



**Vale  
of White Horse**  
District Council

Publication Version  
October 2017



**Local Plan 2031**  
**Part 2**  
Detailed Policies and  
Additional Sites

**TOPIC PAPER 2**  
Site Selection  
Appendix "

## PREAMBLE

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

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

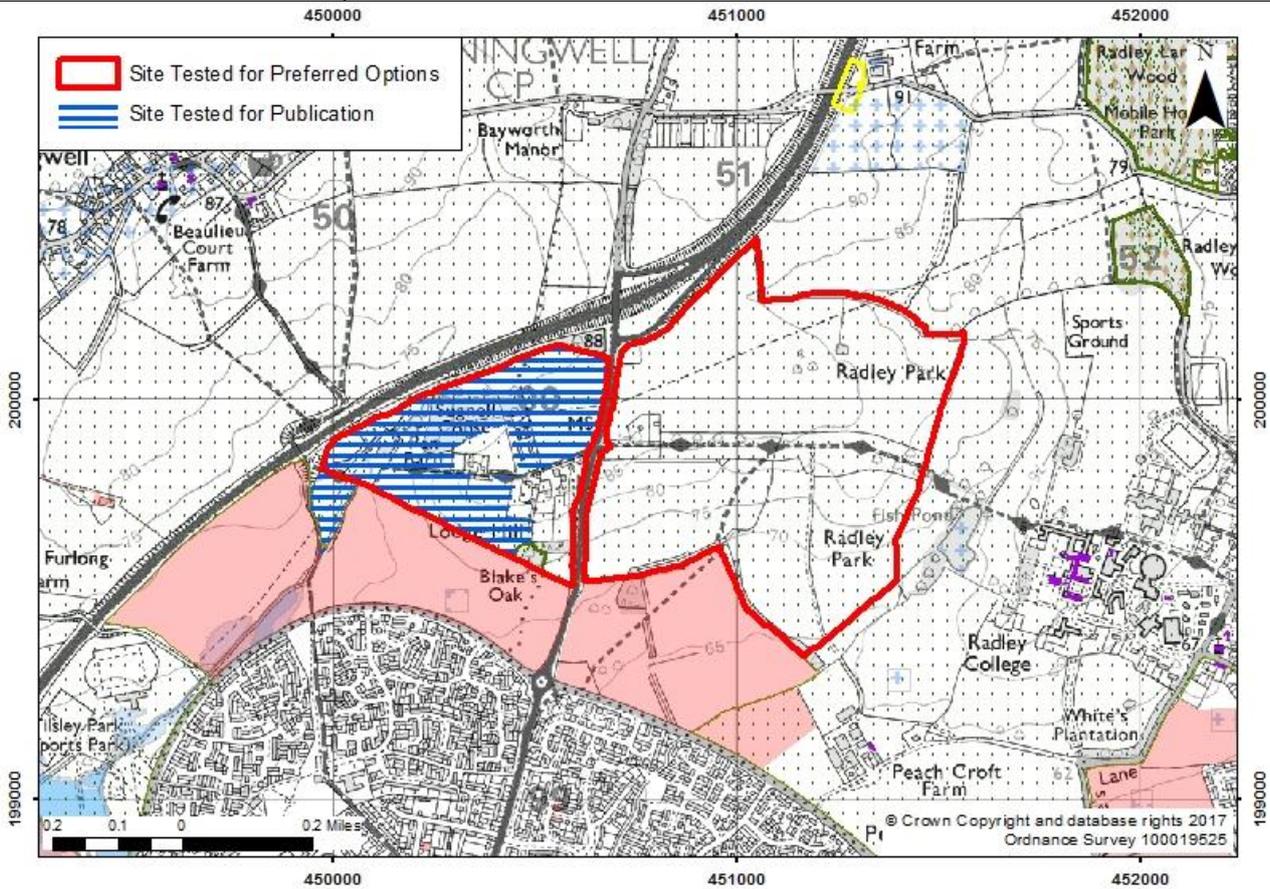
Detail of the methodology underpinning the testing of sites at Stage 4 of the process is set out in **Chapter 3** of the Topic Paper.

### Legend

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

## LIST OF SITES SUBJECT TO DETAILED TESTING

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



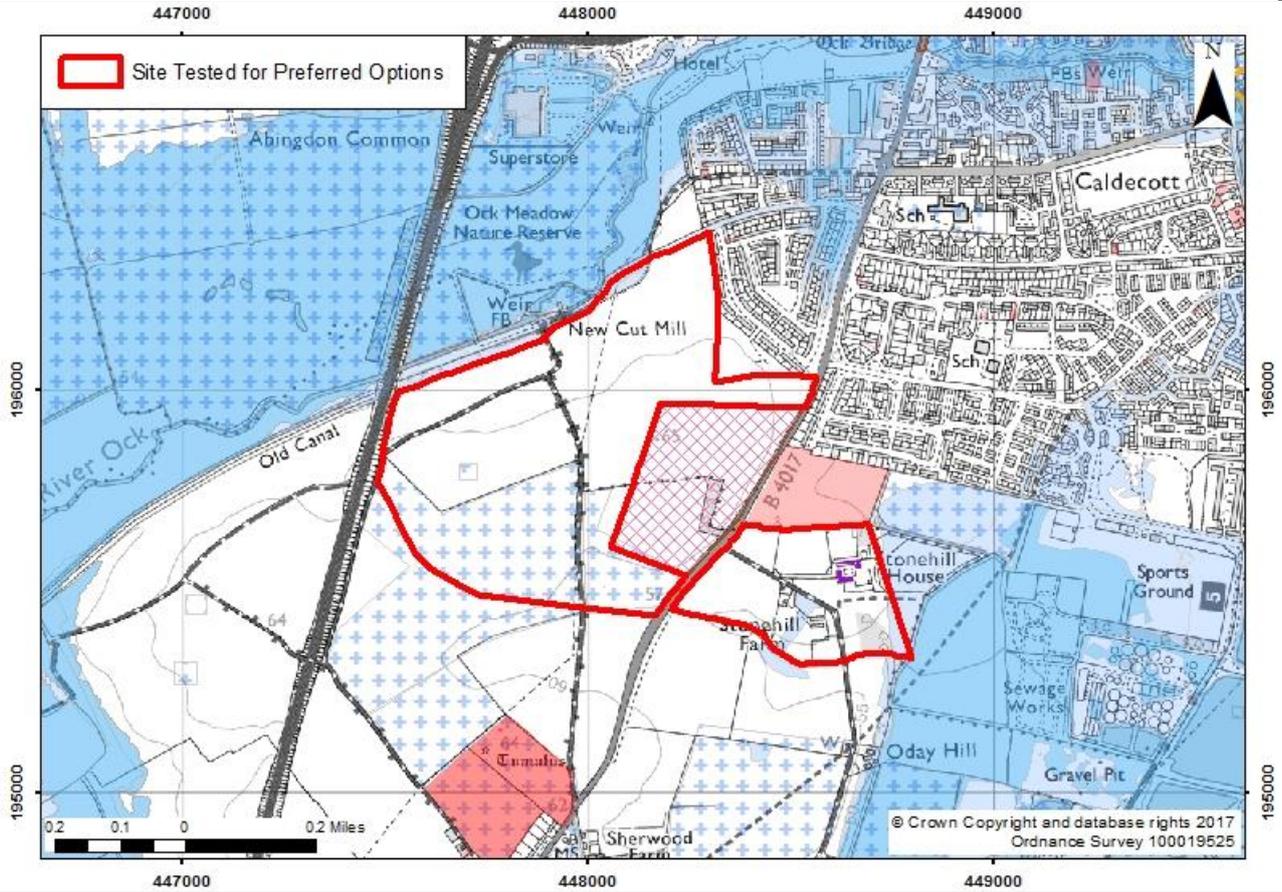
**Description:** Two parcels of land separated by the A4183/ Oxford Road to the north of Abingdon-on-Thames, within the Oxford Green Belt. Land is predominantly bounded by the existing housing allocation to the south, by A34 (including Lodge Hill Interchange) to the north and west and agricultural land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

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

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• High value landscape in a prominent Oxford Green Belt location, with some views of Oxford City on higher ground. Would lead to some intervisibility between Oxford and Abingdon-on-Thames.</li> <li>• The allocated strategic site to the south has already been subject to masterplanning, with a strong defensible GB boundary, thus creating challenges to scheme integration.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• Limited surface water flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Radley Park falls within a substantial part of this site - Wood Pasture and Parkland priority habitat, and ancient or veteran trees.</li> <li>• Blake's Oak is an Ancient Woodland within the site boundary.</li> <li>• Sugworth SSSI is in proximity and is geologically important.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Development would impact upon the setting of listed buildings at Radley College.</li> <li>• Development would cause substantial harm to Radley Park. Whilst not designated is thought to be a Capability Brown landscape<sup>1</sup>.</li> <li>• Adjacent to a grade II listed milestone.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• North of Abingdon-on-Thames is identified as a 'green' rated site in the Oxfordshire Growth Board (OGB) Spatial Options Report (LUC, 2016), largely on the basis of</li> </ul>

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

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

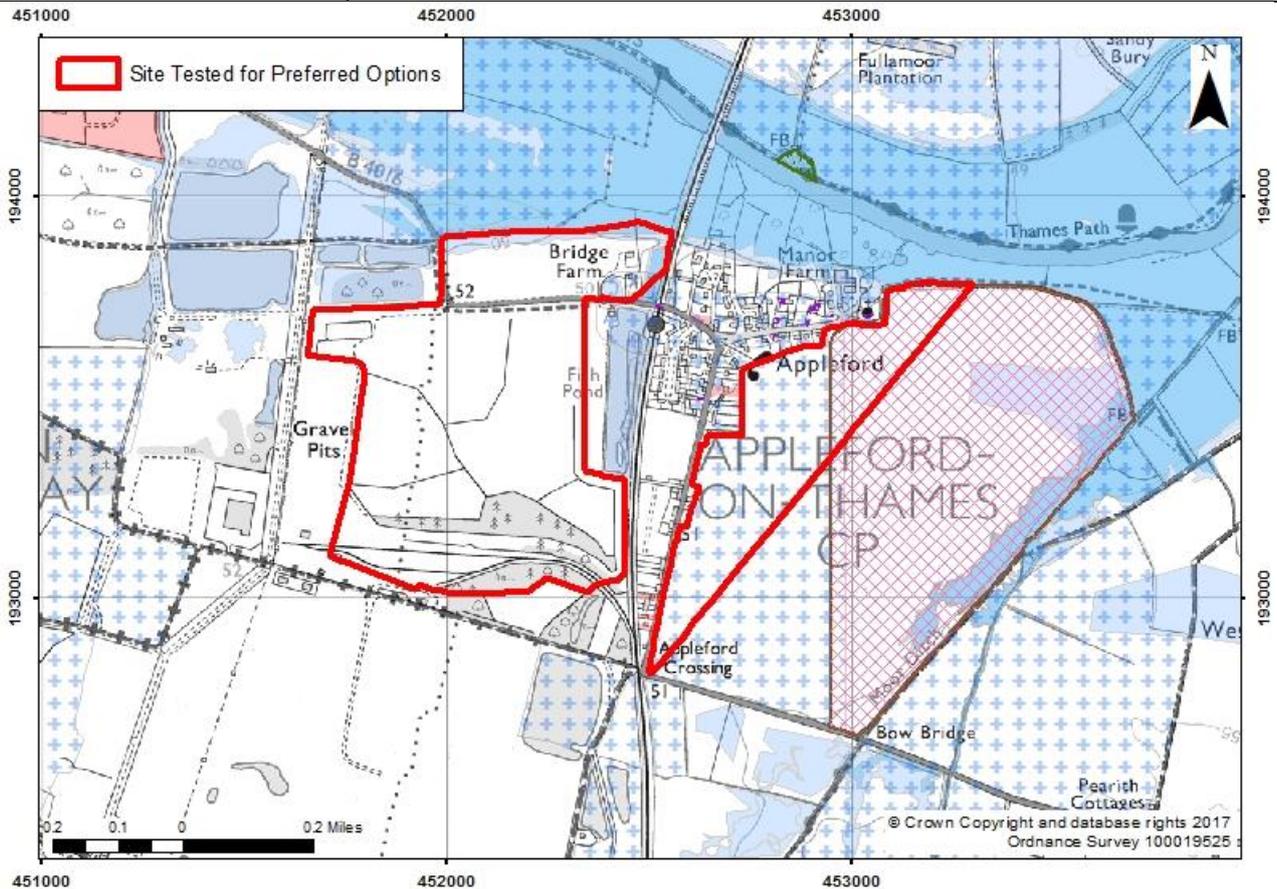


**Description:** Two parcels of land split by the B4107 / Drayton Road. Land principally comprises of agricultural land, including two listed buildings (Stonehill House). Land is bounded by the existing settlement to the north, the A34 to the west, and Ock Meadow Nature Reserve to the north-west, south and east.

**Maximum Capacity - Up to 1,500 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•Rising landforms in and around this site, leads to sensitivities.</li> <li>•Low lying land within northern part of site has highest capacity.</li> <li>•Southern part is important to the separation between Abingdon-on-Thames and Drayton. A southern bypass could provide a well-defined new boundary.</li> <li>•Thames Path National Trail potentially leads to sensitivities.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•Some fluvial flood risk on the northern periphery of the site.</li> <li>•One area of surface water pooling at the southern extent of the site.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•Barrow Farm Fen SSSI (air pollution and recreational pressure sensitivities) is located c.1.5 km to the north-west</li> <li>•Adjacent River Ock Floodplain, which comprises grazing marsh priority habitat, and is managed as a nature reserve. Water vole records.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•The western site wraps around three sides of Sutton Wick settlement site Scheduled Monument. Historic England identify that development could be harmful to the significance of the Monument through the loss of any contribution to that significance made by its current undeveloped setting.</li> <li>•The eastern site includes the grade II listed Stonehill House and attached outbuildings and two barns. Development would inevitably harm the significance of Stonehill House, its outbuildings and the listed barns as their context – the surrounding land managed from these buildings, would be lost.</li> </ul>

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

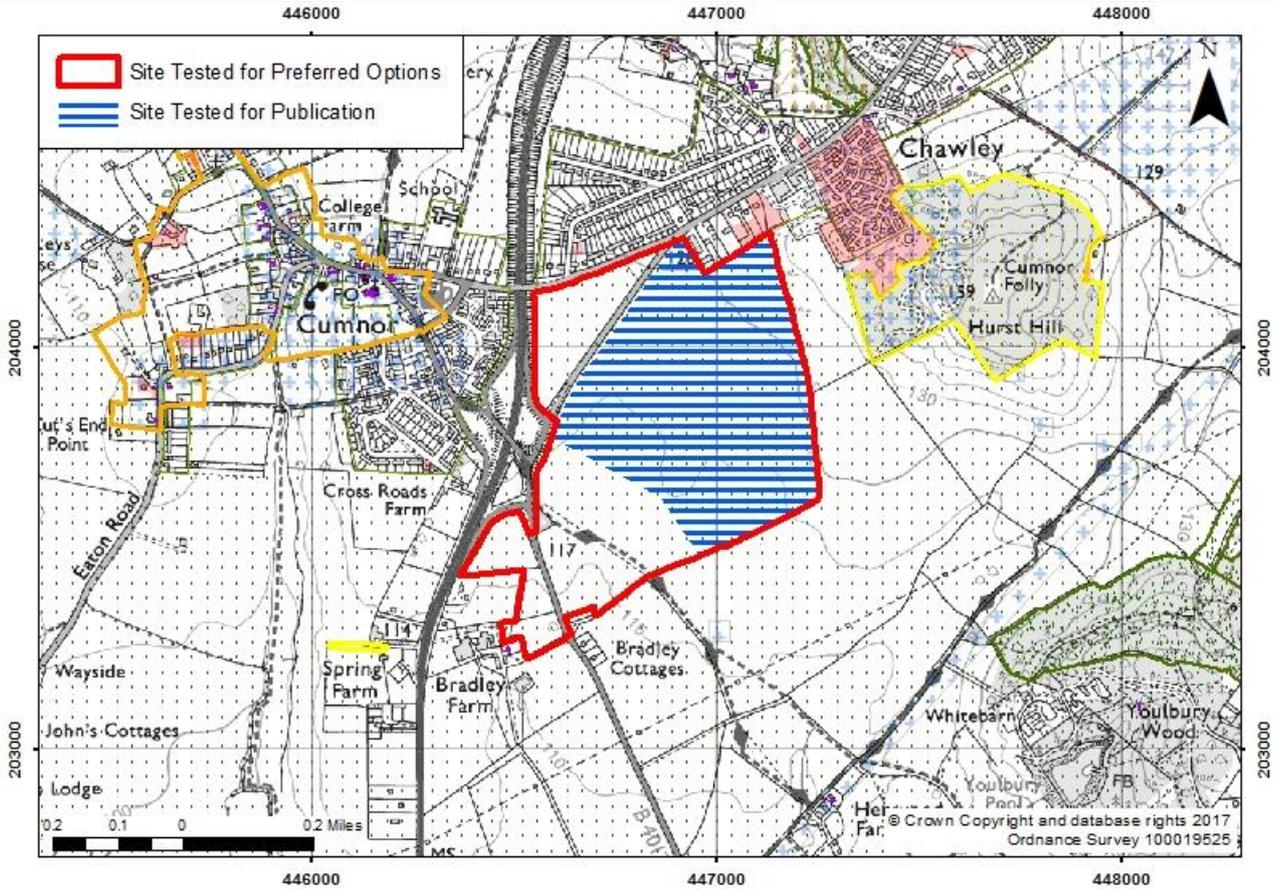


**Description:** Two areas of predominantly agricultural land to the east and west of the existing settlement of Appleford. Land predominantly bounded by agricultural uses and mineral workings.

**Maximum Capacity –**  
Up to 1,500 dwellings

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

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



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

**Maximum Capacity -**  
Up to 1,350 dwellings

**Landscape**

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

**Flooding**

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

**Ecology**

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

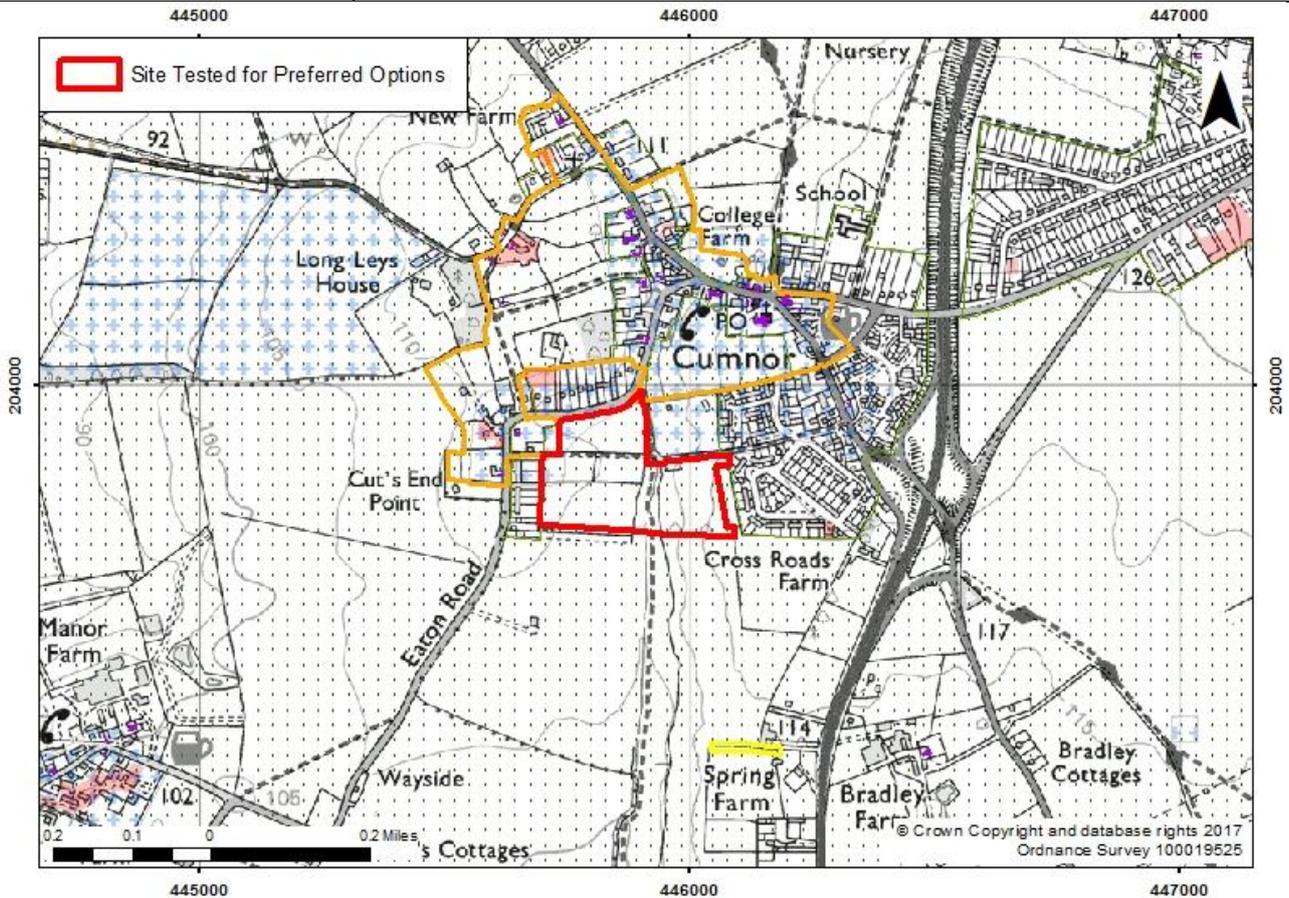
**Historic Environment**

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

**Transport Impact (incl. public transport)**

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

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

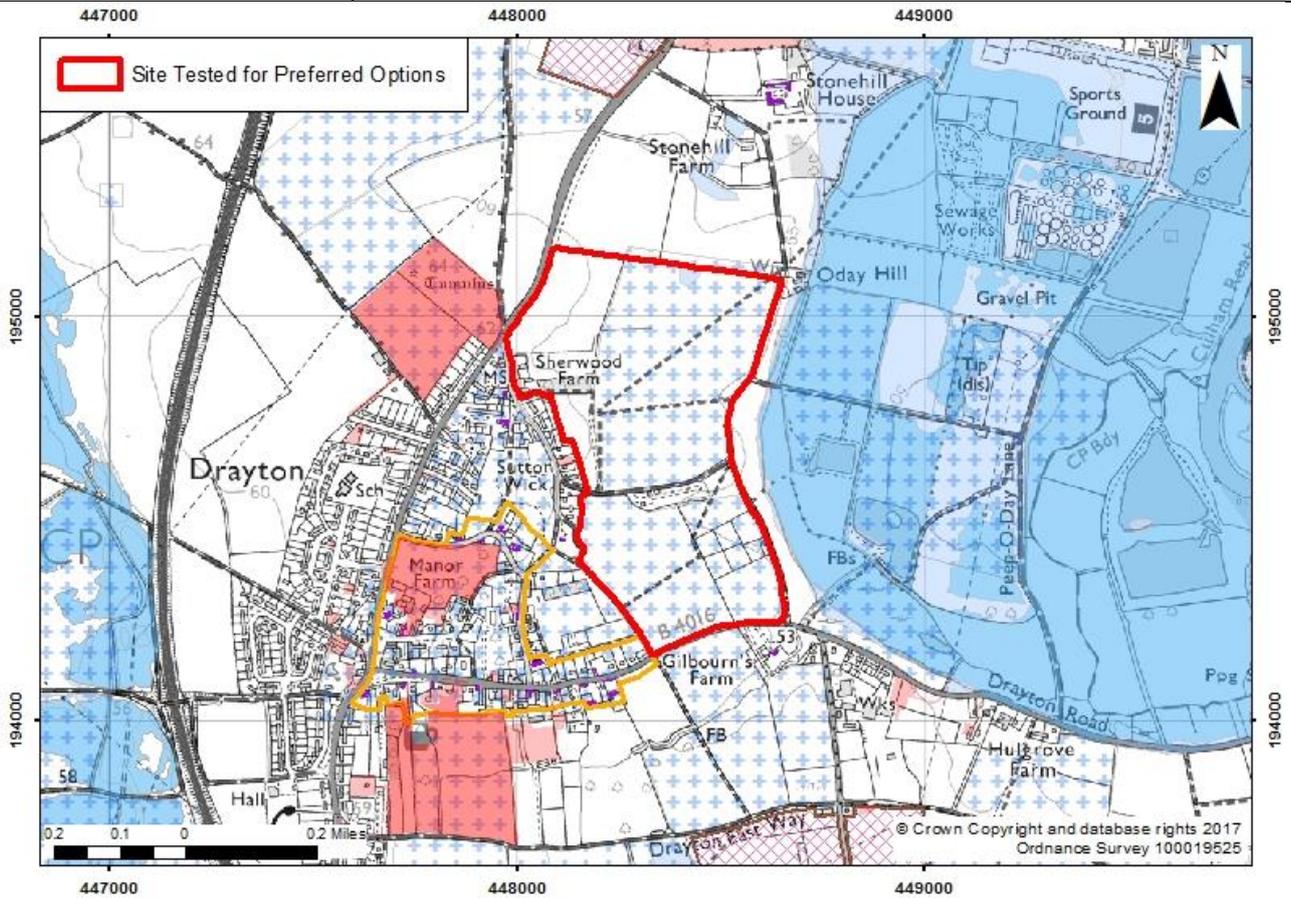


**Description:** A number of agricultural fields bounded by residential to the east, north-west and west, by agricultural land to the south and by playing fields to the north-east. Site is immediately adjacent to the conservation area for Cumnor.

**Maximum Capacity -**  
200 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Historic field pattern and links to Conservation Area.</li> <li>• Eastern end of the site is open to views from the south.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• Ditch through the centre of the site is associated with a notable area at risk of surface water pooling.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Potential for effects on Cothill Fen SAC through recreational pressure. Also, water resources, flows and quality.</li> <li>• TPOs recently put in place.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Partially abuts Cumnor Conservation Area. The Cumnor Conservation Area Character Appraisal identifies a number of important views across the site. Any proposed development on this site should be confined to the southern part, having regard to the important views.</li> <li>• There is an area of known archaeological potential within this site.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• Cumnor/Botley is identified by Oxfordshire Growth Board (OGB), within the Spatial Options Report (LUC, 2016) as a 'green-rated' site, largely on the basis of transport considerations.</li> <li>• Cumnor village centre is served two half hourly services (one Oxford/Abingdon-on-Thames; one Oxford/Wantage), and the nearby A420 is a strategic transport corridor (proposed Rapid Transport Route 3). Other planned transport upgrades could also be</li> </ul>

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

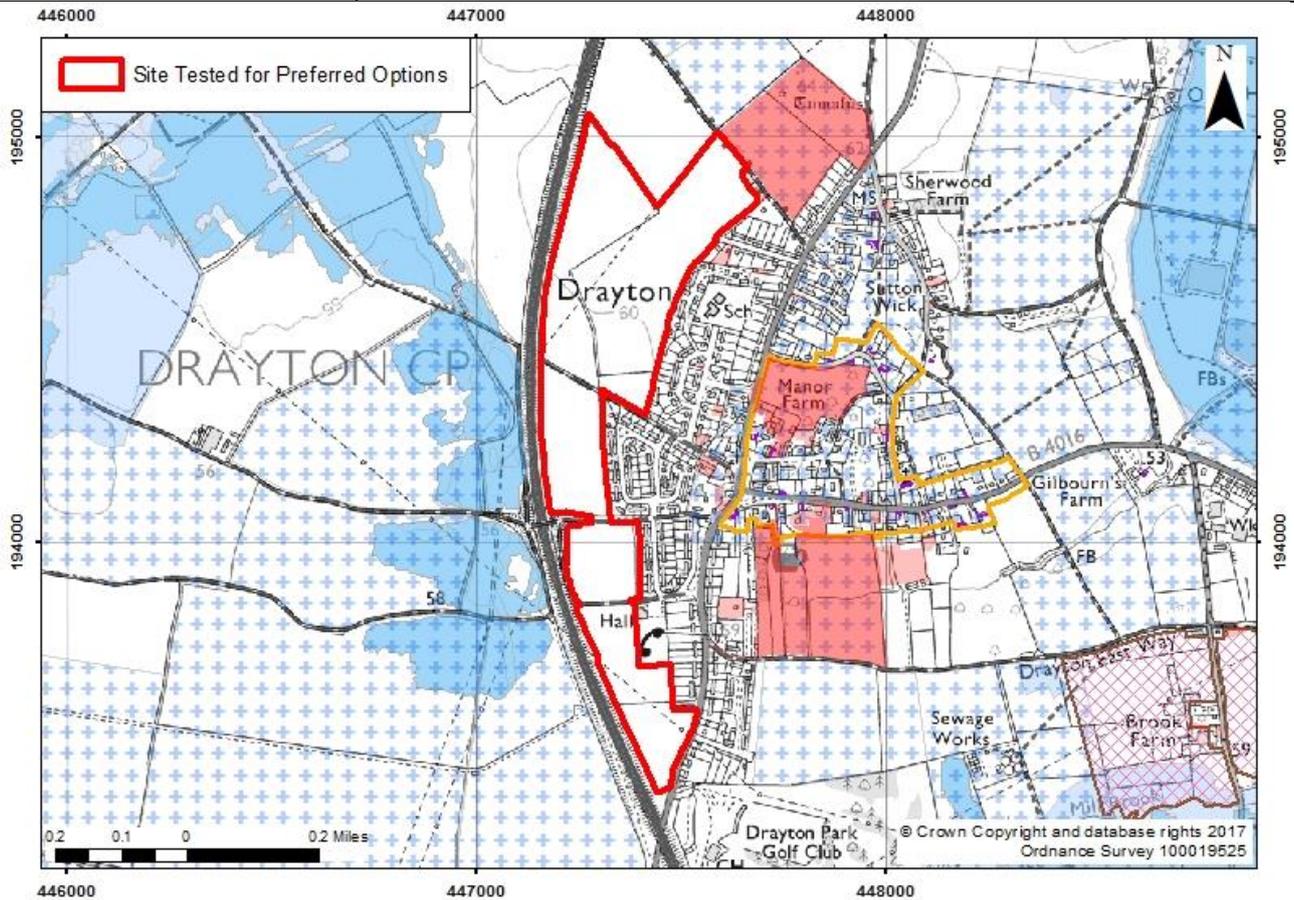


**Description:** Predominantly agricultural land which is bounded by the existing settlement of Drayton to the south-west and by agricultural land to the north, east and south.

**Maximum Capacity**  
- Up to 1,050 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Open and high value landscape that is sensitive to development.</li> <li>• Thames Path National Trail potentially leads to further sensitivities.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• Some surface water flood risk in the northern part of the site (low probability).</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Relatively unconstrained.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Abuts the conservation area along the B4016, where there is a clear demarcation between country and village. A large development in the southern part of the proposed area would involve a high degree of harm. Therefore, development should be restricted to the northern part of the site (albeit the Sutton Wick area is proposed to be included in an extended Conservation Area).</li> <li>• The site lies within the setting of the grade II Haywards Farmhouse and possibly within the setting of the grade II The Cottage.</li> <li>• There is an area of known archaeological potential within this site.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• Development leads to traffic congestion concerns as per South of Abingdon-on-Thames. Not on a main road / strategic bus corridor. In proximity to Milton Park, although cycling is currently an unattractive option. Beyond 400m of the existing bus stop in Drayton centre.</li> <li>• Development not possible without provision of South of Abingdon-on-Thames Bypass.</li> </ul>

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

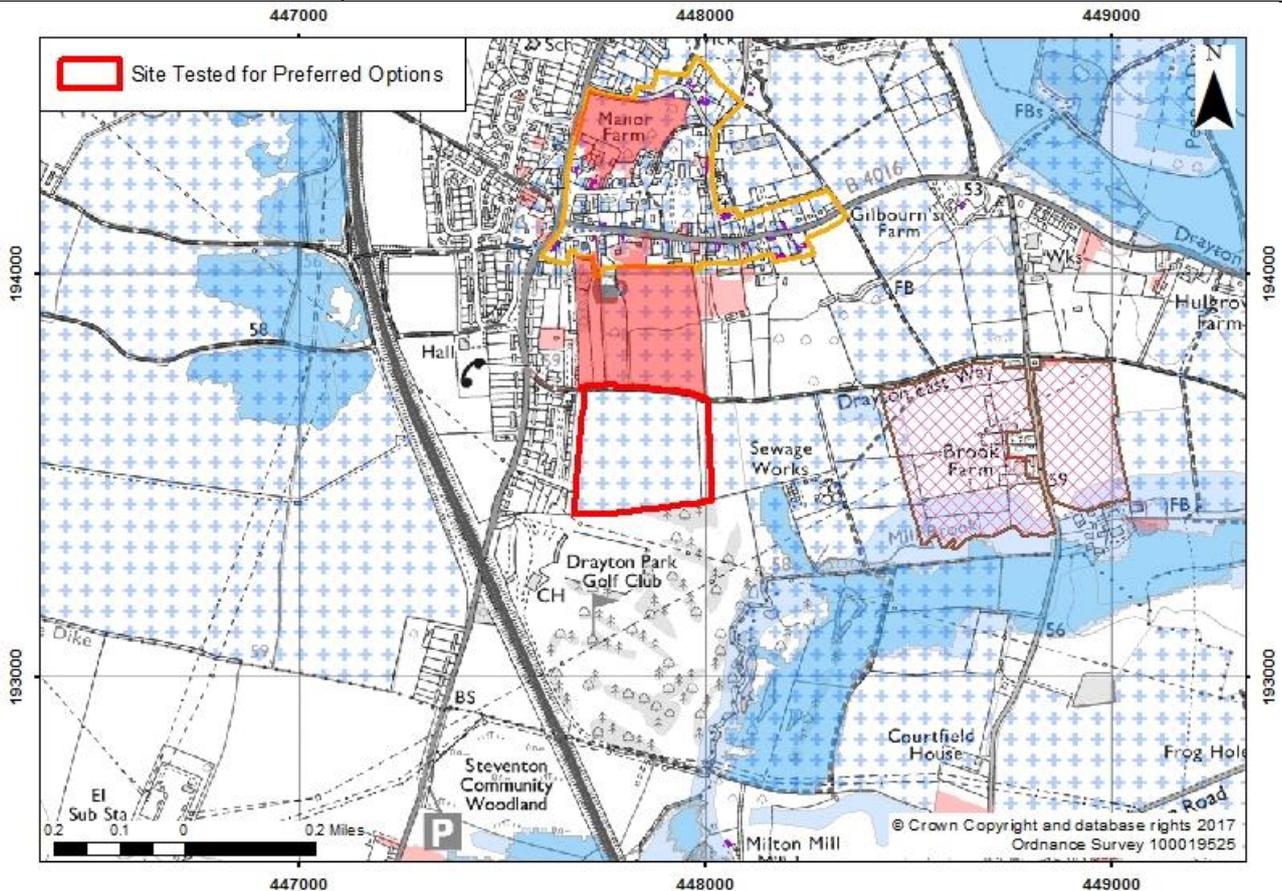


**Description:** Elongated area of predominantly agricultural land which is bounded to the east by the existing settlement of Drayton and to the west and south by the A34. Agricultural land exists to the north of the site.

**Maximum Capacity -** Up to 850 dwellings

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

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

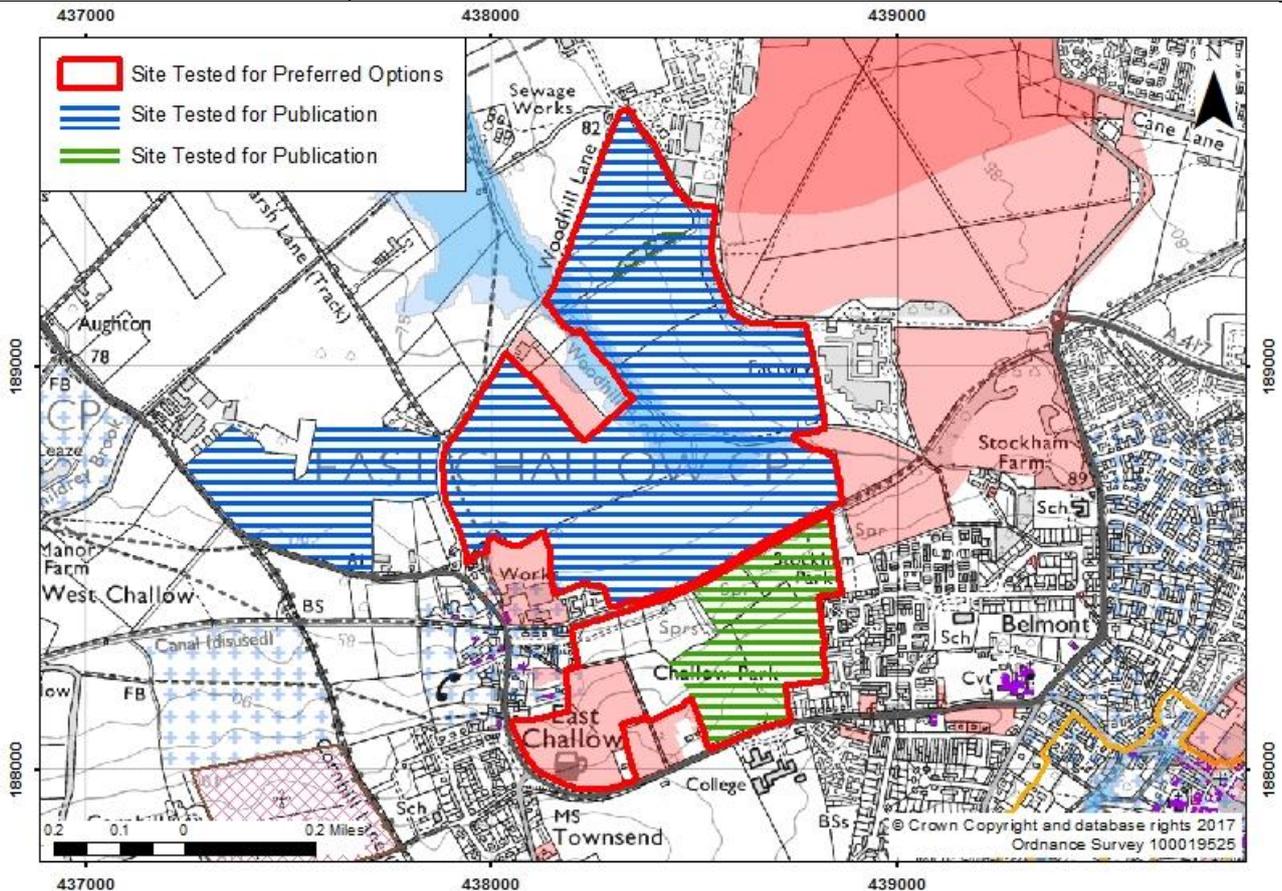


**Description:** Agricultural land bounded to the north by the Neighbourhood Plan housing allocation, to the east by agricultural land, to the south by Drayton Park Golf Club, and to the west by the existing settlement of Drayton.

**Maximum Capacity - Up to 240 dwellings**

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

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



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

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

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•The site is in proximity to the North Wessex Downs AONB.</li> <li>•The majority of the site acts as a key landscape gap separating the settlements of Wantage, Grove and East Challow. The northern part of the site is less constrained in this respect; however, this area does not relate well to the existing settlement and there would be a risk of coalescence with the committed Grove Airfield scheme. Development in this location would have an impact on the wider landscape setting of the area.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•The floodplain of Woodhill Brook constrains the northern part of the site. A sequential test must be carried out if this site is to be considered further.</li> <li>•Limited surface water flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•The disused Wilts and Berks canal has been identified as a locally important wildlife corridor, and is known to be associated with protected species (Great Crested Newts). There could be opportunities for habitat enhancement, recognising that habitat may come under pressure in the future as part of canal restoration.</li> <li>•The site contains a small patch of ancient woodland (Woodhill Copse).</li> <li>•Woodhill Brook is associated with continuous bankside trees, and there are records of Water Vole within the site.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•Relatively unconstrained, although the development of the south-western extent would likely impact on the setting of a grade II listed barn at Park Farm.</li> <li>•No archaeological constraints, but within an area of known potential.</li> <li>•The route of the Wilts and Berks Canal runs through the middle of this site. There are long term aspirations to restore this to its original navigable state with towpath, which</li> </ul>

	development of this site could assist with. Any restoration would need to have regard to the ecological constraints identified above.
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>•Comprehensive redevelopment of the site could contribute towards delivering the Wantage western link road, and growth in this location would require provision of this road.</li> <li>•Wantage is located at the western extent of the Science Vale but is a market town with a good offer, and committed growth in the area is set to deliver a premium bus service to Milton Park and Oxford, and potentially a new rail station at Grove (longer term).</li> <li>•The site is some way distant from the centre of Wantage, where bus services currently operate. There is an opportunity to restore the canal as a cycle route.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>•Suitable access points are likely to be provided onto the A417 and Downsview Road should the site be required to provide the Wantage western link road.</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>•Drains to Wantage waste water treatment works.</li> <li>•It is unclear at this stage if the system required additional upgrades/reinforcement. An impact study would be required to assess any future proposal for this site.</li> </ul>
<b>Public Services</b>	<ul style="list-style-type: none"> <li>•Primary education needs to be considered in context of other growth at Grove and Wantage.</li> <li>•Large scale growth could require a new primary school.</li> <li>•Contributions would be required towards secondary school places in Grove and Wantage.</li> </ul>
<b>Other Utilities</b>	<ul style="list-style-type: none"> <li>•3 high voltage power lines intersect the site</li> </ul>
<b>Environmental health</b>	<ul style="list-style-type: none"> <li>•Road noise from A417; Noise, dust and odour from employment uses (waste site adjacent to the northern edge of this site);</li> <li>•Contaminated land (site partly lies over former grove airfield and an area of unknown fill)</li> </ul>
<b>Sustainability Appraisal</b>	<ul style="list-style-type: none"> <li>•Wantage is a market town with a good offer, and committed growth in the area is set to deliver a premium bus service, and potentially a new rail station at Grove (longer term); however, Wantage is located at the western extent of the Science Vale, and the site is some way distant from the town centre. Large scale growth would likely necessitate a Wantage Western Relief Road, and there is also an opportunity to upgrade the canal as a cycle route. Development would erode the important settlement gap between East Challow, Grove and Wantage.</li> </ul>
<b>Site Selection History</b>	<b>March 2017:</b> Large site tested and not recommended for allocation in the Preferred Options Consultation. <b>October 2017:</b> Two sites were promoted separately following the Preferred Options Consultation.

**Recommendation for Preferred Options:** Site is not proposed for allocation

The provision of a new Wantage western link road would provide additional relief to congestion in the area, but is not considered a requirement in this plan period. No detailed feasibility work has been undertaken on how such a road could be delivered although it is extremely unlikely development on this site could fully fund the road and no other funding is currently available. The area is sensitive in landscape terms, it is particularly important the open gap between East Challow, Wantage and Grove is maintained.

The landscape sensitivity of the area also limits the development potential of the site and it is unclear how development would be master planned, it wouldn't form part of any existing settlement, being separate from Wantage, Grove and East Challow.

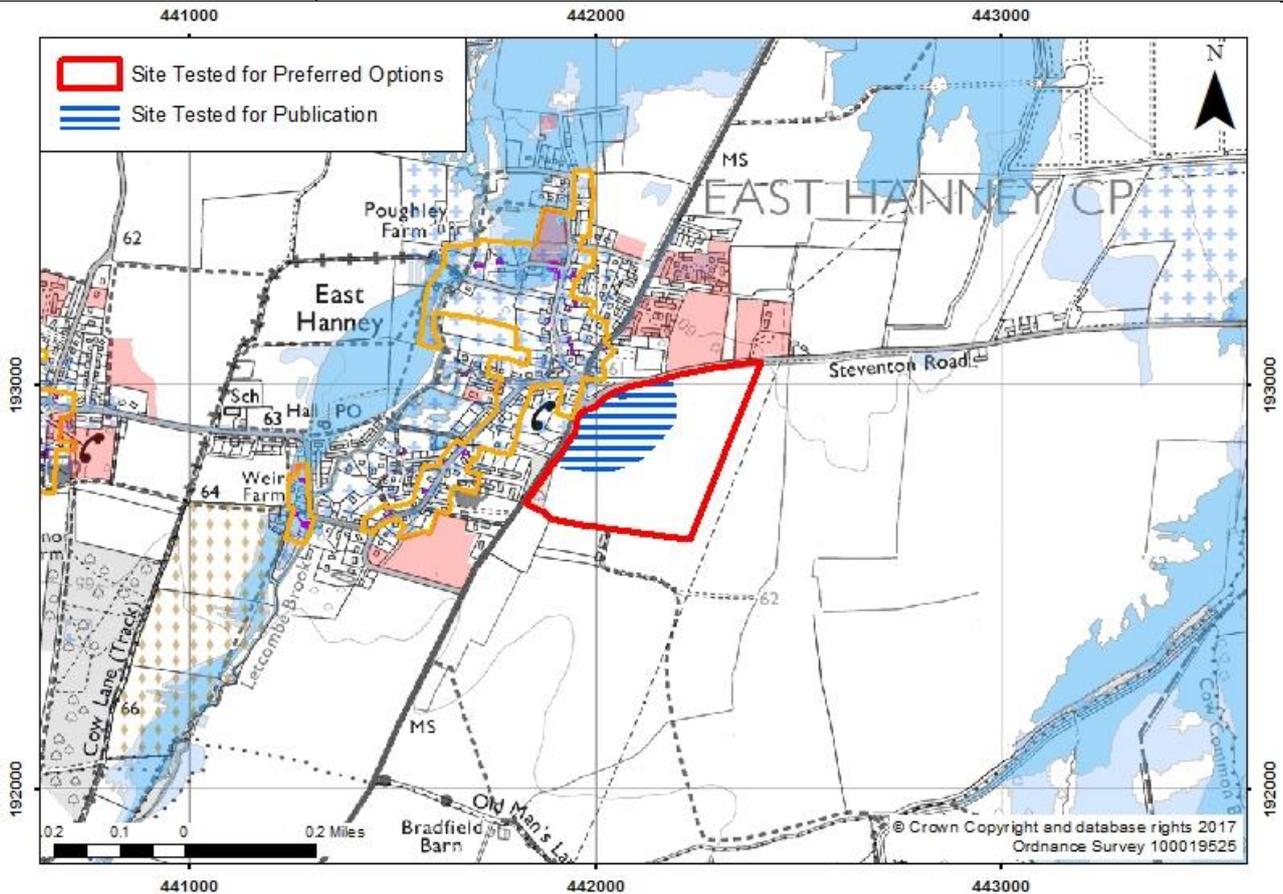
Wantage and Grove is already the location of substantial development and it is considered more appropriate for any longer-term potential for future development to the west of Wantage to be considered through a future local plan process.

**Recommendation for Publication Version:** Site is not proposed for allocation

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

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

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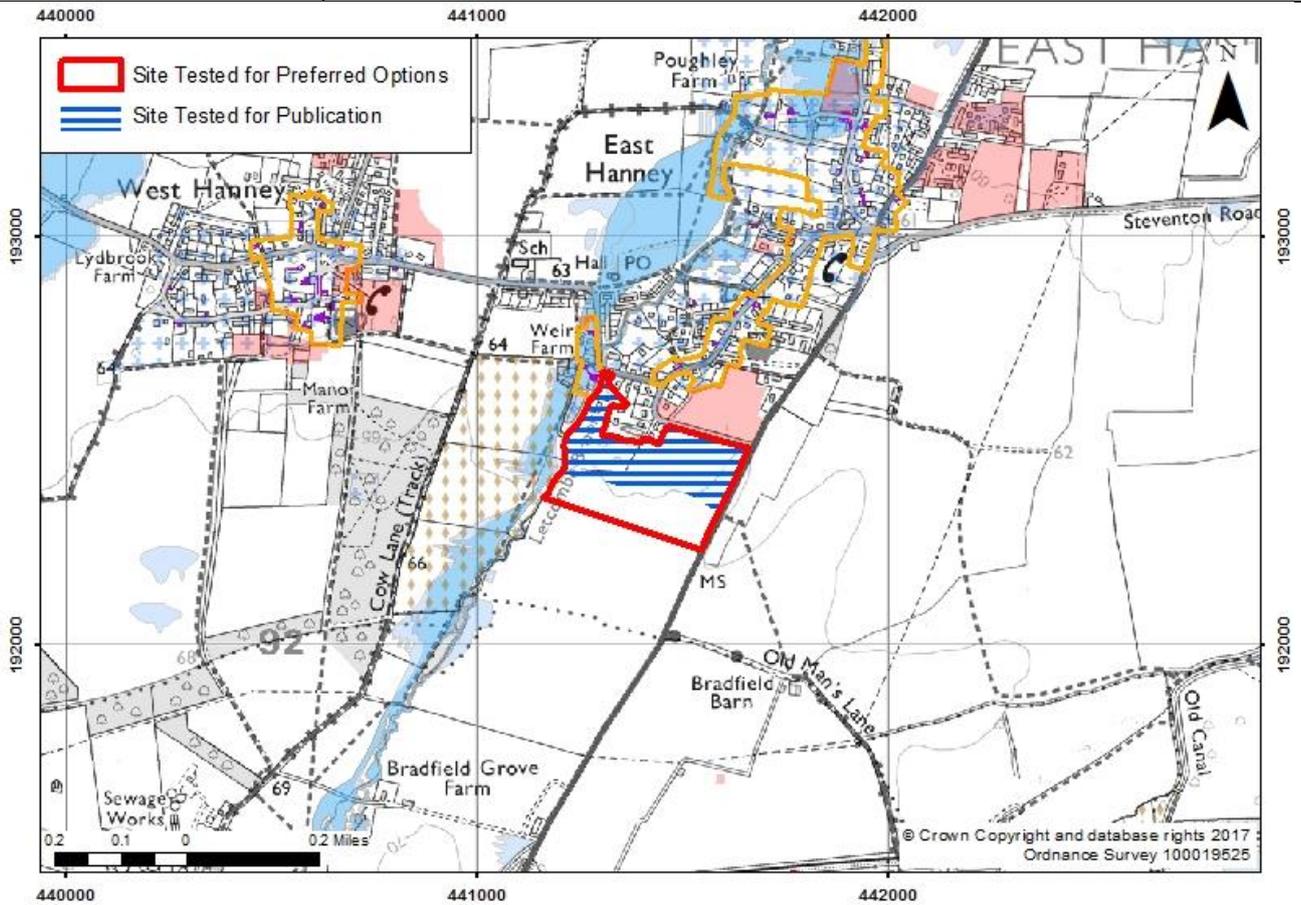


**Description:** Agricultural land bounded to the north and west by the existing settlement of East Hanney, the A338 and the Steventon Road. Site is bounded to the south and east by agricultural land.

**Maximum Capacity - Up to 375 dwellings**

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

	this estimated site capacity. Given the already permitted housing growth, a further allocation could be accommodated.
<b>Other Utilities</b>	•2 extra high voltage power lines.
<b>Environmental health</b>	•Road noise from A338
<b>Sustainability Appraisal</b>	• East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. There are landscape and heritage concerns associated with this site, which would involve expanding into an open landscape
<b>Recommendation for Preferred Options:</b> Site is not proposed for allocation	
<p>This site was included as a draft allocation in an earlier iteration of Local Plan 2031 Part 1 (Feb 2014). It has been tested again for completeness. Development of this site would likely result in an adverse impact on the immediate and wider landscape, including potentially on the nearby conservation area. There are less ecological impacts associated with development of this site compared to the land south of the village.</p> <p>It is considered that there are more suitable sites in or around the settlement of East Hanney that can accommodate a smaller allocation.</p>	
<b>Recommendation for Publication Version:</b> Site is not proposed for allocation	
<p>As the site was not proposed to be allocated in the Preferred Options Local Plan 2031 Part 2, limited comments were received at that stage. A smaller area was promoted for between 50-75 dwellings, which is comparable in scale to other sites promoted in the area. The Council has reviewed the updated information for this site and the potential to deliver a smaller allocation. The landscape capacity of the site remains an issue with a smaller allocation. The Council considers that while the site is well related to the existing settlement, there are alternative sites which, on balance, are more suitable.</p>	

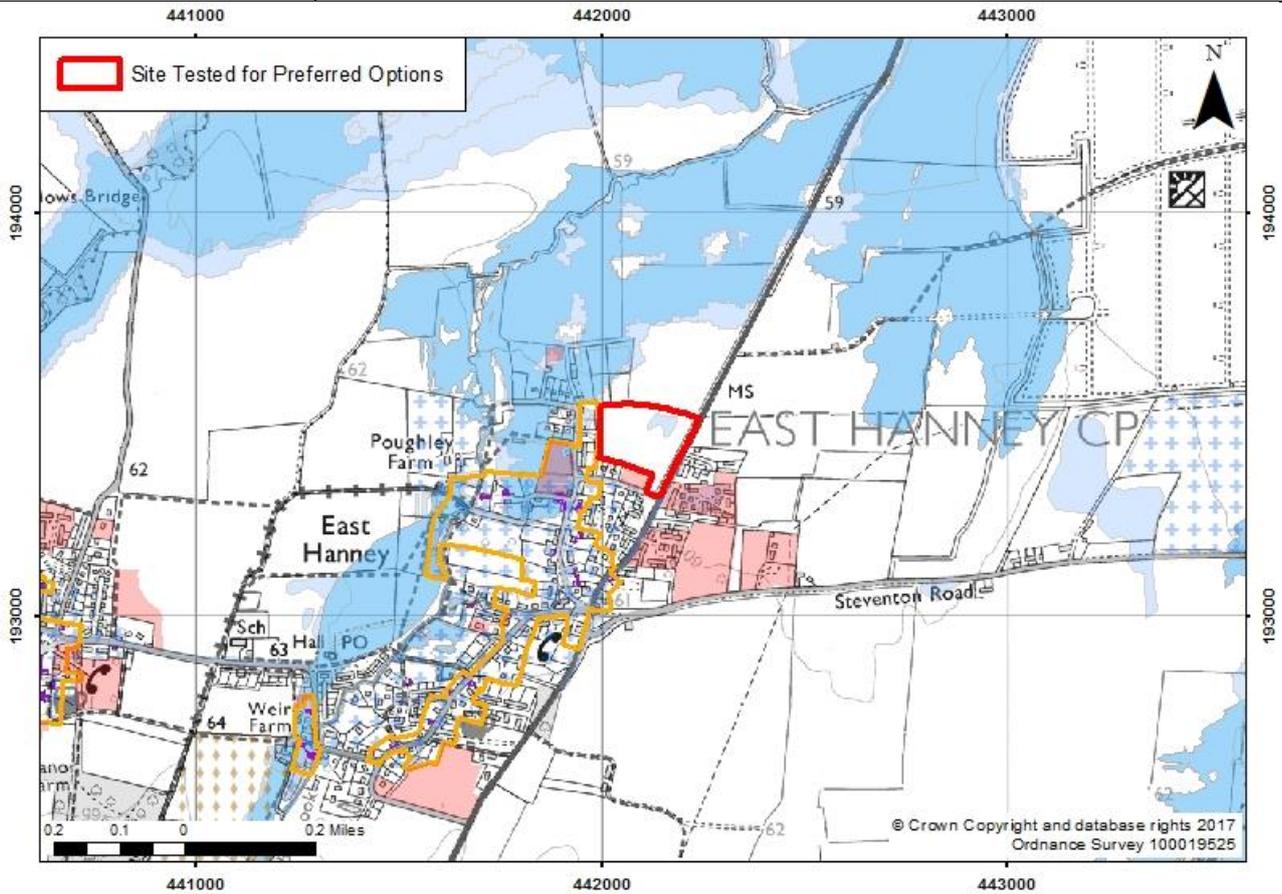


**Description:** Agricultural land bounded to the north by the existing settlement of East Hanney, to the south and east by agricultural land, and to the west by the Letcombe Brook.

**Maximum Capacity -** Up to 500 dwellings

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

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

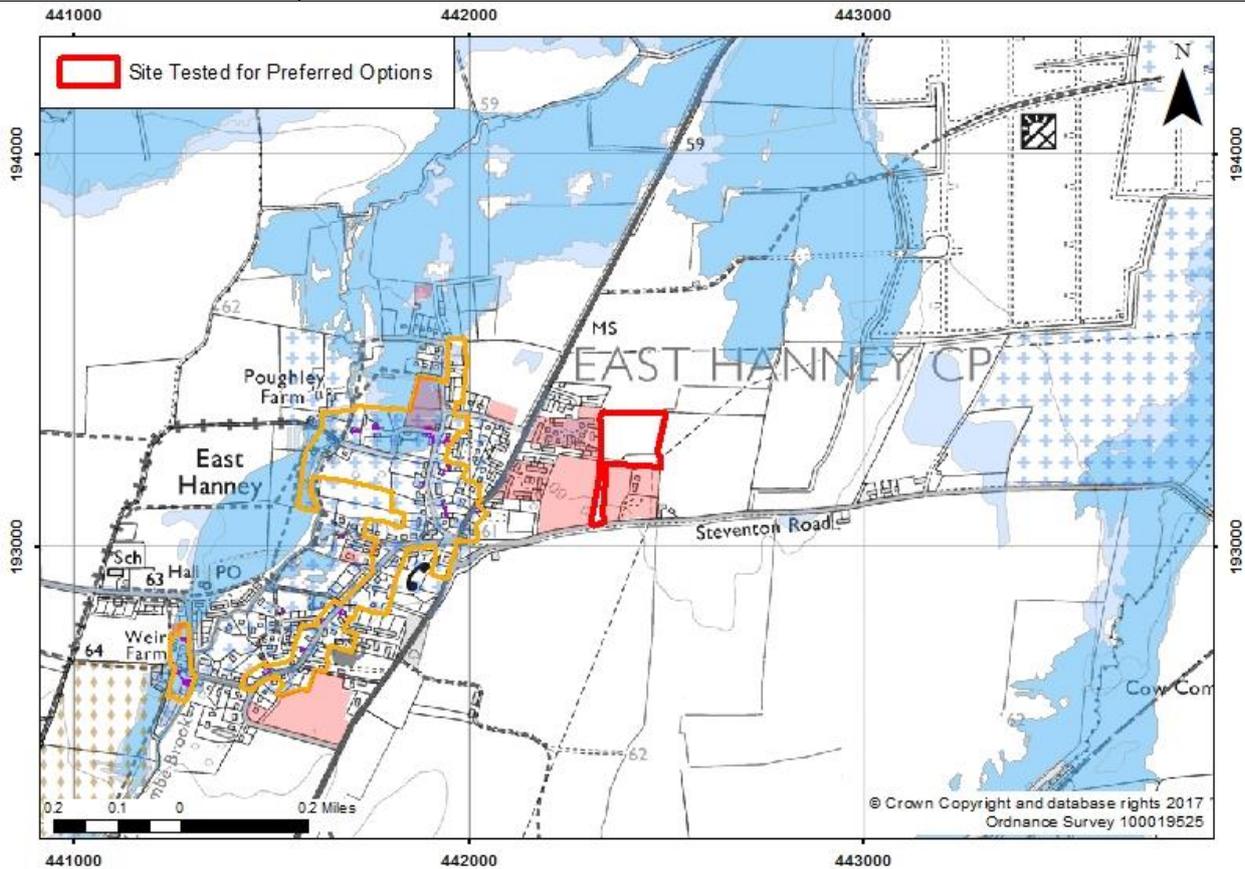


**Description:** Agricultural land bounded to the north by the existing settlement of East Hanney, to the south and east by agricultural land, and to the west by the East Hanney Conservation Area and the Letcombe Brook flood plain.

**Maximum Capacity -** Up to 500 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Site is well contained from the wider landscape, and development would fit into the existing settlement pattern.</li> <li>• Views from the north can be mitigated through additional planting along the northern boundary.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• There is a small area of Flood Zone 2 shown within the site boundary. This area is likely to be a result of a low point rather than a result of nearby watercourses.</li> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• An ordinary watercourse runs along the eastern boundary.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Letcombe Brook (chalk stream; water vole records) is to the north-west of the site.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Adjacent to the East Hanney Conservation Area</li> <li>• The site is distant from a number of listed buildings in the village (c.100m).</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The existing bus stop is adjacent to the site.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Access is likely to be provided onto the A338</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>• Drains to Wantage waste water treatment works.</li> <li>• The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.</li> </ul>

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

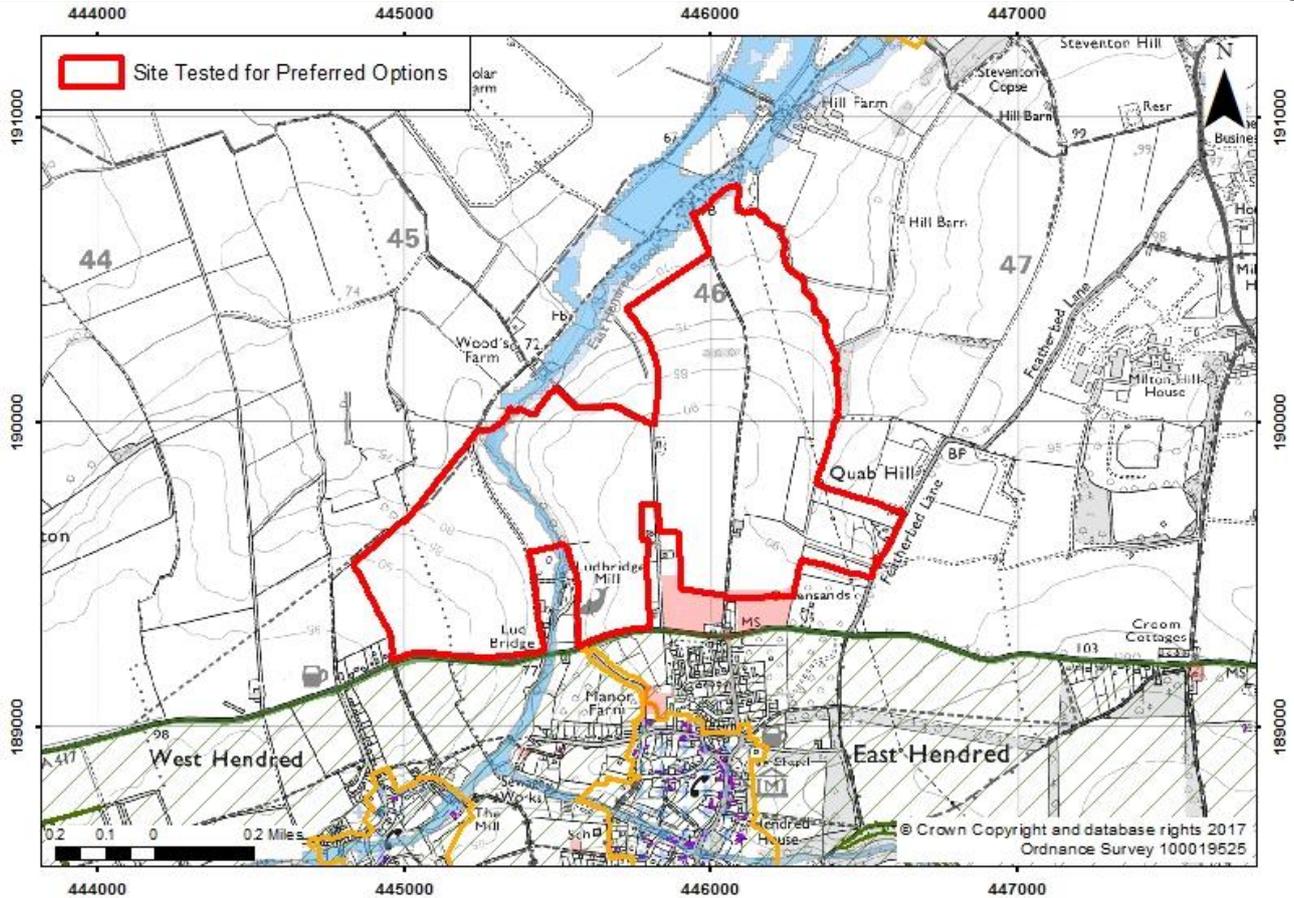


**Description:** Agricultural land bounded to the north by the existing settlement of East Hanney, to the south and east by agricultural land, and to the west by the Letcombe Brook.

**Maximum Capacity -** Up to 50 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•The site is well enclosed to the east and north, however some additional planting may be required along the northern boundary.</li> <li>•The western and southern parts of the site are associated with new or permitted development and development within the site would round out the settlement pattern of the village.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•Fluvial flood risk zone 1 (low risk).</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•A small watercourse runs along the boundary of this site, with the wider network known to contain water vole.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•Site is distant from any listed buildings and the East Hanney Conservation Area</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>•East Hanney is located on a strategic transport corridor (A338), along which there are set to be enhancements to the bus service given committed growth at Wantage and Grove. The existing bus stop is at the northern end of the village.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Site has existing access onto Steventon Road</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>• Drains to Wantage waste water treatment works.</li> <li>•The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.</li> </ul>
<b>Public Services</b>	<ul style="list-style-type: none"> <li>• The existing primary school (St James) is expanding from 0.5 form entry to 1 form entry. This will enable it to meet the needs of some housing growth. Given the already permitted housing growth, a further allocation could be accommodated.</li> </ul>

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



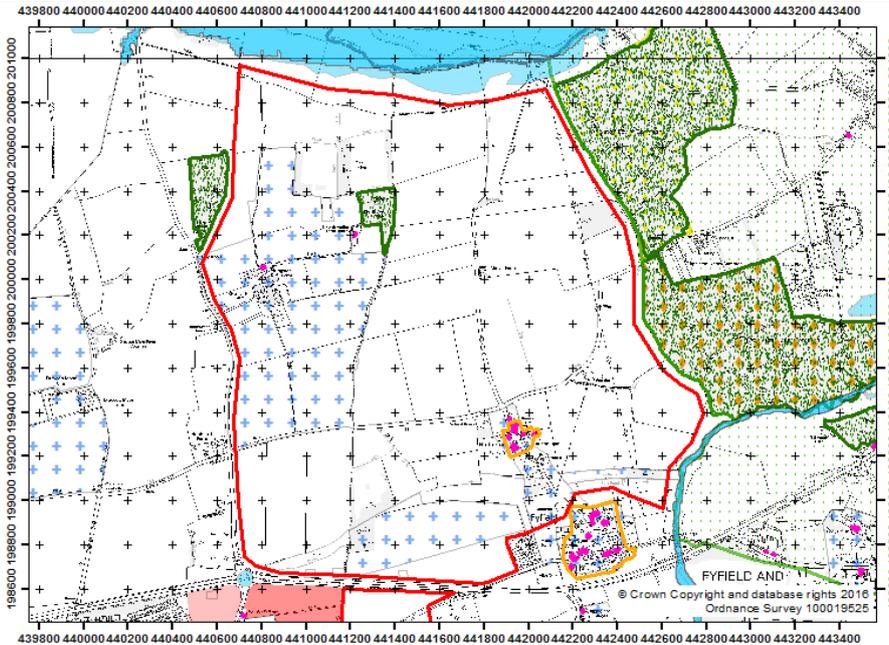
**Description:** Agricultural land bounded by existing permitted development and the A417 to the south, to the east by Featherbed Lane, and to the north and west by agricultural land. The East Hendred brook flows through the site.

**Maximum Capacity -** Up to 1,500 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•The site is rural, open and exposed, with a strong relationship to the wider rural landscape. The site is visible from high ground within the North Wessex Downs Area of Outstanding Natural Beauty.</li> <li>•Development within the site would have adverse landscape and visual effects which would be difficult to mitigate without fundamentally changing the character of the landscape.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•Areas of Flood Zone 2 and 3 along the East Hendred Brook, which passes through the site. There is documented flooding events from 1992 within this site.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•The East Hendred Brook has been identified as a locally important wildlife corridor, and is known to be associated with protected species (European Water Vole). There is evidence of Water Vole along the north-western boundary of the site, and this could extend into the site along the brook to the south.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•No designated heritage assets within the site, but is within an area of known archaeological potential.</li> <li>•The East Hendred Conservation area lies to the south of the site, and development of the site may have an impact upon its setting.</li> <li>•Site is visible from the Ridgeway National Trail.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>•The site is located to the north of the A417. There is an existing half hourly bus along the A417 (X32 and 32A) which could see frequency enhancements from this site. There is difficulty in rerouting the existing bus service through this site without reducing the service through the existing village or significantly increasing the journey time.</li> </ul>

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

<b>FYFL_A</b>	<b>Fyfield (Area of Search)</b>
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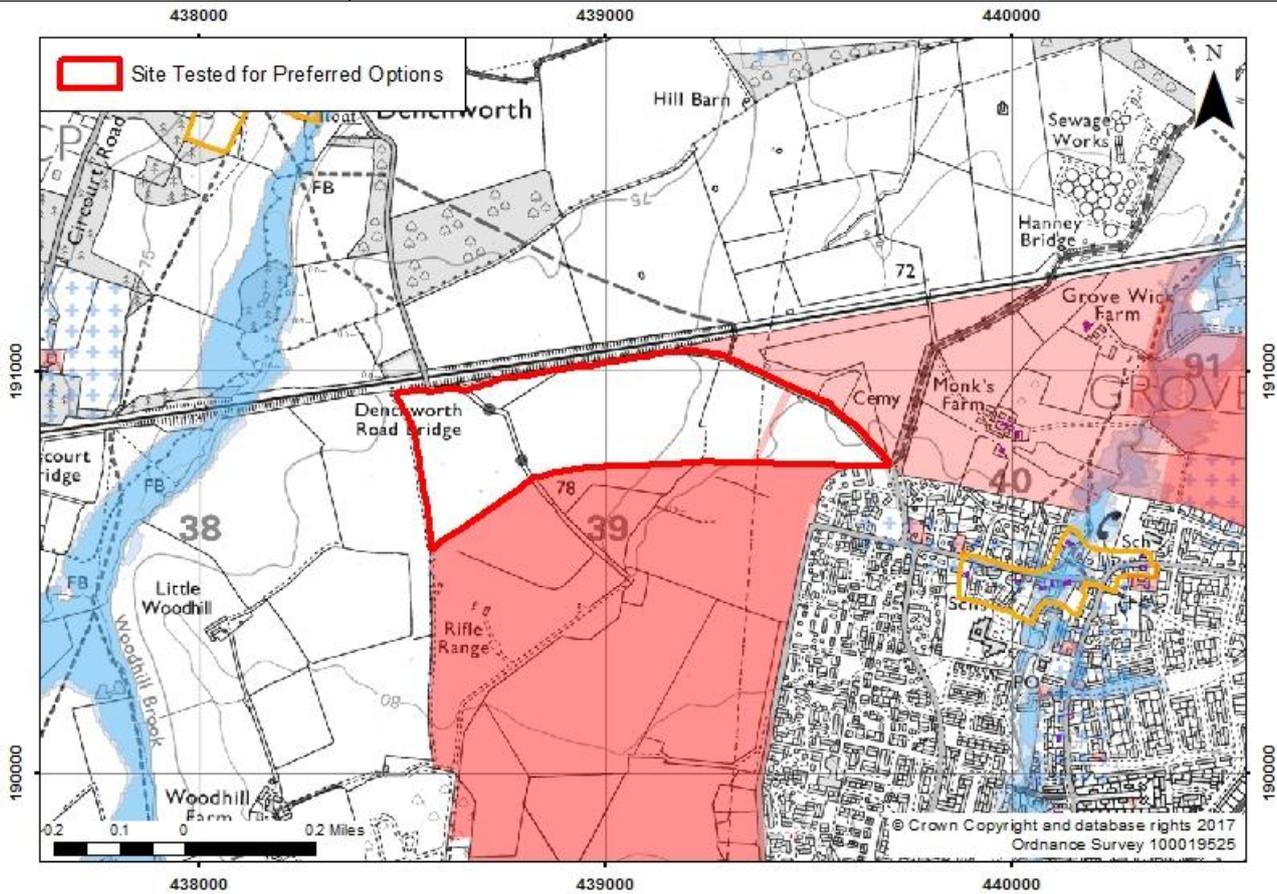


**Description:** Large area of search on land bounded to the south by the A420 and the village of Fyfield, to the east by Ancient Woodland (Appleton Common) and the Oxford Green Belt, to the west by the A415, and to the north by agricultural land in the flood plain of the River Thames. The area of search also includes the hamlet of Netherton.

**Maximum Capacity -**  
Up to 1,500 until 2031.  
Capacity for an additional 7,500 after 2031.

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Key landscape considerations include: retention of nucleated settlement pattern, setting to Conservation Areas and retention of existing features.</li> <li>• Separation between Kingston Bapuize and Fyfield</li> <li>• Thames Path National Trail potentially leads to sensitivities.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk)</li> <li>• A ditch associated with significant surface water flood risk (high probability) runs east/west between Fyfield and Netherton.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Potential impacts on Appleton Lower Common SSSI and Frilford Heath and Ponds SSSI, including through generation of air pollution, potential impacts on the water table, or increased recreational pressure. Our data show that good quality semi improved grassland is present within the area.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Includes nine listed buildings and areas of non-scheduled archaeological interest. This area also envelops the Netherton conservation area and is very close to the Fyfield conservation area. The significance of these conservation areas rests largely on the fact that they preserve small rural settlements.</li> <li>• Developing all around them would destroy this sense of rurality and substantially harm their significance.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• The development of a new settlement in this location would have a significant adverse impact upon the local and wider road network. Development would require extensive works to the A420, the A415, A338 and at junctions with the A34.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Site could be accessed directly from the A420 subject to infrastructural improvements or via the A415 and other existing local roads in the area.</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>• Development of this site would likely require significant new water and wastewater infrastructure to accommodate growth in this area.</li> </ul>

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

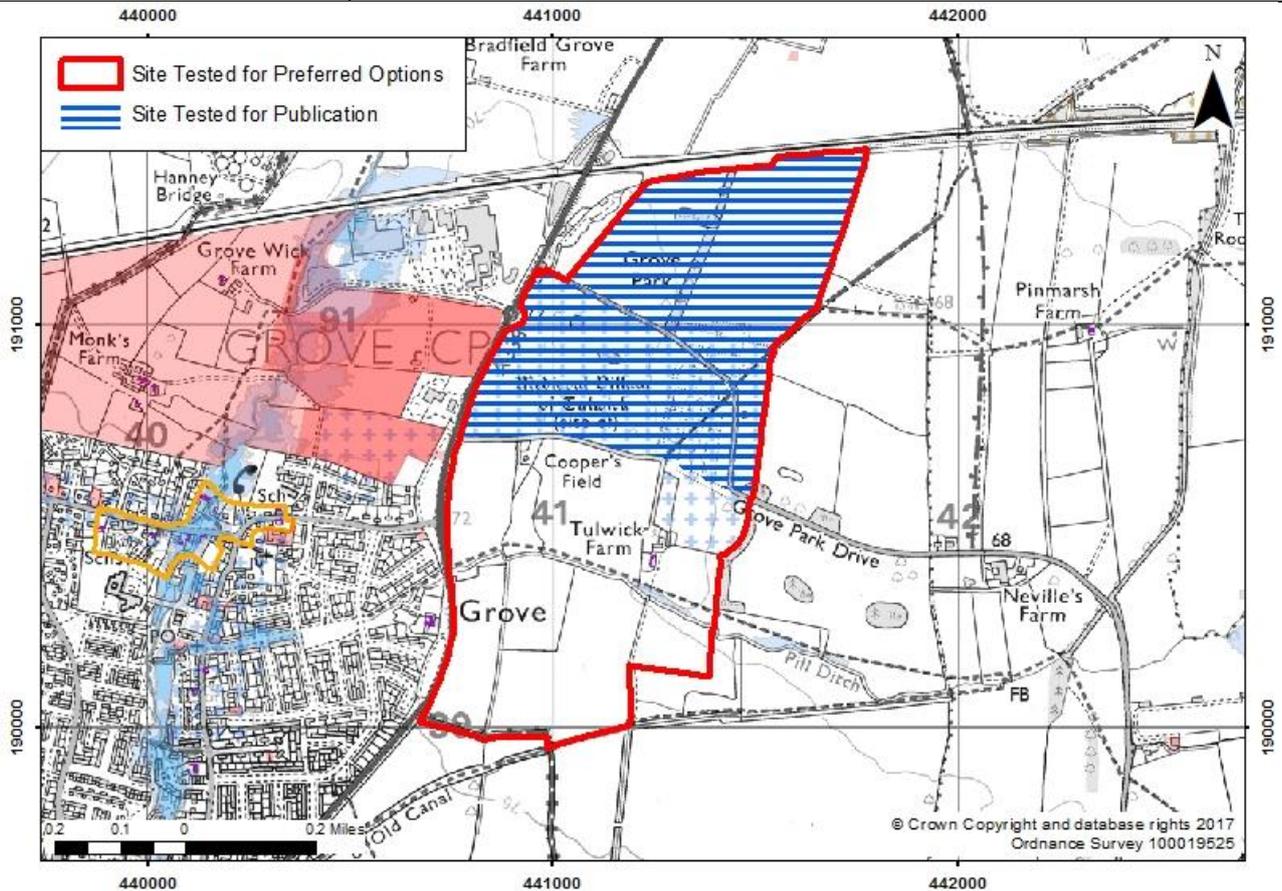


**Description:** Agricultural land to the north-west of Grove. Site is bounded to the south by the Grove Airfield existing housing allocation, to the east by the Monks Farm strategic site allocation, to the west by agricultural land and to the north by the railway line.

**Maximum Capacity –**  
Up to 700 dwellings

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

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

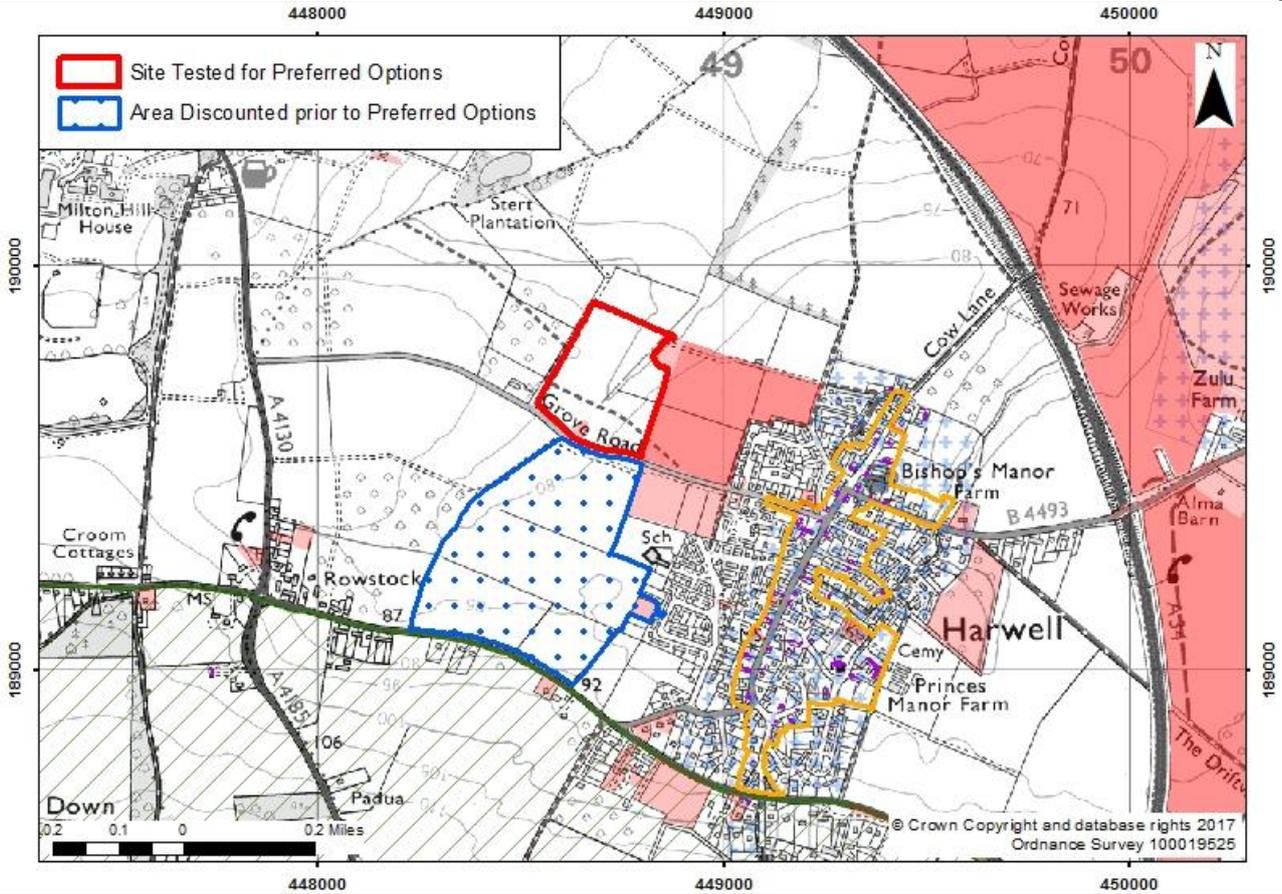


**Description:** Agricultural land to the east of Grove and the A338 which is partly used for informal recreational uses towards the north. Bounded by agricultural land to the east, by the route of the Wilks and Berks Canal to the south, by the existing settlement of Grove to the west and by the railway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

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

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•Development would 'break the boundary' of the A338 and is an intact part of the wider landscape; however, there are a number of landscape features within and at the extent of the site that could provide strong/defensible boundaries.</li> <li>•The AONB is located c.2km to the south; however, it is not clear that there is a risk of impacts (recognising the intervening committed development at Crab Hill).</li> <li>•A bridleway and two footpaths cross the site, and the southern extent is defined by the Wilts/Berks Canal (disused), which offers a footpath.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•Flood zone 1 (low risk)</li> <li>•Several small areas with the potential for pooling of surface water.</li> <li>•This part of the district is associated with high groundwater flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•The Wilts/Berks Canal at the southern extent is identified as a locally important (non-designated) ecological corridor and is known to be associated with protected species (Great Crested Newts). The train line at the site's northern extent may also be considered a locally important ecological corridor.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•Includes the grade II listed Tulwick Farmhouse and cart shed. The development of this site would inevitably harm the significance of these buildings as their context – i.e. the surrounding land farmed from these buildings - would be lost.</li> <li>•Site also includes the non-scheduled medieval village of Tulwick, which could give rise to significant archaeology.</li> </ul>

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

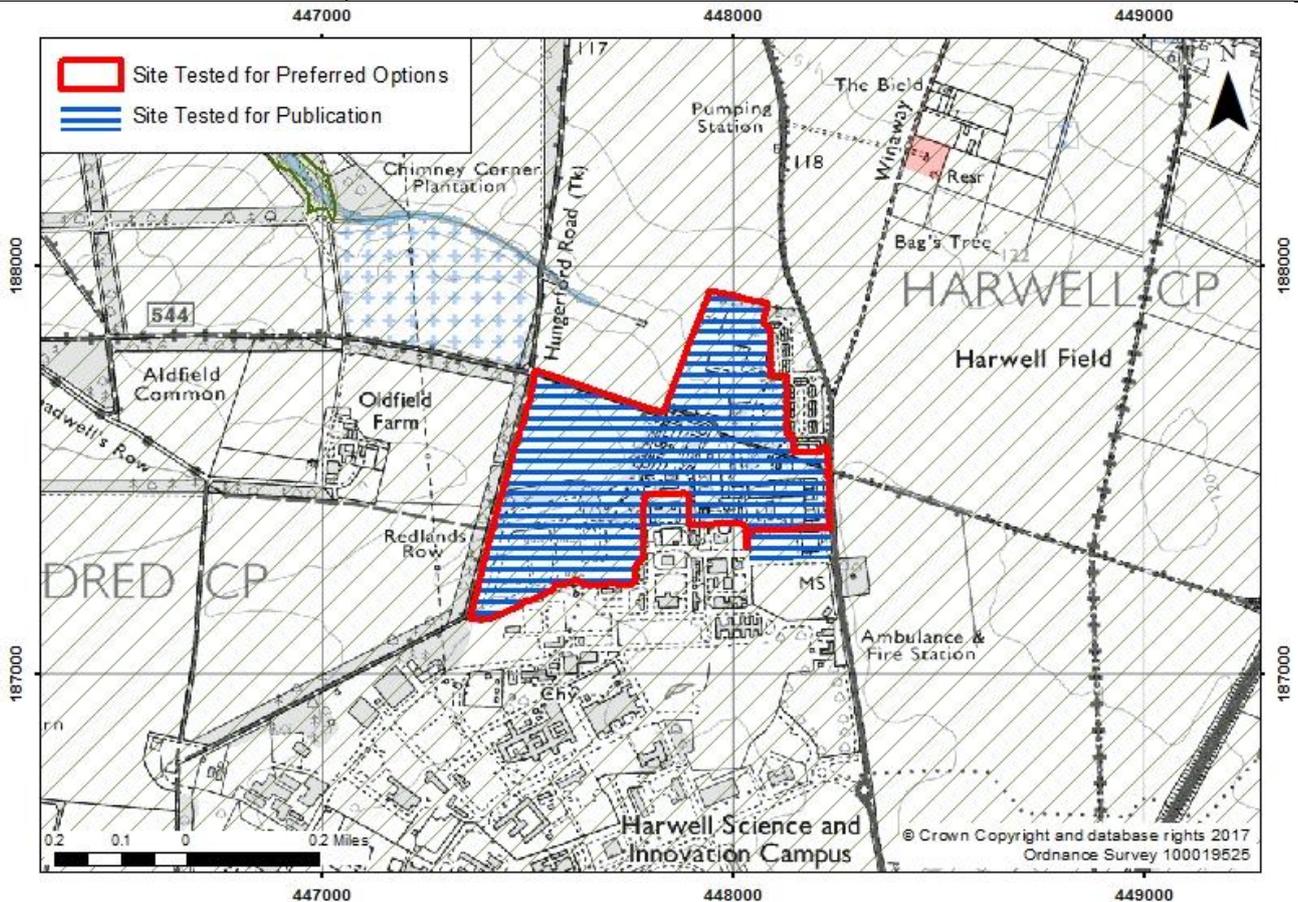


**Description:** Area of agricultural land to the west of Harwell Village. Site is bounded by agricultural land to the north and west, by the A417, agricultural land and the AONB to the south and by the existing village of Harwell to the east, including the new strategic site allocation.

**Maximum Capacity –**  
Up to 100 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•The majority of this site is constrained by the adjacent North Wessex Downs Area of Outstanding Natural Beauty, and also the potential for coalescence with Rowstock to the west. The part of the site north of Grove Road is considerably less constrained in landscape terms.</li> <li>•The historic field pattern has been identified as locally important.</li> <li>•There is some potential to make use of landscape features, in the form of a hedgerow/ditch that runs along part of the site’s western boundary; however, this boundary is not continuous.</li> <li>•Difficult to integrate this site with the existing settlement.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•Fluvial flood zone 1 (low risk)</li> <li>•A ditch runs through the northern part of the site, associated with surface water flows, and an area of surface water pooling is downstream.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•Relatively unconstrained.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•Relatively unconstrained. Predetermination archaeological evaluation would be requested.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>•Car movements east along Grove Road (in the direction of Didcot) would reach the junction with the B4493 in the centre of Harwell, whilst car movements west along Grove Road (in the Direction of the A34) would then reach the junction with the A4130. Both junctions have congestion issues. Opportunity to improve the cycling network to Harwell Campus, Didcot, Milton Park and Abingdon-on-Thames.</li> </ul>

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



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

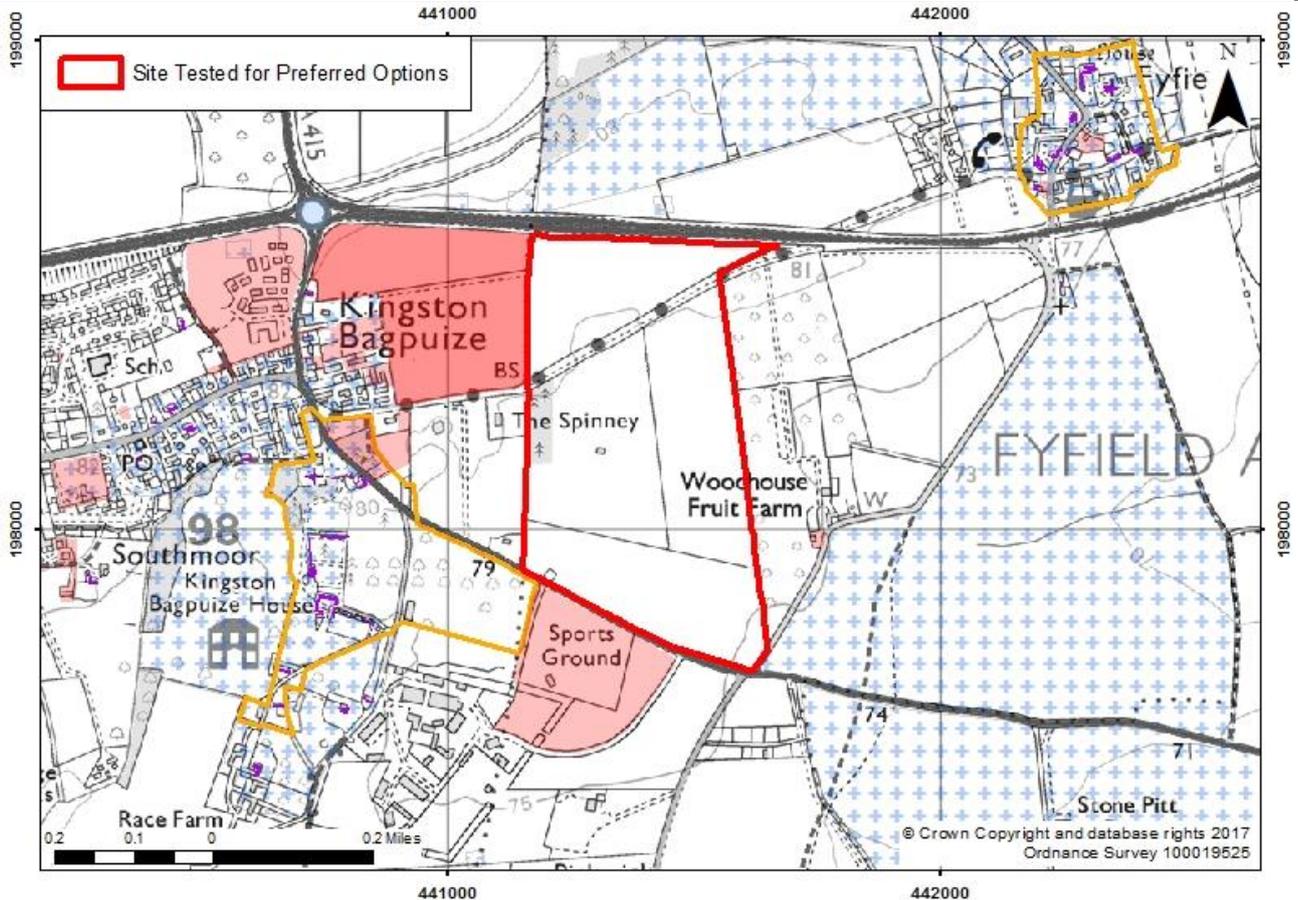
**Maximum Capacity -** Up to 850 dwellings (1,000 @ higher density ~30dph)

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• A partially brownfield site within the North Wessex Downs Area of Outstanding Natural Beauty, with the undeveloped north-western field most sensitive. Principle for development is demonstrated through existing employment allocation.</li> <li>• Residential development would result in reduced building heights when compared to employment related development, lessening the impact of the site on its immediate and wider surroundings.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Flood zone 1 (low risk)</li> <li>• Numerous small patches of surface water flood risk (mainly low probability).</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Contains some locally important wildlife and trees, particularly in the south-west which should be retained where possible. Identified as being of local biodiversity value.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• No archaeological constraints, but within an area of known potential.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• New north-facing slips at the Chilton Interchange provides additional capacity in the immediate area and an alternative route to the recently upgraded Milton Interchange. The Harwell Link Road will provide an additional option in the future for accessing Didcot without having to rely on using the A34.</li> <li>• Development would enable a proportion of residents to walk to work, and an excellent bus service connects the Campus to Didcot / Milton Park / Abingdon-on-Thames and Oxford. The bus stop (Harwell Campus Bus Station) is beyond 400m distant, but there is potential for a new stop in close proximity to the site (and the service will benefit from</li> </ul>

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

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

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

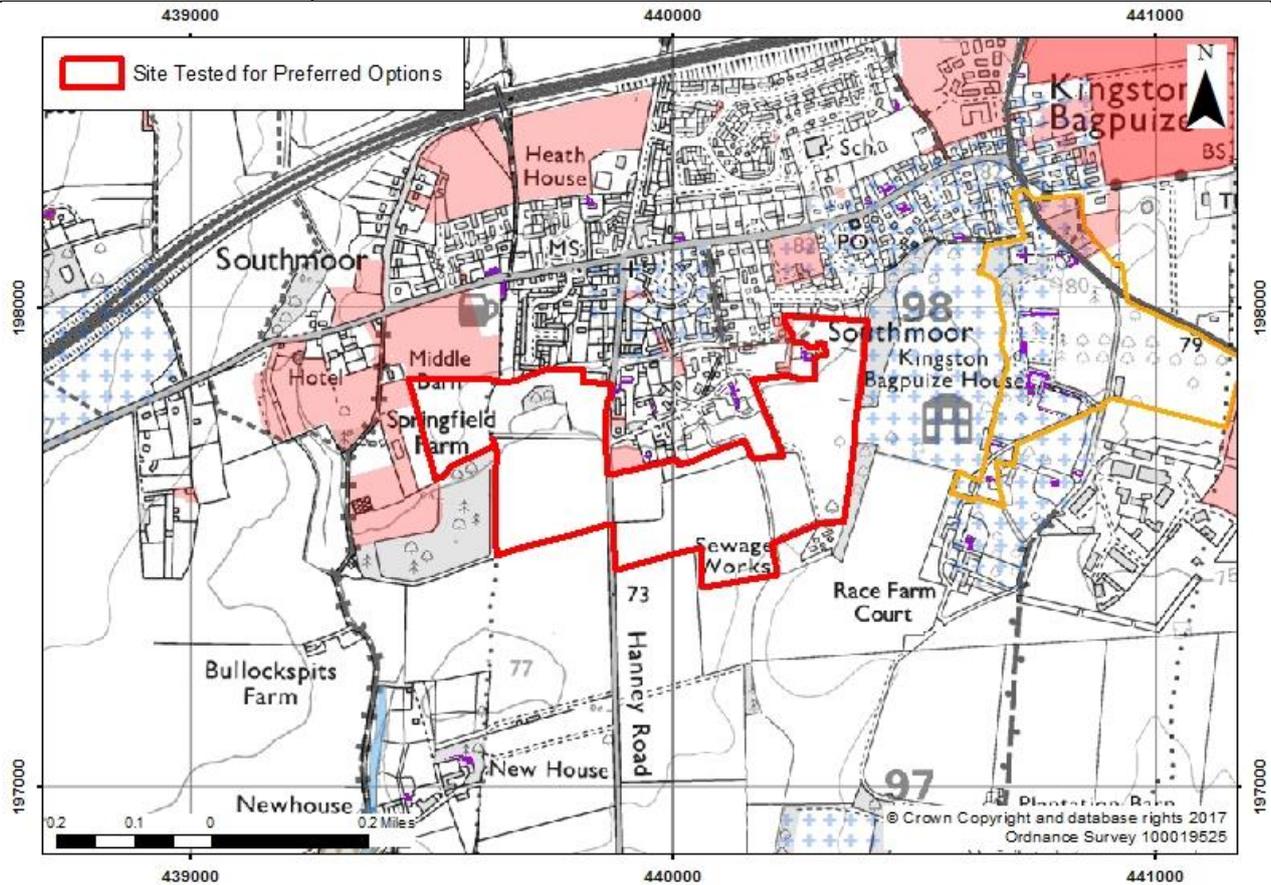
**Maximum Capacity -** Up to 860 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Part of the setting to the Conservation Area and forms the eastern approach to the village.</li> <li>• Open views to the road would need addressing.</li> <li>• Trees to the west act as a natural boundary to the village (fits well with the LPP1 allocation)</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• Limited surface water flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Potential impacts on Appleton Lower Common SSSI and Frilford Heath, Ponds and Fens SSSI, including through generation of air pollution, potential impacts on the water table, or increased recreational pressure.</li> <li>• Population of Great Crested Newts at the Millennium Green. Development here could fully enclose the green, creating issues of biodiversity offsetting.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Partially abuts the Kingston Bagpuize Conservation Area.</li> <li>• This site would be highly visible on the approach to Kingston Bagpuize house. This is a grade II* country house and an important part of its significance is as a country house. Housing development on the site proposed would make it feel less like a house in the country and harm this significance. This could be addressed by keeping housing off the southern part of the site and a good thick belt of tree planting, thick enough to shield new development even in winter.</li> <li>• In addition, the western boundary of the site is on the line of Aelfrith Ditch. Although not scheduled, this earthwork may still be of national significance.</li> </ul>

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

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

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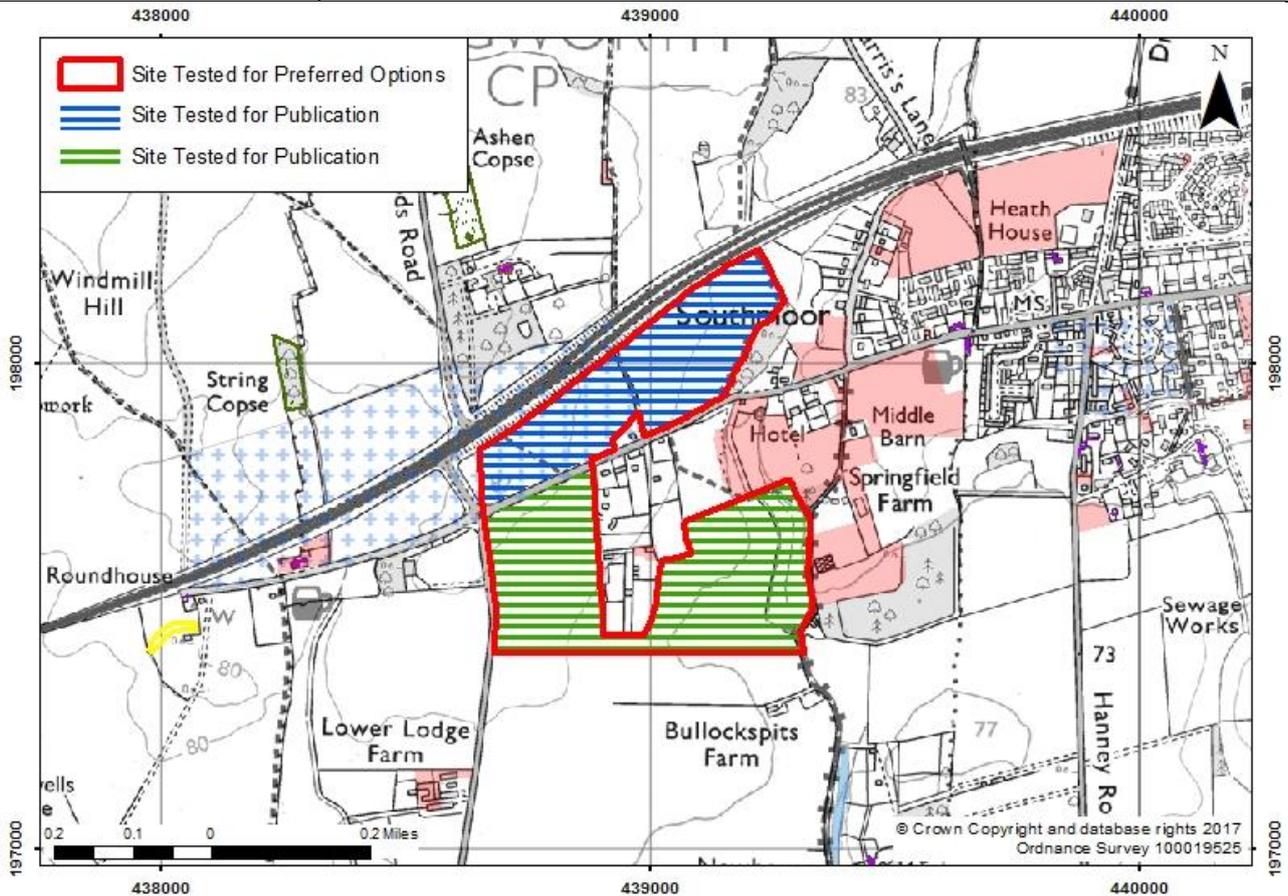


**Description:** A number of individual field parcels to the south of Kingston Bagpuize with Southmoor. Bounded to the north by the existing settlements, to the south and west by agricultural land, and to the east by the grounds of Kingston Bagpuize House. The site is bisected by the Hanney Road.

**Maximum Capacity -** Up to 620 dwellings

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

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

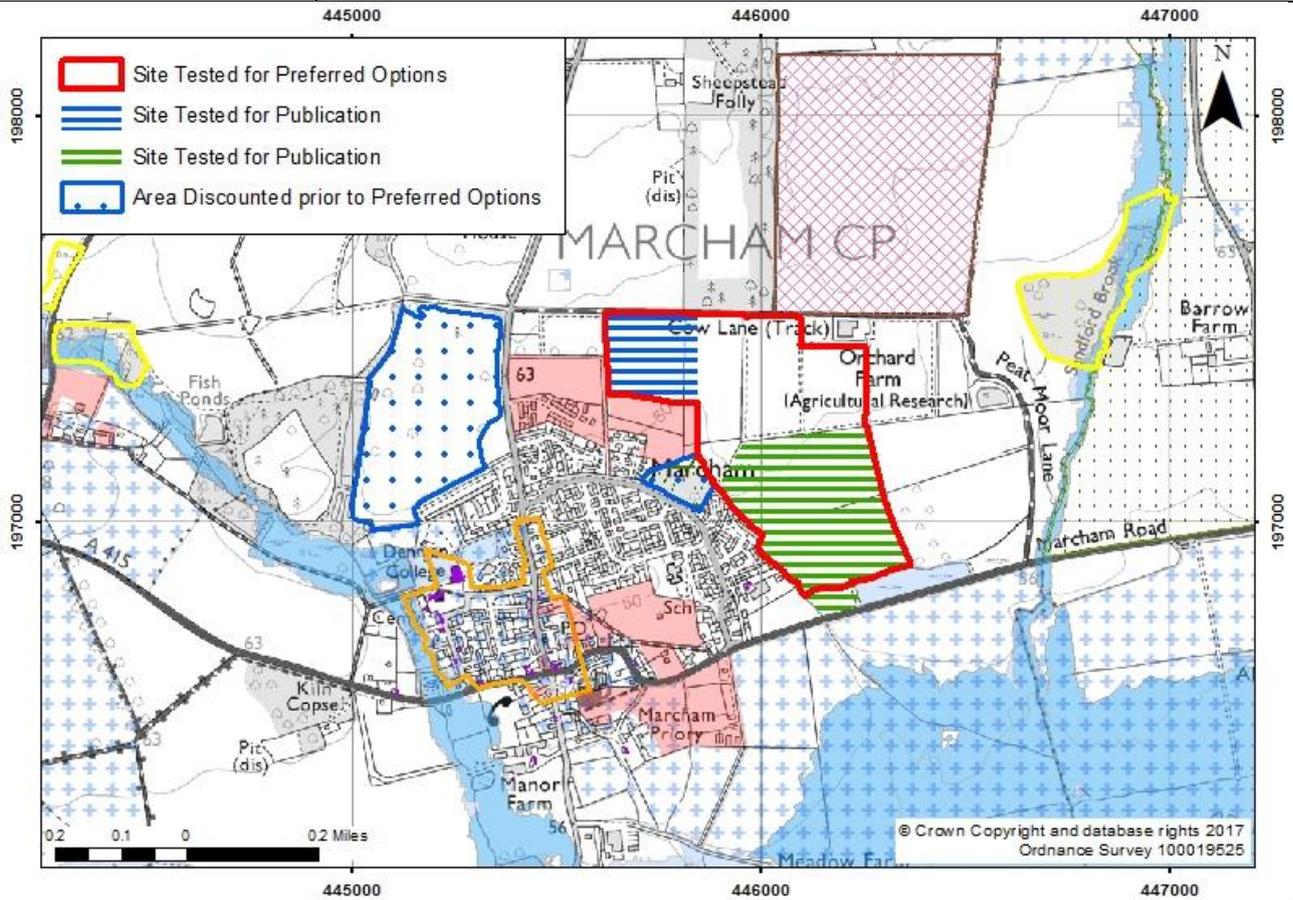


**Description:** Agricultural land, bounded to the north by the A420, to the east by the existing settlements of Kingston Bagpuize with Southmoor, and to the south and west by predominantly agricultural land and equine facilities.

**Maximum Capacity -** Up to 720 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>Northern part of site is contained. Southern part is currently open to the wider landscape; although there is new planting along the boundaries, so this is likely to change in the long term.</li> <li>Would need to take account of the existing low density housing in the vicinity.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>Fluvial flood risk zone 1 (low risk).</li> <li>Limited surface water flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>Relatively unconstrained.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>Relatively unconstrained.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>Kingston Bagpuize is located on a strategic transport corridor (A420) and has an excellent bus service (3/hour, with good potential to increase to 4/hour).</li> <li>Site is relatively distant from the village centre, and bus stops.</li> <li>There are safety concerns regarding the access onto the A420, it is likely that a new solution would be required for the junction to the west of the site.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>Access could be provided via Spring Hill</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>Drains to the Kingston Bagpuize waste water treatment works.</li> <li>The system is above capacity, is unlikely to cope with increased demand and reinforcement to the sewer network would be required.</li> </ul>

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

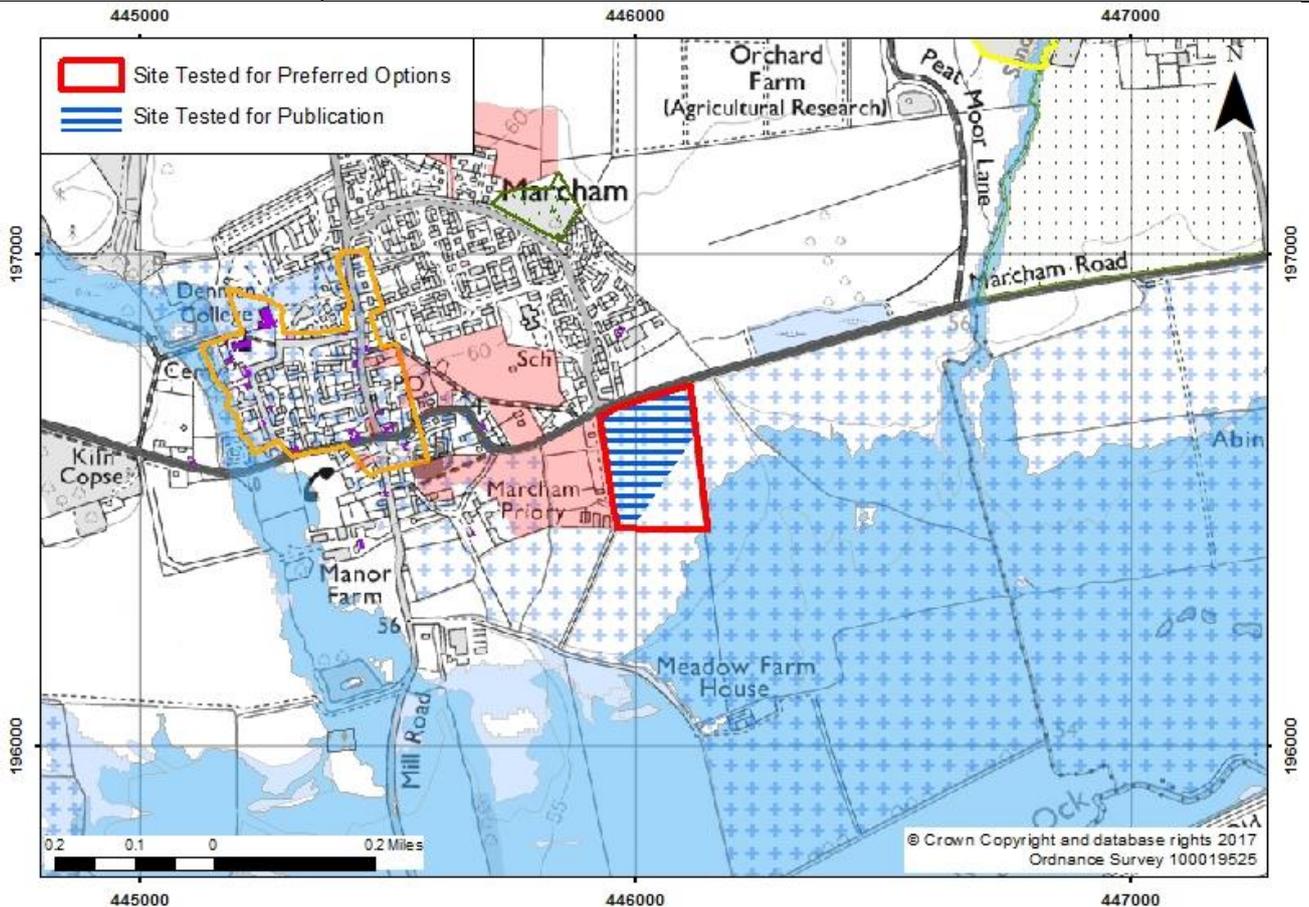


**Description:** Two areas of land to the north-east and north-west of Marcham village. The north-western parcel comprises principally of land in the ownership of Denham College. The north-eastern site consists of a number of agricultural parcels of land with a small area of Ancient Woodland.

**Maximum Capacity -** Up to 1,000 dwellings

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

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

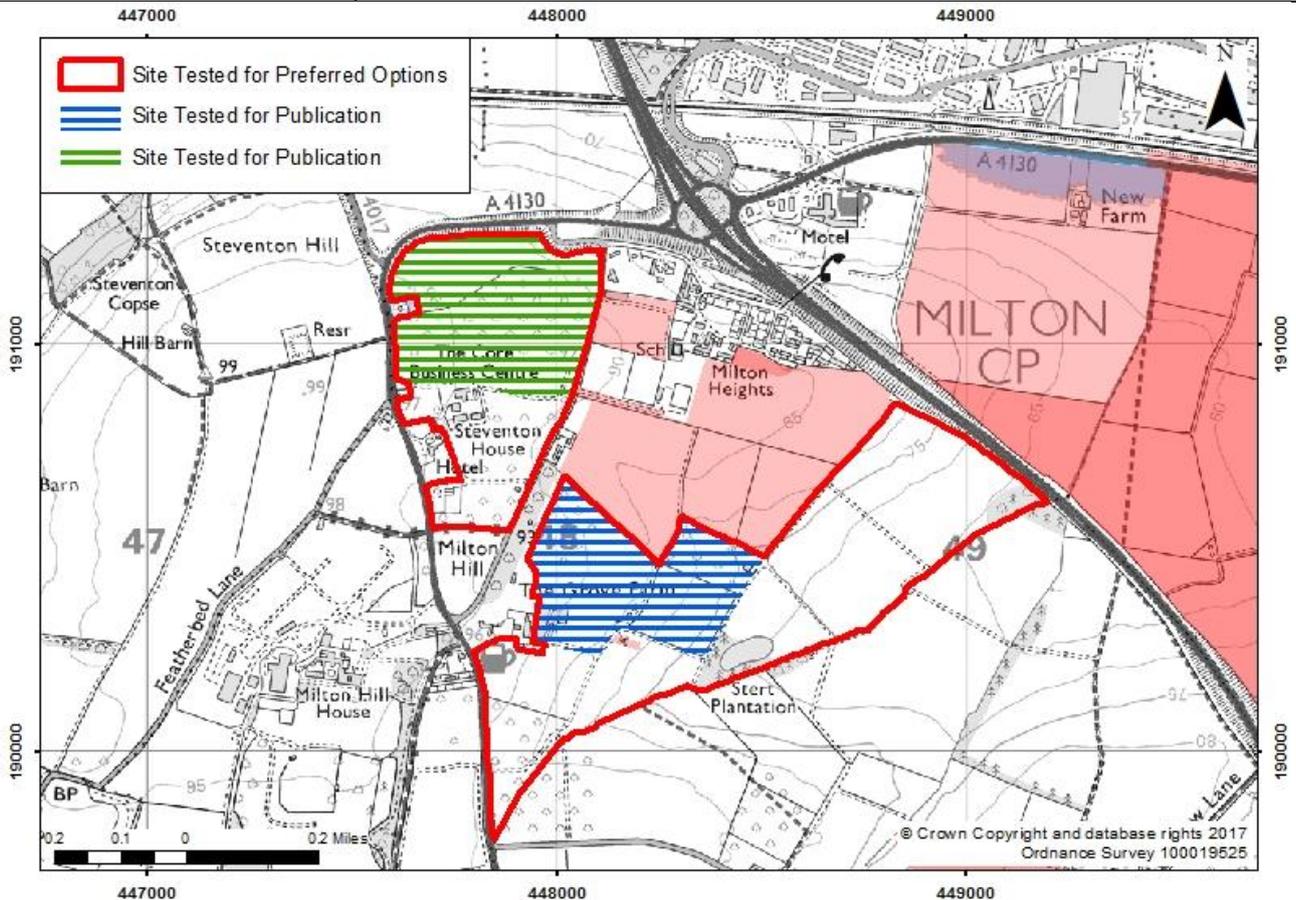


**Description:** Area of land to the south-east of Marcham village. The site is bounded by committed development to the east, by agricultural land and the River Ock flood plain to the south and east, and the Marcham road (A415) to the north.

**Maximum Capacity - Up to 120 dwellings**

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

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

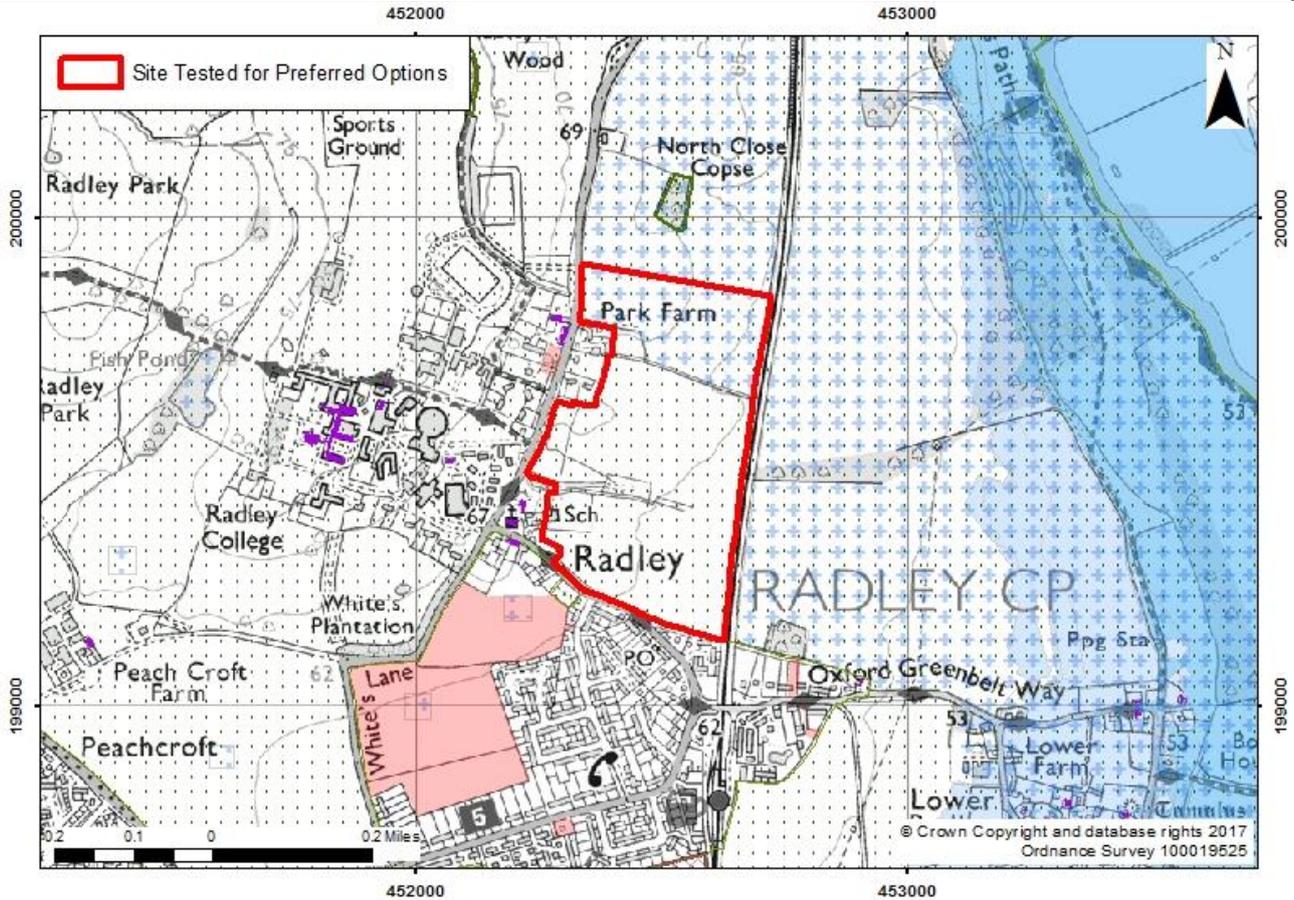


**Description:** Two areas of predominantly agricultural land with some orchards in the area to the north-west. Site includes the non-strategic employment site “Core Business Centre”. Site is bounded by the existing settlement of Milton Heights, the A34 to the east, the A4130 to the north-west and west,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

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

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•Landscape sensitivity varies considerably within the site, with the southern extent and the southern half of the eastern parcel being the areas of greatest sensitivity.</li> <li>•The site to the west contains a well-established orchard.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•Fluvial flood risk zone 1 (low risk).</li> <li>•Limited surface water flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•Contains an area of traditional orchard priority habitat.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•Possibly some issues relating to historic field patterns to the east.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>•Milton Heights is adjacent to Milton Interchange, a major junction that has seen recent upgrades but still suffers from congestion issues. The village is within walking distance of employment at Milton Park and Harwell Campus. There is an existing LPP1 allocation, and further growth could potentially secure delivery of services/facilities and infrastructure upgrades. This could include a pedestrian/cycle link over A34, or potentially a dedicated bridge for public transport (i.e. buses).</li> <li>•Further growth in this location is likely to have an adverse impact on the A34 Milton Interchange. Highways England and the Highways Authority object to further development.</li> </ul>

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

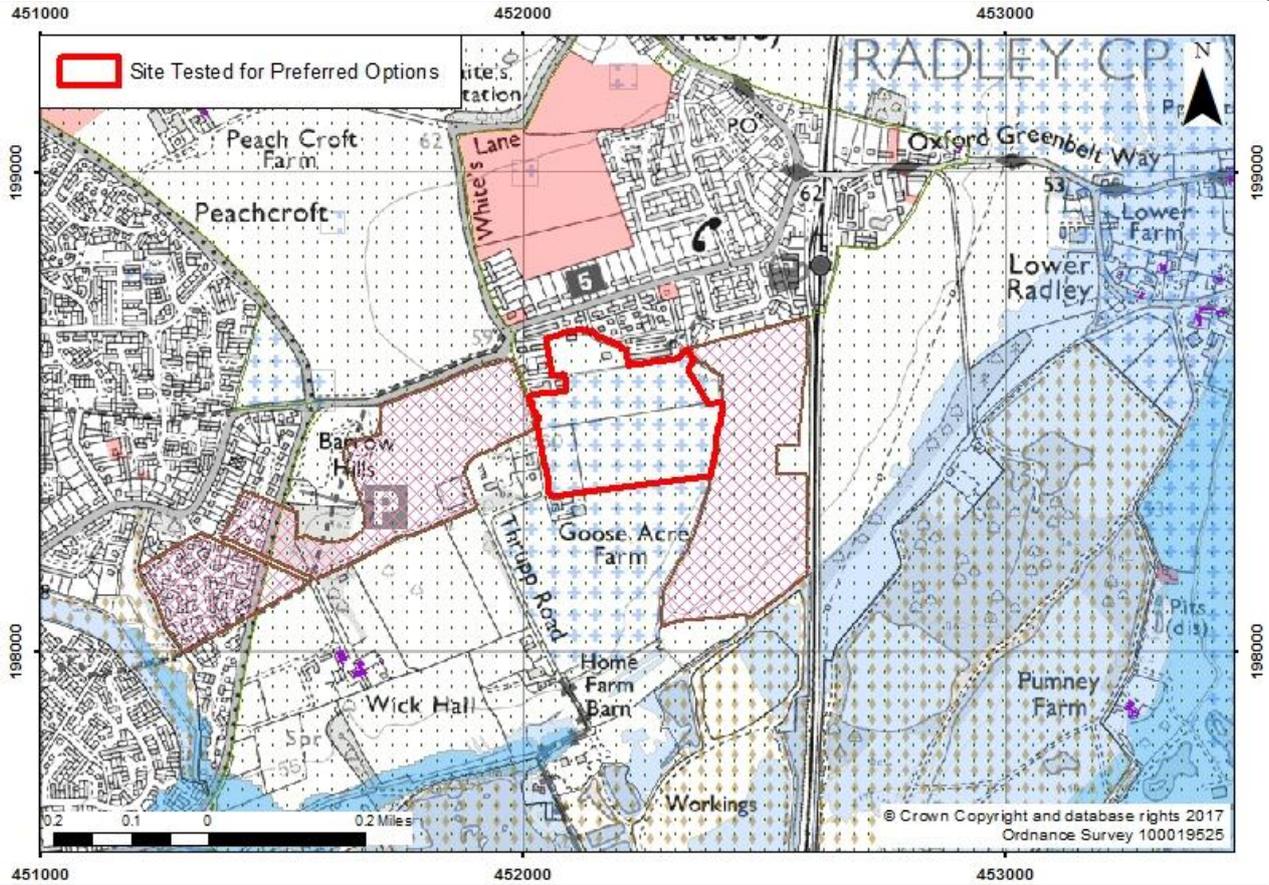


**Description:** Agricultural land bounded to the east by the Oxford – Didcot railway line, to the south by the existing settlement of Radley, to the west by the Kennington Road and Radley College, and to the north by agricultural land.

**Maximum Capacity -** Up to 620 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Open landscape within the Oxford Green Belt; contributes to the setting of the village and provides separation between Radley and Kennington.</li> <li>• Thames Path National Trail potentially leads to sensitivities.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• Notable area at risk of surface water pooling in the southeast of the site.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Sugworth SSSI is c.1.5km distant; however, this is a geological SSSI, and not likely to be sensitive.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Very close to the grade II* listed medieval church of St James, which forms a group with the adjacent 15th C vicarage (also grade II listed) and the grade II barn to the south. Development of the land around these assets could harm the setting of the group and the sense that this is a village church, surrounded to the east by farm land. Development of the northern part of the site would cause harm in the same way.</li> <li>• There is an area of known archaeological potential within this site.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• Radley has a rail station (30 mins max frequency), and current allocated development may lead to a 4-hour bus service. Radley is within easy cycling distance of Oxford, Abingdon-on-Thames and Culham. Well related to the larger village of Radley, and existing bus stop.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Access could be provided via the Kennington Road or potentially via Church Road</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>• Drains to Oxford waste water treatment works.</li> </ul>

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

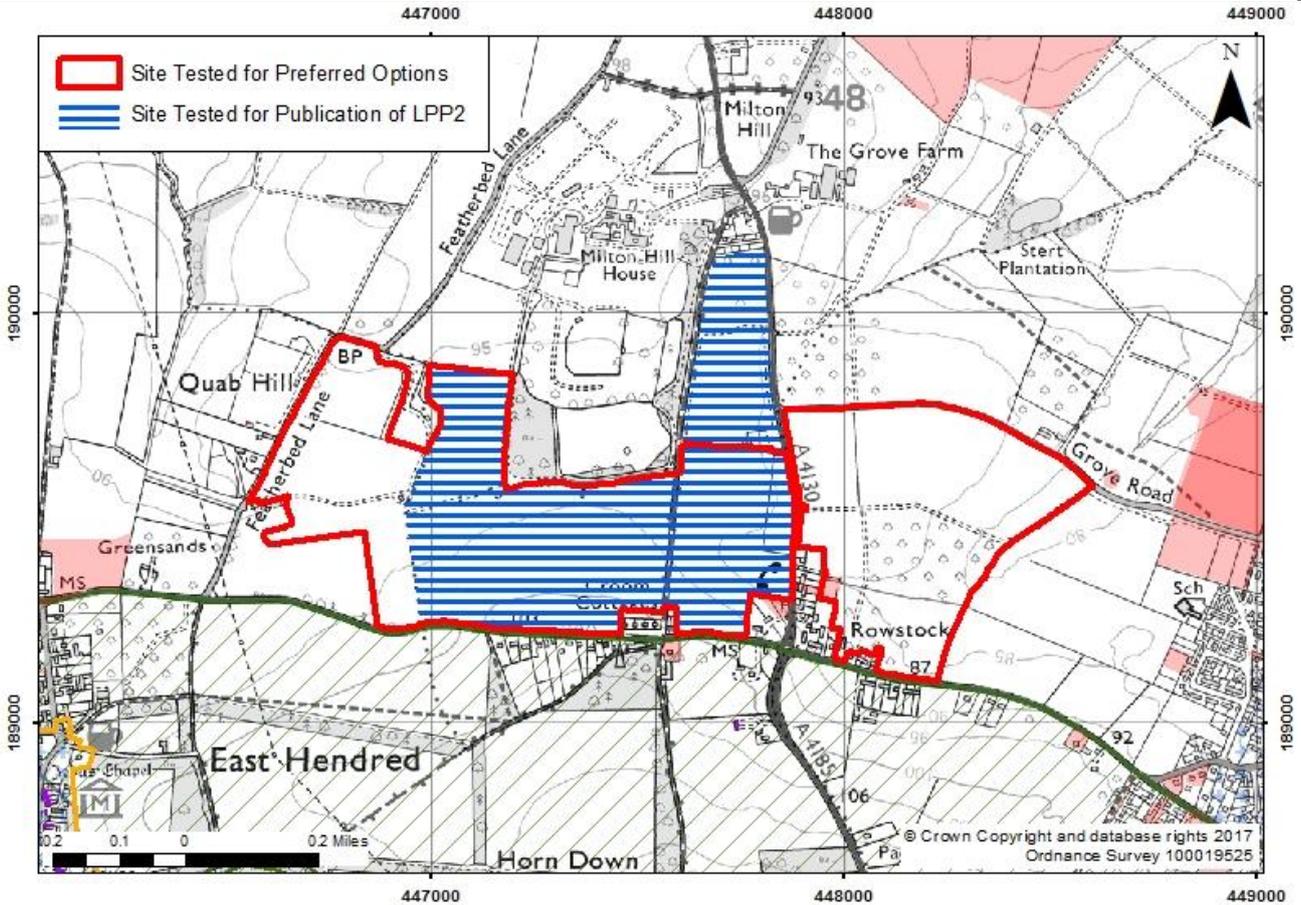


**Description:** Part recreational space, part agricultural land. Site is bounded to the north by the existing settlement of Radley, to the south and east by agricultural land and to the west by the former coal yard/Thrupp lane.

**Maximum Capacity**  
- Up to 240 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• There is no defined boundary to the south and west, leaving it exposed to views from the immediate and wider landscape.</li> <li>• Thames Path National Trail potentially leads to sensitivities.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• Notable area at risk of surface water pooling in the north of the site.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Relatively unconstrained.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Situated between the Settlement Sites “North of Wick Hall” Scheduled Monument and “East of Goose Acre Farm” Scheduled Monument. It is possible that nationally significant archaeological remains extend into the proposed site, and the intervisibility between the sites may be of significance. Historic England consider it likely that development of this site would be harmful to the significance of the Monuments.</li> <li>• There is an area of known archaeological potential within this site.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• Radley has a rail station (30 mins max frequency), and current allocated development may lead to a 4-hour bus service. Radley is within easy cycling distance of Oxford, Abingdon-on-Thames and Culham. Well related to the larger village of Radley, and existing bus stop.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Access could be provided via Trupp lane, although significant off-site infrastructural improvements would likely be required.</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>• Drains to Oxford waste water treatment works.</li> </ul>

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

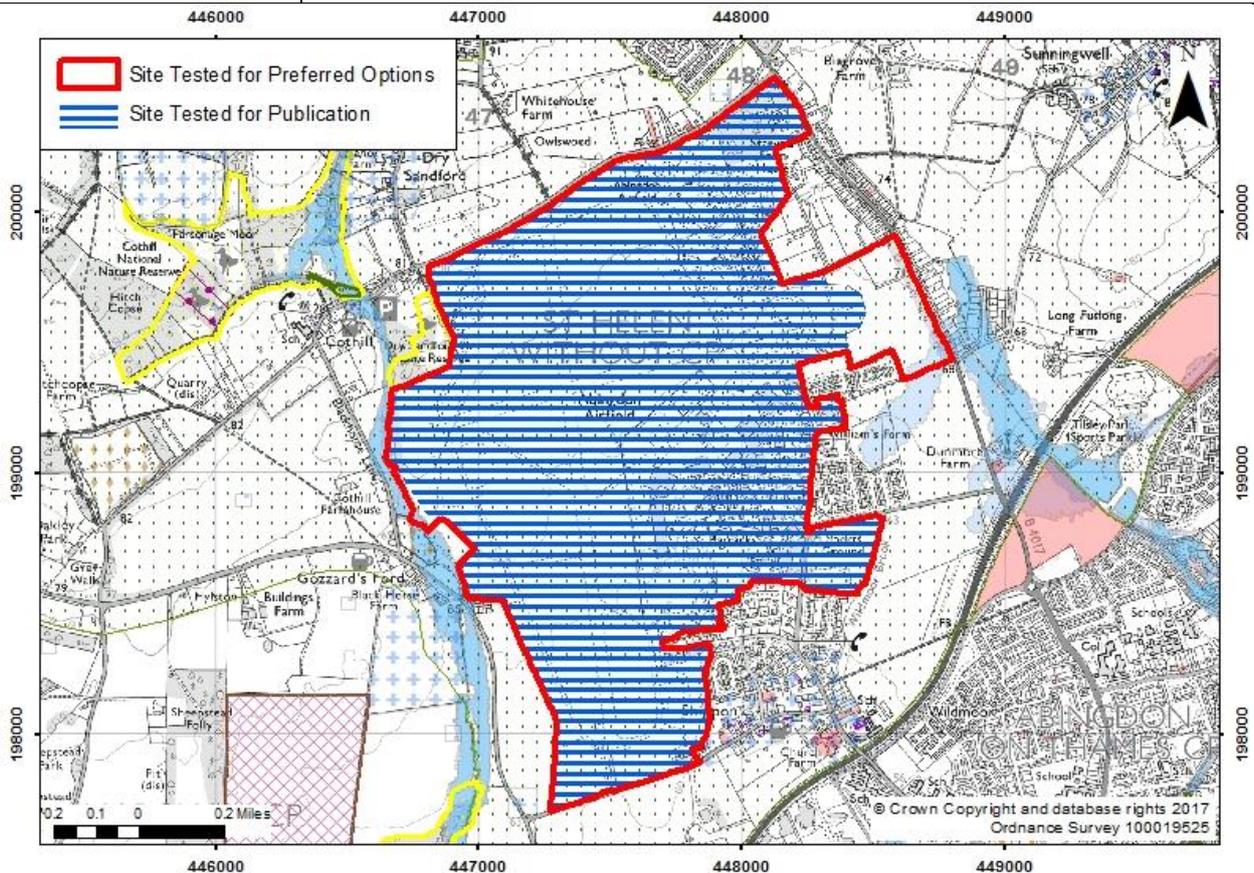


**Description:** Agricultural land adjoining the settlement of Rowstock. The site is predominantly bounded by agricultural land on all sides, with the A417 and North Wessex Downs Area of Outstanding Natural Beauty to the south.

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

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Adjacent to the North Wessex Downs AONB.</li> <li>• The western area functions as part of the wider open rural landscape and is highly sensitive.</li> <li>• The eastern part is less open but, nonetheless contributes to the setting of the AONB;</li> <li>• There is the issue of coalescence with Harwell, particularly on land to the east of the A4130.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood zone 1 (low risk).</li> <li>• One notable area at risk of surface water pooling (high probability) on the north-western edge of Rowstock.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Contains an area of traditional orchard priority habitat.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Relatively unconstrained (with no listed buildings at Rowstock).</li> <li>• Potential for some historic field patterns to the east.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• Rowstock is a smaller village, with limited existing facilities; however, Rowstock lies on the bus route between Didcot and Wantage, including via Harwell Campus to the south. Northbound traffic would put increased pressure on the A34 Milton Interchange. The potential for significant improvements to cycling infrastructure has been highlighted.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Access could be taken from Featherbed Lane / A4130 / A417.</li> <li>• Could contribute towards delivery of highway improvements to Featherbed Lane.</li> </ul>

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



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

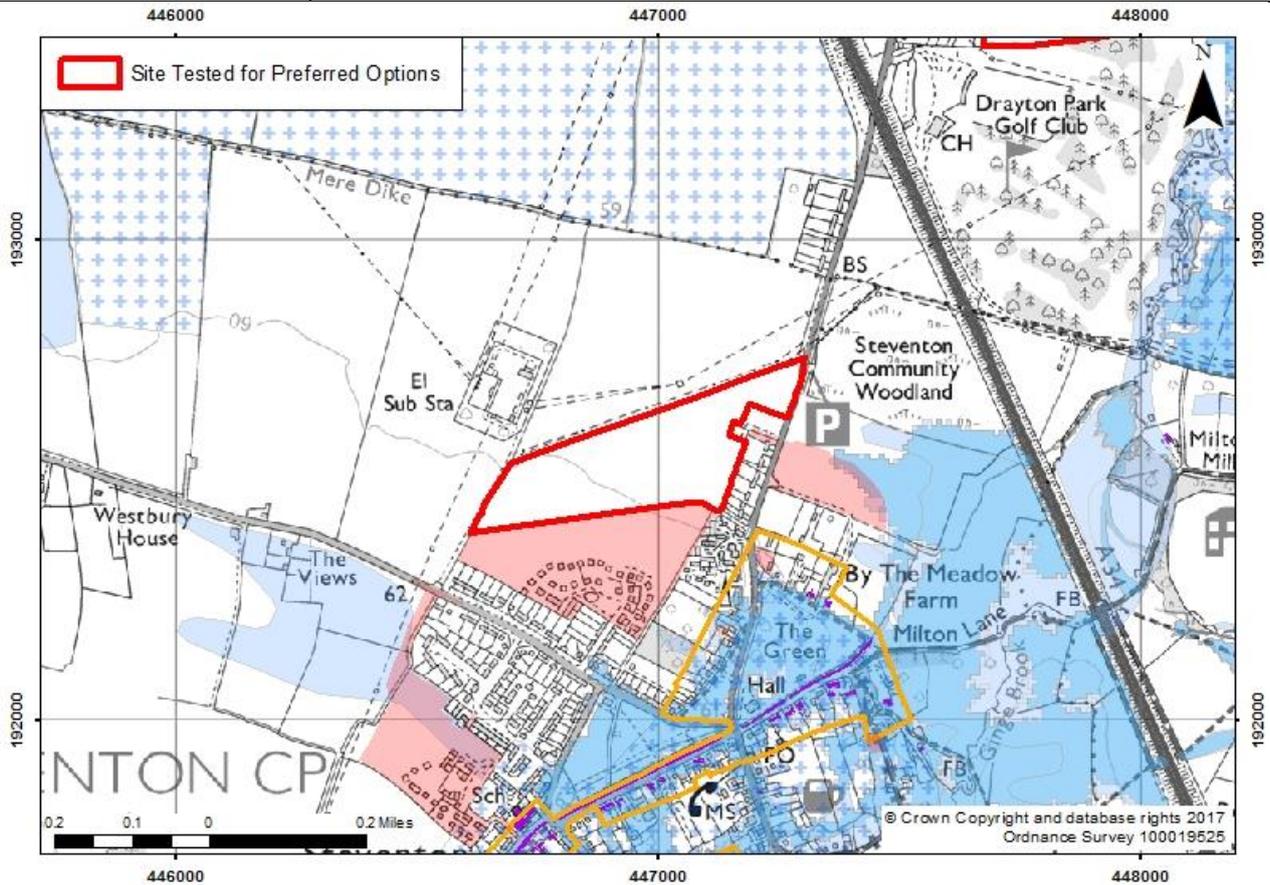
**Maximum Capacity -** Up to 1,500 until 2031. Capacity for an additional 5,500 after 2031.

<b>Landscape</b>	<ul style="list-style-type: none"> <li>Capacity for development varies across the site. There is high capacity within the existing development area of the barracks. This capacity reduces as the site becomes more open to the west and north-west.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>Fluvial flood risk zone 1 (low risk).</li> <li>Some risk of surface water pooling (high probability) in Shippon, to the south of the site.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>Potential for effects on Cothill Fen SAC through recreational pressure. Direct run-off to the SAC could be a constraint as could interference with spring water flows although substantial opportunities for mitigation. Also, water resources should be considered.</li> <li>The site is directly adjacent to Dry Sandford Pit SSSI and Barrow Farm Fen SSSI is nearby. Also, Gozzards Ford Fen Local Wildlife Site is adjacent. Potential for impacts through increased air pollution, changes in hydrology and recreational pressure.</li> <li>Sandford Brook is adjacent.</li> <li>Potentially some on-site habitat (phase 1 habitat survey required).</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>Abingdon Airfield is potentially of historic interest.</li> <li>Shippon has a historic centre, with a rural approach from the west.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>Dalton Barracks is also located between the two strategic transport corridors into Oxford (A34 and A420), although the A34 junction at Abingdon-on-Thames (Lodge Hill), with its proposed Park &amp; Ride, is relatively close (c.2km). There is an existing half hourly bus route, and a significant scale of growth could support enhancements. There could be the potential to effectively link the site to Lodge Hill Park &amp; Ride, or Cumnor Park &amp; Ride to</li> </ul>

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

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

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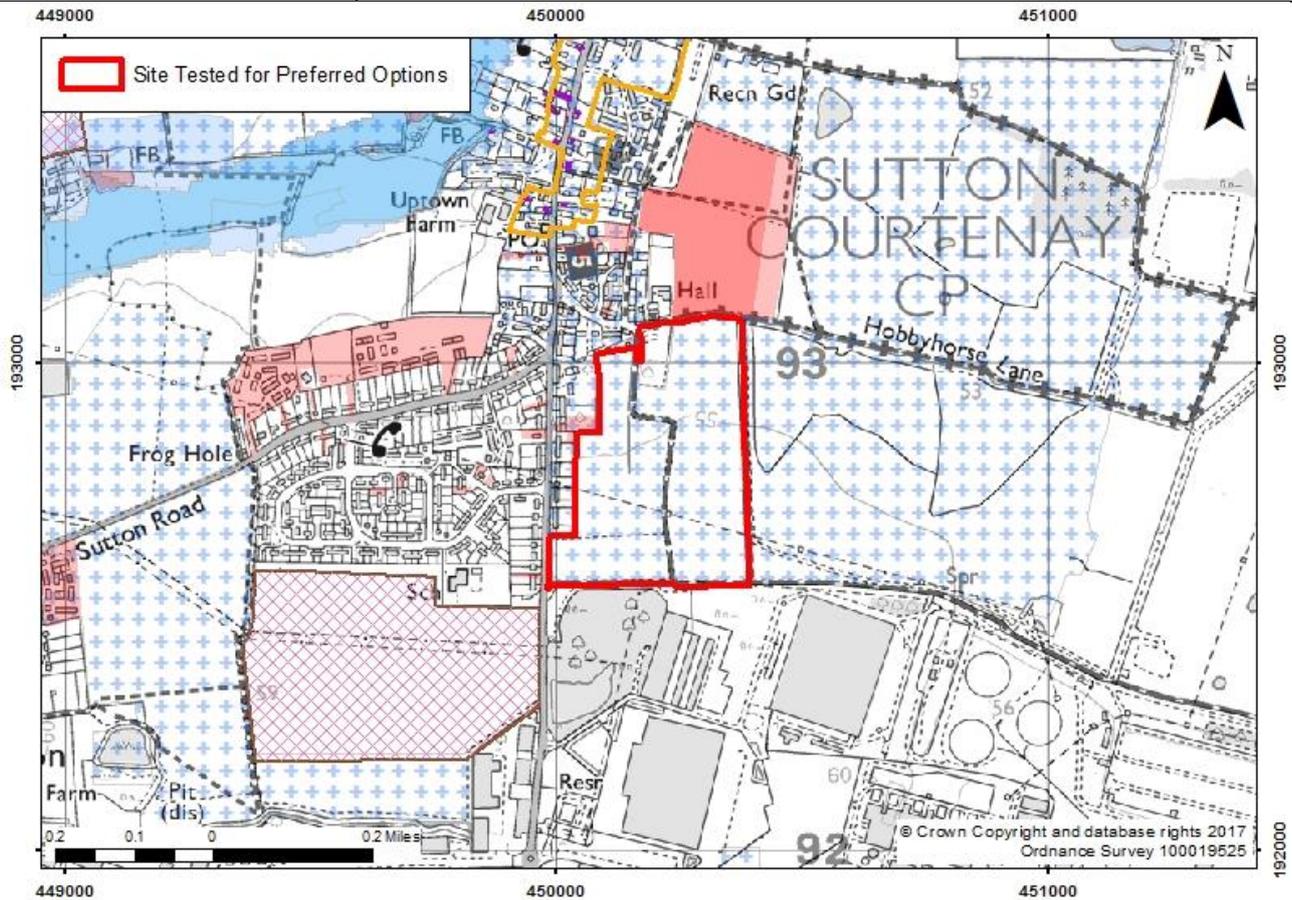


**Description:** Agricultural land to the north of Steventon village, bounded to the south and east by existing development and permitted housing scheme, and to the north and west by the agricultural land and large overhead pylons.

**Maximum Capacity -** Up to 260 dwellings

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

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

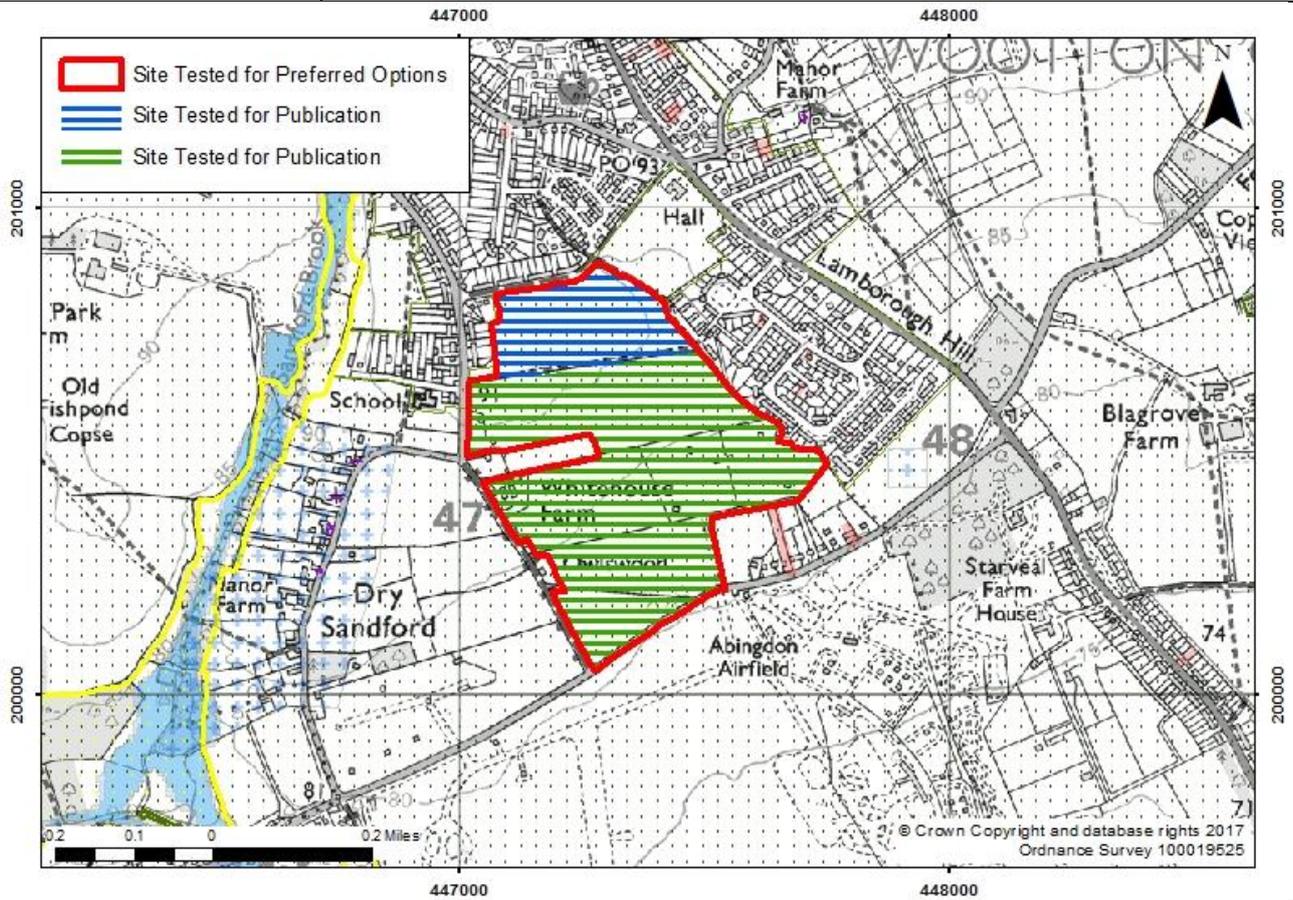


**Description:** Agricultural land to the south of Sutton Courtenay. Site is bounded to the north by existing development and the Local Plan 2031 Part 1 strategic site, to the west by the existing village of Sutton Courtenay, to the east by an active landfill site, and to the south by business premises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

**Maximum Capacity –** Up to 440 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Provides the essential separation between Sutton Courtenay and Didcot.</li> <li>• The land has a higher scenic quality than the modified landscape to the east.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood zone 1 (low risk)</li> <li>• A significant area of surface water flood risk is found at the site’s northern extent.</li> <li>• This part of the district is associated with high groundwater flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>• Relatively unconstrained.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Scheduled Monument to the south-west (nationally significant remains could extend into the proposed area).</li> <li>• There is an area of known archaeological potential within this site.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• Sutton Courtenay is in very close proximity to employment areas to the north of Didcot and at Milton Park; however, it is not located on a main road / strategic bus corridor. Without the proposed Culham River Crossing, there would be a risk of congestion on the current crossing (north of Sutton Courtenay), which is at capacity; traffic would also contribute to Abingdon-on-Thames congestion problems; and there are safety concerns on the Drayton Road.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Access could be provided via the Harwell Road.</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>• Drains to Drayton waste water treatment works.</li> </ul>

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

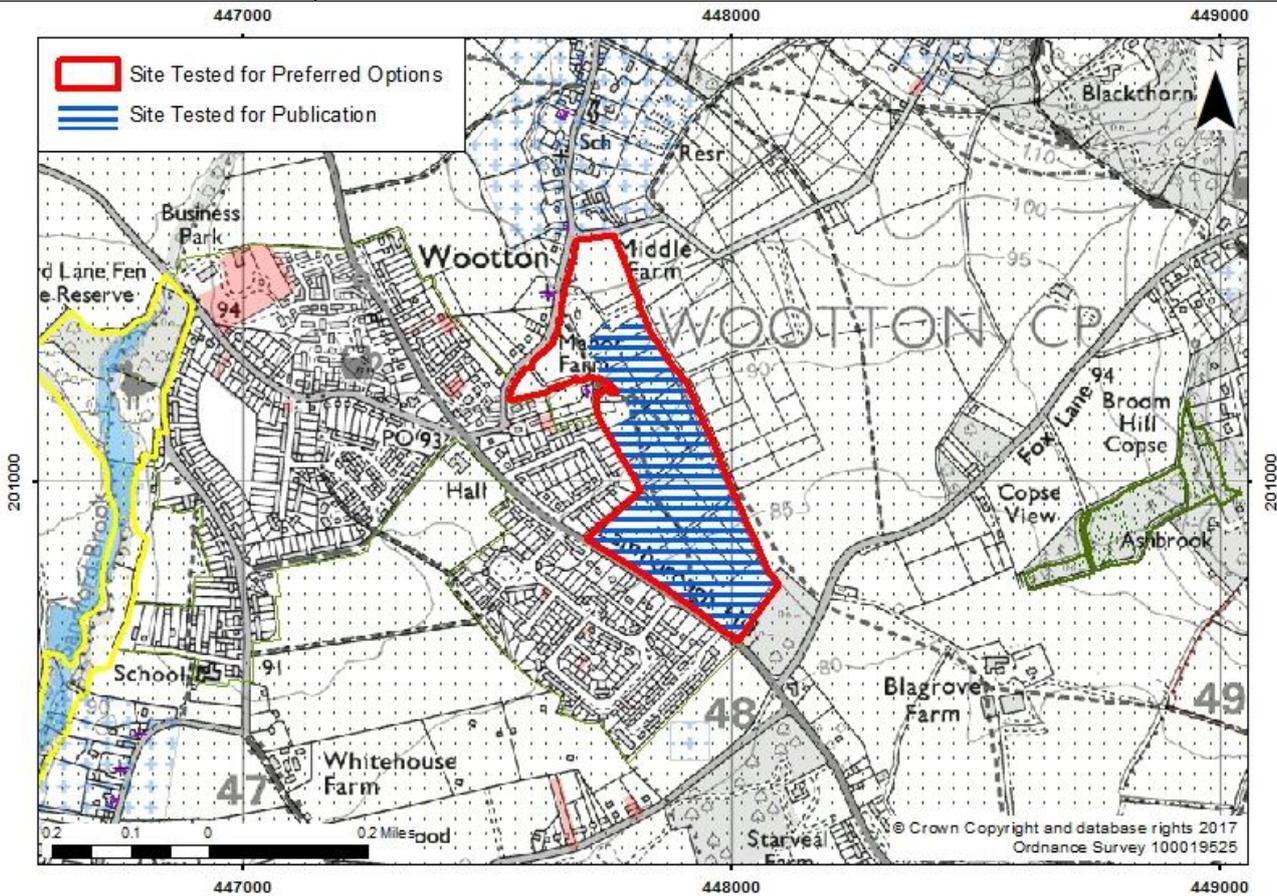


**Description:** Predominantly agricultural land to the south of Wootton village, comprising of a number of individual fields. Bounded to the north and east by the existing settlement of Wootton, to the west by agricultural land and to the south by Dalton Barracks (Abingdon Airfield).

**Maximum Capacity -** Up to 800 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>The majority of the site is within a sensitive landscape where development would result in a significant adverse impact. Some small-scale development may be possible in the most northern parcel of land.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>Fluvial flood risk zone 1 (low risk).</li> <li>Limited surface water flood risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>Potential for effects on Cothill Fen SAC through recreational pressure. Direct run-off to the SAC could be a constraint as could interference with spring water flows. Water resources should also be considered.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>Relatively unconstrained.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>Wootton is in relatively close proximity to Oxford, but distant from a strategic transport corridor, located half-way between the A34 and the A420. There are currently two buses per hour during the day, and there is seemingly low potential to secure a more frequent service (although development at Dalton Barracks could lead to opportunities).</li> <li>In the absence of a high-quality bus service there would be a risk of cars worsening congestion on route to Oxford. This site is beyond 400m of the existing bus stop.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>Access could be provided via Lashford Lane or in the case of a larger scheme, via Honeybottom Lane.</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>Drains to Abingdon-on-Thames waste water treatment works.</li> </ul>

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

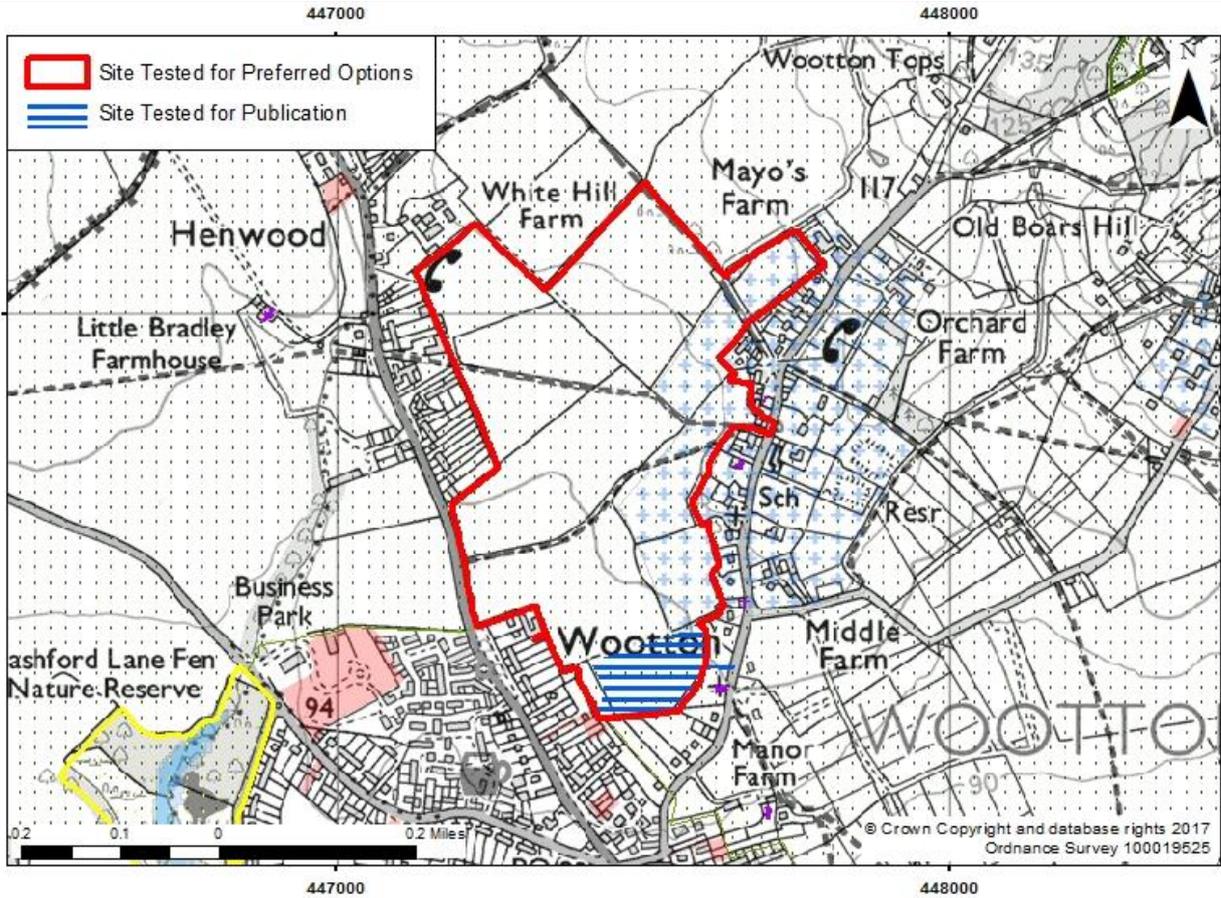


**Description:** Predominantly agricultural land to the east of Wootton village, comprising of a number of individual fields. Bounded to the west and south by the existing settlement of Wootton, and to the east by further agricultural land.

**Maximum Capacity -** Up to 410 dwellings

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

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



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

**Maximum Capacity -** Up to 790 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•The site forms the essential separation between Wootton and Henwood. Development of the whole site would result in physical and visual coalescence.</li> <li>•The open and exposed characteristics of the site would result in perceived harm to the wider landscape.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>•Fluvial flood risk zone 1 (low risk).</li> <li>•Ditch through the centre of the site is associated with notable surface water floor risk.</li> </ul>
<b>Ecology</b>	<ul style="list-style-type: none"> <li>•Potential for effects on Cothill Fen SAC through recreational pressure. Also, water resources, flows and quality (noting that this site is located within the upper catchment of Sandford Brook).</li> <li>•Parcel of land to the west of the site proposed as a Local Wildlife Site (species rich grassland).</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>•Within the setting of four grade II listed buildings. Adequate space would particularly need to be left around the church to protect its setting.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>•Wootton is in relatively close proximity to Oxford, but distant from a strategic transport corridor, located half-way between the A34 and the A420. There are currently two buses per hour during the day, and there is seemingly low potential to secure a more frequent service (although development at Dalton Barracks could lead to opportunities).</li> <li>•In the absence of a high-quality bus service there would be a risk of cars worsening congestion on route to Oxford. Majority of this site is within 400m of the existing bus stop.</li> </ul>

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

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Please contact Planning on 01235 422600

**Planning Policy Team**  
135 Eastern Avenue, Milton  
Park, Abingdon, OX14 4SB

Email: [planning.policy@whitehorsedc.gov.uk](mailto:planning.policy@whitehorsedc.gov.uk)

[www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk)