



**Vale  
of White Horse**  
District Council

Consultation Draft  
March 2017

A large, semi-circular collage of various local scenes, including residential streets, green fields, and community activities, all overlaid with a semi-transparent green filter. The collage is divided into several triangular and quadrilateral sections by white lines.

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

**TOPIC PAPER 2**  
Site Selection

This paper is one of 6 topic papers, listed below, which form part of the evidence base in support of the draft Vale of White Horse Local Plan 2031 Part 2.

These topic papers have been produced to present a coordinated view of the evidence that has been considered in drafting the Local Plan 2031 Part 2. It is hoped that this will make it easier to understand how we have reached our conclusions.

The Topic papers will be revised following the 'preferred options' consultation to inform the next stage of plan preparation, which is known as the 'publication' stage. Final versions of the Topic Papers will be published alongside this final stage, which is timetabled for publication in the autumn of 2017.

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

[www.whitehorsedc.gov.uk/LPP2](http://www.whitehorsedc.gov.uk/LPP2)

#### Topic Papers

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

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## 1.0 INTRODUCTION

- 1.1 This topic paper provides a summary of how we have selected development sites for inclusion within the Preferred Options version of the Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites (LPP2).
- 1.2 Local Plan 2031: Part 2 sets out policies and locations for housing for the agreed quantum of Oxford's unmet housing need to be addressed within the Vale of White Horse District. LPP2 also contains policies for the part of Didcot Garden Town that lies within the district and detailed development management policies to complement Local Plan 2031: Part 1 (LPP1) and allocates 'additional' development sites for housing.
- 1.3 A Preferred Options version of LPP2 is published for consultation alongside this Topic Paper (March 2017). Central to the consultation document is a list of preferred site allocations, which together ensure the Vale's Objectively Assessed Need for housing, along with the agreed quantum of unmet housing need for Oxford to be addressed within the Vale, are fully met.
- 1.4 Preferred site options have emerged through a site selection process, which commenced in summer 2016. Site selection has been an iterative process, with technical work and informal consultation (i.e. targeted consultation with key stakeholders) informing the process at key stages.
- 1.5 It is important that the site options we have considered have been tested through Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment. This is a legislative requirement of the plan making process and has taken place alongside the preparation of the plan. The SA helps to identify preferred options to inform the preparation of the plan.
- 1.6 The aim of this Site Selection Topic Paper is to provide a simple explanation of the process for identifying sites for inclusion within LPP2. The topic paper will be updated following the Preferred Options consultation to reflect any further work that may be needed or consider any additional sites, should they be identified.
- 1.7 An updated version of this topic paper will then be published alongside the final draft ('Publication') version of the plan, which is currently timetabled for publication in the autumn 2017.
- 1.8 This topic paper is arranged into the following sections:

**Section 2: Policy Review** – a brief summary of how national and local policies should influence the site selection

**Section 3: Site selection methodology** – which sets out our approach to identifying sites for inclusion within the Local Plan 2031: Part 2.

**Section 4: Recommendations** – which sets out the preferred sites for inclusion within Preferred Options version of the Local Plan 2031: Part 2.

## 2.0 POLICY REVIEW

### National Policy

#### *National Planning Policy Framework (NPPF)*

- 2.1 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how they are expected to be applied. At its heart is the need to ensure planning contributes towards the delivery of sustainable development, which should encompass economic, social and environmental considerations in equal measure.
- 2.2 Important considerations set out in the NPPF for informing the selection of strategic sites, include:
- set criteria, for identifying strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period
  - plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the Framework
  - indicate broad locations for strategic development on a key diagram and land use designations on a proposals map, and
  - allocate sites to promote development and the flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate<sup>1</sup>.

#### *Planning Practice Guidance (PPG)*

- 2.3 The Planning Practice Guidance (PPG) section on 'housing and economic land availability assessment' is of particular relevance to this topic paper<sup>2</sup>. The 'housing and economic land availability assessment' section guides councils in identifying appropriate land to meet development needs.
- 2.4 It states that an assessment of land availability is required to identify the future supply of land that is 'suitable, available and achievable, for housing and economic development uses over the plan period<sup>3</sup>'.
- 2.5 In particular, the guidance explains that an assessment of land availability should:
- identify sites and broad locations with potential for development
  - assess their development potential, and

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<sup>1</sup> CLG (2012) The National Planning Policy Framework, Paragraph 157, available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>2</sup> CLG (2013) Planning Practice Guidance: section on "Housing and economic land availability assessment" is available online at: <https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment>

<sup>3</sup> CLG (2013) Planning Practice Guidance, Paragraph: 001 Reference ID: 3-001-20140306, available at: <https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment>

- assess their suitability for development and the likelihood of development coming forward (their availability and achievability).

2.6 The guidance sets out a broad methodology for undertaking the assessment and lists the following core outputs that should be produced from the assessment:

- a list of all sites or broad locations considered, cross-referenced to their locations on maps;
- an assessment of each site or broad location, in terms of its suitability for development, availability and achievability including whether the site/broad location is viable to determine whether a site is realistically expected to be developed and when;
- contain more detail for those sites which are considered to be realistic candidates for development, where others have been discounted for clearly evidenced and justified reasons;
- the potential type and quantity of development that could be delivered on each site/broad location, including a reasonable estimate of build out rates, setting out how any barriers to delivery could be overcome and when; and
- an indicative trajectory of anticipated development and consideration of associated risks.

## Local policy

### ***Local Plan 2031 Part 1: Strategic Sites and Policies (LPP1), Adopted December 2016***

2.7 Local Plan 2031: Part 1 (LPP1) was adopted in December 2016. It sets the overall development strategy for the district for the period to 2031. It includes strategic policies as well as locations for strategic housing and employment sites. It also provides the policy context for Neighbourhood Development Plans<sup>4</sup>.

2.8 Chapter 4, of LPP1, sets out the spatial strategy for the district, which is called “Building on our strengths”. It shows where new homes will be built, where opportunities to provide new jobs will be created and where new infrastructure and services will be required. The three main strands to the spatial strategy are:

- focus sustainable growth within the Science Vale area
- reinforce the service centre roles of the main settlements across the district, and
- promote thriving villages and rural communities whilst safeguarding the countryside and village character.

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<sup>4</sup> Vale of White Horse District Council (2016) Vale of White Horse Local Plan 2031 Part 1: Strategic Sites and Policies, available at: <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites>

- 2.9 Core Policy 4 sets the spatial strategy for housing deliver in the plan period. It demonstrates that the majority of the housing needs for the district have been met through existing completions, known commitments and strategic allocations. It identifies a figure of 1,000 dwellings to be addressed through LPP2, but notes that this figure will be reduced where dwellings are allocated in Neighbourhood Development Plans or come forward through the Development Management Process.
- 2.10 Core Policy 2 sets a clear approach for how the district will address unmet housing need arising from other Oxfordshire authorities in the plan period. It states:

*“To ensure Oxford’s unmet need is addressed, the Council will allocate sites to contribute towards Oxford’s unmet housing need within the Local Plan 2031: Part 2, to be submitted to the Secretary of State, within two years of adoption of the Local Plan 2031: Part 1. This will ensure that unmet need is considered and planned for in a timely manner and is tested through a robust plan-making process in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) Environmental Assessment of Plans and Programmes Regulations and the Habitats Regulations Assessment (HRA).<sup>5</sup>*

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

- 2.11 The memorandum of co-operation was agreed and signed by the leaders of five of the six local authorities in Oxfordshire at a meeting held on the 26 September 2016<sup>6</sup>. The memorandum sets out how much of the unmet housing need from Oxford City is to be apportioned among the four district councils and Oxford City Council.
- 2.12 For the Vale of White Horse District Council, the agreed proportion was 2,200 dwellings. This figure forms the agreed quantum of unmet housing need to be addressed through LPP2, as set out in Core Policy 2 and subject to the plan making process.

***Oxford Spatial Options Assessment 2016***

- 2.13 The Oxfordshire Growth Board commissioned a study in December 2015 to carry out a spatial options assessment for meeting the City of Oxford’s unmet housing need up to 2031. The purpose of this work was to ‘inform’ the Growth Board’s decision concerning how Oxford’s unmet need would be apportioned between the neighbouring districts.

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<sup>5</sup> Vale of White Horse District Council (2016) Vale of White Horse Local Plan 2031 Part 1: Strategic Sites and Policies, Core Policy 2, available at: <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites>

<sup>6</sup><https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/MemorandumofCooperartion.pdf>

- 2.14 The Study makes clear that it does not ‘make specific recommendations about which option should or should not be taken forward’ and that ‘it will be the role of subsequent Local Plan reviews to allocate specific development sites’<sup>7</sup>.
- 2.15 The Oxfordshire Growth Board agreed, in September 2016, the apportionment for unmet need and Core Policy 2 (set out within the Part 1 plan) provides the approach to be taken by the Vale of White District to address the agreed quantum of unmet housing need for Oxford to be addressed within the Vale (discussed earlier in this section). It is important, for example, that addressing the Vale’s apportionment of unmet need is tested through a robust plan making process in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) Environmental Assessment of Plans and Programmes Regulations, and the Habitats Regulations Assessment (HRA).
- 2.16 On this basis, the role of the Spatial Options Assessment, undertaken for the Growth Board, is simply to inform the preparation of Local Plan 2031: Part 2 with potential development sites to be considered alongside other potential site options.
- 2.17 The Spatial Options Assessment considered ten sites located within the Vale of White Horse. Three of these sites were assigned a green RAG status, two were assigned an amber RAG status and five a red RAG status. All ten of these sites were fed into the Vale site selection process and considered alongside other potential development site options.

### **3.0 SITE SELECTION METHODOLOGY**

- 3.1 The work undertaken to identify development sites for inclusion in the Local Plan 2031: Part 1 provides an up-to-date baseline for identifying sites for inclusion in LPP2. The LPP1 evidence has provided a starting point for the site selection process informing LPP2. This section of the Topic Paper briefly summarises our methodology.
- 3.2 Our methodology is based on the approach taken to inform LPP1 and follows a five stage process (Table 3.1).

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<sup>7</sup> LUC (2016) Oxford Spatial Options Assessment, available at: <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/OxfordSpatialOptionsFinalReport.pdf>

**Table 3.1: Site Selection Methodology**

<b>Stage</b>	<b>Description of process</b>
<b>Stage 1</b>	<b>Identification of potential sites</b> <ul style="list-style-type: none"> <li>• Informed by Housing and Economic Land Availability Assessment (HELAA) update - HELAA is an update to the SHLAA prepared as part of the evidence informing site allocations in LPP1.</li> </ul>
<b>Stage 2</b>	<b>Initial Desk Top Assessment</b> <ul style="list-style-type: none"> <li>• Site size threshold <ul style="list-style-type: none"> <li>i. greater than 200 homes</li> <li>ii. greater than 50 homes and less than 200 homes</li> </ul> </li> <li>• Exclusion of sites with planning permission</li> </ul>
<b>Stage 3</b>	<b>Identify Long-List Options</b> <ul style="list-style-type: none"> <li>• Detailed desktop assessment of constraints</li> <li>• Identify potential opportunities for sites</li> </ul>
<b>Stage 4</b>	<b>Detailed evidence testing, informal consultation and sustainability appraisal</b> <ul style="list-style-type: none"> <li>• Landscape Capacity Study</li> <li>• Transport Modelling</li> <li>• Water Cycle Study (update to existing)</li> <li>• Strategic Flood Risk Assessment (SFRA)</li> <li>• Viability Assessment</li> <li>• Landscape Character Assessment</li> <li>• Informal consultation with prescribed bodies, key stakeholders and infrastructure providers</li> <li>• Sustainability Appraisal (SA)</li> <li>• Habitat Regulations Assessment (HRA)</li> </ul>
<b>Stage 5</b>	<b>Identification of “Preferred Options”</b> <ul style="list-style-type: none"> <li>• To fully meet the Vale’s objectively assessed housing need.</li> <li>• To fully meet the agreed quantum of unmet housing need for Oxford to be addressed within the Vale</li> <li>• To support the Councils ‘spatial strategy’ to support Science Vale and assist with delivering strategic infrastructure and</li> <li>• To include sites capable of delivering homes in the first five years identified to contribute towards the five year housing land supply.</li> </ul>

## STAGE 1: IDENTIFICATION OF POTENTIAL SITES – THE HELAA

3.3 A Housing and Economic Land Availability Assessment (HELAA) is required in the earliest stages of the plan-making process. Its purpose is to identify sites that may be available in the district to meet current and future needs. Sites are assessed for their potential suitability, availability, and achievability in accordance with national guidance<sup>8</sup>.

3.4 It is important to note that the HELAA does not include detailed assessment of site constraints and identification within the HELAA does not mean sites are necessarily suitable for allocation within the local plan.

<sup>8</sup> Government’s Guidance is available at:  
<http://planningguidance.communities.gov.uk/blog/guidance/housing-and-economic-land-availability-assessment/>

- 3.5 The HELAA identifies approximately 420 sites of various sizes in locations across the district that could accommodate development. The sites identified in the HELAA provided the starting point for the site selection process<sup>9</sup>.

## STAGE 2: INITIAL DESK TOP ASSESSMENT

- 3.6 Sites identified in the HELAA were subject to a desktop assessment in the context of LPP2 and the objectives for the Part 2 plan. This desktop assessment also considered site constraints in more detail. The aim of this stage was to identify large sites (capable of accommodating 200 dwellings) to be subject to a more detailed stage of testing (Stage 3).

### ***Oxford City's Unmet Housing Need***

- 3.7 The agreed apportionment for the quantum of Oxford's unmet housing need to be met within the Vale of White Horse is 2,200 dwellings for the period up to 2031.
- 3.8 Local Plan 2031 Part 1 (Core Policy 2) states that:
- “whilst the Local Plan 2031: Part 1 is in preparation, the Council's housing requirement will be 20,560. However, if the Part 2 plan is not adopted within two years of the adoption of the Local Plan 2031: Part 1, then from that time until the adoption of the Part 2 plan, the Council's housing requirement will be 20,560 plus the agreed quantum of Oxford's unmet housing need to be addressed within the Vale of White Horse”*
- 3.9 On this basis, the Vale of White Horse housing requirement, on adoption of the Vale of White Horse Local Plan 2031: Part 2, or from two years after adoption of Local Plan 2031: Part 1, whichever is sooner, will be at least 22,760 dwellings, subject to the plan making process.
- 3.10 The starting assumption is that an additional 2,200 homes should be added to the Abingdon-on-Thames and Oxford Fringe Sub-Area. This area is closest to and has the most frequent and reliable public transport linkages to Oxford. However, Local Plan 2031: Part 1, already identifies land for strategic housing on a range of sites close to, and easily accessible to Oxford. These sites include those located to the north and north-west of Abingdon-on-Thames and at the larger villages of Kennington (within Radley parish) and Radley. These are suitable locations for development in the Vale, with comparatively high levels of services and facilities, good public transport connectivity with opportunities for improvement and good access to a wide range of employment.
- 3.11 It is the case that whilst the sites listed above are allocated within the Part 1 plan with the primary intention of meeting the Vale's own objectively assessed

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<sup>9</sup> The HELAA is a separate evidence base supporting the current consultation and is available to view online at: <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/housin-0>

need for housing, the sites are also well located to provide for Oxford's unmet housing need. Housing on these sites would be just as much available to those people falling into the category of Oxford's need as to those of the Vale. The Planning Inspector's Report of the Examination into the Part 1 plan states:

*"in reality, it would be all but impossible to determine if a potential occupier of this housing (Part 1 allocations) represents a Vale or Oxford housing need".*

3.12 The Planning Inspector's Report of the Examination into the Part 1 plan also confirmed that Oxford City Council consider that these sites (listed above) are well-located to provide for their own unmet housing needs. In total, 1,510 dwellings are allocated in the Part 1 plan on four sites closest to Oxford at Abingdon-on-Thames, Kennington (within Radley Parish) and Radley.

3.13 Furthermore, the Inspector also recognised the potential role of housing allocated within the Part 1 plan within the South East Vale Sub-Area to help meet the unmet need for Oxford, stating for example:

*"whilst the Abingdon-on-Thames/ Oxford Fringe Sub-Area is closer to Oxford, it is true that more than 3,000 dwellings proposed in the South East Vale (the two Valley Park sites) would also be close to Didcot Station with its fast and frequent rail service to Oxford".*

3.14 On this basis, it is considered that the unmet need for Oxford to be addressed within the Vale, will be met by a combination of the Part 1 'strategic' allocations and the 'Part 2' additional allocations and so sites allocated within the Part 2 plan may be contributing as much to addressing the Vale 'objectively assessed need' as unmet need for Oxford.

### ***Other Housing Needs***

3.15 In addition to planning for the quantum of unmet housing need for Oxford, to be addressed within the Vale, the Council is also allocating additional housing to support the Council's objective to support the Science Vale area.

3.16 The Science Vale area houses a number of significant employment sites at Harwell Campus and Milton Park, and forms the southern end of the Oxfordshire 'Knowledge Spine'. Supporting the accelerated delivery of housing within Science Vale is a priority for the Oxfordshire LEP, along with delivering a comprehensive package of strategic infrastructure. Housing and infrastructure delivery will help to unlock the area's potential for economic growth and this forms a key strand of the Council's 'spatial strategy'.

3.17 As part of the examination of LPP1, the Inspector's Interim Findings (June 2016) deleted two strategic site allocations at Harwell Campus, which were proposed to deliver 1,400 homes. The Inspector went on to state that:

*"...the Council may wish to consider the need to allocate replacement sites in this area through the Part 2 plan."*

3.18 For these reasons, 1,400 additional homes are proposed to be allocated within the South East Vale Sub-Area within the Part 2 plan.

***Smaller housing site allocations***

3.19 The Local Plan 2031: Part 1 identified a housing requirement for allocation within the Part 2 plan for 1,000 dwellings. This figure is now subsumed by the additional allocations proposed by the Part 2 plan, i.e. to address unmet housing for Oxford (2,200 dwellings) and those that complement the ‘spatial strategy’ and support infrastructure delivery (1,400 dwellings).

3.20 However, small sites still play an important part in supporting housing delivery, as they are more likely to deliver quickly. Making provision for a range of sites, of different size and type, is therefore important and help to ensure a five year supply of housing land is maintained.

3.21 For this reason sites have been considered that are capable of accommodating at least 50 dwellings, but not more than 200 dwellings, in addition to considering all options for sites capable of accommodating over 200 dwellings.

***Employment needs***

3.22 Sufficient employment land has been allocated through LPP1 to meet the needs of the district for the plan period. The Inspector’s Report for LPP1 concluded that the district’s approach to employment provision is ‘soundly based’<sup>10</sup>. It is therefore unnecessary for LPP2 to allocate any additional employment sites.

**Table 3.2: Summary of Stage 2 – Initial Desk Top Assessment**

<b>Need</b>	<b>Area of search</b>	<b>Site Capacity</b>
Oxford’s un-met housing needs (2,200 dwellings)	Abingdon-on-Thames and Oxford Fringe Sub Area and South East Vale Sub-Area.	200 + dwellings
Science Vale (1,400 dwellings)	South East Vale Sub-Area.	200 + dwellings
Small Sites	Abingdon-on-Thames and Oxford Fringe Sub Area and South East Vale Sub-Area	50 + dwellings (less than 200)

<sup>10</sup> Vale of White Horse Local Plan 2031: Part 1 - Inspector’s Report (2016), Paragraph 69; available at: <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites>

- 3.23 The council excluded from assessment any sites that already had planning permission or where there was a resolution to grant permission subject to a section 106 agreement.

### STAGE 3: IDENTIFY LONG LIST OPTIONS

- 3.24 This stage considered the site options in relation to the 'spatial strategy', as set out in LPP1, and a desk top assessment of the sites in relation to a range of key constraints. This stage identified a long-list of 30 large sites (capable of accommodating at least 200 dwellings) for more detailed testing (Stage 4).
- 3.25 A desk top assessment was also undertaken for smaller sites (capable of accommodating more than 50 dwellings but less than 200 dwellings). This is discussed in more detail below.
- 3.26 The information collected for each site included:
- the planning history and surrounding land uses
  - whether areas of the site were within Flood Zones 2 and 3
  - whether the site is:
    - within or adjacent to the North Wessex Downs Area of Outstanding Natural Beauty (AONB)
    - greenfield land
    - within or adjacent to the Oxford Green Belt
    - within or adjacent to a Conservation Area
    - in proximity to a Listed Building
    - designated as a Historic Park or Garden
    - adjacent to an Ancient Monument
    - contains or adjacent to a County Wildlife Site
    - contains or adjacent to any national areas of special designation (e.g. Sites of Special Scientific Interest)
    - contains or adjacent to any other wildlife designations (e.g. Conservation Target Areas)
    - within or adjacent to archaeological constraints
    - safeguarded for mineral reserves
    - where airfield safeguarding zones apply
  - whether the site includes ancient woodland or community forest
  - whether the site contains high quality agricultural land
  - additional physical constraints identified through site visits (e.g. pylons)
  - area of site within gas pipeline consultation area
  - whether it is likely to be possible to provide access to the site
  - the level of facilities and services available, as identified through the Town and Village Facilities Study 2014 update, and

## STAGE 4: DETAILED EVIDENCE TESTING, INFORMAL CONSULTATION AND SUSTAINABILITY APPRAISAL

- 3.27 Stage 3, described above, enabled the identified of a short-list of 30 sites, which were then subject to more detailed testing, informal consultation with key stakeholders, including Oxfordshire County Council, and Sustainability Appraisal. A summary of this assessment for each site is set out in **Appendix A**.
- 3.28 The council undertook informal consultation with infrastructure providers and key stakeholders to identify any potential issues or ‘showstoppers’, which may prevent any of the sites being allocated for development. This included consultation with the Environment Agency, Natural England, English Heritage, Thames Water and Oxfordshire County Council.
- 3.29 Throughout the site selection process, the council worked with the consultants AECOM to ensure the site options were also tested through Sustainability Appraisal (SA). The SA helped to identify both positive and negative impacts of developing the sites under consideration.
- 3.30 A Habitats Regulations Assessment (HRA) was also prepared to identify if any aspects of the plan, including development sites, may have a likely significant effect on any designated European sites.
- 3.31 The council also commissioned a series of evidence base studies to establish the potential planning, economic, environmental and social constraints relating to the district and potential development sites (**Table 3.1**). These studies contributed towards ensuring the council had a robust and credible evidence base to support the strategic housing site allocations. They also highlight any mitigation and/or compensation measures likely to be required as part of any future development.
- 3.32 The Stage 4 process was carried in two parts. The detailed assessment, described above, allowed ‘reasonable alternatives’ to be identified (**Table 3.3**) that consisted of the most suitable and sustainable site options overall. Three options were developed to test how the identified sites could be brought forward and allowed cumulative impact and the interaction between the different sites to be considered. For example, it is important to understand the highway impact of the potential site package in totality, or to understand if there are landscape or ecological impacts from developing more than one site that lie in proximity to each other.
- 3.33 The options ranged from a small number of larger sites to a larger number of smaller sites. This ensured different approaches to housing delivery were tested, along with reasonable options for how different sites may come forward. Some of the ‘smaller’ sites were not defined at this stage and were considered in the context of an ‘area of search’ approach to selected settlements. Work was undertaken in parallel to assess the suitability of smaller sites.

**Table 3.3: Site scenarios for detailed options testing**

Site/Broad Location	Option 1	Option 2	Option 3
Dalton Barracks (Shippon)	1,350*	525*	200*
East of Kingston Bagpuize with Southmoor	600	600	600
North of Marcham	250	250	250
South of Abingdon		525*	200*
East Hanney (smaller site)		150	150
Steventon (smaller site)		150	150
Kingston Bagpuize with Southmoor (smaller sites elsewhere in the settlement)			350
Cumnor (smaller site)			150
Wootton (smaller site)			150
Site/Broad Location	Option 1	Option 2	Option 3
Harwell Campus	1,000*	400*	250*
Milton Heights	250	550	
Rowstock			700
North West of Grove			0*
Harwell Village (smaller site)	150	150	150
Western Vale (smaller sites)		300	300

\* denotes sites which would be expected to deliver more housing after the plan period (2031)

- 3.34 Draft site development requirements (or ‘templates’) were also consulted on at this stage. These contained the initial requirements that the council considered were necessary to ensure the effective masterplanning of the site alongside the delivery of key infrastructure, services and facilities, should it be allocated in LPP2. The draft templates were developed following feedback received from the first informal consultation and their purpose at this stage was to ensure that no important requirements were missed.
- 3.35 The templates will continue to be refined and updated throughout the plan making process, including being informed by responses to the Preferred Options consultation, to inform the Publication stage in the autumn of 2017.
- 3.36 The second informal consultation yielded a number of additional responses which were considered prior to the “Preferred Options” package of sites being recommended. The key issues arising through evidence gathering and the two informal consultations have been summarised in proformas for each of the thirty sites and are included in **Appendix A** of this topic paper.

## NON-STRATEGIC ‘SMALLER’ SITE SELECTION

- 3.37 A desktop study considering smaller sites (capable of accommodating at least 50 dwellings but not more than 200 dwellings) across the district was undertaken as part of the site selection process informing potential LPP2 allocations. Any sites smaller than those capable of accommodating 50 dwellings are thought to be more appropriate for consideration through the neighbourhood planning process.

- 3.38 A brief summary is provided below on the shortlisting process undertaken for small sites. A summary of the assessment of shortlisted sites is shown by **Appendix B**.

Sites were omitted from assessment where:

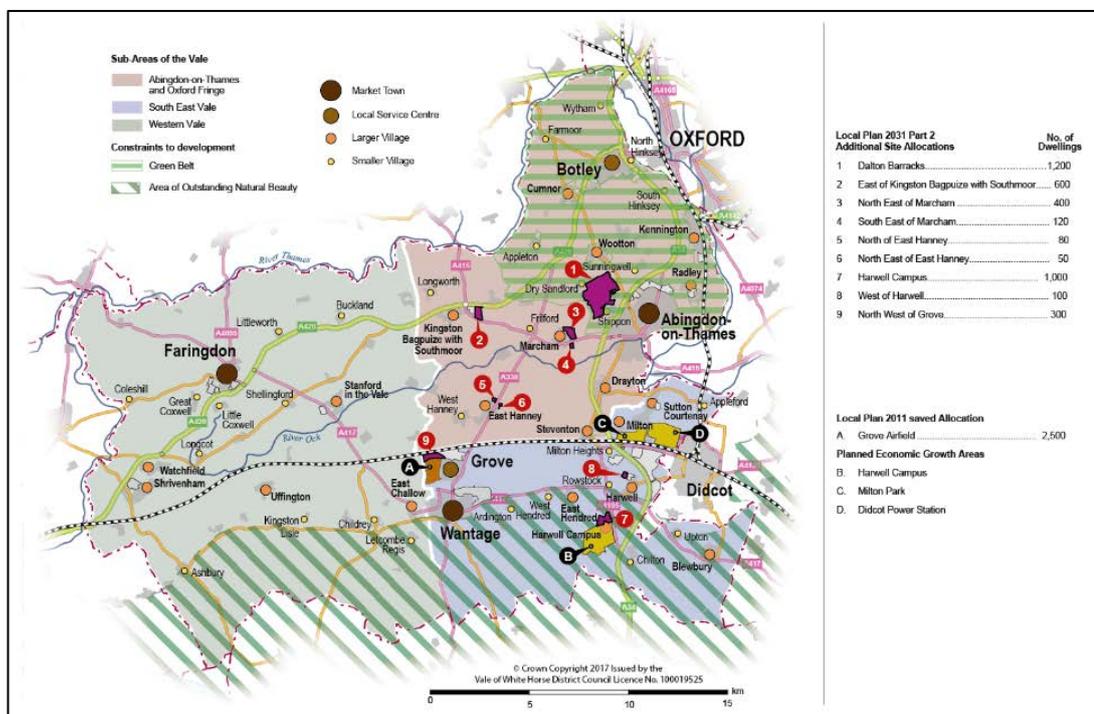
- they were already being considered as part of the assessment of larger sites
- they were not capable of accommodating at least 50 dwellings
- if the sites were already excluded from earlier site assessment stages (e.g. located in flood zones)
- if located in smaller villages or the open countryside

## STAGE 5: IDENTIFICATION OF PREFERRED SITE OPTIONS

- 3.39 Sites were identified as 'preferred options' for the purposes of formal consultation, allowing a wider range of individuals and stakeholders to comment on the proposed sites, and to propose alternatives, as appropriate. The preferred options were selected based on the information collected through Stages 1 to 4 of the site assessment methodology.

## 4.0 RECOMMENDATIONS

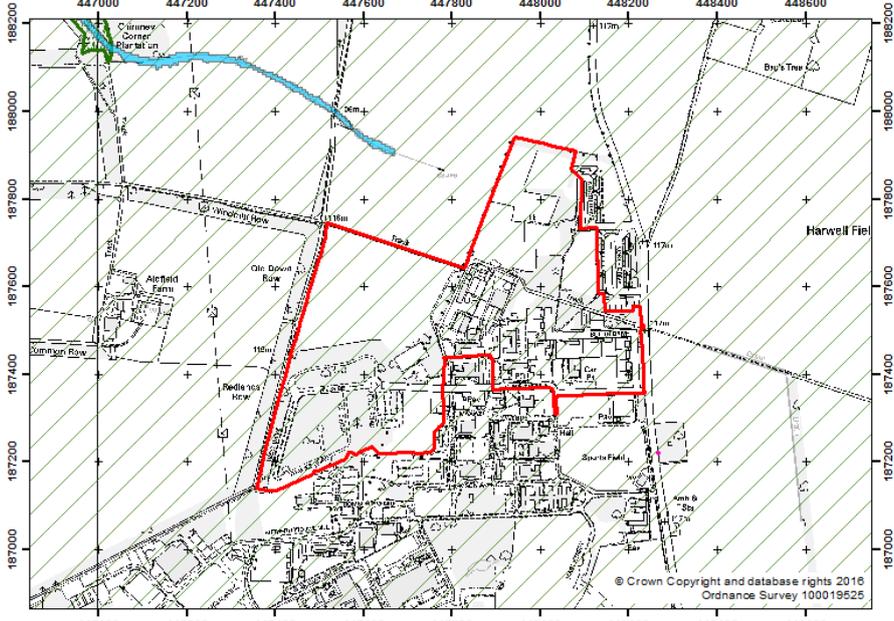
- 4.1 This paper summarises the process we have followed to identify additional development sites for allocation within the Preferred Options version of the Local Plan 2031: Part 2 – Detailed Policies and Additional Sites.
- 4.2 A comprehensive selection process has been followed, informed by detailed evidence, analysis and informal consultation with key stakeholders. A summary of how each of the sites tested in detail have been considered is set out by Appendices A and B.
- 4.3 The Preferred Options version of the Local Plan 2031: Part 2 consists of 9 preferred additional sites (**Figure 1**).



**Figure 1: Preferred additional sites for Preferred Options version of the Local Plan 2031 Part 2**

- 4.4 The approach to site allocation is fully consistent with the plan ‘spatial strategy’, is focused on addressing the agreed quantum of unmet housing need for Oxford to be met within the Vale, supporting growth and infrastructure delivery within the Science Vale area and supporting housing delivery. The Council considers that, taken together, the sites comprise a sustainable approach to meeting the housing need for the district (including unmet need) in full.
- 4.5 In identifying the preferred sites the Council has also sought to ensure that we can maintain a five year housing land supply. The site package includes sites of varying size, type and geographical location that can contribute to housing delivery in the first five years of the plan and beyond.

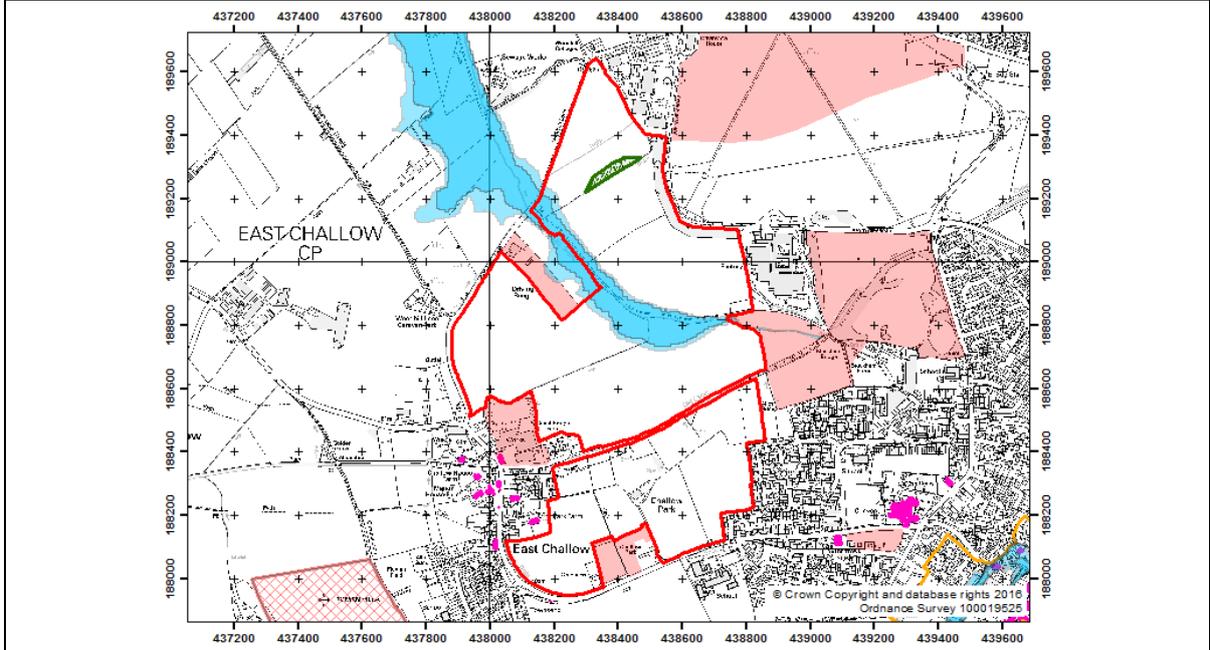
# APPENDIX A: SHORTLISTED STRATEGIC SITE PROFORMAS

Site: 1 HASC_A	Harwell Campus	
		
	<p><b>Description:</b> Part developed, part undeveloped land at Harwell Campus, bounded to the north, east and west by agricultural land, and to the south by the Harwell Campus employment allocation.</p> <p><b>Maximum Capacity -</b> Up to 850 dwellings (1,000 @ higher density ~30dph)</p>	
<p><b>Landscape</b></p>	<ul style="list-style-type: none"> <li>• A partially brownfield site within the AONB, 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>	
<p><b>Flooding</b></p>	<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>	
<p><b>Ecology</b></p>	<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>	
<p><b>Historic Environment</b></p>	<ul style="list-style-type: none"> <li>• No archaeological constraints, but within an area of known potential.</li> </ul>	
<p><b>Transport Impact (incl. public transport)</b></p>	<ul style="list-style-type: none"> <li>• There are capacity issues on the wider strategic network. 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.</li> </ul>	

	<ul style="list-style-type: none"> <li>•Development would enable a very high proportion of residents to walk to work, and an excellent bus service connects the Campus to Didcot / Milton Park / Abingdon and Oxford. The bus stop (Harwell Campus Bus Station) is well beyond 400m distant, but there is potential for a new stop in very close proximity to the site (and the service will benefit from a more balanced demand across the day). Also, National Cycle Network route 544 passes through the site, linking to Didcot and Wantage (improvements required).</li> </ul>
<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 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 primary 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 an employment allocation, and it is also important to note that the southern half is a nationally designated Enterprise Zone. However, the loss employment land in this location is acceptable, given the quantity of available employment land elsewhere 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:</b> Site is proposed for allocation of around 1,000 dwellings, subject to masterplanning	<p><b>Reasons:</b> 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</p>

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.

**Site 2 EACH\_A** **West of Wantage**



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

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

**Landscape**

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

**Flooding**

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

**Ecology**

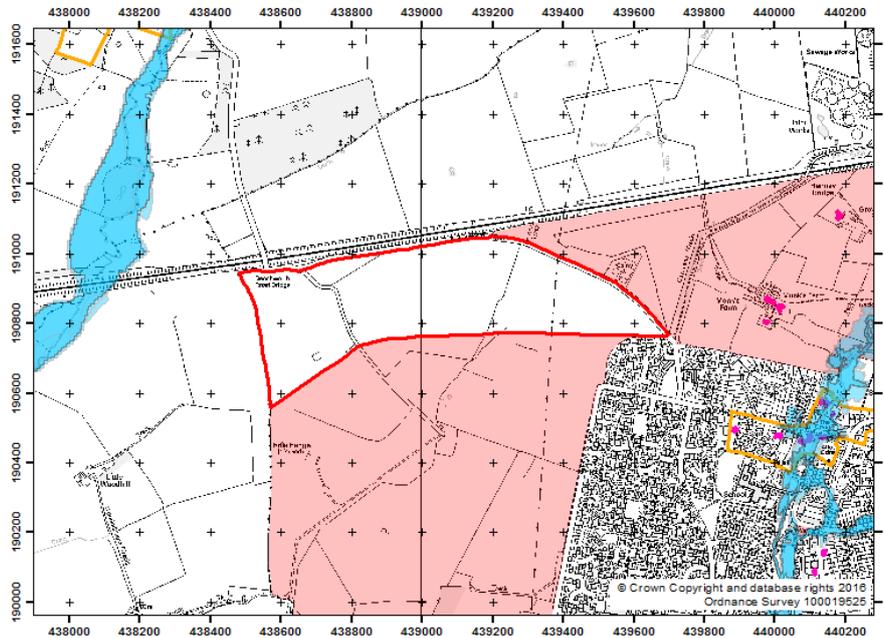
- The disused Wilts and Berks canal has been identified as a locally important wildlife corridor, and is known to be associated with protected species (Great Crested Newts). There could be opportunities for habitat enhancement, recognising that habitat may come under pressure in the future as part of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

<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 development of this site could assist with. Any restoration would need to have regard to the ecological constraints identified above.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>•Comprehensive redevelopment of the site could deliver the Wantage western link road, and growth in this location would likely require it.</li> <li>•Wantage is located at the western extent of the Science Vale 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> <li>•The site is some way distant from the centre of Wantage, where bus services currently operate from. 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 to East Challow.</li> </ul>

<p><b>Recommendation:</b> Site is not proposed for allocation.</p>	<p><b>Reasons:</b> The provision of a new Wantage western link road would provide additional relief to congestion in the area, but is not considered a requirement in this plan period. No detailed feasibility work has been undertaken on how such a road could be delivered although it is extremely unlikely development on this site could fully fund the road and no other funding is currently available. The area is sensitive in landscape terms, it is particularly important the open gap between East Challow, Wantage and Grove is maintained.</p> <p>The landscape sensitivity of the area also limits the development potential of the site and it is unclear how development would be master planned, it wouldn't form part of any existing settlement, being separate from Wantage, Grove and East Challow.</p> <p>Wantage and Grove is already the location of substantial development and it is considered more appropriate for any longer term potential for future development to the west of Wantage to be considered through a future local plan update.</p>
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**SITE 3  
GROV\_A**

**North West of Grove**



**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.

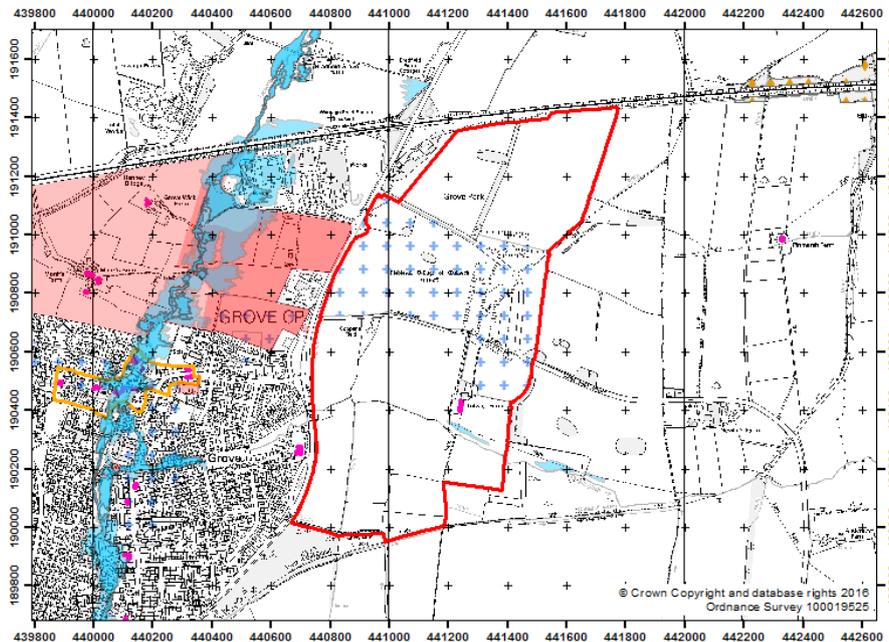
**Maximum Capacity –**  
Up to 700 dwellings

<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>• The North East Grove Site would enable the completion 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> <li>• The system is above capacity, is unable to 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>•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>
<b>Recommendation:</b> Site is proposed for allocation for around 300 dwellings up to 2031, with the potential for an additional 400 after 2031.	<b>Reasons:</b> 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 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.

**SITE 4  
GROV\_B**

**East of Grove**



**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.

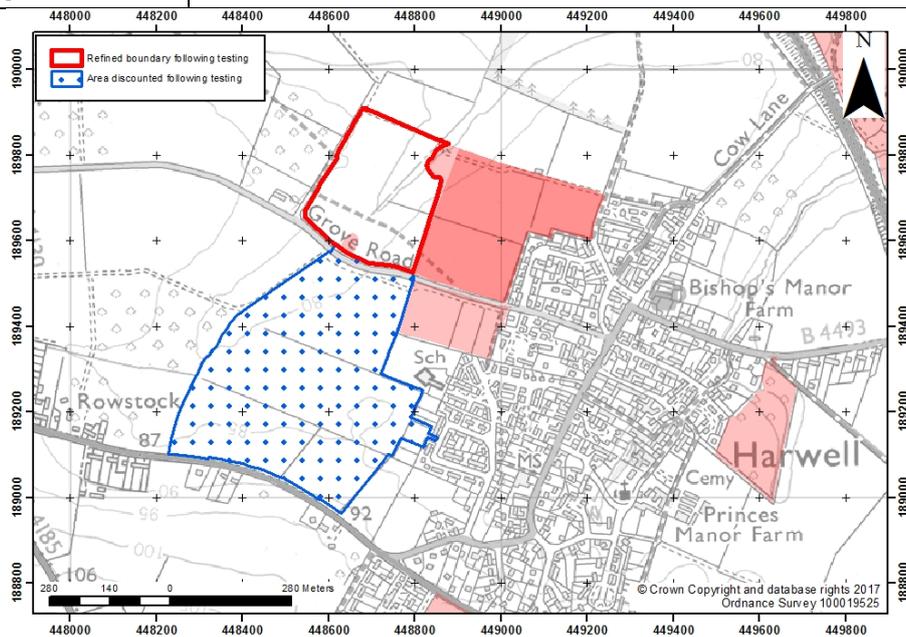
**Maximum Capacity –**  
Up to 1,500 until 2031.  
Capacity for an additional 800 after 2031.

<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 cartshed. 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). The North East Grove Site would enable the completion of Grove Northern Link Road, and could also potentially provide land for a new rail station. Large scale development could conceivably support significant cycle infrastructure, enabling better cycling east towards Science Vale.</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 'break the barrier' of the A338.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>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.</li> <li>A number of other large allocations already existing to the west, including Monks Farm and Grove Airfield, and Crab Hill further south. It is considered more appropriate to consider the longer term potential for development at Grove through a future local plan review.</li> </ul>

**SITE 5  
HARW\_A**

**West of Harwell Village**



**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.

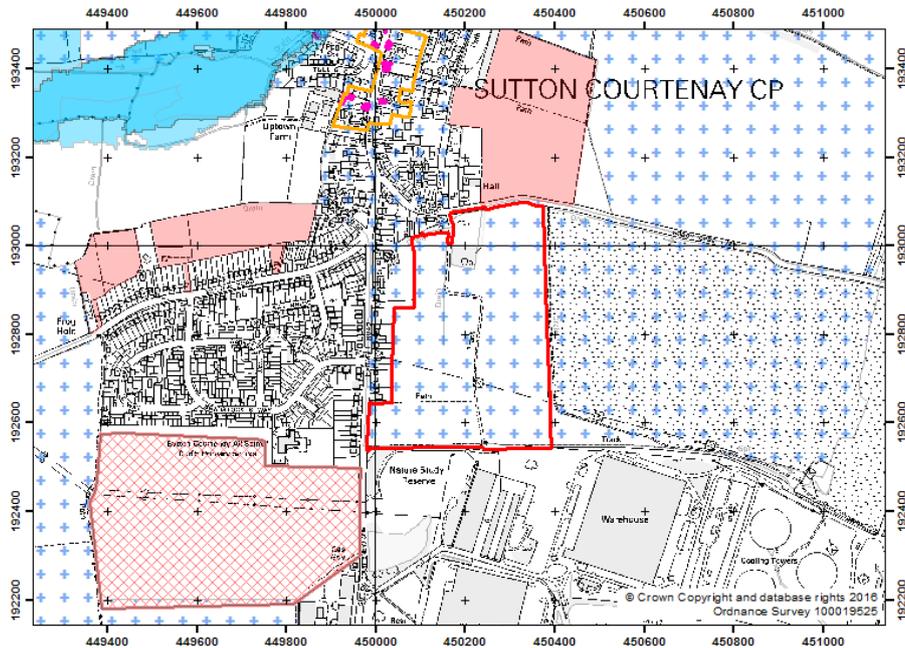
**Maximum Capacity –**  
Up to 100 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•The majority of this site is constrained by the adjacent AONB, 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.</li> <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</li> </ul>

	Wantage / Harwell Campus; however, the site is beyond 400m of the existing service.
<b>Access</b>	<ul style="list-style-type: none"> <li>• There are issues with taking access from Grove Road. The larger site could be accessed via the A417 to the south. A smaller site to the north could be accessed via the existing strategic allocation to the east.</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>• 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>
<b>Recommendation:</b> Part of the larger site north of Grove Road is allocated for around 100 dwellings.	<ul style="list-style-type: none"> <li>• Harwell Village is a highly sustainable larger village with good services and facilities with excellent public transport connectivity.</li> <li>• 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.</li> <li>• Road access to the historic centre of the village is constrained although cycling and walking connections could be provided through the adjoining site.</li> </ul>

**SITE 6  
SUTC\_A**

**South East of Sutton Courtenay**



**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.

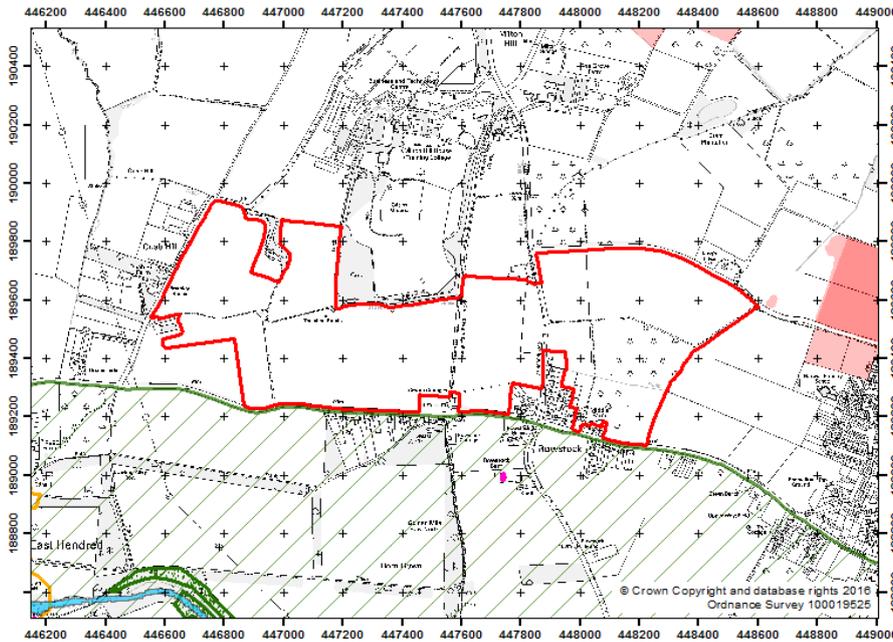
**Maximum Capacity –**  
Up to 440 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Performs the important function of a landscape gap between Sutton Courtenay and Didcot.</li> <li>• Proximity of the Thames Path National Trail potentially leads to sensitivities.</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; ref paragraph 139 of the NPPF).</li> <li>• Potentially contributes to the setting of the Conservation Area.</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 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> <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 dual 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>
<b>Recommendation:</b> Site is not proposed for allocation	<ul style="list-style-type: none"> <li>• The site is located to the south of Sutton Courtenay, and is immediately adjacent to the strategic employment site of Milton Park. However, because of this, the site currently plays an important role of retaining a key open gap between the village and employment site.</li> <li>• Development of this site would result in coalescence, effectively merging the village with the wider development area of Didcot.</li> </ul>

**SITE 7  
ROWS\_A**

**Rowstock**



**Description:** Agricultural land adjoining the settlement of Rowstock. The site is predominantly bounded by agricultural land on all sites, with the A417 and AONB to the south of the site.

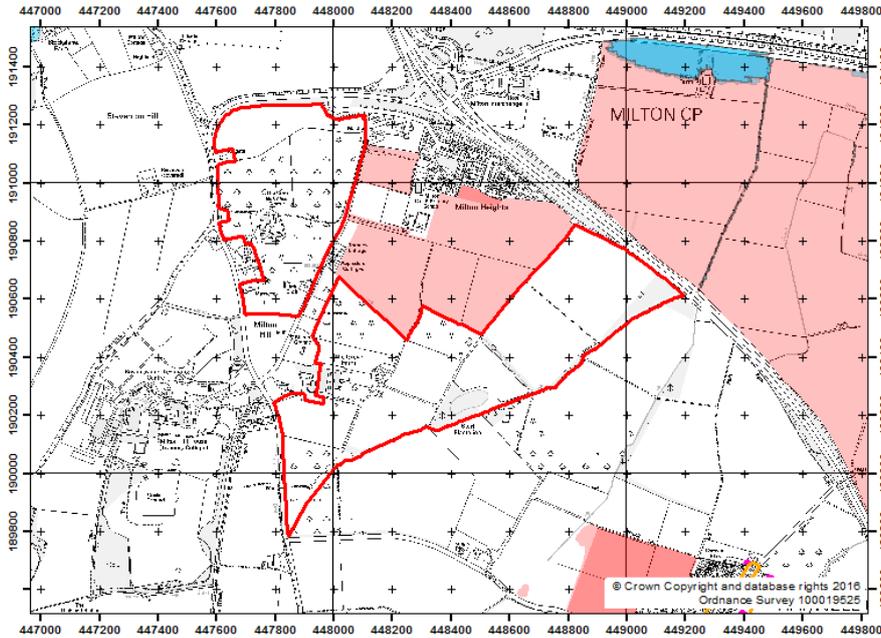
**Maximum Capacity -** Up to 1,500 until 2031. Capacity for an additional 600 after 2031.

<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; plus there is the issue of coalescence with Harwell.</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>• 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>• Rowstock is a smaller village, with limited existing facilities; however, Rowstock lies on the bus route between Didcot and Wantage / Harwell Campus. 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> </ul>

	<ul style="list-style-type: none"> <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 / 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:</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.

**SITE 8  
MIHE\_A**

**Milton Heights**



**Description:** Two areas of predominantly agricultural land with some orchards in the area to the north west. Site includes the 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.

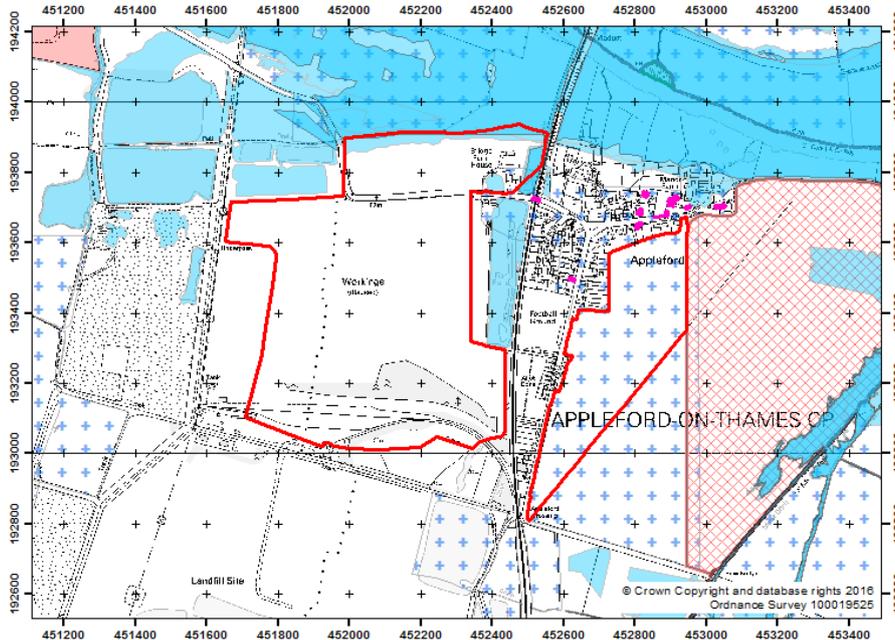
**Maximum Capacity -** Up to 1,500 until 2031. Capacity for an additional 400 after 2031.

<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>•To the west is well established orchard.</li> <li>•There remains the potential to masterplan Milton Heights expansion as a whole.</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>•Traditional Orchard priority habitat to the west of the existing settlement.</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 a smaller village 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, if good access can be secured. There is an existing LPP1 commitment, and further growth could potentially secure delivery of services/facilities and infrastructure upgrades. Options could include a pedestrian/cycle link over A34, and potentially even a bus bridge.</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 existing access at Grove Farm could be used to provide a secondary road link.</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 proposed 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, if good access can be secured. There is an existing LPP1 commitment, and further growth could potentially be masterplanned in conjunction, helping to secure delivery of services/facilities and infrastructure. Options could include a pedestrian/cycle link over A34, and potentially even a bus only bridge.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>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.</li> </ul>

**SITE 9  
APPF\_A**

**Appleford**



**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.

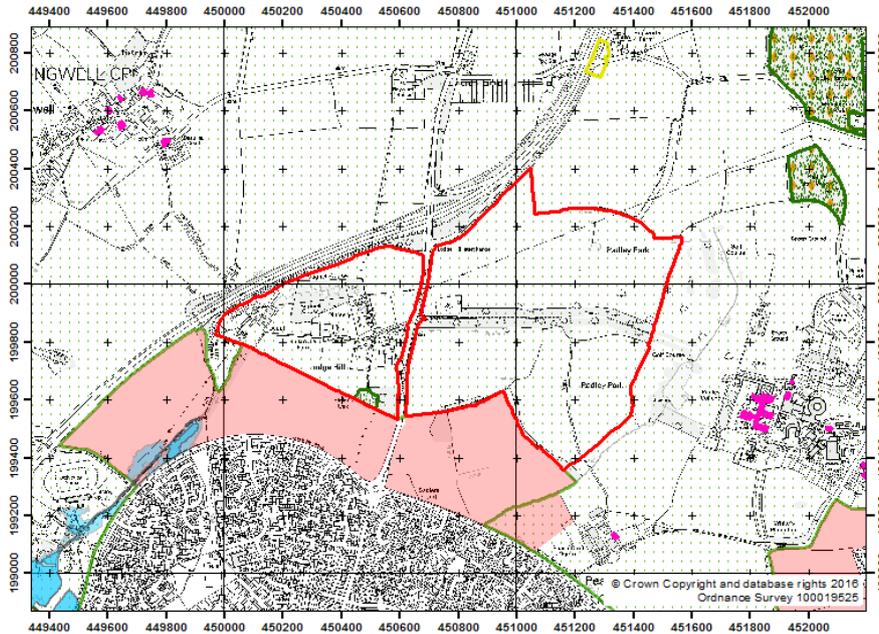
**Maximum Capacity – Up to 1,500 dwellings**

<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 sensitivities 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>•Water quality effects on Little Wittenham SAC are a consideration.</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 north and abuts the Settlement site SE of 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, well located for employment areas in Didcot, Milton Park and (subject to road) Culham. Appleton station currently has a limited rail service with little scope for improvements (recognising that Culham is in competition for an improved service). One part of site on possible alignments of new Culham crossing road; therefore could offer good access and funding possibilities.</li> <li>•It is likely that significant upgrades would be required to the B4016 to accommodate a large scale allocation 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> </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>•Significant development would require the provision of a new primary school.</li> <li>•Development would contribute towards need for additional places in Didcot and/or Abingdon</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; '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 road) Culham. Appleton station currently has a limited rail service with little scope for improvements. Contaminated land is a major constraint, and thought prohibitive.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>•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 features which restrict the potential of this site considerably.</li> </ul>

**SITE 10  
ABIG\_A**

**North Abingdon-on-Thames**



**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.

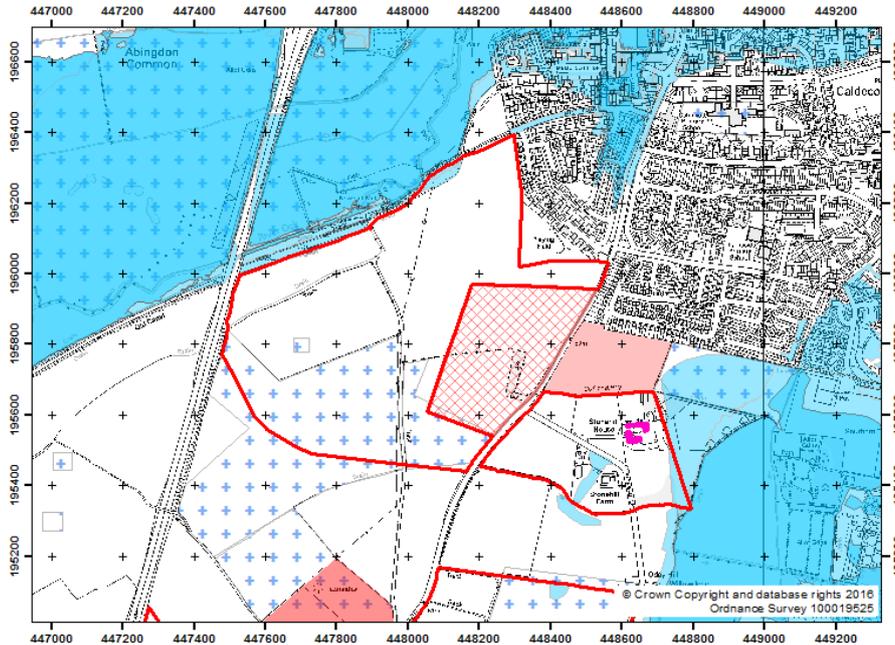
**Maximum Capacity -** Up to 1,500 until 2031. Capacity for an additional 500 after 2031.

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• High value landscape in a prominent Green Belt location, with some views of Oxford City on higher ground.</li> <li>• Site contributes strongly to Green Belt purposes and would lead to intervisibility between Oxford and Abingdon.</li> <li>• The site to the south has already been subject to masterplanning, with a strong defensible GB boundary, resulting in challenges in respect of 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, which is not designated but could possibly be a Capability Brown landscape.</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 is identified as a 'green belt' site in the Oxfordshire Growth Board (OGB) Spatial Options Report (LUC, 2016), largely on the basis of transport considerations. The site is at least 3km distant from</li> </ul>

	Abingdon Town Centre, and adjacent A34 northbound is well over capacity; however, development would be adjacent to the proposed Lodge Hill Park and Ride (P&R). There are opportunities for improvements to the cycling network towards Oxford, Abingdon 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 impacts to bus services.</li> <li>• There may be potential for access to be provided via the Local Plan 2031 Part 1 allocation to the south.</li> </ul>
<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>• Drains to Abingdon 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>• As the existing Abingdon secondary schools have limited physical scope to expand, a new school close to Abingdon is expected to become necessary to meet the needs of both Local Plan growth and Oxford Unmet Need growth. The location of this school will need to be informed by cumulative growth pressures.</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; Contaminated land (site is partly occupied by a road haulage business and garage and lies adjacent to a former rifle range)</li> </ul>
<b>Sustainability Appraisal</b>	<ul style="list-style-type: none"> <li>• Close to Oxford, however, this site is distant from the town centre. This is a sensitive location within the Green Belt, given topography, Radley Park and nearby Radley College.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• The site is in a relatively sustainable location, although is not located 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.</li> </ul>

**SITE 11  
ABIG\_B**

**South of Abingdon**



**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 agricultural land to the north west, south and east.

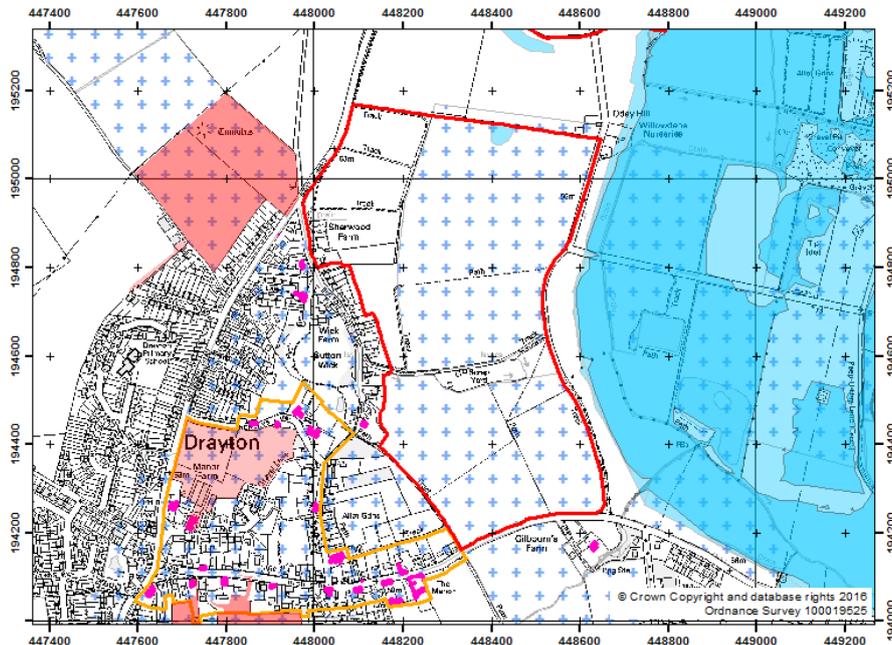
**Maximum Capacity -**  
Up to 1,500 dwellings

<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 and Drayton. A southern bypass could provide a well-defined new boundary.</li> <li>• Could be challenges in respect of integrating with existing built form / integrating with the town.</li> <li>• Thames Path National Trail sensitivities 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. When consulted on this site in 2013 HE commented 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; and concluded 'significant reservations'.</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 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 Town Centre (closer than the northern edge of Abingdon). A South Abingdon bypass, linking to the A415 at Culham, could form part of a wider scheme 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 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 – both in the Vale 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, 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 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; however, traffic is a major issue along this road corridor, and Abingdon 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 and Drayton.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>•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 bypass.</li> <li>•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.</li> </ul>

**SITE 12  
DRAY\_A**

**North East of Drayton**



**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.

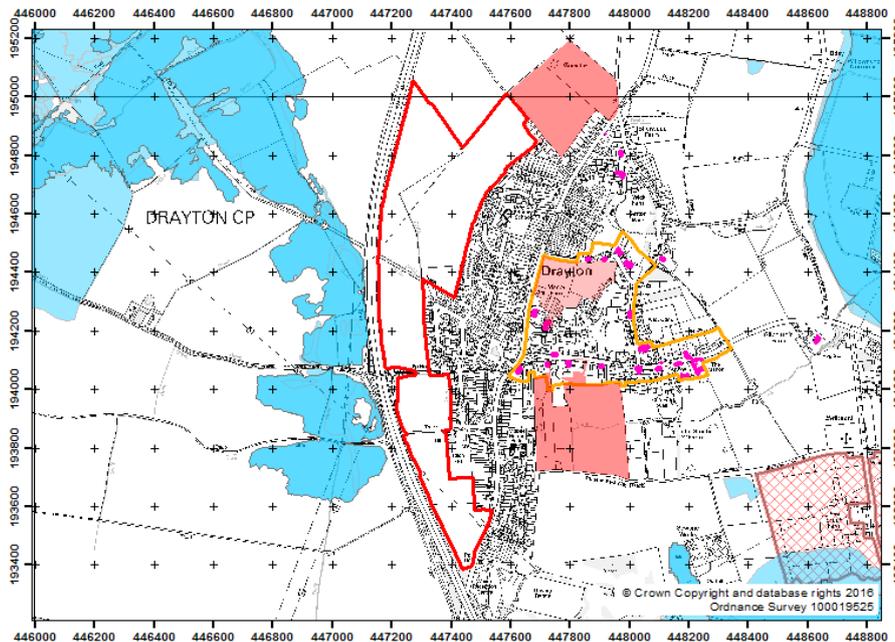
**Maximum Capacity - Up to 1,050 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Open landscape with numerous rights of way.</li> <li>• 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 of the grade II The Cottage.</li> <li>• Non-scheduled archaeological interest.</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. 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> </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</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>•Drayton Primary School is currently expanding to 1 form entry, and does not have sufficient site area 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 – both in the Vale 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, 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 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. This site abuts the Drayton Conservation Area, and lies as within a sensitive landscape.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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 site, of which there is currently no viable solution. Significant development at Drayton could only be supported if funded is provided for a South Abingdon bypass.</li> </ul>

**SITE 13  
DRAY\_B**

**West of Drayton**



**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.

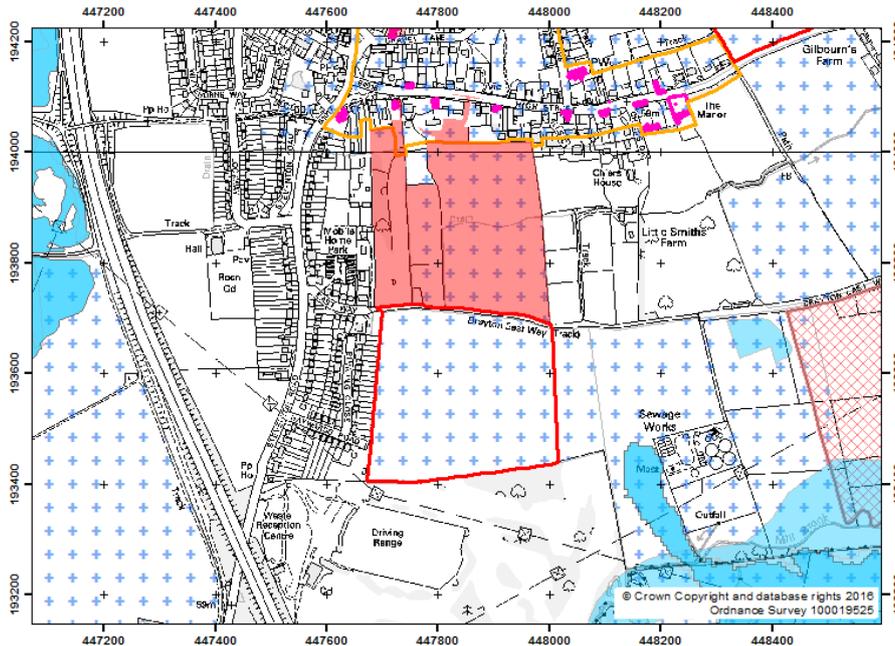
**Maximum Capacity - Up to 850 dwellings**

<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. 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. Parts of this site are located within 400m of the existing bus stop in Drayton centre.</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• It would be difficult to identify how access could be provided for a large scale development to the west of Drayton. A number of existing tracks exist but would require significant improvements.</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 site area 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 – both in the Vale 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, 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 ('significant'); Air quality (pollution from A34 and impacts to Abingdon 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. Development would in some respects involve a logical infill; however, the adjacent A34 leads to environmental health concerns.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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 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.</li> <li>• Significant development at Drayton could only be supported if funded is provided for a South Abingdon bypass.</li> </ul>

**SITE 14  
DRAY\_C**

**South of Drayton**



**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.

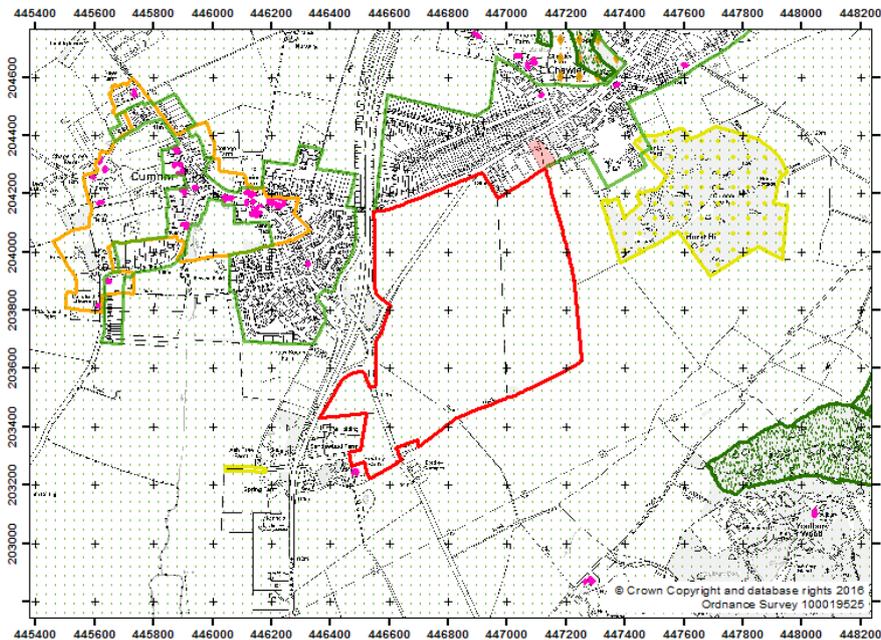
**Maximum Capacity - Up to 240 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Well related to settlement.</li> <li>• Could be contained with new planting.</li> <li>• Thames Path National Trail sensitivities 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 (low probability) in the northwest 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>• Non-scheduled site of archaeological interest.</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. 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. Parts of this site are located within 400m of the existing bus stop in Drayton centre</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 site area 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 – both in the Vale 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, 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 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. Development would extend an existing allocation, and is not well related to the settlement.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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 site, of which there is currently no viable solution.</li> <li>• Significant development at Drayton could only be supported if funded is provided for a South Abingdon bypass.</li> </ul>

**SITE 15  
BOTL\_A**

**South West of Botley**



**Description:** Agricultural land bounded by the A420 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.

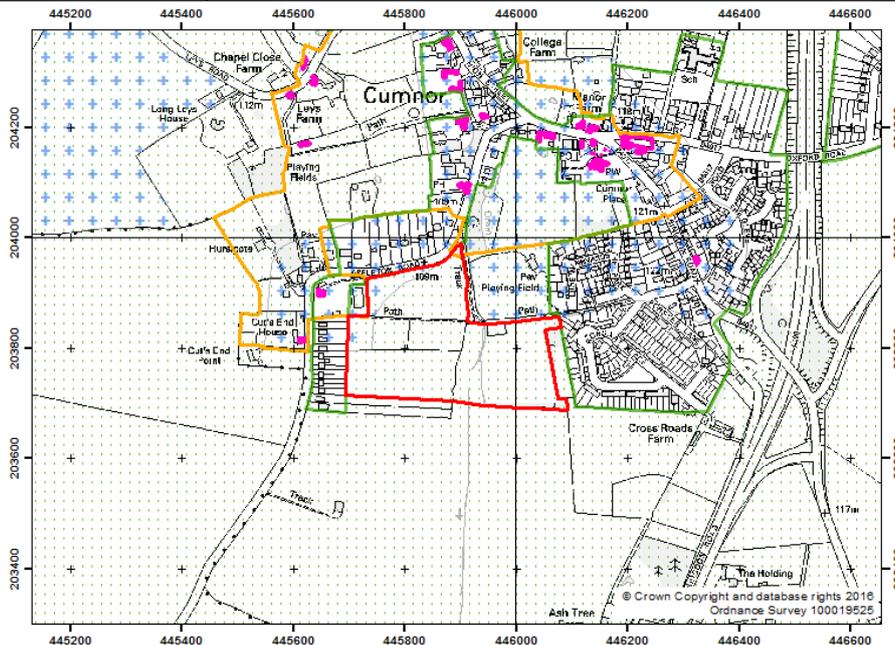
**Maximum Capacity - Up to 1,350 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Open landscape within the Green Belt makes strong contribution to Green Belt purposes and highly sensitive in landscape terms.</li> <li>• Landform in this area rises to the east towards Hurst Hill.</li> <li>• Arguably would lead to coalescence with Cumnor.</li> </ul>
<b>Flooding</b>	<ul style="list-style-type: none"> <li>• Fluvial flood risk zone 1 (low risk).</li> <li>• Notable areas at risk of surface water pooling (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. Also water resources, flows and quality. Within 5km of Oxford Meadows SAC so requires assessment for recreational pressure.</li> <li>• 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.</li> </ul>
<b>Historic Environment</b>	<ul style="list-style-type: none"> <li>• Within the setting of the grade II listed Bradley Farmhouse.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• 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 P&amp;R (potentially at Site 15), A420 capacity improvements and Botley interchange upgrade / Botley Rd Cycle Super Route.</li> <li>• Congestion on the A420 is currently an issue, but could be eased following upgrades. Oxford is within cycling distance, but there is no dedicated route.</li> </ul>

	This site is more closely associated with larger village of Cumnor (walking distance), than the Local Service Centre of Botley.
<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 – both in the Vale 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, 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 A420; Air pollution from A420; Contaminated land (partly occupied by a former quarry and road haulage yard)</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 and Oxford Fringe Sub-Area. However, this site is not well related to Botley, and falls within a sensitive, open landscape within the Green Belt. Land rises across the site towards Hurst Hill, where the woodland is a SSSI.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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 purposes of the Oxford Green Belt.</li> </ul>

**SITE 16  
CUMN\_A**

**South of Cumnor**



**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.

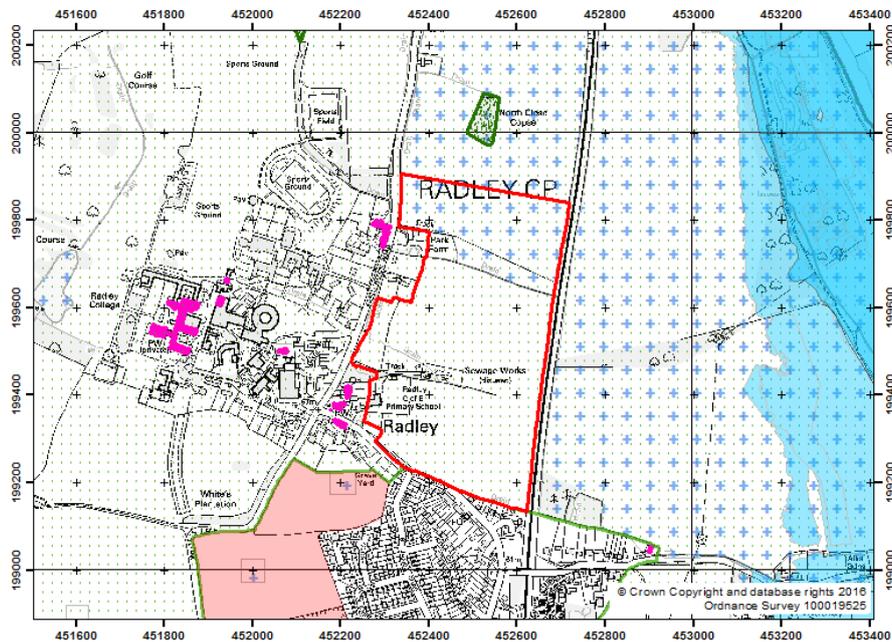
**Maximum Capacity - 200 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Within the Green Belt. Part of the site makes a strong contribution to the Green Belt purposes and is sensitive in landscape terms.</li> <li>• Historic field pattern with links to Conservation Area.</li> <li>• Thames Path National Trail sensitivities 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>• 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 potential site. Any proposed development on this site should be confined to the southern part, having regard to the important views.</li> <li>• Non-scheduled archaeological interest.</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; one Oxford/Wantage), 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 P&amp;R</li> </ul>

	<p>(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, 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>• Safe access to the site likely to be an issue due to the bends in the road in this particular area.</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 it does not make a new secondary school viable. There will need to be significant cumulative growth across the area to the west and south of Oxford to make a new school viable. Consider Botley/ Cumnor/ Chawley/ Kennington/ Wootton/ possibly North Abingdon/Radley in conjunction.</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>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 Green Belt, and contributes to the setting of the Cumnor Conservation Area.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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 and makes a strong contribution to the purposes of the Oxford Green Belt. There are also constraints relating to the historic field patterns relationship with the conservation area.</li> </ul>

**SITE 17  
RADL\_A**

**North of Radley**



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

**Maximum Capacity - Up to 620 dwellings**

**Landscape**

- Open Landscape within the Green Belt; contributes to the setting of the village and provides separation between Radley and Oxford (Kennington). Strong contribution to Green Belt purposes and highly sensitive in landscape terms.
- Thames Path National Trail sensitivities potentially leads to sensitivities.

**Flooding**

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

**Ecology**

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

**Historic Environment**

- Very close to the grade II\* listed medieval church of St James, which forms a good 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.
- Non-scheduled archaeological interest.

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

- Radley has a rail station (30 mins max frequency), and current allocated development may lead to a 4/hour bus service. Radley is within easy cycling distance of Oxford, Abingdon and Culham, although route improvements are needed. Could contribute to traffic congestion issues in Abingdon. Well related to the larger village of Radley, and existing bus stop.

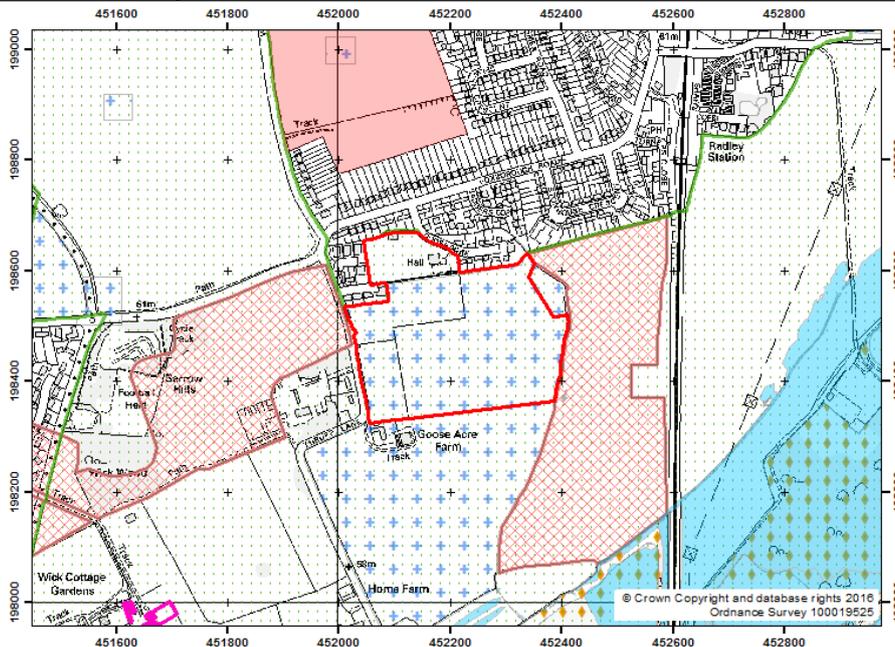
**Access**

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

<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>•Drains to Oxford Waste water treatment works.</li> <li>•The system may/may not need reinforcement, Impact study would be required to assess each development.</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 – both in the Vale 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, 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 kennels may lead to noise pollution, although there are plans to relocate these.</li> </ul>
<b>Sustainability Appraisal</b>	<ul style="list-style-type: none"> <li>• Well linked to Oxford, given a train station, although not on a strategic road corridor. Well related to the larger village of Radley, although an open landscape in the Green Belt that contributes to the settlement gap with Kennington. Also contributes to the setting of heritage assets.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>•The site is highly constrained in landscape terms and makes a strong contribution to the purposes of the Oxford Green Belt</li> </ul>

**SITE 18  
RADL\_B**

**South of Radley**



**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.

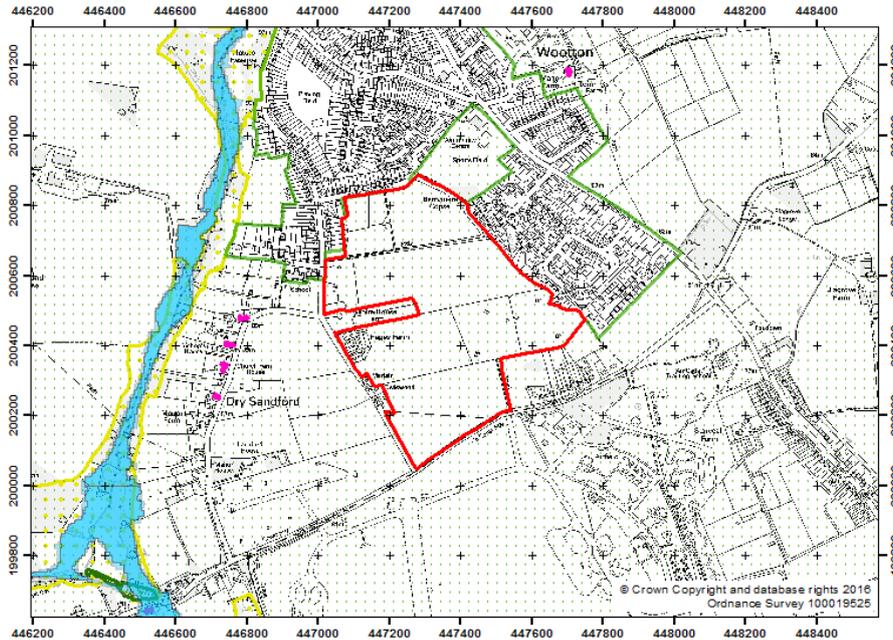
**Maximum Capacity - Up to 240 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Green Belt, recreation area, paddocks and arable field.</li> <li>• Makes a strong contribution to Green Belt purposes and is sensitive in landscape terms.</li> <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 sensitivities 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 N of Wick Hall Scheduled Monument and the Settlement Site E 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. HE consider it likely that development of this site would be harmful to the significance of the Monuments.</li> <li>• Non-scheduled archaeological interest.</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 and Culham, although route improvements are needed. Could contribute to traffic congestion issues in Abingdon. Well related to the larger village of Radley, and existing bus stop.</li> </ul>
<b>Access Issues</b>	<ul style="list-style-type: none"> <li>• Access could be provided via Trupp lane, although significant infrastructural improvements would like be required.</li> </ul>

<b>Water and Wastewater</b>	<ul style="list-style-type: none"> <li>•Drains to Oxford Waste water treatment works.</li> <li>•The system may/may not need reinforcement, Impact study would be required to assess each development.</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 – both in the Vale 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, 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>Sustainability Appraisal</b>	<ul style="list-style-type: none"> <li>• Well linked to Oxford, given a train station, although not on a strategic road corridor. Well related to the larger village of Radley, although an open landscape in the Green Belt that contributes to the setting of heritage assets.</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>•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.</li> </ul>

**SITE 19  
WOOT\_A**

**South of Wootton**



**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).

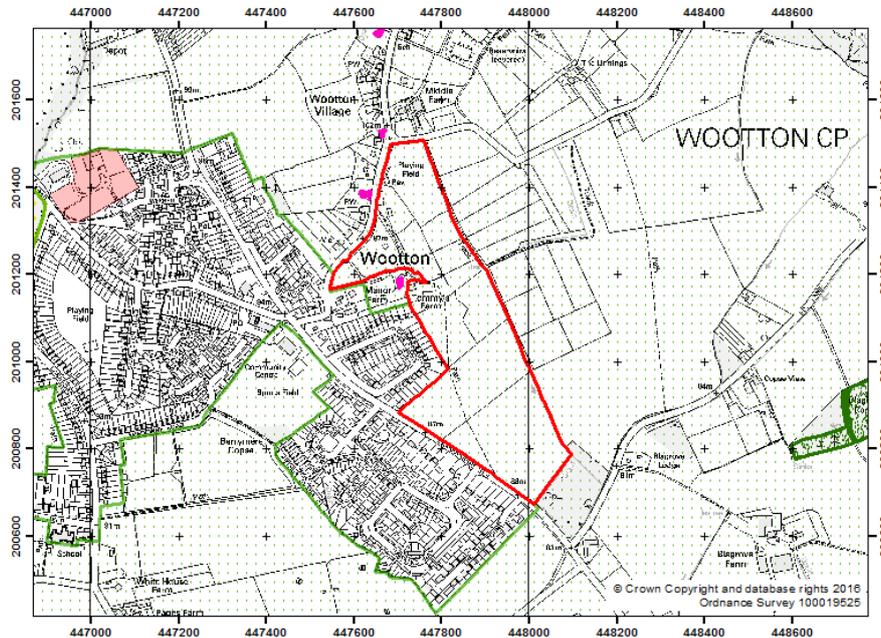
**Maximum Capacity - Up to 800 dwellings**

<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> <li>• The majority of the site makes a strong contribution to the green belt purposes and is sensitive in landscape terms.</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. Also water resources should 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, being equidistant between the A34 and the A420. There are currently two busses 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. Wootton is beyond easy cycling distance of Oxford, with Abingdon Town Centre c.4-5km along a B-road. This site is beyond 400m of the existing bus stop.</li> </ul>
<b>Access Issues</b>	<ul style="list-style-type: none"> <li>• Access could be provide via Lashford Lane or in the case of a larger scheme, via Honeybottom Lane.</li> </ul>

<b>Water and Wastewater Issues</b>	<ul style="list-style-type: none"> <li>•Drains to Abingdon Waste water treatment works.</li> <li>•The system may/may not need reinforcement, impact study would be required to assess each development.</li> </ul>
<b>Public Services</b>	<ul style="list-style-type: none"> <li>•Wootton primary school is on constrained site - if sufficient housing is allocated to Wootton 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>•Site would contribute towards need for additional places in the Abingdon Area.</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>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 Green Belt).</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>•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.</li> </ul>

**SITE 20**  
**WOOT\_B**

**East of Wootton**



**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.

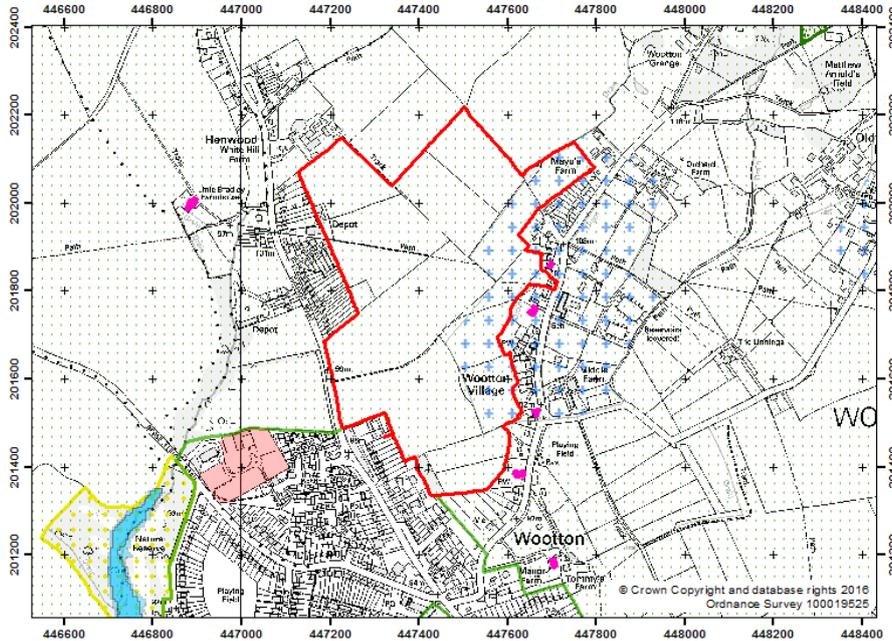
**Maximum Capacity - Up to 410 dwellings**

<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>• Site makes a strong contribution to Green Belt purposes and is sensitive in landscape terms.</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. Also water resources, flows and quality.</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, being equidistant between the A34 and the A420. There are currently two busses 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. Wootton is beyond easy cycling distance of Oxford, with Abingdon Town Centre c.4-5km along a B-road. This site is beyond 400m of the existing bus stop.</li> </ul>
<b>Access Issues</b>	<ul style="list-style-type: none"> <li>• Access could be provided via Lamborough Hill</li> </ul>
<b>Water and Wastewater Issues</b>	<ul style="list-style-type: none"> <li>• Drains to Abingdon 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 - if sufficient housing is allocated to Wootton 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>• Site would contribute towards need for additional places in the Abingdon Area.</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>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 Green Belt).</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

**SITE 21  
WOOT\_C**

**North of Wootton**



**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.

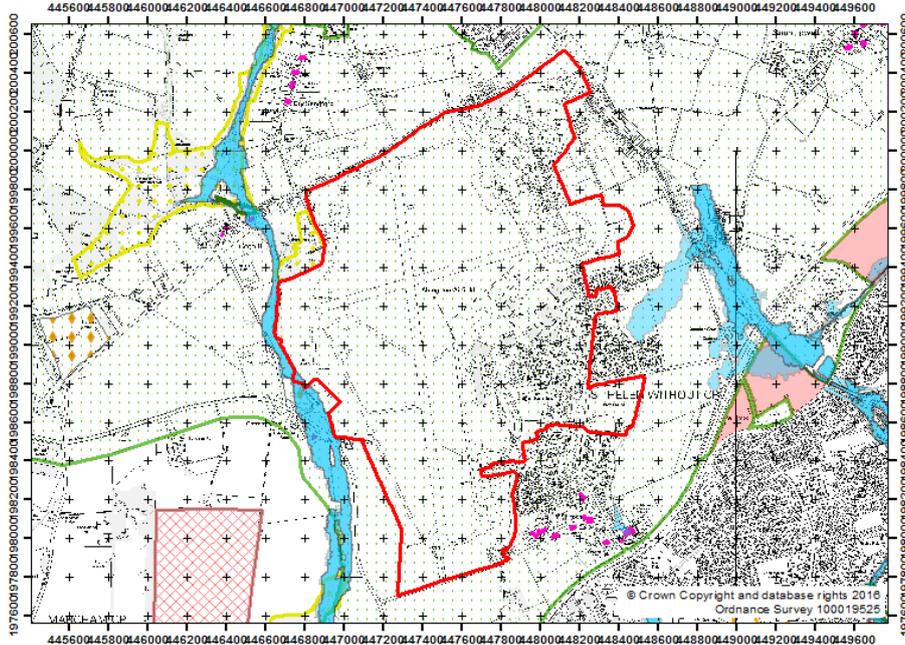
**Maximum Capacity - Up to 790 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Open part of the Green Belt separating Wootton and Henwood.</li> <li>• Strong contribution to Green Belt purposes and sensitive in landscape terms.</li> <li>• Setting to listed buildings.</li> <li>• Site is sensitive to wider views.</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, being equidistant between the A34 and the A420. There are currently two busses 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. Wootton is beyond easy cycling</li> </ul>

	distance of Oxford, with Abingdon Town Centre c.4-5km along a B-road. Majority of this site is within 400m of the existing bus stop.
<b>Access Issues</b>	<ul style="list-style-type: none"> <li>• Access could be provided via the Cumnor Road.</li> </ul>
<b>Water and Wastewater Issues</b>	<ul style="list-style-type: none"> <li>• Drains to Abingdon 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 - if sufficient housing is allocated to Wootton 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>• Site would contribute towards need for additional places in the Abingdon Area.</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 builders yard and a depot)</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 Green Belt).</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

**SITE 22  
SHIP\_A**

**Dalton Barracks (Shippon)**



**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.

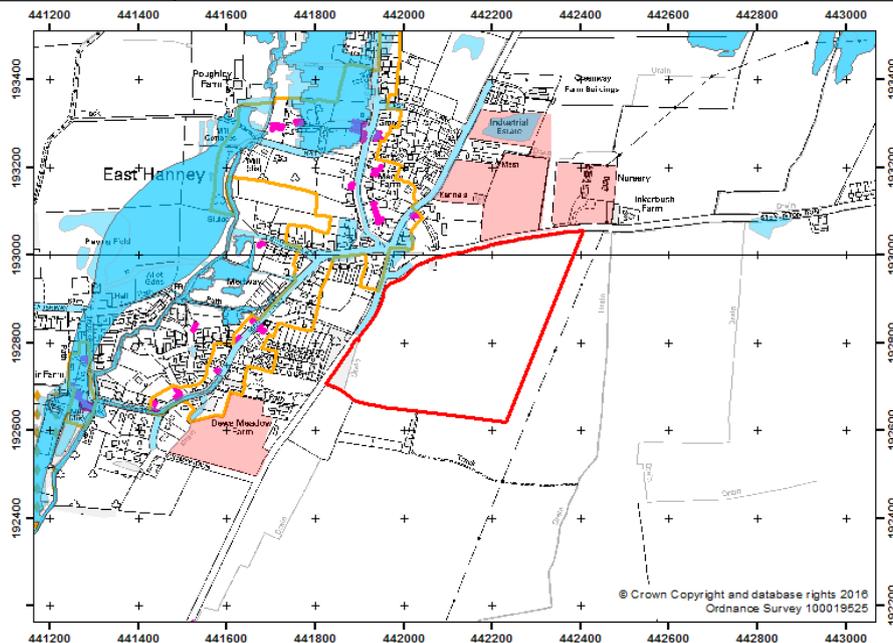
**Maximum Capacity -**  
Up to 1,500 until 2031.  
Capacity for an additional 5,500 after 2031.

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Parts of the site could be removed from the Green Belt with only limited harm to Green Belt purposes.</li> <li>• This area also has low landscape sensitivities.</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 LWS 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 (Lodge Hill), with its proposed P&amp;R, 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</li> </ul>

	Lodge Hill P&R, or Cumnor P&R to the north. Abingdon is within easy cycling distance from the site with cycle lanes available from the edge of Shippon.
<b>Access Issues</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 Issues</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 one or two new primary schools.</li> <li>Site would contribute towards need for additional places in the Abingdon area. Site may have sufficient land available to deliver a new secondary school alongside growth, diverting traffic away from the existing schools in Abingdon.</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>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 would mainly be used as a County Park. This is a Green Belt location, but it is likely that the existing barracks could be redeveloped with minimal adverse effect to the 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, and relatively well linked to Oxford, although not directly on a strategic road corridor. This is a large site that will enable delivery of significant new infrastructure, potentially to include a connection to the proposed new Lodge Hill Park and Ride.</li> </ul>
<b>Recommendation:</b> Site is proposed for an allocation of 1,200 dwellings up to 2031, with potential for more housing after 2031.	<ul style="list-style-type: none"> <li>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.</li> <li>Although there is a Special Area of Conversation 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.</li> <li>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.</li> </ul>

**SITE 23  
EHAN\_A**

**East of East Hanney**



**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 further agricultural land.

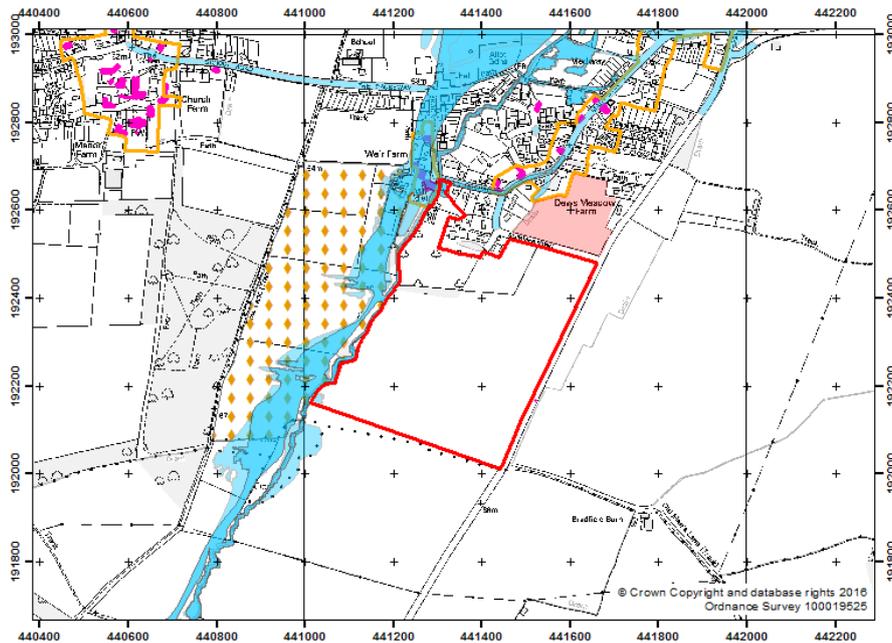
**Maximum Capacity - Up to 375 dwellings**

<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 relatively remote from Oxford and the Science Vale, but 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>• May impact upon level crossings and in close proximity to the operational railway.</li> </ul>
<b>Access Issues</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 Issues</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 in the sewers 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,</li> </ul>

	but not to the full scale of this estimated site capacity. Given the already permitted housing growth, a further allocation could be accommodated.
<b>Other Utilities</b>	<ul style="list-style-type: none"> <li>• 2 extra high voltage power lines.</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 relatively remote from Oxford and the Science Vale, but 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</li> </ul>
<b>Recommendation:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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 is less ecological impacts associated with development of this site compared to the land south of the village.</li> <li>• It is considered that there are more suitable sites in or around the settlement of East Hanney that can accommodate a smaller allocation.</li> </ul>

**SITE 24  
EHAN\_B**

**South of East Hanney**



**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.

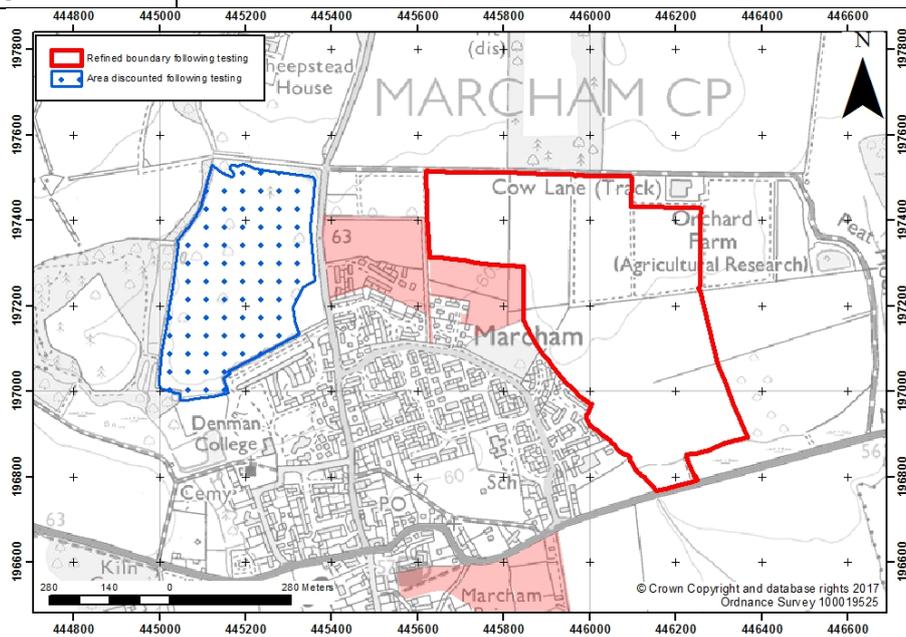
**Maximum Capacity - Up to 500 dwellings**

<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 and listed buildings in the north western corner.</li> </ul>
<b>Transport Impact (incl. public transport)</b>	<ul style="list-style-type: none"> <li>• East Hanney is relatively remote from Oxford and the Science Vale, but 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 Issues</b>	<ul style="list-style-type: none"> <li>• Access could be provided via Summertown Road or the A338.</li> </ul>
<b>Water and Wastewater Issues</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 in the sewers 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,</li> </ul>

	but not to the full scale of this estimated site capacity. Given the already permitted housing growth, a further allocation could be accommodated.
<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 relatively remote from Oxford and the Science Vale, but 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:</b> Site is not proposed for allocating.	<ul style="list-style-type: none"> <li>• 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.</li> <li>• It is considered that there are more suitable sites in or around the settlement of East Hanney that can accommodate a smaller allocation.</li> </ul>

**SITE 25  
MRCM\_A**

**North of Marcham**



**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.

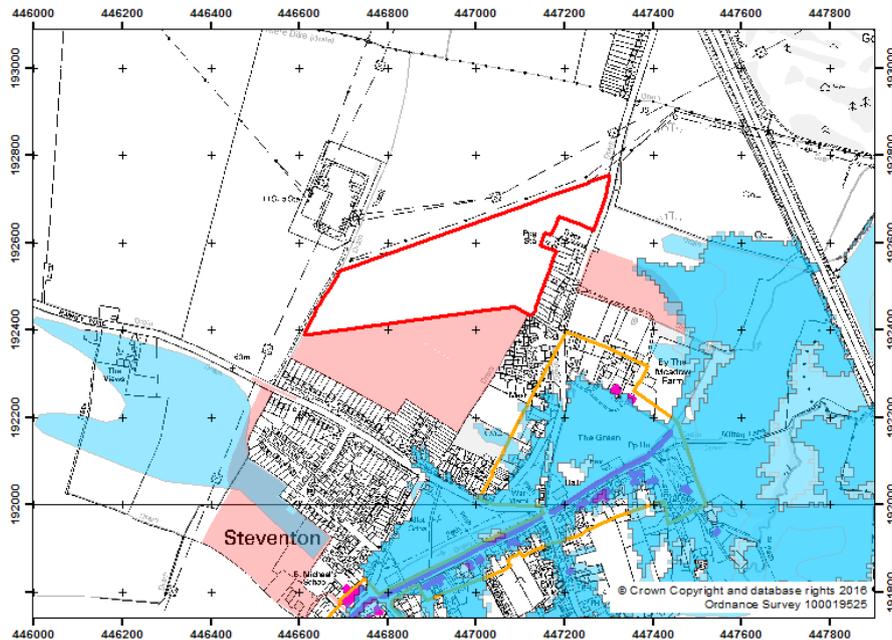
**Maximum Capacity -**  
Up to 1,000 dwellings

<b>Landscape</b>	<ul style="list-style-type: none"> <li>•The western segment is a parkland landscape, contributing to the setting of Denman 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> <li>•Marcham is located on the A415 – an east-west corridor linking to Abingdon, 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</li> </ul>

	<p>corridor, although there may be potential for bus service enhancements, given growth at Kingston Bagpuize. The site is within an easy cycling distance to Abingdon; however, a large barrier to cycling is difficulty crossing Marcham Interchange.</p>
<b>Access Issues</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 Issues</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 site area to expand further, unless a landswap can be agreed to extend the school's 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>• Air quality (Marcham AQMA)</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, and relatively well linked to Oxford, although not on 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>
<b>Recommendation</b> The eastern site is proposed for an allocation of around 400 dwellings.	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

**SITE 26  
STEV\_A**

**North of Steventon**



**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.

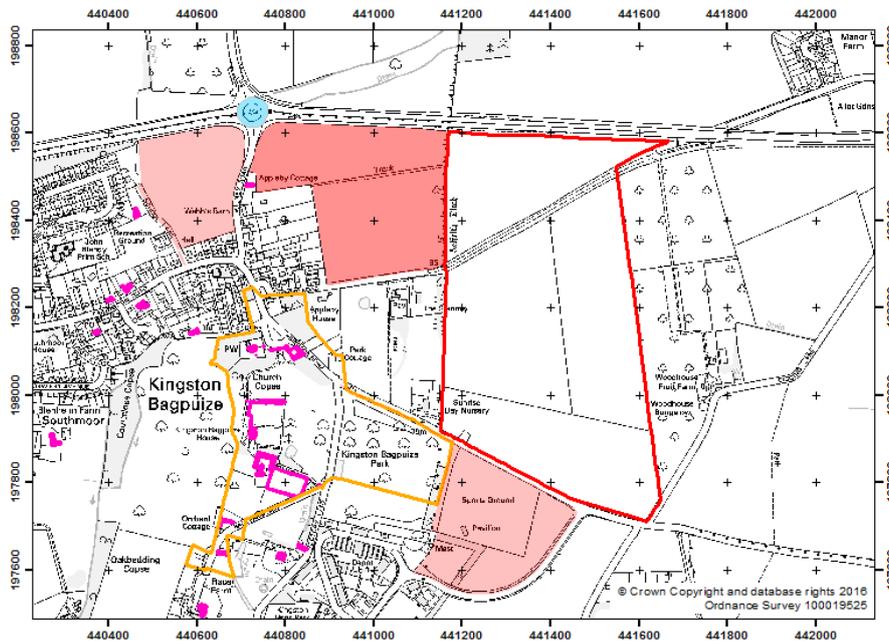
**Maximum Capacity - Up to 260 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Capacity for some development, although it would likely erode the gap between Steventon and Drayton, with the potential for some coalescence.</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>• Water vole records adjacent to the Ginge Brook, so such measures could also help to provide additional suitable habitat for this and other protected species.</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 Issues</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 Issues</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 – both in the Vale 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 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:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

**SITE 27  
KBAG\_A**

**East of Kingston Bagpuize with Southmoor**



**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 scheme, to the south by recreational grounds and recently permitted housing scheme, and to the east by Woodhouse Fruit Farm.

**Maximum Capacity -**  
Up to 860 dwellings

**Landscape**

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

**Flooding**

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

**Ecology**

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

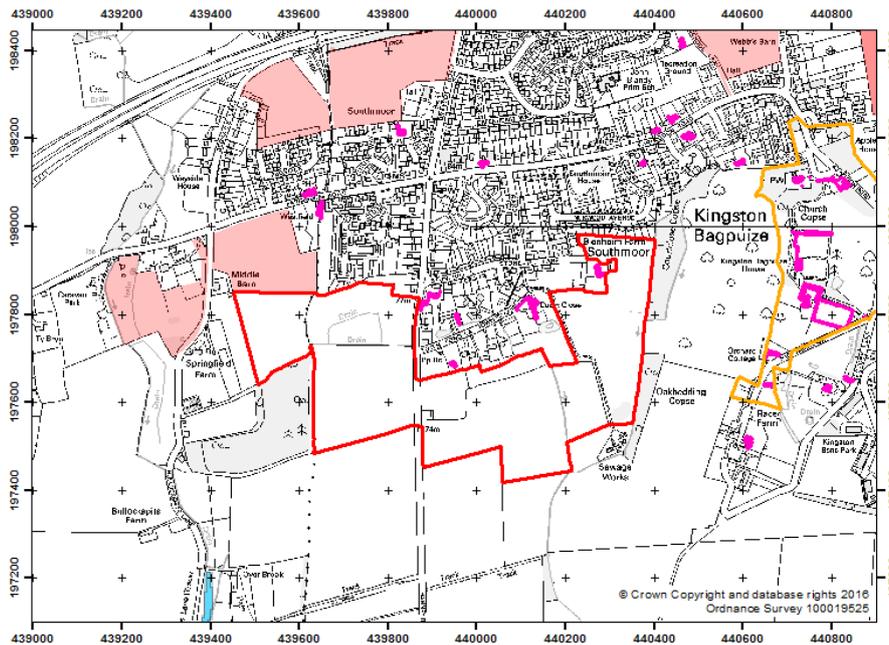
**Historic Environment**

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

<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 [Site 27] is somewhat distant from the village centre, but could have good access to the bus route.</li> </ul>
<b>Access Issues</b>	<ul style="list-style-type: none"> <li>• Site can be accessed from the A415. Alternative access could be provided directly from the A420 however this is untested and is likely to require infrastructural improvements.</li> </ul>
<b>Water and Wastewater Issues</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 in the sewers 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.</li> <li>• Secondary education: would contribute towards need for additional places in the Faringdon/Abingdon 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.</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; Contaminated land</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.</li> </ul>
<b>Recommendation:</b> Site is proposed for an allocation of around 600 dwellings, subject to masterplanning	<ul style="list-style-type: none"> <li>• 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 west of the existing settlement between the A420 and A415, relieving traffic pressures on the existing centre.</li> <li>• Development could provide for a new primary school, community facilities and some retail provision adding to the existing services and facilities in the area.</li> <li>• 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.</li> </ul>

**SITE 28  
KBAG\_B**

**South of Kingston Bagpuize with Southmoor**



**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.

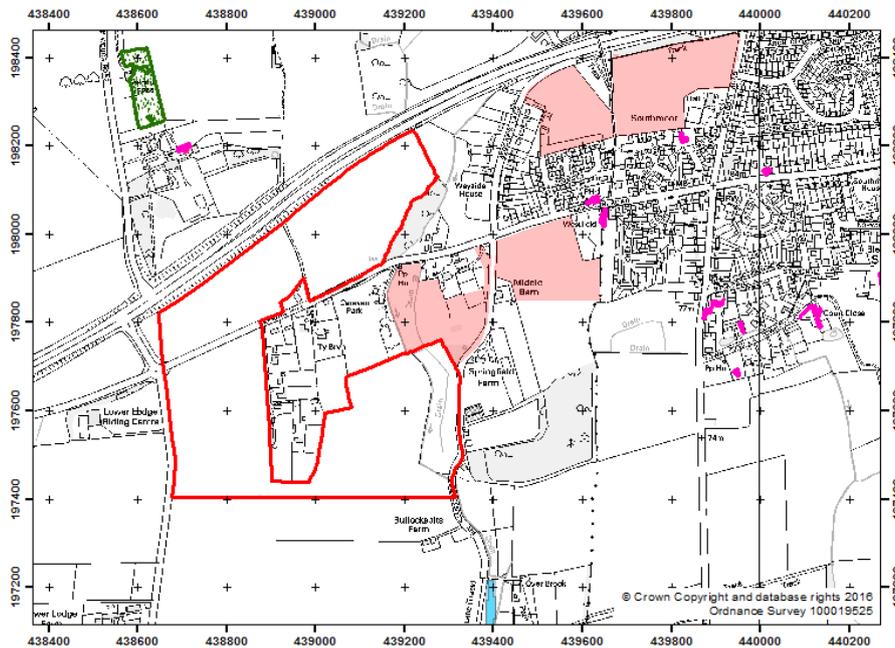
**Maximum Capacity - Up to 620 dwellings**

<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 Issues</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 Issues</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 in the sewers 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.</li> </ul>

	<p>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. It is likely to be more sustainable to have a second primary school in the village, which would require cumulative allocations (in addition to already permitted housing) of at least 1000 homes.</p> <ul style="list-style-type: none"> <li>• Secondary education: would contribute towards need for additional places in the Faringdon/Abingdon 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.</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>• 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 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:</b> Site is not proposed for allocation.	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

**SITE 29  
KBAG\_C**

**West of Kingston Bagpuize with Southmoor**



**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.

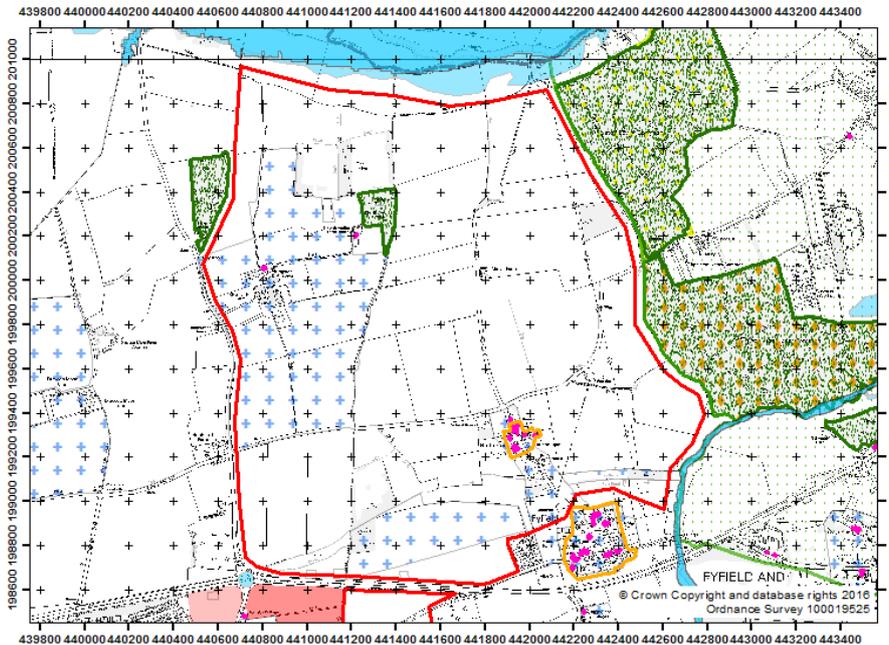
**Maximum Capacity - Up to 720 dwellings**

<b>Landscape</b>	<ul style="list-style-type: none"> <li>• Site extends well beyond existing built up area of settlement and is poorly related to the centre of Southmoor.</li> <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 Issues</b>	<ul style="list-style-type: none"> <li>• Access could be provided via Spring Hill</li> </ul>
<b>Water and Wastewater Issues</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 in the sewers would be required.</li> </ul>

<p><b>Public Services</b></p>	<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. It is likely to be more sustainable to have a second primary school in the village, which would require cumulative allocations (in addition to already permitted housing) of at least 1000 homes.</li> <li>•Secondary education: would contribute towards need for additional places in the Faringdon/Abingdon 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.</li> </ul>
<p><b>Other Utilities</b></p>	<ul style="list-style-type: none"> <li>• 3 high voltage power lines traverse the site.</li> </ul>
<p><b>Environmental health</b></p>	<ul style="list-style-type: none"> <li>•Road Noise from A420; Air pollution from A420; Contaminated land (site is partly occupied by an area of unknown fill)</li> </ul>
<p><b>Sustainability Appraisal</b></p>	<ul style="list-style-type: none"> <li>• Poorly related to the existing village. Again, little potential for a larger scheme that delivers new infrastructure.</li> </ul>
<p><b>Recommendation:</b> Site is not proposed for allocation.</p>	<ul style="list-style-type: none"> <li>•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.</li> </ul>

**SITE 30  
FYFL\_A**

**Fyfield (Area of Search)**



**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 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 Bapuzie and Fyfield a constraint to development.</li> <li>•Thames Path National Trail sensitivities 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 archeological interest. This area also envelopes the Netherton conservation area and is very close to the Fyfield conservation area. The significance of these conservation areas rests largely on the fact that they preserve small rural settlements.</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 local road network would not cope if the whole of the site was developed.</li> </ul>

	<ul style="list-style-type: none"> <li>•Fyfield is marginally closer to Oxford than Kingston Bagpuize, along the A420. The possibility has been muted of a new settlement delivering a P&amp;R. Extensive road and public transport improvements would be required to make this site sustainable, which may include dualling the A420 all the way to Botley and including bus priority along it and works on the Botley Interchange. Extensive works would also be required westbound on the A420, in addition to the A415, A338, Marcham Interchange and further afield.</li> </ul>
<b>Access Issues</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 Issues</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>•Development would require a new primary school</li> <li>•Site in isolation would not make a new secondary school viable. There would need to be significant cumulative growth across the area to make a new school viable.</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:</b> Site is not proposed to be allocated.	<ul style="list-style-type: none"> <li>•This site is considered as it forms the closest location within the Vale for development that is outside the Oxford Green Belt</li> <li>•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.</li> <li>•Site is not currently available for development.</li> </ul>

## APPENDIX B: SUMMARY OF NON STRATEGIC ‘SMALLER’ SITE SELECTION

The following table lists the number of sites, as tested by the Council that were capable of accommodating at least 50 dwellings, but no more than 200 dwellings.

Sub Area	Settlement Hierarchy	Settlement	HELAA REF	Address/ Location	Total ha gross	# Housing Units (less FZ)	Summary of Constraints
Ab-Ox	Larger Village	Drayton	DRAY13	Land to west of Little Smiths Farm	2.5	63	<p><b>DISCOUNT</b></p> <p>The site is heavily constrained in terms of impact on the highway and transport network.</p> <p>Drayton has an adopted Neighbourhood Development Plan which allocates sites for around 260 dwellings. It is not considered appropriate to promote this site without further detailed assessment(s) from the impact of development on the highway network, and to identify any necessary mitigation.</p>
Ab-Ox	Larger Village	Drayton	DRAY11	Land south of High Street	2.15	54	<p><b>DISCOUNT</b></p> <p>The site is heavily constrained in terms of impact on the highway and transport network.</p> <p>Drayton has an adopted Neighbourhood Development Plan which allocates sites for around 260 dwellings. It is not considered appropriate to promote this site without further detailed assessment</p>

Sub Area	Settlement Hierarchy	Settlement	HELAA REF	Address/ Location	Total ha gross	# Housing Units (less FZ)	Summary of Constraints
							from the impact of development on the highway network, and to identify any necessary mitigation.
Ab-Ox	Larger Village	East Hanney	EHAN01	Rosibee Nursery, Land north of Steventon Road	2.37	59	FURTHER ASSESSMENT REQUIRED  There are no significant issues.
Ab-Ox	Larger Village	East Hanney	EHAN03	Land north of Ashfields Lane	3.44	80	FURTHER ASSESSMENT REQUIRED  There are no significant issues.
Ab-Ox	Larger Village	East Hanney	EHAN07	Land west of Mill Cottages	6.27	110	DISCOUNT  The site is isolated from the existing settlement.
Ab-Ox	Larger Village	East Hanney	EHAN09	Land south of Hall Lane	2.93	58	DISCOUNT  The site is situated within the East Hanney Conservation Area and is unlikely to deliver over 50 dwellings.
Ab-Ox	Larger Village	East Hanney	EHAN13	Land behind Weir Farm	2.45	61	DISCOUNT  The site is isolated from the existing settlement due to its proximity within the flood zone.
Ab-Ox	Larger Village	Kingston Bagpuize with Southmoor	KBAG02	Kingston Bagpuize House	7.61	152	DISCOUNT  The site would heavily impact on the Grade I listed building, Kingston Bagpuize House.
Ab-Ox	Larger Village	Kingston Bagpuize with Southmoor	KBAG04	Land off Sandy Lane (Oakbedding Copse)	3.99	100	DISCOUNT  The site is isolated from the existing settlement.

Sub Area	Settlement Hierarchy	Settlement	HELAA REF	Address/ Location	Total ha gross	# Housing Units (less FZ)	Summary of Constraints
Ab-Ox	Larger Village	Kingston Bagpuize with Southmoor	KBAG12	Land north of Farlington Road, Southmoor	2.38	60	DISCOUNT The site is isolated from the existing settlement.
AB-Ox	Larger Village	Marcham	MRCM08	Land at Anson Field, Morland Road, Marcham	2.94	74	DISCOUNT There has already been an approved application for a smaller development.
AB-Ox	Larger Village	Marcham	MRCM13	Land south of Frilford Road adjacent to Kiln Copse	3.68	79	DISCOUNT The site is isolated from the existing settlement.
Ab-Ox	Larger Village	Marcham	MRCM07	Land south of Marcham Nurseries	4.96	124	FURTHER ASSESSMENT REQUIRED. No significant issues. However, the site will require significant screening.
Ab-Ox	Larger Village	Steventon	STEV01	Land to rear of 128 The Causeway, north of the railway line	7.00	175	DISCOUNT The site is located adjacent to the railway line and would require significant screening and noise mitigation.
Ab-Ox	Larger Village	Steventon	STEV03	Land North of Hanney Road	2.04	51	DISCOUNT The site will cause an unnatural expansion to the built up area of the existing settlement.
Ab-Ox	Larger Village	Steventon	STEV09	Land south of Castle Street	5.17	129	DISCOUNT Unsuitable in principle, due to a number of heavy constraints.

Sub Area	Settlement Hierarchy	Settlement	HELAA REF	Address/ Location	Total ha gross	# Housing Units (less FZ)	Summary of Constraints
							<p>There are significant landscaping issues to the south of the site which would cause undue harm to the existing landscape.</p> <p>Access and existing transport infrastructure would require significant upgrades to make the site viable.</p> <p>The Site's location is likely to cause undue harm on the existing setting of the Steventon Conservation Area.</p>
South East Vale	Market Town	Didcot (land situated in the Vale of White Horse District)	DIDC05	North Didcot, Land east of the railway line.	14.82	199	<p>DISCOUNT</p> <p>The site is heavily constrained by flooding and is isolated from the existing settlement.</p>
South East Vale	Larger Village	East Hendred	EHEN20	Greensands	4.57	114	<p>DISCOUNT</p> <p>The site is isolated from the existing settlement.</p>
South East Vale	Local Service Centre	Grove	GROV12	Land of Elms Farm	2.8	70	<p>DISCOUNT</p> <p>Existing employment site (non-strategic) that appears to be in good active use with a number of businesses on site.</p> <p>The site is also isolated from both Wantage and Grove, however it is adjacent to the Crab Hill allocation (LPP1).</p>

Sub Area	Settlement Hierarchy	Settlement	HELAA REF	Address/ Location	Total ha gross	# Housing Units (less FZ)	Summary of Constraints
							Currently, there is no evidence to demonstrate that the site has no reasonable prospect of being retained for its current employment uses.
South East Vale	Larger Village	Harwell	HARW01	Land North of Didcot Road (Bishops Manor Farm)	3.07	61	DISCOUNT  The site is isolated from the existing settlement.
South East Vale	Larger Village	Harwell	HARW02	Land north of Didcot	4.36	109	DISCOUNT  The site would create coalescence with Didcot.
South East Vale	Larger Village	Harwell	HARW03	Land North of Reading Road	3.29	82	DISCOUNT  The site has been discounted due to visual and landscaping impacts on the existing setting of the AONB.
South East Vale	Larger Village	Harwell	HARW11	Land off Barrow Road	2.29	57	DISCOUNT  The Council has promoted HARW10 for additional housing in the Local Plan 2031 Part 2. In light of this, and due to the sites close proximity, it would not be suitable in terms of access and the existing road network system to allocate HARW11 for additional housing.
South East Vale	Larger Village	Milton	MILTO1	Land north of Mill Lane	7.15	93	DISCOUNT  The site is within the recently updated Milton Conservation Area, an area known as the "Medieval Field

Sub Area	Settlement Hierarchy	Settlement	HELAA REF	Address/ Location	Total ha gross	# Housing Units (less FZ)	Summary of Constraints
							System” and is also adjacent to a number of listed buildings.
South East Vale	Larger Village	Milton	MILT03	Junction of Sutton Road and High Street.	2.57	64	DISCOUNT  There are significant visual and landscaping issues to the north of the site setting, this would cause undue harm to the existing landscape.
South East Vale	Larger Village	Milton	MILT04	Land north of Sutton Road, west of Sutton Courtenay	6.10	153	DISCOUNT  The Site would create coalescence with Sutton Courtenay.
South East Vale	Larger Village	Milton	MILT05	Land South of Sutton Road, west of Sutton Courtenay	5.54	111	DISCOUNT  The Site would create coalescence with Sutton Courtenay.
South East Vale	Larger Village	Milton	MILT07	Site to the east of Old Moor	6.53	162	DISCOUNT  The site has significant transport and access issues which would need substantial remedial work to make the site viable.
South East Vale	Sutton Courtenay	Sutton Courtenay	SUTC01	Land north of Appleford Road (east of Abingdon Road)	7.22	129	DISCOUNT  There has already been an approved application for a smaller development.
South East Vale	Sutton Courtenay	Sutton Courtenay	SUTC04	Cross Trees Farm, High Street (Land east of)	2.10	53	DISCOUNT  Unsuitable in principle, due to a number of heavy constraints.  Access and the existing transport infrastructure would require

Sub Area	Settlement Hierarchy	Settlement	HELAA REF	Address/ Location	Total ha gross	# Housing Units (less FZ)	Summary of Constraints
							significant upgrades to make the site viable.
South East Vale	Sutton Courtenay	Sutton Courtenay	SUTC09	Land to the south of Uptown Farm	3.14	79	DISCOUNT  Unsuitable in principle, due to a number of heavy constraints.  Access and the existing transport infrastructure would require significant upgrades to make the site viable.
South East Vale	Sutton Courtenay	Sutton Courtenay	SUTC011	Land at end of Ginge Brook/Land south of Drayton Road	4.34	104	DISCOUNT  The site will cause an unnatural expansion to the built up area of the existing settlement.

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