon South

District: Vale of White Horse District

ID: 22

Area (Ha): 65.69

Dwellings by 2031: 1,100

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford - there is a bus service providing access to Oxford University in the city centre but it is not fast and frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford - although there is a bus link to the city centre, it is not fast and frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- This site is more than 2km walking distance and more than 8km straight line cycle distance from all of the key employment nodes in Oxford, with the nearest being the Northern Gateway which is approximately 16.5km to the east. Therefore, a minor negative effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

+ This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

Site Name Abingdon South

District: Vale of White Horse District

ID: 22

Area (Ha): 65.69

Dwellings by 2031: 1,100

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- +** This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- +** This site is adjacent to the urban edge of Abingdon but is approximately 1.5km from the town centre where most of the shops, services and facilities will be focussed. Others will be more accessible, however, and a minor positive effect is likely overall.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate a new secondary school; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0** It is not expected that this spatial option would incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- ?** There is a negligible amount of flood zone 3 within the site (0.03%), but the northern and south eastern areas of this site include areas of flood zone 2, which account for 4% of the total area of the site. Therefore, there could be a minor negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- This site is on mainly greenfield land, although there are some properties in the far south eastern area of the site on Stonehill Lane; therefore a minor negative effect is considered likely.

Efficient use of land

Site Name Abingdon South

District: Vale of White Horse District

ID: 22

Area (Ha): 65.69

Dwellings by 2031: 1,100

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

-- This site is largely greenfield land, the majority of which (67%) comprises Grade 3 agricultural land. Approximately 20% is Grade 1 or 2 agricultural land and a smaller area (14%) is either Grade 4 or 5 or urban land. Therefore overall, it is assumed that development would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated biodiversity site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

0? This spatial option is over 1km from a nationally designated biodiversity site and therefore considered to be of a low risk and may have a negligible effect.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

0? This spatial option is over 1km from a locally designated biodiversity or geodiversity site and therefore considered to be of a low risk and may have a negligible effect.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a town extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? The western area of this site is adjacent to the B4017, which includes part of the Sutton Wick settlement site Scheduled Monument. The Grade II Listed Stonehill House, attached outbuildings and barns is also located within the eastern section of the site. The south western parts of the site include two Archaeological Alert Areas. There are also several Archaeological Alert Areas within the eastern section of the site and adjacent to the eastern and the northern area of the site. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. The site is assessed as being of medium landscape sensitivity as it has an open, rounded form which is relatively elevated and moderately prominent within the wider landscape. There are long views south to the ridgeline of the North Wessex Downs AONB. The site provides a rural edge to Abingdon although the rural and tranquil nature of the site is eroded by noise from the A34 dual carriageway.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Abingdon South

District: Vale of White Horse District

ID: 22

Area (Ha): 65.69

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium The site is open, rolling, predominantly agricultural land with some hedgerows and pockets of deciduous woodland.

Settlement form and edge

Medium The site does not fit tightly against the existing urban edge of Abingdon and may be perceived as encroachment on the open countryside although it would not cross any significant existing boundary features.

Settlement setting

Medium The site forms a large part of the gap between separation between Caldecott and Drayton and provides an elevated and undeveloped backdrop to both settlements.

Views

Medium-high As a result of the open, fairly elevated land there are long views in a southerly direction to the ridgeline of the North Wessex Downs AONB and Didcot Power Station. There are also views to prominent spires in the south of Abingdon.

Perceptual qualities

Medium The site retains a rural and undeveloped quality with some sense of exposure owing to its openness and elevation. The sense of rurality is negatively affected by noise from the A34 dual carriageway to the west of the site.

Cultural and historical associations

Medium-high The site contains part of a Scheduled Monument to the west of the B4017 and listed buildings at Stonehill House.

Overall Landscape Sensitivity

Medium The site is assessed as being of medium landscape sensitivity as it has an open, rounded form which is relatively elevated and moderately prominent within the wider landscape. There are long views south to the ridgeline of the North Wessex Downs AONB. The site provides a rural edge to Abingdon although the rural and tranquil nature of the site is eroded by noise from the A34 dual carriageway.

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ID:	22	Area (Ha):	65.69
		Dwellings by 2031:	1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Abingdon South

District: Vale of White Horse District

ID: 22

Area (Ha): 65.69

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership and no scheme promoter. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Next to South Abingdon bypass and cycle routes to Abingdon, Harwell Science Park and Milton Park. Education: 1 x 2FE Primary School and 1 x Secondary School that would also serve other developments in the area.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Transport infrastructure has high funding gaps. None of the closest transport investments are identified as critical or necessary to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure has high funding gap. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural land and small number of residential dwellings.

Other considerations

There are known highway congestion issues in this location. Half hourly bus service to Oxford and employment sites in Science Vale.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: bus priority measures on routes to Oxford city centre and Eastern Arc.

Other enabling costs

Significant flooding along the Ock to the north and from the Thames to the south into the south-eastern corner. Protected species recorded on site; It is likely that predetermination evaluation and assessment will be required.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding

Site Name	Abingdon South			District:	Vale of White Horse District	
ID:	22	Area (Ha):	65.69	Dwellings by 2031:	1,100	

principles for Deliverability and Viability assessment.)

Site Name Botley

ID: 24

Area (Ha): 51.89

District: Vale of White Horse District

Dwellings by 2031: 550



Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + This spatial option is within 1 km of an existing bus link providing fast and frequent services to the cultural offer of Oxford City Centre, and is within 4km straight line cycle distance of Oxford City Centre to the east. Therefore, a minor positive effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? The proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to the cultural offer of Oxford City Centre. The site would also be adjacent to a proposed Park and Ride which it is assumed would provide a fast and frequent service to the City Centre. However, the is not within 1km walking distance

Site Name Botley

District: Vale of White Horse District

ID: 24

Area (Ha): 51.89

Dwellings by 2031: 550

or 3km cycling distance to Oxford City Centre and therefore a minor positive effect is likely overall, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is within 1km of an existing fast and frequent bus link to Oxford University in the city centre; therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? The proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to Oxford University in the City Centre. The site would also be adjacent to a proposed Park and Ride which it is assumed would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

+ This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is within 3.7km cycle distance of Bellerby's institution in Oxford, is approximately 4km cycle distance from Oxford University and 4.7km from City of Oxford College. This site is also within 5.4km of both campus sites at D'overbroecks institution in Oxford, and is 7km from Oxford Brookes University (Headington sites) and EF Language School. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is within 1km of an existing bus link providing a fast and frequent service to the city centre employment node; therefore, a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to the Oxford City Centre and Headington employment nodes. The site would also be adjacent to the proposed Park and Ride which it is assumed would provide a fast and frequent service to the City Centre employment node. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is within 8km straight line cycle distance of all five of the key employment nodes in Oxford: Oxford City Centre (approximately 4.5km to the north east), the Northern Gateway (approximately 6.5km to the north), Oxford Science Park (approximately 7km to the south east), Oxford Business Park (approximately 7.5km to the east) and Headington (just under 8km to the north east). Therefore, a minor positive effect is likely as it may be possible for some

Site Name Botley

District: Vale of White Horse District

ID: 24

Area (Ha): 51.89

Dwellings by 2031: 550

people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely. It is noted that if the proposed Park and Ride comes forward within land covered by this spatial option, the number of homes to be provided would reduce accordingly.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + This site is not within 800m of an existing NHS hospital; however the proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to the hospitals at Headington. A minor positive effect is therefore likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the village of Cumnor and so would not provide residents with easy access to a wide range of existing services and facilities and a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate a new secondary school - it will make contributions towards one although its location will depend on which other development site options are taken forward; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

Site Name Botley

District: Vale of White Horse District

ID: 24

Area (Ha): 51.89

Dwellings by 2031: 550

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is on almost entirely greenfield land, although there is a single property located to the south of the site; therefore a minor negative effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is largely greenfield land and the entire site comprises Grade 3 agricultural land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

-? Cothill Fen SAC is located 2km to the south of this site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes. Further HRA work may therefore be required.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? There are two SSSIs within 1km of this site including Hurst Hill 170m to the east and Cumnor 430m to the west. There are also several sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

-? There are two Local Wildlife Sites within 1km of the site - Chawley footpath (290m) and Pasture near Chawley (510m) to the north. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Site Name Botley

District: Vale of White Horse District

ID: 24

Area (Ha): 51.89

Dwellings by 2031: 550

Historic environment

24. Will the spatial option impact upon heritage assets?

--? This site is within 1km of several Listed Buildings, the closest being Bradley Farmhouse 150m to the south west and Youlbury House 970m to the south east. There is also a Conservation Area 210m to the west of the A420, which includes Listed Buildings. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This is assessed as being of medium landscape sensitivity; it is open and relative flat with few landscape features, however it is strongly overlooked by nearby higher ground including Hurst Hill and Youlbury Wood.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Botley

District: Vale of White Horse District

ID: 24

Area (Ha): 51.89

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium The site consists of very gently rolling large-scale agricultural land typical of the area with some hedgerows and trees on field boundaries.

Settlement form and edge

Medium-low The site is better associated with existing development at Chawley rather than Cumnor as it is separated from the latter by the A420 dual carriageway. Development of the site would not cross any existing boundary features.

Settlement setting

Medium The site creates an undeveloped, rural setting to the south of Chawley and also prevents further merging of Chawley and Cumnor, although the settlements are separated by the hard barrier of the A420.

Views

Medium-high The site is overlooked and has high levels of intervisibility by higher ground to the south and east including Hurst Hill, Hen Wood and Youlbury Wood. The Oxford Greenbelt Way crosses higher ground to the south east.

Perceptual qualities

Medium The site has a typical undeveloped rural character although this can be detracted from by pylons and traffic noise from the A420.

Cultural and historical associations

Medium-low The site is located 215 metres to the east of Cumnor Conservation Area although it is not visually connected with the Conservation Area and does not make a significant contribution to its setting.

Overall Landscape Sensitivity

Medium This is assessed as being of medium landscape sensitivity; it is open and relative flat with few landscape features, however it is strongly overlooked by nearby higher ground including Hurst Hill and Youlbury Wood.

Site Name Botley

District: Vale of White Horse District

ID: 24

Area (Ha): 51.89

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within two land parcels that were assessed in the Strategic Green Belt Study: BO2 and BO6. Both of those land parcels were assessed as performing highly against at least one of the Green Belt purposes - BO2 performs highly against five purposes while BO6 performs highly against three purposes. The boundaries of those land parcels are larger than the boundary of the spatial option, particularly BO2.

Site Name Botley

District: Vale of White Horse District

ID: 24

Area (Ha): 51.89

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Next to RT2/Cumnor P&R, A420 capacity improvements and Botley interchange upgrade/Botley Rd Cycle Super Route. Education: may only require a 1.5FE school, but with existing pressure, a 2FE school would add value. Otherwise, expansion of the existing Cumnor Primary School could be considered, but access to the school site is constrained. Contributions for a new secondary school will be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Transport infrastructure unfunded. None of the closest transport investments are identified as critical or necessary to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure is unfunded. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural land with few residential dwellings.

Other considerations

The area would be convenient to access along the A420 from Oxford - less than 4miles from Oxford (train station) and approximately 2miles to P&R.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: bus stops, pedestrian crossing etc. on main road; enhancement of bus services to Oxford.

Other enabling costs

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Chawley

ID: 25

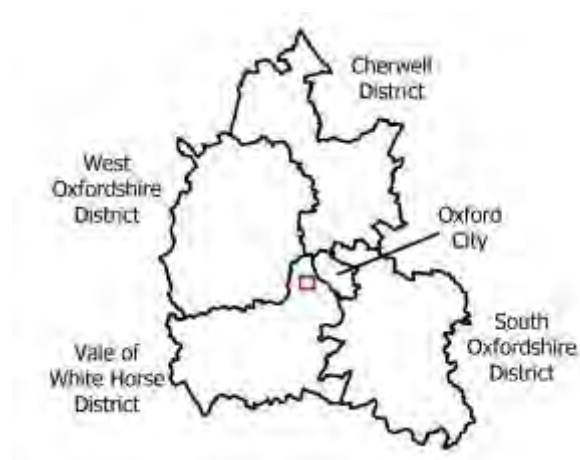
Area (Ha): 52.94

District: Vale of White Horse District

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

++ This site is within 3km straight line cycle distance of the cultural offer of Oxford City Centre to the east and it is within 1km of an existing bus link providing a fast and frequent service to Oxford City Centre. A significant positive effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

++? This site is within 3km straight line cycle distance of the cultural offer of Oxford City Centre to the east and the proposed Rapid Transit Line 2 would pass the northern edge of the site - it is assumed that this would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this effect is uncertain as it

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

depends on the delivery of the proposed Rapid Transit Line.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is within 1km of an existing bus link providing a fast and frequent service to Oxford University in the city centre; therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? The proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Rapid Transit Line.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

++ This site is 2.8km straight line cycle distance from Bellerby's institution in Oxford and is within 3km cycle distance of Oxford University in the City Centre. Oxford College is also within 3.2km cycle distance; therefore a significant positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is within 1km of an existing bus link providing a fast and frequent service to the city centre employment node; therefore a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to the Oxford City Centre and Headington employment nodes. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Rapid Transit Line.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is within 8km straight line cycle distance of all five of the key employment nodes in Oxford: Oxford City Centre (approximately 3.5km to the north east), the Northern Gateway (approximately 5.5km to the north), Oxford Science Park (approximately 7.5km to the south east), Oxford Business Park (approximately 7.5km to the east) and Headington (approximately 7km to the north east). Therefore, a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + This site is not within 800m of an existing NHS hospital; however the proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to the hospitals at Headington. A minor positive effect is therefore likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- + This site is adjacent to Chawley and Botley which include a wide range of services and facilities (although some will be outside of walking distance); therefore a minor positive effect is likely overall.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate a new secondary school - it will make contributions towards one although its location will depend on which other development site options are taken forward; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land, although there are some properties located in the southern and north eastern areas of the site; therefore a minor negative effect is likely.

Efficient use of land

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is largely greenfield land and the majority of the site (66%) is either Grade 4 or 5 or urban land. However, approximately 30% of the site comprises Grade 3 agricultural land and a smaller area (4%) is Grade 1 or 2. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the Grade 3 land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

-? Oxford Meadows SAC is 2.9km to the north west of this site; therefore a minor negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. Potential impacts on the Oxford Meadows SAC would not include direct habitat loss due to its distance from the site, and the qualifying habitats would not be expected to be affected by impacts such as noise and vibration from development. However, changes in water levels and water quality or any increase in recreation pressure could potentially affect the site, depending on mitigation, and further HRA work may be required.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

--? There are several sites listed on the Ancient Woodland Inventory within the site and Hurst Hill SSSI is 215m to the south east. Therefore, a significant negative effect is likely although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

--? There are two Local Wildlife Sites within the site (Chawley footpath and Pasture near Chawley) which could be directly affected by habitat loss or disturbance as a result of development. A significant negative effect is therefore likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? This site contains several Listed Buildings including the Grade II Listed Hillside Farmhouse, Bornholm Farmhouse, stables and Chawley Farmhouse within the southern area of the site. Therefore, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as being of medium-high landscape sensitivity due to the naturalistic land cover including an abundance of woodland and several streams. The site is overlooked by existing houses in Chawley and there is intervisibility with high ground to the north west including Saddle Copse and Denman's Copse.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

High This site comprises land sloping steeply down in a north westerly direction. It is a strongly naturalistic landscape with frequent trees (some of which is ancient woodland), an intact hedgerow network and numerous springs and streams.

Settlement form and edge

Medium This parcel of land forms a soft, natural edge to the settlements of Chawley, Cumnor Hill and Dean Court.

Settlement setting

Medium The site helps to prevent further coalescence between Chawley, Cumnor Hill and Dean Court, although these settlements are already merged in places. It also provides a valued naturalistic setting to the settlements and a buffer between Chawley and the A420 dual carriageway.

Views

Medium-high The site is situated on sloping ground and is strongly overlooked from higher ground to the east, including numerous dwellings. There is intervisibility with higher ground to the north west including Saddle Copse and Denman's copse. Several public rights of way cross the site.

Perceptual qualities

Medium-high The site is very rural and naturalistic with high levels of tranquillity, although this is eroded by noise from the adjacent dual carriageway of the A420.

Cultural and historical associations

Medium The site contains and provides a setting to a number of Grade II listed buildings in the south.

Overall Landscape Sensitivity

Medium-high This site is assessed as being of medium-high landscape sensitivity due to the naturalistic land cover including an abundance of woodland and several streams. The site is overlooked by existing houses in Chawley and there is intervisibility with high ground to the north west including Saddle Copse and Denman's Copse.

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel BO3 which was assessed in the Strategic Green Belt Study as performing highly against two of the Green Belt purposes. The boundary of that land parcel is very similar to the boundary of the spatial option.

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Next to RT2/Cumnor P&R, A420 capacity improvements and Botley interchange upgrade/Botley Rd Cycle Super Route. Education: may only require a 1.5FE school, but with existing pressure, a 2FE school would add value. Otherwise, expansion of the existing Cumnor Primary School could be considered, but access to the school site is constrained. Contributions for a new secondary school will be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Transport infrastructure unfunded. None of the closest transport investments are identified as critical or necessary to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure is unfunded. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural land and associated buildings.

Other considerations

Close to an existing residential development at Chawley. Less than 2.5 miles from Oxford (train station) and approximately 1.3 miles to P&R. Manageable cycling distance. Within Oxford Heights West Conservation Target Area.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: bus stops, pedestrian crossing etc. on main road.

Other enabling costs

Surface water flooding may be an issue; Grade II listed building on site may be a constraint.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding

Site Name Chawley

District: Vale of White Horse District

ID: 25

Area (Ha): 52.94

Dwellings by 2031: 550

principles for Deliverability and Viability assessment.)

Site Name Cumnor

ID: 26

Area (Ha): 39.15

District: Vale of White Horse District

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + This spatial option is within 1km of an existing bus link providing a fast and frequent service to the cultural offer of Oxford City Centre and it is within 4km straight line cycle distance of Oxford City Centre to the north east. Therefore, a minor positive effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? The proposed Rapid Transit Line 2 would pass within around 600m of the northern edge of the site and it is assumed that this would provide a fast and frequent service to the cultural offer of Oxford City Centre. The site would also be adjacent to a proposed Park and Ride which it is assumed would provide a fast and frequent service to the City Centre. However, the site is not

Site Name Cumnor

District: Vale of White Horse District

ID: 26

Area (Ha): 39.15

Dwellings by 2031: 550

within 1km walking distance or 3km cycling distance of Oxford City Centre and therefore a minor positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is within 1km of an existing bus link providing a fast and frequent service to Oxford University in the city centre; therefore a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? The proposed Rapid Transit Line 2 would pass within around 600m of the northern edge of the site and it is assumed that this would provide a fast and frequent service to Oxford University in the City Centre. The site would also be adjacent to a proposed Park and Ride which it is assumed would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

+ This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is within 4.5km cycle distance of Bellerby's institution in Oxford, is approximately 4.8km cycle distance from Oxford University and is 5km from City of Oxford College. The site is also within 6.5km of both campus sites at D'overbroecks institution in Oxford, is 7.8km from Oxford Brookes University (Headington sites) and is 7.7km cycle distance from EF Language School. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is within 1km of an existing bus link providing a fast and frequent service to the city centre employment node; therefore, a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The proposed Rapid Transit Line 2 would pass within around 600m of the northern edge of the site and it is assumed that this would provide a fast and frequent service to the Oxford City Centre and Headington employment nodes. The site would also be adjacent to a proposed Park and Ride which it is assumed would provide a fast and frequent service to the City Centre employment node. Therefore, a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed transport improvements.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is within 8km straight line cycle distance of three employment nodes: Oxford City Centre (approximately 5.5km to the north east), the Northern Gateway (approximately 7.5km to the north) and Oxford Science Park (approximately 8km to the east). Therefore, a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

Site Name Cumnor

District: Vale of White Horse District

ID: 26

Area (Ha): 39.15

Dwellings by 2031: 550

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is considered likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + This site is not within 800m of an existing NHS hospital; however the proposed Rapid Transit Line 2 would pass the northern edge of the site and it is assumed that this would provide a fast and frequent service to the hospitals at Headington. Therefore, a minor positive effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the village of Cumnor which would provide residents with access to a very limited range of existing services and facilities; therefore a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate a new secondary school - it will make contributions towards one although its location will depend on which other development site options are taken forward; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

Site Name Cumnor

District: Vale of White Horse District

ID: 26

Area (Ha): 39.15

Dwellings by 2031: 550

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land, although there are temporary buildings located near Appleton Road; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- This site is greenfield land and the majority of the site (92%) is Grade 1 or 2 agricultural land. The remainder of the site (approximately 8%) comprises Grade 3 agricultural land. Therefore, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- ? Cothill Fen SAC is 2km to the south, therefore a minor negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? Cumnor SSSI is located within the south eastern area of the site and its important geology could therefore be directly impacted upon by development. Overall, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

- 0? This spatial option is over 1km from a locally designated biodiversity or geodiversity site and therefore considered to be of a low risk and may have a negligible effect.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- + This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? The northern part of this site contains a small section of a Conservation Area, which includes several Listed Buildings. There is also an Archaeological Alert Area in the northern area of the site. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as being of medium landscape sensitivity as it is relatively enclosed with limited views out. The site is locally prominent and overlooked by existing houses in Cumnor. More open in the south of the site although views out are still limited by the topography.

Sustainable use of natural resources

Site Name Cumnor

District: Vale of White Horse District

ID: 26

Area (Ha): 39.15

Dwellings by 2031: 550

26. Will the spatial option result in the sterilisation of mineral resources?

--? The southern part of this site is within a strategic resource area; therefore a potential significant negative effect is identified.

Site Name Cumnor

District: Vale of White Horse District

ID: 26

Area (Ha): 39.15

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium The site consists of relatively flat agricultural land with some trees, and a strong network of hedgerows in the north of the site. There are also orchard trees in the north-west of the site.

Settlement form and edge

Medium-low Development of this site may present an opportunity to address linear development along Eaton Road. There are no significant boundary features containing the existing settlement.

Settlement setting

Medium The landscape makes a positive contribution to the rural setting of Cumnor. Development of this site would result in a reduction in the gap between the settlements of Cumnor and Eaton.

Views

Medium Views out of the site are limited, although the site is prominent at a local scale and is directly overlooked by houses in Cumnor to the north east. The south of the site has an open character, whereas the north of the site is more enclosed as a result of the more frequent trees and hedgerows.

Perceptual qualities

Medium The site retains a rural, undeveloped character with frequent hedgerows, trees and an orchard. Traffic noise from the A40 can detract from these rural qualities.

Cultural and historical associations

Medium-high The site is adjacent to Cumnor Conservation Area which is located to the north. The area contributes to the rural setting of the village identified in the Conservation Area Appraisal.

Overall Landscape Sensitivity

Medium This site is assessed as being of medium landscape sensitivity as it is relatively enclosed with limited views out. The site is locally prominent and overlooked by existing houses in Cumnor. More open in the south of the site although views out are still limited by the topography.

Site Name Cumnor

District: Vale of White Horse District

ID: 26

Area (Ha): 39.15

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within land parcel CU2 which was assessed in the Strategic Green Belt Study as performing highly against one of the Green Belt purposes. The boundary of that land parcel is much larger than the boundary of the spatial option.

Site Name Cumnor

District: Vale of White Horse District

ID: 26

Area (Ha): 39.15

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Next to RT2/Cumnor P&R, A420 capacity improvements and Botley interchange upgrade/Botley Rd Cycle Super Route. Education: may only require a 1.5FE school, but with existing pressure, a 2FE school would add value. Otherwise, expansion of the existing Cumnor Primary School could be considered, but access to the school site is constrained. Contributions for a new secondary school will be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All transport infrastructure unfunded.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure is un-funded. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural land.

Other considerations

The area would be convenient to access along the A420 from Oxford - less than 4 miles from Oxford (train station) and approximately 2 miles from P&R.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: bus stops, pedestrian crossing etc. on main road; enhancement of bus services to Oxford.

Other enabling costs

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Kennington

District: Vale of White Horse District

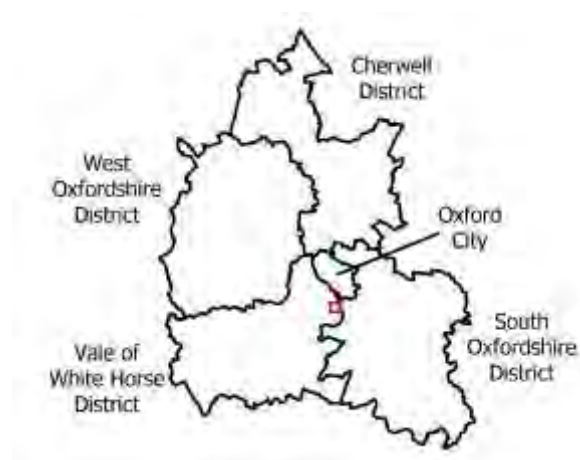
ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1km of an existing sustainable transport link with a fast and frequent service to the cultural offer of Oxford City Centre - there is a bus link but it is not frequent. The site is 5km straight line cycle distance from Oxford City Centre to the north. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the cultural offer of Oxford City Centre, which is approximately 5km to the north. Therefore, a minor negative effect is likely.

Site Name Kennington

District: Vale of White Horse District

ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford - while there is a bus service, it is not frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- + This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is approximately 5km cycle distance from Oxford University in the City Centre, 5.5km cycle distance from City of Oxford College and 5.6km from Bellerby's. The site is also within 7.7km of both campus sites at D'overbroecks institution in Oxford, is 6.7km from Oxford Brookes University (Headington sites) and is 6.3km from EF Language School. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford - while there is a bus link it is not frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- ++ This site is within 8km straight line cycle distance of three employment nodes: Oxford City Centre (approximately 5.5km to the north), Oxford Business Park (approximately 3.5km to the north east) and Headington (approximately 6.5km to the north east). The site is also within 3km cycle distance of the employment node at Oxford Science Park (just over 2km to the north east); therefore a significant positive effect is likely as it is expected that some people would be able to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Site Name Kennington

District: Vale of White Horse District

ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the village of Kennington, although it is approximately 1.5km from the village centre, and would not provide residents with easy access to a wide range of existing services and facilities; therefore a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option could incorporate a new secondary school - it will make contributions towards one although its location will depend on which other development site options are taken forward; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land, although there is a single property located to the east of Kennington Road; therefore a minor negative effect is likely.

Site Name Kennington

District: Vale of White Horse District

ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is greenfield and the majority (98%) is Grade 3 agricultural land, with the remainder (approximately 2%) being either Grade 4 or 5 or urban land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the Grade 3 land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

--? There is a site listed on the Ancient Woodland Inventory adjacent to the north west of the site and Sugworth SSSI is 810m to the north west of the site. A significant negative effect is therefore considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

--? There are three Local Wildlife Sites within 1km of this site including Radley Little Wood adjacent to the west, Radley Large Wood adjacent to the north and Lower Farm Bottom Hay Meadow 615m to the east. A significant negative effect is therefore considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+

 This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-?

 There are two Archaeological Alert Areas within both sections of the site. Outside the site there are two further Archaeological Alert Areas, the nearest being to the eastern side of the site to the east of the railway line, while the other is located 220m to the north of the site. Overall, a potential minor negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

Site Name Kennington

District: Vale of White Horse District

ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as being of medium landscape sensitivity; it has a rural and tranquil character with views across to the Thames Valley. The landscape is not prominent due to woodland cover and topography. Overhead lines can detract from the rural character of the landscape.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Kennington

District: Vale of White Horse District

ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527

Landscape Criteria

Physical and natural character

Medium Typical rural landscape of gently rolling agricultural fields defined by hedgerows with woodland copses (some of which are ancient woodland) surrounding the site.

Settlement form and edge

Medium-high This site is disconnected from existing urban development within Kennington. Development of this site could result in the appearance of linear development along Kennington Road.

Settlement setting

Medium Development of this site would result in significant narrowing of the gap between Kennington and Radley.

Views

Medium Views out of the site to the west are generally limited by the dense woodland cover. To the east, there is intervisibility with the eastern side of the Thames Valley.

Perceptual qualities

Medium The site has a typical rural character with good levels of tranquillity, although pylons and overhead lines can detract from landscape character.

Cultural and historical associations

Low There are no known cultural or historical associations within this landscape.

Overall Landscape Sensitivity

Medium This site is assessed as being of medium landscape sensitivity; it has a rural and tranquil character with views across to the Thames Valley. The landscape is not prominent due to woodland cover and topography. Overhead lines can detract from the rural character of the landscape.

Site Name Kennington

District: Vale of White Horse District

ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within two land parcels that were assessed in the Strategic Green Belt Study: RA1 and AT5. Both of those land parcels were assessed as performing highly against at least one of the Green Belt purposes - RA1 performs highly against two purposes while AT5 performs highly against one purpose. The boundaries of those land parcels are both much larger than the boundary of the spatial option.

Site Name Kennington

District: Vale of White Horse District

ID: 27

Area (Ha): 27.93

Dwellings by 2031: 527

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to Abingdon Rd Cycle Super route & Hinksey interchange upgrade. 2.5km from RT3 & Lodge Hill P&R/freight park . Education: contributions towards expansion of existing primary school and building a new secondary school will be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All transport infrastructure schemes have high funding gaps except Hinksey interchange upgrade . Only Hinksey interchange is identified as critical to supporting development at other sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure has high funding gap. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural land and a small number of residential dwellings.

Other considerations

Kennington is relatively close to Oxford, some 3 miles south. Good cycle and pedestrian links into Oxford including an off-road route. Good connections to Radley Station.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: bus stops, pedestrian crossings.

Other enabling costs

Evidence of Bronze Age Iron Age and Roman British settlements. Predetermination evaluation and assessment will be required.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to the cultural offer of Oxford City Centre - there is a bus service although it is not classed as frequent. The site is approximately 11.5km to the north east of Oxford City Centre. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This site is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to the cultural offer of Oxford City Centre. Therefore, a significant negative effect is likely.

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford - there is a bus service to Oxford University in the city centre although it is not classed as frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford - there is a bus service to the city centre employment node although it is not classed as frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- This site is more than 2km walking distance and more than 8km straight line cycle distance from all of the key employment nodes in Oxford, with the nearest being Oxford City Centre which is approximately 12km to the north east. Therefore, a minor negative effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- +** This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the village of Kingston Bagpuize but would not provide residents with easy access to a wide range of existing services and facilities; therefore a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option could incorporate a new secondary school although this needs further assessment in light of surrounding sites; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0** This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0** This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is largely greenfield land, although there are some properties located on the western section of the site; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100

-- This site is greenfield and the majority of the site (56%) is Grade 1 or 2 agricultural land, while the remainder of the site (approximately 43%) is Grade 3 agricultural land. Therefore, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? There is a site listed on the Ancient Woodland Inventory within 1km of this site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

-? There is one Local Wildlife Site (Newhouse Cover) 600m to the south of this site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? The western section of this site (east of Hanney Road) contains two Grade II Listed Buildings (Trafalgar Square Cottage and Southmoor Farmhouse). Adjacent to the eastern area of the site is Southmoor Kingston Bagpuize House, which is an Archaeological Alert Area. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as being of medium landscape sensitivity. Sensitivity is increased in the east of the site adjacent to the grounds of Kingston Bagpuize House. The site is generally low lying and not prominent (it is overlooked by several dwellings immediately adjacent to the north).

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

--? The eastern part of this site and the southern half of the western part of this site are within a strategic resource area; therefore a potential significant negative effect is identified.

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium The site has a relatively flat and simple landform and is utilised as agricultural land with hedgerows, mature in-field trees and small copses.

Settlement form and edge

Medium Development of the southern part of the site may be perceived as settlement advancement into the countryside but would not cross any boundary features. Existing shelterbelts on the southern boundary of the site could act as containing features. The part of the site to the east is disconnected and would not relate well with the existing edge of Kingston Bagpuize/Southmoor.

Settlement setting

Medium-high The site forms part of the undeveloped rural surrounds and setting to Kingston Bagpuize and Southmoor. The eastern part of the site provides a large part of the gap between Kingston Bagpuize and Fyfield.

Views

Medium-low The land is generally not prominent and views out are limited as it is low lying and screened by the surrounding woodland. There are occasional views in from surrounding roads.

Perceptual qualities

Medium The site has a typical rural character, with good levels of tranquillity particularly in the southern part of the site away from the A-roads (which detract from the eastern part of the site). The adjacent parkland of Kingston Bagpuize House gives the eastern part of the site an estate character.

Cultural and historical associations

Medium-high The site provides a setting to numerous listed buildings within Kingston Bagpuize. Kingston Bagpuize Conservation Area is located between the two parcels of land which make up the site.

Overall Landscape Sensitivity

Medium This site is assessed as being of medium landscape sensitivity. Sensitivity is increased in the east of the site adjacent to the grounds of Kingston Bagpuize House. The site is generally low lying and not prominent (it is overlooked by several dwellings immediately adjacent to the north).

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Next to A420 corridor improvements and 12km from RT2 /Cumnor P&R and Botley interchange upgrade. 6km from Grove station. Education: may only require a 1.5FE school, but with existing pressure, a 2FE school would add value. Contributions for a new secondary school may be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All transport infrastructure schemes have high funding. None of the closest transport investments are identified as critical or necessary to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure has high funding gap. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural land and a small number of residential properties.

Other considerations

Close proximity to landscape garden and parkland of Kingston Bagpuize House.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: new A420 junction near Fyfield, connection between A420 and A415, A415 upgrades (e.g. A338 Frilford junction, Marcham Interchange). Eastern site – would propose serving site by reopening Oxford Road to buses with suitable junction on A420. Southern site – requires excellent pedestrian links onto the bus stops on Faringdon Road.

Other enabling costs

KB South - potential for local flooding.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding

Site Name Kingston Bagpuize

District: Vale of White Horse District

ID: 28

Area (Ha): 64.84

Dwellings by 2031: 1,100

principles for Deliverability and Viability assessment.)

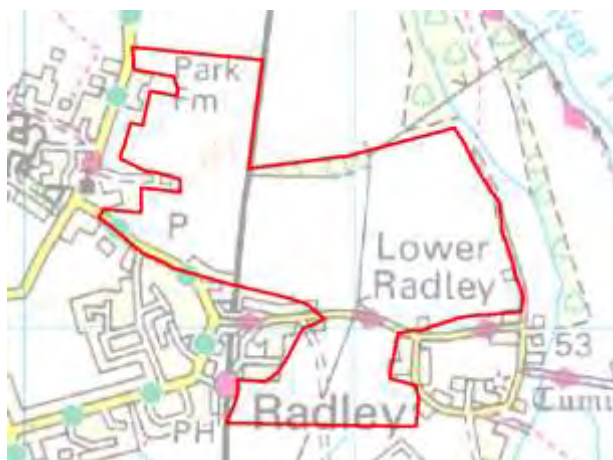
Site Name Radley

ID: 29

Area (Ha): 74.05

District: Vale of White Horse District

Dwellings by 2031: 2,002



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- There is a station at Radley providing services to the cultural offer of Oxford City Centre, although this isn't currently a frequent service. There are also bus services from the site to Oxford although they cannot be classed as fast and frequent. The site is within 6km straight line cycle distance of Oxford City Centre. Therefore overall a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This site is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the cultural offer of the City Centre. Therefore, a significant negative effect is likely.

Site Name Radley

District: Vale of White Horse District

ID: 29

Area (Ha): 74.05

Dwellings by 2031: 2,002

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford. Although there is a station at Radley providing a connection to Oxford University in the City Centre, it doesn't currently provide frequent services. There are also bus services from the site to Oxford although they cannot be classed as fast and frequent. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford. Although there is a station at Radley providing a connection to Oxford University in the City Centre, it doesn't currently provide frequent services. Therefore, a minor negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- + This site is within 8km straight line cycle distance of a number of universities and equivalent institutions in Oxford. The site is approximately 6.2km cycle distance from City from Oxford College, approximately 6km cycle distance from Oxford University in the City Centre and 6.6km from Bellerby's. The site is also within 7.7km of one campus site at D'overbroecks institution in Oxford, 7.6km of Oxford Brookes University (Headington sites) and 6.9km of EF Language School. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- Although there is a station at Radley providing fast services to the employment node in Oxford City Centre; it doesn't currently provide frequent services. There are also bus services from the site to Oxford city centre although they cannot be classed as fast and frequent. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford. Therefore, a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- + This site is within 8km straight line cycle distance of four employment nodes: Oxford City Centre (approximately 6.5km to the north), Oxford Business Park (approximately 4.5km to the north east), Oxford Science Park (just over 3km to the north east) and Headington (approximately 7.5km to the north east). Therefore, a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

Site Name Radley

District: Vale of White Horse District

ID: 29

Area (Ha): 74.05

Dwellings by 2031: 2,002

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

++ This site is likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

+ This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital (although there is a station at Radley it doesn't currently provide frequent services and this connects with the City Centre rather than areas such as Headington where the hospitals are located). Therefore, an overall a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

+ This site is adjacent to the large village of Radley and would provide residents with fairly good access to a range of existing services and facilities; therefore a minor positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

++ This spatial option could incorporate a new secondary school - it will make contributions towards one although its location will depend on which other development site options are taken forward; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

Site Name Radley

District: Vale of White Horse District

ID: 29

Area (Ha): 74.05

Dwellings by 2031: 2,002

- There is a negligible amount of flood zone 3 within the site (0.06%), but the eastern area of this site includes an area of flood zone 2, which accounts for 21% of the total area of the site; therefore a minor negative effect is likely.

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- This site is greenfield and the majority of the site (66%) is Grade 1 or 2 agricultural land. The remainder of the site (approximately 31%) is located on Grade 3 agricultural land and a smaller area (approximately 4%) is either Grade 4 or 5 or urban land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? This site is within 1km of sites listed on the Ancient Woodland Inventory. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

- ? There are several Local Wildlife Sites within 1km of this site, the nearest being Radley Gravel Pits 55m to the south of the site, Lower Farm Bottom Hay Meadow 395m to the north east, Radley Little Wood 440m to the north west and Radley Large Wood 690m to the north west. Therefore, a minor negative effect is considered likely although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- + This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? The Grade II Listed Walnut Cottage is located within the eastern area of the site and the majority of the eastern section of this site is within an Archaeological Alert Area. A potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

Site Name	Radley	District:	Vale of White Horse District
ID:	29	Area (Ha):	74.05
		Dwellings by 2031:	2,002

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as being of medium landscape sensitivity due to the rural setting it provides to the traditional village of Lower Radley and its role in separating Radley and Lower Radley. The site is not prominent although there is some intervisibility with dwellings at Sandford-on-Thames. The railway, pylons and overhead lines can detract from the landscape's rural qualities.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

- ? The central area of this site is within a strategic resource area; therefore a potential significant negative effect is identified.

Site Name Radley

District: Vale of White Horse District

ID: 29

Area (Ha): 74.05

Dwellings by 2031: 2,002

Landscape Criteria

Physical and natural character

Medium The site comprises agricultural land with frequent trees, small copses and hedgerows. The land is flat, low-lying and is contained within the Thames Valley.

Settlement form and edge

Medium Development of this site would not cross any existing boundary features of the landscape although much of the development integrates well into the landscape as the urban edge is softened by the frequent trees.

Settlement setting

Medium-high Development of this site is highly likely to result in the merging of Radley and Lower Radley and also reduce the gap between the larger settlements of Radley and Kennington. Both Radley and Lower Radley benefit from the rural, undeveloped setting that this site provides to the villages.

Views

Medium There is intervisibility with the ridgeline rising up to the east of the River Thames, and views north east to houses at Sandford-on-Thames. The Oxford Greenbelt Way passes through the centre of the site. The site itself is low lying and not overly prominent.

Perceptual qualities

Medium-high The site retains a strong rural character owing to the intact landscape structure, although the presence of pylons and overhead cables can detract from the rural character. The site is relatively tranquil although trains passing through can temporarily introduce noise.

Cultural and historical associations

Medium Lower Radley is a picturesque hamlet and contains a number of thatched buildings (many of which are listed buildings) of a traditional vernacular with little modern development. It also provides a valued setting to the historic core of Radley, including the Grade II* listed Church of St James.

Overall Landscape Sensitivity

Medium This site is assessed as being of medium landscape sensitivity due to the rural setting it provides to the traditional village of Lower Radley and its role in separating Radley and Lower Radley. The site is not prominent although there is some intervisibility with dwellings at Sandford-on-Thames. The railway, pylons and overhead lines can detract from the landscape's rural qualities.

Site Name Radley

District: Vale of White Horse District

ID: 29

Area (Ha): 74.05

Dwellings by 2031: 2,002

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within three land parcels that were assessed in the Strategic Green Belt Study: RA1, RA2 and RA3. All three of those land parcels were assessed as performing highly against at least one of the Green Belt purposes - RA1 performs highly against two purposes, RA2 performs highly against three purposes and RA3 performs highly against one purpose. The boundaries of those land parcels are all much larger than the boundary of the spatial option.

Site Name Radley

District: Vale of White Horse District

ID: 29

Area (Ha): 74.05

Dwellings by 2031: 2,002

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to Abingdon Road Cycle Super route and upgraded Hinksey interchange . 2.5km from RT3 terminus/Lodge Hill P&R and freight par. Education: up to a 3 FE school or possibly 2 x 2fe schools; contributions for a new secondary school will be sought.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All have high transport infrastructure funding gaps except Hinksey interchange upgrade which is fully funded. Only Hinksey interchange is identified as critical to supporting development at other sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure has high funding gap. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural land.

Other considerations

Railway line cuts north-south through the centre of the site as does power transmission line. The train station provides connections to Oxford, Didcot and London.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: Oxford ring road junction and bus priority improvements (e.g. Hinksey Hill, Kennington roundabout). Improvements to walking and cycling network; links to railway station and rail infrastructure.

Other enabling costs

Eastern section (c. 20%) within the Thames flood zone. Possibility for local flooding from on-site drainage channels.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity

Site Name Radley

District: Vale of White Horse District

ID: 29

Area (Ha): 74.05

Dwellings by 2031: 2,002

for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Wooton

ID: 30

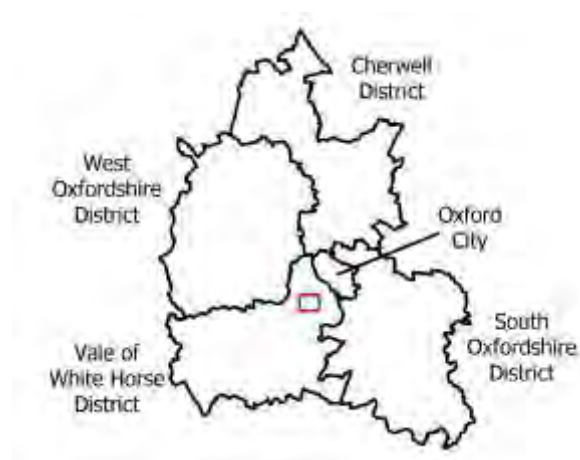
Area (Ha): 60.16

District: Vale of White Horse District

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is within 5km straight line cycle distance of the cultural offer of Oxford City Centre. However, it is not within 1km of an existing sustainable transport link with a fast and frequent service to the City Centre and a minor negative effect is likely overall.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the cultural offer of Oxford City Centre. Therefore, a significant negative effect is likely.

Site Name Wooton

District: Vale of White Horse District

ID: 30

Area (Ha): 60.16

Dwellings by 2031: 1,100

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

+ This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is approximately 4.6km cycle distance from Bellerby's institution in Oxford and approximately 5km from Oxford University and Oxford College in the City Centre. The site is also within 7km of both campus sites at D'overbroecks institution in Oxford, 7.6km of Oxford Brookes University (Headington sites) and 7.3km of EF Language School. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of an existing sustainable transport link providing a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is within 8km straight line cycle distance of three employment nodes: Oxford City Centre (approximately 5.5km to the north east), Oxford Business Park (approximately 7km to the east) and Oxford Science Park (approximately 6.5km to the north east). Therefore, a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

Site Name Wooton

District: Vale of White Horse District

ID: 30

Area (Ha): 60.16

Dwellings by 2031: 1,100

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the village of Wootton and would provide residents with easy access to only a limited range of existing services and facilities; therefore a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++ This site would make a contribution towards secondary provision although the location would depend on other options taken forward; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0 This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is on mainly greenfield land, although there are residential properties on the eastern part of the site on Wootton Village road and a single property in the western area of the site (Wootton and Dry Sandford Community Centre) on Lamborough Hill and several residential properties on Lashford Lane in the far western area of the site; therefore a minor negative effect is considered likely.

Site Name Wooton

District: Vale of White Horse District

ID: 30

Area (Ha): 60.16

Dwellings by 2031: 1,100

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This largely greenfield site is entirely comprised of Grade 3 agricultural land. Therefore, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

--? Cothill Fen SAC is 215m to the east. Therefore, a significant negative effect is likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? There are two SSSIs within 1km of this site including Cothill Fen SSSI 215m to the east. To the south of the site 765m away is Dry Sandford Pit SSSI. There are also several sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

-? There is one Local Wildlife Site (Memorial Garden) 780m north east of the site and Dry Sandford Pit Local Geological Site is 765m away. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? The Grade II Listed Manor Farmhouse, Church of St Peter and Tomb are all adjacent to the mid-section of the site. The northern section of this site also contains an Archaeological Alert Area, which includes three listed buildings, namely the Grade II Listed building within the site at No 61 and Wooton Manor House 40m to the north western part of the site. Overall, a potential significant negative effect on heritage is therefore identified.

Site Name Wooton

District: Vale of White Horse District

ID: 30

Area (Ha): 60.16

Dwellings by 2031: 1,100

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

-? Development at this site may give rise to some minor adverse landscape and/or visual effects but these would be unlikely to be significant; therefore a potential but uncertain minor negative effect is identified. This site is assessed as being of medium-low landscape sensitivity as a result of the urban fringe character with frequent horse paddocks, occasional tipping and a somewhat degraded landscape structure with scrappy hedgerows. The site is overlooked by dwellings on Old Boar's Hill and woodland on Foxcombe Hill which increases sensitivity of the eastern part of the site.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore, a negligible effect is most likely.

Site Name Wootton

District: Vale of White Horse District

ID: 30

Area (Ha): 60.16

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium Typical rural landscape of gently rolling farmland located around the village of Wootton. Some landscape features including hedgerows and trees although in places these are neglected and in poor condition.

Settlement form and edge

Medium-low The urban edge around Wootton is often hard with houses backing onto farmland with little screening. Development of this site would not cross any existing boundary features.

Settlement setting

Medium The site forms a rural, pastoral setting (although this is degraded in places) to both Wootton and Henwood. Development of the northern part of this site will result in increased coalescence between Henwood and Wootton.

Views

Medium-high The site is overlooked by houses on the higher ground of Boar's Hill ridge to the north east of the site and woodland at Foxcombe Hill, which is crossed by the Oxford Greenbelt Way. The site is not conspicuous within the wider landscape as it is relatively low lying.

Perceptual qualities

Medium-low The landscape is undeveloped and somewhat rural, although there is frequently an urban fringe character as a result of pony paddocks and tipping.

Cultural and historical associations

Medium-low The site does not contain any known cultural or historical features. It does provide a rural setting to the Grade II listed Church of St Peter and the historic core of the village located to the north east.

Overall Landscape Sensitivity

Medium-low This site is assessed as being of medium-low landscape sensitivity as a result of the urban fringe character with frequent horse paddocks, occasional tipping and a somewhat degraded landscape structure with scrappy hedgerows. The site is overlooked by dwellings on Old Boar's Hill and woodland on Foxcombe Hill which increases sensitivity of the eastern part of the site.

Site Name Wooton

District: Vale of White Horse District

ID: 30

Area (Ha): 60.16

Dwellings by 2031: 1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

Yes This spatial option is within the Green Belt and lies within three land parcels that were assessed in the Strategic Green Belt Study: WT1, WT2 and WT3. Two of those land parcels (WT2 and WT3) were assessed as performing highly against one of the Green Belt purposes. The boundaries of those land parcels are all much larger than the boundary of the spatial option.

Site Name Wooton

District: Vale of White Horse District

ID: 30

Area (Ha): 60.16

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to A420 corridor improvements and 4.5km from both RT 2/Cumnor P&R and Rapid Transit Line 3/Lodge Hill P&R. likely to benefit from Botley interchange upgrade. Education: 1 x 2FE primary school and contributions towards a new secondary school.

Is it reasonable to assume strategic infrastructure is capable of being funded?

All have transport infrastructure schemes high funding gaps. None of the closest transport investments are identified as critical or necessary to support other development sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure has high funding gap. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment).

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural, public buildings and amenity/open space, community centre, playing fields, cricket club.

Other considerations

Shippon RAF base/airfield to south.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: cycle path; significant bus service enhancement between Abingdon, Cumnor and Oxford; reconfigure existing routing to stay on main road, but good potential links to Oxford.

Other enabling costs

Protected and notable species records from vicinity; It is likely that predetermination evaluation and assessment will be required.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Appleford

ID: 31

Area (Ha): 74.90

District: Vale of White Horse District

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- There is a station at Appleford providing a link to the cultural offer of Oxford City Centre, although the services are not fast and frequent. This spatial option is not within walking or cycle distance of Oxford City Centre, which is approximately 12km to the north. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to the cultural offer of Oxford City Centre. Therefore, a significant negative effect is likely.

Site Name Appleford

District: Vale of White Horse District

ID: 31

Area (Ha): 74.90

Dwellings by 2031: 1,100

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- There is a station at Appleford providing a link with Oxford University in the City Centre, although it doesn't provide fast and frequent services; therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- There is a station at Appleford providing a link to the City Centre employment node, but it doesn't provide fast and frequent services; therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore, a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- This site is more than 2km walking distance and more than 8km straight line cycle distance from all of the key employment nodes in Oxford, with the nearest being Oxford Science Park which is approximately 8.5km to the north east. Therefore, a minor negative effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

Site Name Appleford

District: Vale of White Horse District

ID: 31

Area (Ha): 74.90

Dwellings by 2031: 1,100

- +** This site is in Vale of White Horse District and, in line with the District's Local Plan, it would deliver at least 35% affordable housing. Therefore, a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital (although there is a station at Appleford it doesn't provide fast and frequent services). Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is adjacent to the small village of Appleford and would provide residents with easy access to a very limited range of existing services and facilities; therefore a minor negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option could incorporate a new secondary school - it will make contributions towards one although its location will depend on which other development site options are taken forward; therefore a significant positive effect is likely.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0** This spatial option would not incorporate employment provision; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0** This site does not include areas of flood zone 3, and only includes less than 1% flood zone 2 in the north eastern corner of the western parcel of the site. Therefore, a negligible effect is likely.

18. Will the spatial option increase impermeable surfaces?

- This site is mainly greenfield land, although there are properties located on the western section of the site, in the far north eastern corner; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- The majority of this site (96%) is Grade 1 or 2 agricultural land, while the remaining 4% is Grade 3 agricultural land. Therefore, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality.

Site Name Appleford

District: Vale of White Horse District

ID: 31

Area (Ha): 74.90

Dwellings by 2031: 1,100

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? There is a site listed on the Ancient Woodland Inventory within 1km of this site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

-? Hayward's Eyot Local Wildlife Site is 880m to the east of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

++ This site is classed as a new settlement option; therefore a significant positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? The north eastern area of the site includes the 'settlement site, south east of the Church' Scheduled Monument; therefore a potential significant negative effect on heritage is identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as being of medium landscape sensitivity. The site is generally low lying and not prominent in the wider landscape. The eastern part of the site is of higher sensitivity as a result of its naturalistic rural qualities (including views of the River Thames to the north) and the contribution it makes to the historic core of Appleford. The western part of the site retains some rural qualities although these are impacted upon by quarrying activity, pylons and prominent views of Didcot Power Station.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

--? The entire site is within a strategic resource area; therefore a potential significant negative effect is identified.

Site Name Appleford

District: Vale of White Horse District

ID: 31

Area (Ha): 74.90

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium The site comprises flat, open agricultural land on either side of Appleford which has suffered some degradation with few landscape features in the way of trees or hedgerows. There is a hedgerow with frequent trees along the eastern boundary of the site.

Settlement form and edge

Medium-low The site provides a rural edge to Appleford, although the settlement edge is not contained by any existing landscape features. There is also some linear development along Main Road.

Settlement setting

Medium The eastern part of the site makes a positive contribution to the rural setting of the historic part of Appleford and the church. Much of the western half of the site also provides a rural setting, although pylons, overhead lines and quarrying activity can detract from this. The western part of the site contributes to the gap between Appleford and Sutton Courtenay.

Views

Medium In clear conditions there is intervisibility between the site and North Wessex Downs AONB located approximately 2.5 kilometres to the east. Didcot Power Station is a prominent feature to the south west. The site is not conspicuous in the wider landscape.

Perceptual qualities

Medium-low The site generally has a rural character, although in the west of the site, gravel pits detract from this and create an industrial character. Trains passing through along the railway line can introduce noise.

Cultural and historical associations

Medium-high The site contains a number of heritage assets, including a Scheduled Monument relating to a historic settlement to the south east of the church in Appleford. Parts of the church itself date back to the 12th century and there is a traditional vernacular in the east of the village with thatched roofs and walls. Roman artefacts have been found in the area.

Overall Landscape Sensitivity

Medium This site is assessed as being of medium landscape sensitivity. The site is generally low lying and not prominent in the wider landscape. The eastern part of the site is of higher sensitivity as a result of its naturalistic rural qualities (including views of the River Thames to the north) and the contribution it makes to the historic core of Appleford. The western part of the site retains some rural qualities although these are impacted upon by quarrying activity, pylons and prominent views of Didcot Power Station.

Site Name Appleford

District: Vale of White Horse District

ID: 31

Area (Ha): 74.90

Dwellings by 2031: 1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Appleford

District: Vale of White Horse District

ID: 31

Area (Ha): 74.90

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

Multiple ownership. (Source: LA proforma)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Next to South Vale Road Phase 2 (option 2) and close to Culham rail station. Both have high funding gaps. Close to Science Bridge, A4130 capacity upgrades, and Didcot northern perimeter road. Education: 1 x 2FE primary school and contributions towards a new secondary school.

Is it reasonable to assume strategic infrastructure is capable of being funded?

High levels of funding gap for transport infrastructure schemes. Science Bridge and A4130 improvements, as well as Didcot northern perimeter road identified as critical to supporting development of other sites.

Conclusion – is the site deliverable?

Orange Site is likely to be available, but transport infrastructure has high funding gap. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

High value area (HDH Planning & Development, 2014).

Existing use

Agricultural.

Other considerations

Within walking/cycling distance to Appleton station. Inadequate train and bus services. Limited means of travel apart from private car. Wider links to Thames Path National Trail and Sustrans routes.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Other specific considerations include: rail service enhancements may arise as part of proposals to increase capacity between Didcot and Oxford with proposed fast tracking but there may not be a strong case for service enhancement at Appleford as the number of dwellings proposed is unlikely to make a significant service enhancement viable. Sharp turns on the B4016 to be remodelled for larger volumes of traffic.

Other enabling costs

Northern edge of site borders flood zone; this area includes 1 Scheduled Monument - a significant constraint. Any development will require the consent of the Secretary of State. Any proposal for housing or other to take into account mineral and waste safeguarded sites and make provision for

Site Name Appleford

District: Vale of White Horse District

ID: 31

Area (Ha): 74.90

Dwellings by 2031: 1,100

adequate buffers to ensure their continued operation. Protected and notable species recorded on and adjacent to site. A number of heritage assets - predetermination evaluation and assessment will be required.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable. Capacity for development to fund infrastructure would need to be tested. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Land north east of Witney

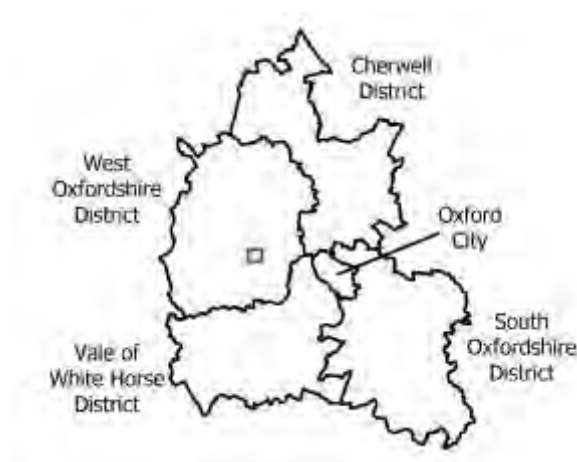
ID: 32 Area (Ha): 59.19

District: West Oxfordshire District

Dwellings by 2031: 1,100



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within walking or cycle distance of the cultural offer of Oxford City Centre, which is approximately 13km to the east. It is adjacent to an existing bus route with a frequent but not fast service to Oxford City Centre. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to the cultural offer of Oxford City Centre. Therefore, a significant negative effect is likely.

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is adjacent to a bus route with a frequent service to Oxford University which is located in the City Centre; however it is not a fast service. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore, a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is adjacent to an existing bus route with a frequent service to the employment node at Oxford City Centre; however it is not a fast service. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore, a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- This site is more than 2km walking distance and more than 8km straight line cycle distance from all of the key employment nodes in Oxford, with the nearest being the Northern Gateway which is approximately 11.5km to the east. Therefore, a minor negative effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- + This site is in West Oxfordshire District's medium value zone and, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- + This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- + This site is adjacent to the urban edge of Witney, although it is more than 800m to the town centre where the majority of shops, services and facilities are located (although others are closer). Overall, a minor positive effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++ This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- + This spatial option is not expected to incorporate new secondary school provision onsite. However, the site is within 2km of Henry Box, Wood Green and Kings Schools, and it is understood that a new secondary school within the West Witney strategic development would provide capacity to meet demand from this site. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- + This spatial option would incorporate limited business use; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0 This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is mainly on greenfield land, although there are some existing properties located in the southern area of the site; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

--? This site is mainly greenfield land and the entire site is classed as Grade 3 agricultural land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? There are sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

-? Cogges Wood Local Wildlife site is 370m to the north east. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+ This site is classed as a town extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

-? Witney Conservation Area is located 205m to the west of this site and includes Listed Buildings (Grade II Listed cottage and the Grade II Listed Griffin Inn). Part of the Witney Conservation Area also includes a Scheduled Monument (the remains of a medieval moated manor, priory, settlement and associated features) which is 450m away from the site. The north western section of this site includes an Archaeological Alert Area and there are two further Archaeological Alert Areas within 100m of the south of the B4022 at Cogges Hill and Shores Green and an Archaeological Alert Area to the north, within the Newlands settlement. Overall, a potential minor negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as having medium-high landscape sensitivity as a result of the elevated, undeveloped backdrop that it provides to Witney and the strong rural character with an intact landscape structure and frequent mature trees.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

Landscape Criteria

Physical and natural character

Medium-high The site is comprised of agricultural land of a strong rural character with frequent mature trees and hedgerows and a pond. Part of Madley Brook is found in the north. The site is relatively prominent due to the land sloping up and forming a pronounced ridge around Witney. It also forms an important setting and buffer to Cogges Wood to the north east.

Settlement form and edge

Medium-high The site forms an undeveloped ridge rising above Witney to the east of the settlement and enclosing the town. Jubilee Way currently contains the edge of the town. Development in this area would be contained by the A40 to the south east.

Settlement setting

Medium The site makes a positive contribution to the wider rural setting of Witney, serving as an undeveloped backdrop to the eastern edge of the town. Frequent mature trees create a wooded skyline. Development on this site could result in the merging of Witney with the nearby farmsteads of Gibbets Close Farm and Clementsfield Farm.

Views

Medium-high There site contains no rights of way; however from the site there are long views across Madley Park to the countryside beyond to the west and north. Development on the site is likely to be highly prominent and visible from Witney. There are potential views from higher ground to the Cotswolds AONB, 3.8 km to the north west.

Perceptual qualities

Medium The site retains a strong rural character and has many scenic, naturalistic features including mature trees and a pond. This can be negatively impacted by traffic noise from the A40 to the south.

Cultural and historical associations

Medium-high The site has small-scale irregular fields with a strong hedgerow network which is typical of fields originating from ancient woodland clearance. In the past, the site was part of the Wychwood Forest Area. The site is located approximately 180 metres from Witney Conservation Area.

Overall Landscape Sensitivity

Medium-high This site is assessed as having medium-high landscape sensitivity as a result of the elevated, undeveloped backdrop that it proves to Witney and the strong rural character with an intact landscape structure and frequent mature trees.

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

Deliverability Criteria

Ownership/planning history/scheme promoter

The site is in multiple ownerships and is being promoted via two separate agents. Carter Jonas is representing the Mawle Trust and own land adjoining Jubilee Way. West Waddy is representing three landowners but they cannot achieve access directly onto Jubilee Way which is a real constraint. There is clear landowner interest but the two agents are not working together, presenting potential difficulties unless some form of agreement can be reached. Land assembly issue surrounding the land needed to bring forward necessary upgrades to the adjoining Shores Green junction and CPO may be sought if required. (Source: LA)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to A40/Shores Green junction improvement, and North Witney Distributor Road neither of which are funded. The site promoters intend to deliver the Shores Green junction improvements although land assembly is a current obstacle. The North Witney Distributor Road is independent of this site with an expectation that it would be funded as part of the North Witney Strategic Development Area (SDA) allocated in the pre-submission draft Local Plan. Oxford travellers may benefit from Eynsham P&R/RT3 (funded). The County Council is currently considering a long term solution for the A40 consisting of partial dualling and the addition of a west bound bus lane from Eynsham. This solution is not currently funded. Education: 1 x 2FE primary school and contributions towards a new secondary school. (Source ITP and LA)

Is it reasonable to assume strategic infrastructure is capable of being funded?

The A40/ Shores Green junction improvement and the North Witney Distributor Road transport schemes are not funded and would need to be delivered as part of development either on this site or on the proposed Local Plan allocation at East Witney to the south. A funding package for the A40 long term solution has not yet been identified. (Source ITP and LA)

Conclusion – is the site deliverable?

Orange Site is likely to be available but there are known to be problems with land assembly, which may require a CPO to resolve. There is a reasonable prospect of transport infrastructure being delivered as part of the development but there is no existing funding available and land assembly constraints would need to be overcome. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Medium value market area (CIL, 2015).

Existing use

Agricultural.

Site Name Land north east of Witney

District: West Oxfordshire District

ID: 32

Area (Ha): 59.19

Dwellings by 2031: 1,100

Other considerations

The land provides an area of attractive countryside on the edge of Witney and is rural in character.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: integrate the urban extension with key services in Witney; access across Jubilee Way; contributions towards negative impact on Bridge Street; a segregated footway/cycleway along the western side of Jubilee Way; improvements to Public Transport links. The site promoter has suggested that this development could deliver the proposed junction improvements at Shores Green as an alternative to the existing allocated site at East Witney. (Source L

Other enabling costs

In addition to the use of sustainable drainage, on-site storage lagoons may also be required to mitigate the impact of increased surface water runoff towards the Madley Brook.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. (Please refer to Guiding principles for Deliverability and Viability assessment.) In this instance unless the Shores Green Slip Roads are delivered by the proposed allocation at East Witney to the south, this scheme would need to provide them at a cost of just under £6m. In combination with a new on-site primary school and 40% affordable housing, scheme viability would need to be carefully considered.

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33 Area (Ha): 42.54

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within walking or cycle distance of the cultural offer of Oxford City Centre, which is approximately 18km to the east. It is within 1km of the existing S1 bus service which provides a frequent service to the City Centre; however this service is not fast. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within walking or cycle distance of the cultural offer of Oxford City Centre, which is approximately 18km to the east. It is also not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the City Centre.

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33

Area (Ha): 42.54

Dwellings by 2031: 550

Therefore, a significant negative effect is likely.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is within 1km of the existing S1 bus service to Oxford University in the city centre; however the service is not fast. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is within 1km of the existing S1 bus service to the Oxford city centre employment node; however the service is not fast. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- This site is more than 2km walking distance and more than 8km straight line cycle distance from all of the key employment nodes in Oxford, with the nearest being the Northern Gateway which is approximately 16.5km to the east. Therefore, a minor negative effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33

Area (Ha): 42.54

Dwellings by 2031: 550

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- +** This site is in West Oxfordshire District's medium value zone and so, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is isolated from the urban edge of Witney, and it is outside of walking distance from the town centre where the majority of shops, services and facilities are located (although others will be closer). Overall, a minor negative effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- +** This spatial option is not expected to incorporate new secondary school provision onsite; however it is understood that a new secondary school within the West Witney strategic development would provide capacity to meet demand from this site. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- +** This spatial option would incorporate onsite employment provision; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0** This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is largely on greenfield land, although Witney Town Football Club (disused) is located in the south eastern area of the site; therefore a minor negative effect is considered likely.

Efficient use of land

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33

Area (Ha): 42.54

Dwellings by 2031: 550

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

--? This site is largely greenfield land and is entirely Grade 3 agricultural land. Therefore overall, it is assumed that development would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

-? There are sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

-? There are four Local Wildlife sites (Minster Lovell Bank, Minster Lovell Meadows, Crawley Mead and Maggots Grove Wood) between 250m and 350m to the north of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of these designations from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

+

This site is classed as a town extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? Minster Lovell Conservation Area is located adjacent to the north of the site (north of Burford Road) and it includes several Listed Buildings and a Scheduled Monument (Minster Lovell historic core including scheduled Lovell Manor ruins, medieval earthworks, medieval fishponds and site of medieval chapel). Adjacent to the south east of the site (east of Downs Road) is an Archaeological Alert Area. Overall, a potential significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. The site provides an elevated, undeveloped backdrop to Minster Lovell and is intervisible with the Cotswolds AONB to the north west. The site retains a rural character although this is degraded adjacent to the industrial estate to the east.

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33

Area (Ha): 42.54

Dwellings by 2031: 550

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33

Area (Ha): 42.54

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium This site is predominantly comprised of elevated medium-scale agricultural land of later enclosure, with a slightly undulating landform and some remnant hedgerows and mature trees on field boundaries.

Settlement form and edge

Medium-high The site is physically separated from residential development in Witney by the large industrial estate. Development here would be more visually connected with development at Minster Lovell. The elevated nature of the landscape would represent a step change from the lower lying nature of the existing development in Witney town.

Settlement setting

Medium-high The site provides an important buffer between the settlements of Witney and Minster Lovell; therefore development on this land may result in coalescence between the two settlements. The large industrial buildings west of Witney have already eroded some of the visual separation between the settlements.

Views

Medium-high The site is elevated and open with long views from the higher ground (above approximately 105 metres) and high levels of intervisibility between the Windrush Valley sides. Both Witney and Minster Lovell are overlooked from the highest elevations. This includes views to areas in the Cotswolds AONB to the north (taking in the wooded Wychwood Uplands and Leaffield spire).

Perceptual qualities

Medium The site is in close proximity to the Cotswold AONB (located 270 metres to the north). It also forms part of the Windrush Valley Landscape which is noted for its intimate, pastoral character. The large industrial estate to the east can detract from these qualities.

Cultural and historical associations

Medium The site is close to Minster Lovell Conservation Area which lies approximately 50 metres to the north. The Conservation Area Appraisal states that the settlement is found in a 'wider landscape setting striking for its tranquillity and largely unspoilt rural character'; therefore development on this site could detract from the setting of the Conservation Area.

Overall Landscape Sensitivity

Medium This site is assessed as having medium landscape sensitivity as it provides an elevated, undeveloped backdrop to Minster Lovell and is intervisible with the Cotswolds AONB to the north west. The site retains a rural character although this is degraded adjacent to the industrial estate to the east.

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33

Area (Ha): 42.54

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Land west of Downs Road

District: West Oxfordshire District

ID: 33

Area (Ha): 42.54

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Majority of the site owned by local farmers Mr and Mrs Strainge; promoter: Signet Planning. Recently Bloor Homes and Persimmon have become involved and have requested a meeting with the Council suggesting clear developer interest. The part of the site north of the Witney Lakes resort is owned (or in the control of) a company called 'On the Edge'. They are looking to promote a mixed-use scheme (residential, leisure, hotel) and have recently held a pre-application exhibition. No application has been received as yet. (Source: LA)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to A40/Downs road junction improvement which is fully funded. Also close to B4477 upgrade which is part funded. Oxford travellers may benefit from Eynsham P&R/Rapid Transit Line 3 (funded). The County Council is currently considering a long term solution for the A40 consisting of partial dualling and the addition of a west bound bus lane from Eynsham. This solution is not currently funded. Education: 1 x 2FE primary school and contributions towards a new secondary school.

Is it reasonable to assume strategic infrastructure is capable of being funded?

Transport schemes are partly/fully funded, with the exception of the the A40 long term solution where a funding package has not yet been identified. A40 Downs Road junction, and A40 long term solution critical for unlocking wider development. Other improvements not linked to wider development. (Source LA)

Conclusion – is the site deliverable?

Orange Site is likely to be available, there is a reasonable prospect of transport infrastructure being delivered, albeit reliant on long term A40 strategy which is not funded. (Please refer to Guiding Principles for Deliverability and Viability assessment)

Viability Criteria

Designated market area

Medium value area (CIL, 2015).

Existing use

Predominantly agricultural; former Witney Town Football Club ground and buildings.

Other considerations

Distant from Witney Town Centre, although close to employment sites. Close proximity to the Minster Lovell Conservation Area and the Cotswold AONB.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: the site would need to be supported by a range of infrastructure on and off the site including

Site Name	Land west of Downs Road			District:	West Oxfordshire District
ID:	33	Area (Ha):	42.54	Dwellings by 2031:	550

access arrangements, cycle track, improvements to public transport such as a bus stop.

Other enabling costs

Substantial areas of landscaping to mitigate the impact of built development. There may be contamination associated with the former gas storage facility. Small patches of the site are susceptible to surface water flooding.

Conclusion: Is the spatial option likely to be financially viable?

Green Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Land South of Witney

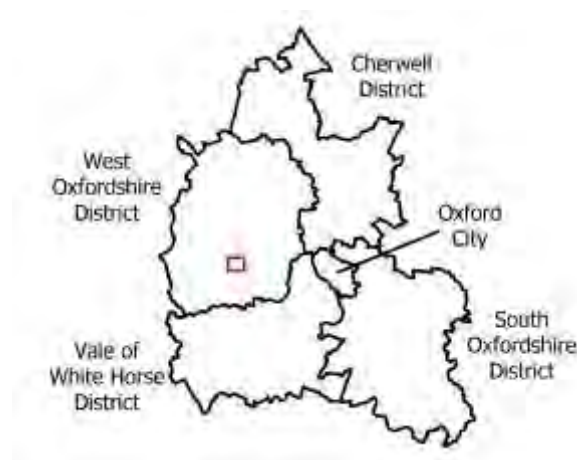
District: West Oxfordshire District

ID: 34 Area (Ha): 70.78

Dwellings by 2031: 1,050



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- This spatial option is not within walking or cycle distance of Oxford City Centre, which is approximately 16km to the east. It is within 1km of the existing S1 bus service to the cultural offer of the City Centre; however the service is not fast. Therefore, a minor negative effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within walking or cycle distance of Oxford City Centre, which is approximately 16km to the east. It is also not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the cultural offer of the City Centre.

Site Name Land South of Witney

District: West Oxfordshire District

ID: 34

Area (Ha): 70.78

Dwellings by 2031: 1,050

Therefore, a significant negative effect is likely.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

- This spatial option is within 1km of the existing S1 bus service providing a link to Oxford University in the city centre; however the service is not fast. Therefore, a minor negative effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

- This spatial option is within 1km of the existing S1 bus service providing a link to Oxford city centre employment node; however the service is not fast. Therefore, a minor negative effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

- This site is more than 2km walking distance and more than 8km straight line cycle distance from all of the key employment nodes in Oxford, with the nearest being the Northern Gateway which is approximately 15km to the east. Therefore, a minor negative effect is likely.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

- 0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

- + This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

Site Name Land South of Witney

District: West Oxfordshire District

ID: 34

Area (Ha): 70.78

Dwellings by 2031: 1,050

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- +** This site is in West Oxfordshire District's medium value zone and, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is considered likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is isolated from the urban edge of Witney, and it is not within walking distance of the town centre where the majority of shops, services and facilities are located (although others will be closer). Overall, a minor negative effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- +** This spatial option is not expected to incorporate new secondary school provision onsite; however it is understood that a new secondary school within the West Witney strategic development would provide capacity to meet demand from this site. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0** This spatial option would not incorporate employment provision; therefore a negligible effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- 0** This site does not include areas of flood zone 2 or 3 and is therefore likely to have a negligible effect.

18. Will the spatial option increase impermeable surfaces?

- This site is on greenfield land; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

Site Name Land South of Witney

District: West Oxfordshire District

ID: 34

Area (Ha): 70.78

Dwellings by 2031: 1,050

- 0 This site is on greenfield land, the majority of which (92%) is either Grade 4 or 5 or urban land. The remainder of this spatial option (only 8%) is identified as Grade 3 agricultural land. Overall, it is assumed that development here would have a negligible effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0? This spatial option is over 3km from an internationally designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? There are sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

- ? Mouldens Wood and Davis Copse Local Wildlife Site is 326m to the south of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- ++ This site is classed as a new settlement option; therefore a significant positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? There are several Grade II Listed Buildings within 500m of this site to the north west., the closest (Thatch Cottage) being 350m away. This site is also within 250m of four Archaeological Alert Areas, in the south eastern, south western and northern areas of the site. Overall, a potential minor negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. This site is assessed as having medium-high sensitivity, as a result of the strong rural character with intact landscape structure (including frequent mature trees and streams) and the role the land has as part of the wider rural setting to the nearby villages of Curbridge and Ducklington.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

- 0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name Land South of Witney

District: West Oxfordshire District

ID: 34

Area (Ha): 70.78

Dwellings by 2031: 1,050

Landscape Criteria

Physical and natural character

Medium-high This site is primarily greenfield agricultural land with a strong rural character afforded by mature hedgerows and trees. Colwell Brook runs through the site. The site is mostly flat and located on the valley floor of the River Windrush. Trees along the disused railway line form a strong linear feature in the landscape.

Settlement form and edge

Medium-high This site lies beyond the main roads of the A40 and A415 which currently contain settlement in Witney. Development of a new settlement at this site could be perceived as an incursion into the surrounding open countryside.

Settlement setting

Medium-high This site forms part of the wider landscape which contributes to the rural setting of Witney. The West Oxfordshire Landscape Assessment identifies the distinct urban/rural edge to the south west of Witney, along with largely unspoilt views. Development on this site would erode these landscape characteristics and also result in a reduction in the separation between Witney and the village of Curbridge.

Views

Medium The site is relatively flat with limited views out. The area is more visually connected with the surrounding countryside and Lower Windrush Valley to the south rather than the existing town to the north.

Perceptual qualities

Medium The site retains a strong rural character with valued landscape features including the mature trees and hedgerows and Colwell Brook. Tranquillity is eroded by traffic on the A40, A415 and A4095 which are all in close proximity to the site. The nearby sewage treatment works also detract from the rural character of the area.

Cultural and historical associations

Medium The site overlooks and is strongly associated with the intimate and tranquil Windrush Valley Landscape. It also provides a pastoral setting to the historic and rural villages of more traditional vernacular at Curbridge and Ducklington. An initial archaeological assessment has noted to potential for the presence of Roman and medieval remains on the site.

Overall Landscape Sensitivity

Medium-high This site is assessed as having medium-high sensitivity, as a result of the strong rural character with intact landscape structure (including frequent mature trees and streams) and the role the land has as part of the wider rural setting to the nearby villages of Curbridge and Ducklington.

Site Name Land South of Witney

District: West Oxfordshire District

ID: 34

Area (Ha): 70.78

Dwellings by 2031: 1,050

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Land South of Witney

District: West Oxfordshire District

ID: 34

Area (Ha): 70.78

Dwellings by 2031: 1,050

Deliverability Criteria

Ownership/planning history/scheme promoter

The northern part of the site falls within a different area of land to the south of Witney that is being promoted by Barton Willmore on behalf of Abbey Developments. That site is understood to be in the control of Abbey Developments albeit via an informal, rather than formal option agreement. This development is separate to the remainder of the spatial option identified by the Council, the ownership of which is unclear. (Source: LA)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to A40/Downs road junction improvement which is fully funded. Also close to B4477 upgrade which is part funded. Oxford travellers may benefit from Eynsham P&R/Rapid Transit Line 3 (funded). Education: 1 x 2FE primary school and contributions towards a new secondary school. Development in this location would need to address links into Witney including a potential cycle/pedestrian route utilising the former railway line that runs through the site and onto the north east. This would require a cycle/pedestrian crossing over the A40. The County Council are currently considering a long term solution for the A40 consisting of partial dualling and the addition of a west bound bus lane from Eynsham. This solution is not currently funded. (Source ITP and LA)

Is it reasonable to assume strategic infrastructure is capable of being funded?

Transport schemes are partly/fully funded, with the exception of the A40 long term solution where a funding package has not yet been identified. A40 Downs Road junction and the A40 long term solution critical for unlocking wider development. Other improvements not linked to wider development. (Source LA)

Conclusion – is the site deliverable?

Orange Part of the site is known to be available and is being promoted in conjunction with land to the north. Land ownership for the remainder of the site is not known. There is a reasonable prospect of transport infrastructure being delivered, although the A40 improvements are not yet funded. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Medium market value area (CIL, 2015).

Existing use

Agricultural.

Other considerations

Open countryside and valley landscape.

Local infrastructure requirement

Site Name Land South of Witney

District: West Oxfordshire District

ID: 34

Area (Ha): 70.78

Dwellings by 2031: 1,050

Standard local transport, education, health and community facilities apply. Site specific requirements include: incorporate existing public rights of ways crossing the A40; enhance cycle/pedestrian and vehicular links to Witney by improving routes across the A40. Incorporate disused railway line with existing and proposed access routes in the proposal.

Other enabling costs

Buffer required for an adjoining landfill plant; records of contamination associated with the historic landfill and sewage treatment works. The site is prone to surface water flooding - mitigated with SuDS.

Conclusion: Is the spatial option likely to be financially viable?

Green Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35 Area (Ha): 148.21

Dwellings by 2031: 2,200



Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + This spatial option is not within 1km walking or 3km cycle distance of the cultural offer of Oxford City Centre, which is approximately 7.5km to the south east. However, it is adjacent to an existing fast and frequent bus service to the City Centre; therefore a minor positive effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? This spatial option would be within 1km of the proposed Park and Ride at Eynsham which it is assumed would provide a fast and frequent service to the City Centre. However, the site is not within 1km walking distance or 3km cycling distance of the cultural offer of Oxford City Centre

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35

Area (Ha): 148.21

Dwellings by 2031: 2,200

and therefore a minor positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Park and Ride.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is adjacent to an existing rapid transit route with a fast and frequent service to Oxford University in the City Centre; therefore, a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This spatial option would be within 1km of the proposed Park and Ride at Eynsham which it is assumed would provide a fast and frequent service to the City Centre; therefore a significant positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Park and Ride.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

+ This site is within 8km straight line cycle distance of a number of universities or equivalent institutions in Oxford. The site is approximately 7.6km cycle distance from both campuses at site at D'overbroecks institution in Oxford and is within 7.8km of the City Centre where Bellerby's institution, Oxford University and Oxford College are located. Therefore, a minor positive effect is expected.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is adjacent to an existing bus route with a fast and frequent service to the employment node at Oxford City Centre; therefore, a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

++? The eastern edge of the site would be adjacent to the proposed Rapid Transit Line 3 which it is assumed would provide a frequent but not fast (due to the distance) service to the employment nodes at Oxford Science Park and Oxford Business Park. Therefore, a minor positive effect is likely, although this effect is uncertain as it depends on the delivery of the proposed Rapid Transit Line.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is approximately 5.5km straight line cycle distance from the Northern Gateway employment node to the east at the nearest point; therefore a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35

Area (Ha): 148.21

Dwellings by 2031: 2,200

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

++ This site is likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

++ This site is in West Oxfordshire District's high value zone and, in line with the District's Local Plan, it would deliver at least 50% affordable housing. Therefore a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

0 This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital (it is assumed that the proposed Eynsham Park and Ride site would serve the city centre, rather than areas such as Headington where the hospitals are located). Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

+ This site is adjacent to the large village of Eynsham with a reasonable range of existing services and facilities, although the A40 could provide a limitation to easy pedestrian access. Overall, a minor positive effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

++ This spatial option could incorporate a new primary school; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

+ It is understood that this spatial option would not incorporate new secondary school provision. The site is within 2km of Bartholomew School, and it is understood although this site would exceed the potential of that school to expand. A potential solution identified by Oxfordshire County Council would be a split school with a sixth form on this site. Therefore, a potential but uncertain minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

+ This spatial option would incorporate onsite employment provision; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

0 This site does not include areas of flood zone 3, and only includes less than 1% flood zone 2 in the eastern boundary of the site. Therefore, a negligible effect is likely.

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35

Area (Ha): 148.21

Dwellings by 2031: 2,200

18. Will the spatial option increase impermeable surfaces?

- The majority of this site is on greenfield land, although there are a small number of properties located across the site; therefore a minor negative effect is considered likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- This site is mainly greenfield land and the majority of the site (77%) is Grade3 agricultural land. The remainder of this site (approximately 18%) comprises Grade 1 and 2 agricultural land and a smaller area (5%) is either Grade 4 or 5 or urban land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- ? Oxford Meadows SAC is 2.5km away to the east. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- ? There are sites listed on the Ancient Woodland Inventory within 1km of the site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

- ? South Freeland Meadows Local Wildlife Site is 230m to the north of this site. Therefore, a minor negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species. While direct physical loss of habitat is not expected, due to the distance of the designation from the site boundary, other effects may travel far enough to impact on the species present within the designated sites, for example as a result of noise or changes to hydrological regimes.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- ++ This site is classed as a new settlement option; therefore a significant positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? This site contains four Archaeological Alert Areas and a further two are within 250m of the site to the north and south east. Eynsham Conservation Area is approximately 480m to the south of the A40 and includes several Listed Buildings including the Grade II Listed White Hart Public House and Newland House. However, these are separated from the proposed site by the A40 and the existing settlement within Eynsham, which may provide screening from the potential negative effects of development. Overall, a potential but uncertain minor negative effect on heritage is therefore identified.

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35

Area (Ha): 148.21

Dwellings by 2031: 2,200

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as having medium-high landscape sensitivity and a result of its strong rural character with little modern development, frequent woodland cover along field boundaries and at Eynsham Wood and open views, particularly in the east of the site. Some areas of the site are more prominent, such as Acre Hill.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

--? The eastern area of this site is within a strategic resource area; therefore a significant effect is possible.

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35

Area (Ha): 148.21

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium The site consists of a relatively simple, gently sloping landform which is predominantly medium scale agricultural land with field boundaries of hedgerows (which can be gappy) with frequent mature trees. Eynsham Wood is located in the south of the site. Several ponds are located in the west of the site. Other features include a gorge located adjacent to the A40 in the south.

Settlement form and edge

Medium-high The site is located on the northern edge of Eynsham, although any development here would be physically separated from the existing settlement by the hard boundary of the A40. Development could be perceived to be encroaching on the open countryside.

Settlement setting

Medium-high The site provides a rural and undeveloped backdrop to Eynsham. Development here would reduce the gap between Eynsham and Freeland (located approximately 2.2 km to the north). It would also result in the merging of Eynsham with several farmsteads.

Views

Medium As a result of the sloping landform and open character of the landscape, there is some intervisibility between the site and the lower lying land of Eynsham although this is often interrupted by trees. There are important views into the village from the footpath north of Evanlode Farm identified in the Eynsham Village Design Statement.

Perceptual qualities

Medium-high The area retains a rural and tranquil character with relatively few urban influences, although this is eroded by traffic noise from the A40 which is adjacent to the south.

Cultural and historical associations

Medium-low In the past, the site was part of the Wychwood Forest Area, with some of the more irregular fields in the west of the site indicative of ancient woodland clearance. The site is not adjacent to Eynsham Conservation Area and contains no Listed Buildings or Scheduled Monuments.

Overall Landscape Sensitivity

Medium-high This site is assessed as having medium-high landscape sensitivity and a result of its strong rural character with little modern development, frequent woodland cover along field boundaries and at Eynsham Wood and open views, particularly in the east of the site. Some areas of the site are more prominent, such as Acre Hill.

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35 Area (Ha): 148.21

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35

Area (Ha): 148.21

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

The site is in multiple ownerships. Key landowners include Oxfordshire County Council and Corpus Christi College. Promoter Savills, on behalf of Corpus Christi, recently held a meeting to bring all parties together - outcome is unknown. Different parts of the site (plus further land to the north) have been promoted through the Council's SHLAA. (Source: LA)

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to Eynsham P&R/Rapid Transit Line 3 (funded) . The County Council are currently considering a long term solution for the A40 consisting of partial dualling and the addition of a west bound bus lane from Eynsham. This solution is not currently funded. Improvements required to Hanborough Station which are not funded. Education; requirement for either a 3FE primary school, or a 2FE plus a 1FE school; contributions towards expansion of secondary schools. (Source ITP and LA)

Is it reasonable to assume strategic infrastructure is capable of being funded?

Eynsham P&R/Rapid Transit Line 3 is funded. Both the A40 long-term strategy, and Hanborough Station improvements, are critical to unlocking wider development, and neither are funded. (Source ITP and LA)

Conclusion – is the site deliverable?

Orange Site is likely to be available, there is a reasonable prospect of transport infrastructure being delivered, albeit the A40 and station improvements are not currently funded. (Please refer to Guiding principles for Deliverability and Viability assessment)

Viability Criteria

Designated market area

High market value area (CIL, 2015).

Existing use

Predominantly agricultural with other existing uses including Tesco express/motor sales outlet along the A40 frontage.

Other considerations

Open countryside is located on three sides with the A40 separating it from Eynsham to the south. Well located to access the strategic public transport network.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: new and improved public transport links along A40 between Eynsham and Oxford. Detailed assessment of different pattern of growth and transport network on all transport corridors required. Potential public transport, footpath/cycle links to Eynsham and Hanborough Station and the Cotswold Line.

Site Name Land north of Eynsham

District: West Oxfordshire District

ID: 35 Area (Ha): 148.21

Dwellings by 2031: 2,200

Other enabling costs

Most of the land to the east of Hanborough Road is within flood zone 3 associated with the River Evenlode; small area within zone 2 (associated with a ditch).

Conclusion: Is the spatial option likely to be financially viable?

Green Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Site Name Land west of Eynsham

District: West Oxfordshire District

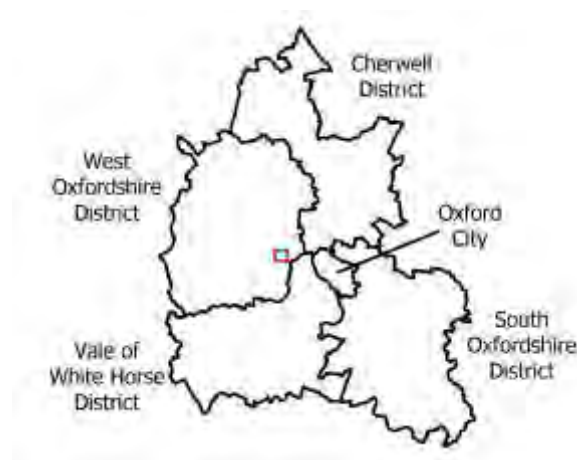
ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- + This spatial option is adjacent to an existing rapid transit route with a fast and frequent service to the cultural offer of Oxford City Centre, and it is within 8km straight line cycle distance of Oxford City Centre. Therefore, a minor positive effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- +? This spatial option would be within 1km of the proposed Park and Ride at Eynsham which it is assumed would provide a fast and frequent service to the cultural offer of the City Centre. However, the site is not within 1km walking distance or 3km straight line cycling distance of Oxford City Centre and a minor positive effect is therefore likely, although this effect is

Site Name Land west of Eynsham

District: West Oxfordshire District

ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550

uncertain as it depends on the delivery of the proposed Park and Ride.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is adjacent to an bus route with a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

++? This spatial option would be within 1km of the proposed Park and Ride at Eynsham, which it is assumed would provide a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely, although this is uncertain as it depends on the delivery of the proposed Park and Ride.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is adjacent to an existing bus route with a fast and frequent service to the City Centre employment node; therefore a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

+? This spatial option would be within 1km of the proposed Park and Ride at Eynsham, which it is assumed would provide a fast and frequent service to the City Centre employment node. Therefore, a minor positive effect is likely, although this is uncertain as it depends on the delivery of the proposed Park and Ride.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is approximately 6.5km straight line cycle distance from the Northern Gateway employment node to the east at the nearest point; therefore a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

+ This site is likely to deliver fewer than 1,500 new homes by 2031; therefore a minor positive effect is likely.

Site Name Land west of Eynsham

District: West Oxfordshire District

ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- ++** This site is in West Oxfordshire District's high value zone and, in line with the District's Local Plan, it would deliver at least 50% affordable housing. Therefore, a significant positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital (it is assumed that the proposed Park and Ride site at Eynsham would serve the city centre rather than locations such as Headington where the hospitals are). Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- +** This site is adjacent to the large village of Eynsham and so should provide convenient access to the reasonable range of services and facilities there. A minor positive effect is therefore likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** The development of this spatial option would incorporate new primary provision; therefore a significant positive effect is likely.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- +** The development of this spatial option would not incorporate new secondary school provision. The site is within 2km of Bartholomew School, which may have capacity to expand although the site is constrained. A potential but uncertain minor positive effect is therefore identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- 0** This site would not deliver onsite employment development; therefore a negligible effect is expected.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- The southern and western boundaries of this site include areas of flood zone 2 and 3 which account for 17% and 13% of the total site area respectively. Therefore, there could be a significant negative effect.

18. Will the spatial option increase impermeable surfaces?

- The majority of this site is on greenfield land, although there are properties in the far northern and eastern areas of the site; therefore a minor negative effect is likely.

Efficient use of land

Site Name Land west of Eynsham

District: West Oxfordshire District

ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

- 0 This site is mainly greenfield land and the majority of the site (99%) is either Grade 4 or 5 or urban land. The remainder of the site (only 1%) is located on land classified as either Grade 1,2 or 3 agricultural land. Therefore overall, it is assumed that development here would have a negligible effect on efficient land use and preserving soil quality.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

- 0? This spatial option is over 3km from a European designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

- 0? This spatial option is over 1m from a nationally designated site and therefore considered to be of a low risk and may have a negligible effect.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets

- 0? This spatial option is over 1km from a locally designated site and therefore considered to be of a low risk and may have a negligible effect.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

- + This site is classed as a village extension option; therefore a minor positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

- ? The Grade II Listed Chill Bridge is located adjacent to the southern area of this site. Therefore, a potential but uncertain significant negative effect on heritage is therefore identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

- Development at this site would be likely to give rise to some adverse landscape and/or visual effects but these will potentially be limited in extent; therefore a minor negative effect is identified. The site is assessed as having medium landscape sensitivity due to the contribution it makes to the rural setting of Eynsham, the naturalistic features including mature hedgerows/trees and Chil Brook and the rural character with good levels of tranquillity. The site is not prominent within the wider landscape.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

- 0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name Land west of Eynsham

District: West Oxfordshire District

ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550

Landscape Criteria

Physical and natural character

Medium Very gently sloping agricultural land to the west of Eynsham which has some mature trees and hedgerows along the western and northern edges of the site. A small garden centre is located in the north of the site adjacent to the A40. Chil Brook runs through the centre of the site.

Settlement form and edge

Medium This site currently forms a soft edge on the western boundary of Eynsham and therefore development could be perceived to encroach into the adjacent open countryside, although it would not cross any existing boundary features.

Settlement setting

Medium The site provides an immediate rural setting to Eynsham, although it does not make a significant contribution to the gap between settlements.

Views

Medium Views are generally limited by the gently undulating, relatively low lying land and high levels of tree cover (particularly within field boundaries, along Chil Brook and in the north east of the area) within and surrounding the site.

Perceptual qualities

Medium Generally retains a strong rural quality and high levels of tranquillity, although this can be eroded from traffic noise from the A40.

Cultural and historical associations

Medium The site is close to the boundary of Eynsham Conservation Area which is located 150 metres to the east, although it does not make a direct contribution to the setting of the Conservation Area.

Overall Landscape Sensitivity

Medium The site is assessed as having medium landscape sensitivity due to the contribution it makes to the rural setting of Eynsham, the naturalistic features including mature hedgerows/trees and Chil Brook and the rural character with good levels of tranquillity. The site is not prominent within the wider landscape.

Site Name Land west of Eynsham

District: West Oxfordshire District

ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Land west of Eynsham

District: West Oxfordshire District

ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550

Deliverability Criteria

Ownership/planning history/scheme promoter

Various landownerships involved including Oxfordshire County Council and Steven Sensecall of Kemp and Kemp (agents) as well as private landowner (Corlan Farm). A number of planning applications have come in in piecemeal fashion (some refused, others pending determination). Clear landlord interest is evident and recent SHLAA submission from Berkeley Strategic/Kemp and Kemp suggests a more comprehensive proposal may be being put together.

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development.

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to Eynsham P&R/Rapid Transit Line 3 (funded). The County Council are currently considering a long term solution for the A40 consisting of partial dualling and the addition of a west bound bus lane from Eynsham. This solution is not currently funded. Improvements required to Hanborough Station (not funded). Education: new primary school; contributions towards expansion of secondary schools. Depending on quantum of development there is the possibility of the provision of a new western 'relief road' of some sort for Eynsham which would need to be funded by the development at least in part. This is likely to have a significant effect on viability in light of 50% affordable housing requirement. (Source ITP and LA)

Is it reasonable to assume strategic infrastructure is capable of being funded?

Eynsham P&R/Rapid Transit Line 3 is funded. Both the A40 long-term strategy, and Hanborough Station improvements, are critical to unlocking wider development, and neither are funded. Depending on quantum of development there is the possibility of the provision of a new western 'relief road' of some sort for Eynsham which would need to be funded by the development at least in part. This is likely to have a significant effect on viability in light of 50% affordable housing requirement. (Source ITP and LA)

Conclusion – is the site deliverable?

Orange Site is likely to be available. Transport infrastructure part funded. Potential requirement for a new western relief road.

Viability Criteria

Designated market area

High market value area (CIL, 2015).

Existing use

Part playing fields, part amenity space and part overgrown farmland; other existing uses include Garden Centre site along the A40 frontage.

Other considerations

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements

Site Name Land west of Eynsham

District: West Oxfordshire District

ID: 36

Area (Ha): 38.29

Dwellings by 2031: 550

include: other than the normal infrastructural requirements, above average access costs are likely due to the access constraints onto the site. Depending on quantum of development there is the possibility of the provision of a new western 'relief road' of some sort for Eynsham which would need to be funded by the development at least in part. This is likely to have a significant effect on viability in light of 50% affordable housing requirement. (Source LA)

Other enabling costs

The majority of the site is within Flood Zone 1 although the south-western corner falls into Zones 2 and 3. A suitable site for replacement playing fields. Notable/protected species has been recorded to the south of the site. Archaeological survey may be required.

Conclusion: Is the spatial option likely to be financially viable?

Orange Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. (Please refer to Guiding principles for Deliverability and Viability assessment.) In this instance depending on quantum of development there is the possibility of the provision of a new western 'relief road' of some sort for Eynsham which would need to be funded by the development at least in part. This is likely to have a significant effect on viability in light of 50% affordable housing requirement.

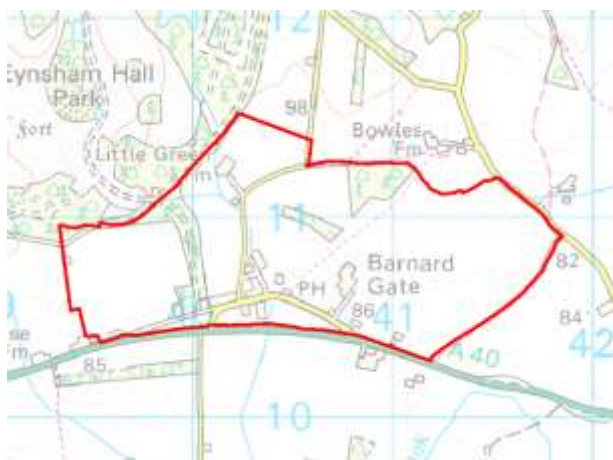
Site Name Eynsham Park Estate, land nr Barnard Gate

District: West Oxfordshire District

ID: 37

Area (Ha): 185.51

Dwellings by 2031: 2,200



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Sustainability criteria

Cultural facilities

1. Does the option provide convenient access to the cultural offer of Oxford via existing transport links?

- +** This spatial option is not within walking or cycle distance of the cultural offer of Oxford City Centre, which is approximately 9.5km to the east. However, it is adjacent to an existing bus route with a fast and frequent service to the City Centre. Therefore, a minor positive effect is likely.

2. Would the option provide convenient access to the cultural offer of Oxford via proposed transport links?

- This spatial option is not within walking or cycle distance of the cultural offer of Oxford City Centre, which is approximately 9.5km to the east. It is also not within 1km of a planned sustainable transport link which would provide a fast and frequent service to the City Centre.

Site Name Eynsham Park Estate, land nr Barnard Gate

District: West Oxfordshire District

ID: 37

Area (Ha): 185.51

Dwellings by 2031: 2,200

Therefore, a significant negative effect is likely.

Sustainable transport/ education

3. Is the spatial option well-connected to the universities and equivalent institutions in Oxford via existing sustainable transport links?

++ This spatial option is adjacent to an existing bus route with a fast and frequent service to Oxford University in the City Centre. Therefore, a significant positive effect is likely.

4. Would the spatial option be well-connected to the universities and equivalent institutions in Oxford via proposed sustainable transport links?

-- This spatial option is not within 1km of a planned sustainable transport link that would provide a fast and frequent service to any of the universities or equivalent institutions in Oxford; therefore a significant negative effect is likely.

5. Will the spatial option provide convenient access to the universities and equivalent institutions in Oxford on foot or by bicycle?

- This site is more than 8km from any of the universities or equivalent institutions in Oxford and would therefore have a minor negative effect.

Sustainable transport/ employment/ economy

6. Is the spatial option well-connected to Oxford via existing sustainable transport links to the five key employment 'nodes'?

+ This spatial option is adjacent to an existing bus route with a fast and frequent service to the employment node at Oxford City Centre. Therefore, a minor positive effect is likely.

7. Is the spatial option well-connected to Oxford via proposed sustainable transport links to the five key employment 'nodes'?

-- This spatial option is not within 1km of a planned sustainable transport link which would provide a fast and frequent service to any of the key employment nodes in Oxford; therefore a significant negative effect is considered likely.

8. Will the spatial option provide convenient access to the key employment 'nodes' on foot or by bicycle?

+ This site is approximately 7.5km straight line cycle distance from the Northern Gateway employment node to the east at the nearest point; therefore a minor positive effect is likely as it may be possible for some people to cycle to work.

Vibrant communities/social inclusion

9. Does the spatial option provide opportunities to contribute to the regeneration of currently deprived areas in Oxford?

0 This site is not within or adjacent to a neighbourhood that is among the most deprived in Oxford; therefore a negligible effect is likely.

Housing need/ affordable homes

10. Could the spatial option provide a significant number of homes to meet Oxford's needs?

++ This site is likely to deliver more than 1,500 new homes by 2031; therefore a significant positive effect is likely.

Site Name Eynsham Park Estate, land nr Barnard Gate

District: West Oxfordshire District

ID: 37

Area (Ha): 185.51

Dwellings by 2031: 2,200

11. Would the spatial option provide a significant number of affordable homes to meet Oxford's needs?

- +** This site is in West Oxfordshire District's medium value zone and, in line with the District's Local Plan, it would deliver at least 40% affordable housing. Therefore a minor positive effect is likely.

Health and well-being

12. Does the spatial option provide convenient access to healthcare facilities?

- 0** This site is not within 800m of an existing NHS hospital and is not within 800m of an existing or planned sustainable transport link with a fast and frequent service to a hospital. Therefore, a negligible effect is likely.

Access to services and facilities

13. Does the spatial option provide convenient access to existing services and facilities?

- This site is isolated from the existing services and facilities in Eynsham, with access affected by the busy A40, and a significant negative effect is likely.

Education and skills

14. Will the spatial option provide access to primary schools, to the benefit of educational attainment and skills development?

- ++** This spatial option would incorporate two primary schools; therefore a significant positive effect is expected.

15. Will the spatial option provide access to secondary schools, to the benefit of educational attainment and skills development?

- +** This spatial option may incorporate new secondary school provision onsite and it is understood that a new secondary school within the West Witney strategic development would provide capacity to meet demand from this site. Therefore, a minor positive effect is identified.

Employment/ economy

16. Does the spatial option have the potential for onsite employment development?

- +** This spatial option would incorporate onsite employment provision; therefore a minor positive effect is likely.

Flooding

17. Will the spatial option result in development in areas at high risk of flooding from rivers?

- ?** The central area of this site includes an area of flood zones 2 and 3 which account for 3% of the total area of the site. Therefore, there could be a significant negative effect although this is uncertain as it is likely to be possible to avoid locating residential development in those areas of the spatial option at higher risk of flooding.

18. Will the spatial option increase impermeable surfaces?

- The majority of this site is on greenfield land, although there are properties in the central area of the site; therefore a minor negative effect is likely.

Efficient use of land

19. Will the spatial option encourage the reuse of previously developed land and avoid the loss of high quality agricultural land?

Site Name Eynsham Park Estate, land nr Barnard Gate

District: West Oxfordshire District

ID: 37

Area (Ha): 185.51

Dwellings by 2031: 2,200

--? This site is largely greenfield land, the majority of which (95%) is Grade 3 agricultural land. The remaining 5% is either Grade 4 or 5 or urban land. Therefore overall, it is assumed that development here would have a significant negative effect on efficient land use and preserving soil quality. However, this effect is uncertain as it will depend on whether the Grade 3 land is Grade 3a or 3b which is not known.

Biodiversity/ geodiversity

20. Will the spatial option impact upon internationally designated biodiversity assets?

0? This spatial option is over 3km from a European designated site and therefore considered to be of a low risk and may have a negligible effect.

21. Will the spatial option impact upon nationally designated biodiversity and geodiversity assets?

--? This spatial option includes a site listed on the Ancient Woodland Inventory; therefore, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

22. Will the spatial option impact upon locally designated biodiversity and geodiversity assets?

--? West Woods, Eynsham Hall Park Local Wildlife Site is adjacent to the north west of the site and so could be directly affected by development. Therefore, a significant negative effect is considered likely, although uncertainty exists as the distance at which effects might occur is not the same for all types of habitats and species.

Green infrastructure

23. Will the spatial option provide opportunities for green infrastructure enhancements?

++ This site is classed as a new settlement option; therefore a significant positive effect is likely.

Historic environment

24. Will the spatial option impact upon heritage assets?

--? Part of Eynsham Hall Registered Park and Garden and an Archaeological Alert Area are within the north western area of the site. The Grade II Listed South Lodge and gates are also located within the southern area of the site along the A40. Therefore, a potential significant negative effect on heritage is identified.

Landscape

25. Will the spatial option have adverse landscape and/or visual impacts?

--? Development at this site would be very likely to give rise to adverse landscape and/or visual effects, and there is some potential for these to be significant; therefore a potential but uncertain significant negative effect is identified. This site is assessed as having medium-high landscape sensitivity due to the historic estate character and strong rural qualities and naturalistic features (including tracts of ancient woodland) and the setting the landscape provides to the hamlet of Barnard Gate.

Sustainable use of natural resources

26. Will the spatial option result in the sterilisation of mineral resources?

0? This site is not within a strategic resource area; therefore a negligible effect is most likely.

Site Name Eynsham Park Estate, land nr Barnard Gate

District: West Oxfordshire District

ID: 37

Area (Ha): 185.51

Dwellings by 2031: 2,200

Landscape Criteria

Physical and natural character

Medium-high The site consists of gently sloping agricultural land which is currently under arable use. There is an intact landscape structure with extensive tree coverage (including some ancient woodland at Castles Copse and Partlows Copse) and a strong network of mature hedgerows with trees. The site lies within the Eynsham Vale Landscape Character Area (LCA) and is typical of the 'large-scale, subtly rolling farmland with a strong landscape structure' identified in the LCA profile.

Settlement form and edge

Medium-high The site surrounds the hamlet of Barnard Gate, which is well integrated into the landscape due to the lack of a hard urban edge and the frequent mature trees surrounding the existing dwellings. Development of this site would significantly change to character of the settlement.

Settlement setting

Medium-high As well as containing and providing a direct, undeveloped setting to Barnard Gate, the site forms part of the wider rural setting to Eynsham which is located one kilometre to the south east.

Views

Medium Views from the public footpath on the site are generally channelled in a south easterly direction towards Eynsham as the land slopes down, although views out are often limited or interrupted by the frequent trees. Views to the north and west are also limited by woodland cover.

Perceptual qualities

Medium The site has a strong rural and tranquil character owing to its frequent naturalistic features and lack of development, although this is impacted by noise from the busy road (A40) which lies adjacent to the south.

Cultural and historical associations

Medium-high Eynsham Hall Park (containing Eynsham Hall which is Grade II listed) is located to the north and the site shares some of this estate character with long driveways, stone pillars and gateways and frequent mature in-field and specimen trees. Areas of ancient woodland are also found in the park.

Overall Landscape Sensitivity

Medium-high This site is assessed as having medium-high landscape sensitivity due to the historic estate character and strong rural qualities and naturalistic features (including tracts of ancient woodland) and the setting the landscape provides to the hamlet of Barnard Gate.

Site Name Eynsham Park Estate, land nr Barnard Gate

District: West Oxfordshire District

ID: 37

Area (Ha): 185.51

Dwellings by 2031: 2,200

Green Belt Criteria

Is the spatial option within the Green Belt?

No This spatial option is outside of the Green Belt.

Site Name Eynsham Park Estate, land nr Barnard Gate

District: West Oxfordshire District

ID: 37

Area (Ha): 185.51

Dwellings by 2031: 2,200

Deliverability Criteria

Ownership/planning history/scheme promoter

Eynsham Park Estates own the majority of the land. Land to the south east of the site is under different ownership. The site has previously been promoted as a 'new settlement' through previous local plans but is not actively being promoted at present.

Is the site likely to be available for development?

Yes Assumed uplift in land values will act as incentive for residential development

Is there likely to be demand for this scale of development in this location?

Yes Evidence indicates good levels of demand for new homes and residential development land in Oxford and surrounding areas with good transport connections to the City.

Prospects for funding and delivery of strategic infrastructure

Close to Eynsham P&R/Rapid Transit Line 3 (funded). The County Council are currently considering a long term solution for the A40 consisting of partial dualling and the addition of a west bound bus lane from Eynsham. This solution is not currently funded. Improvements required to Hanborough Station (not funded). Education: 2 x 2fe primary schools; contribution towards expansion of secondary schools . (Source ITP and LA)

Is it reasonable to assume strategic infrastructure is capable of being funded?

Eynsham P&R/Rapid Transit Line 3 is funded. Both the A40 long-term strategy, and Hanborough Station improvements are identified as critical to unlocking wider development other sites, and neither are funded.

Conclusion – is the site deliverable?

Orange Site is not known to be available. There is a reasonable prospect of transport infrastructure being delivered, but the A40 long term strategy and Hanborough station improvement is unfunded. (Please refer to Guiding principles for Deliverability and Viability assessment.)

Viability Criteria

Designated market area

Medium market value area (CIL, 2015)

Existing use

Agricultural

Other considerations

The new settlement would be located in the open countryside.

Local infrastructure requirement

Standard local transport, education, health and community facilities apply. Site specific requirements include: Divert bus routes to accommodate new development along the A40 corridor. Determining access roads and improving transport links are vital to mitigate the development impacts.

Other enabling costs

There is an area of flood zone 2 and 3 in the centre of the site associated with the Chil Brook, although the majority of the area is located in flood zone 1

Site Name	Eynsham Park Estate, land nr Barnard Gate			District:	West Oxfordshire District
ID:	37	Area (Ha):	185.51	Dwellings by 2031:	2,200

Conclusion: Is the spatial option likely to be financially viable?

Green Generally, large scale residential sites in close proximity to Oxford will be viable unless there are exceptional levels of abnormal costs or expensive strategic infrastructure requirements which are unlikely to be funded. (Please refer to Guiding principles for Deliverability and Viability assessment)