



APPENDIX 1 Site Comparisons

**VALE OF WHITE HORSE LOCAL PLAN 2031 PART 1.
STRATEGIC SITES AND POLICIES
PUBLICATION VERSION November 2014**

Response by Arnold White Estates Ltd

Extract from Topic Paper 3 and LP Consultation Draft Apx 5 Feb 14

TPS 064
South Kennington
Kennington (Radley Parish)
Topic Paper 3 Kennington is one of the Vale's most sustainable villages, with a good range of services and facilities. The Green Belt review indicates that the site can be developed without threatening the integrity of the Oxford Green Belt. Yes – allocated for around 270 homes
LP Consultation Draft Apx 5 Feb 14 'orange' comments' Site 25 <u>Access</u> - Sandford Lane is likely to need improvements for any access. <u>Water supply and wastewater capacity</u> - Waste water service upgrade would be required. However no 'show stoppers' identified.

TPS 065
East of Kingston Bagpuize with Southmoor
Kingston Bagpuize with Southmoor
Topic Paper 3 Kingston Bagpuize with Southmoor is a highly sustainable larger village with good access, including by public transport, to services and facilities and employment opportunities. The site is relatively unconstrained and is preferred over the alternative site (Site 49) that would lead to greater impact on the rural edge of the village. Yes – allocated for around 280 homes.
LP Consultation Draft Apx 5 Feb 14 'orange' comments Site 48 <u>Ecology</u> This site is adjacent to Kingston Bagpuize Millennium Green which contains a pond. The pond contains a population of Great Crested Newts (GCN). The presence of GCN may have an impact on the potential layouts and capacity. <u>Transport</u> There are capacity and performance constraints associated with the A420 route corridor. However, the site is located within easy walking distance of bus stops on route 66 from Swindon to Oxford. There is an opportunity to enhance this service with improved frequency and level of service. Development likely to impact on Public Rights of Way on the site and in the vicinity. <u>Historic environment and cultural heritage</u> The north-western part of this site is adjacent to Appleby Cottage, which is listed grade II. Archaeological features are present on the site. <u>Other</u> The site is adversely affected by road noise from the A420. An appropriate buffer would be required in association with mitigation

TPS 077

North west of Radley

Radley

Topic Paper 3

Radley is one of the Vale's more sustainable villages with a good range of services and facilities, and is close to additional facilities in Abingdon. The Green Belt review indicates that the site can be developed without threatening the integrity of the Oxford Green Belt. The site has good public transport connectivity with opportunities for enhancement.

Yes – allocated for around 240 homes

LP Consultation Draft Apx 5 Feb 14 'orange' comments Site 28

Access Access likely to be difficult to achieve off Whites Lane and Church Road: further investigation required.

Water supply and wastewater capacity Waste water service upgrade required however no 'show stoppers' identified.

Flooding The south west corner of the site is prone to surface water flooding.

Ecology The arable parts of the site have few constraints. Other areas would need surveys to determine whether there are ecological constraints.

Transport There are capacity issues with the wider transport network and development may lead to worsening conditions. However, Radley is well connected to public transport with opportunities for increased usage. Radley has a railway station with good connectivity between Oxford to the north and Didcot and Reading to the south and east. A small allocation would limit the impact on the wider network.

Other No viability issues. Potential impact on Radley and Abingdon-on-Thames air quality must be considered. Potential contamination issues and impact on ground water sources will need to be explored due to the site's proximity to Whites lane landfill site.

TPS 079
South Radley
Radley
<p>Topic Paper 3 Stages 1&2</p> <p>Site 14 in the Phase 3 Green Belt Review is recognised for release. Part of site was also considered as two sites in the SHLAA (RADL06 and RADL07). Site meets site size threshold and merited further assessment. RADL06 suitable in principle subject to access. RADL07 unsuitable due to access issues but has potential if developed with RADL07. SHLAA indicated that availability was 'unknown' however rep suggests that site is in single ownership with a development promoter now involved. Landowner believes this site should be favoured over Radley North site. Carried forward to stage 4.</p>
<p>Stages 4&5</p> <p>Removed at this stage:</p> <p>This site is not considered suitable for a strategic site allocation due to the cumulative impact of more suitable strategic sites in the vicinity (North West Radley, South Kennington and North Abingdon) and the impact this would have on the local infrastructure and services. Site includes land which is in active recreational use by the community. The removal of this area from the strategic site would leave it below the minimum area required for the provision of 200 dwellings. Site is also located immediately between two ancient monuments and may be of archaeological significance.</p>
<p>LP Consultation Draft Apx 5 Feb 14 'orange' comments Site 54</p> <p><u>Landscape Capacity Study</u> The Landscape Capacity Study (2014) indicates that there is some potential for development subject to more detailed study, particularly of the potential visual impact on the views from the west and potential harm to the wider landscape. Major tree planting along the eastern boundary would not be out of keeping if designed to link into existing tree cover and reflect local vegetation patterns.</p> <p><u>Water supply and wastewater capacity</u> Significant infrastructure for water supply and waste water facilities will be required.</p> <p><u>Flooding</u> The site is located entirely within Flood Zone 1. However seasonal variations in groundwater are known in the vicinity of the site.</p> <p><u>Transport</u> There are capacity issues with the wider transport network and development may lead to worsening conditions. Site is ideally located adjacent to the Abingdon-Kennington-Oxford Premium Bus Route. There are various level crossing in close proximity to the site and Network Rail have raised concerns about safety. Development likely to impact on Public Rights of Way.</p> <p>'red' comments</p> <p><u>Access</u> Principle accesses to the site would be from Goose Green and Thrupp lane. Goose Green could support some additional development but Thrupp Lane is narrow and not suitable to sustain a large amount of development.</p> <p><u>Historic environment and cultural heritage</u> The site lies directly between two Scheduled Ancient Monuments. Site shows evidence of Roman and undated cropmarks, Neolithic to Bronze Age flakes and cores.</p> <p><u>Social and community</u> Primary school expansion would be required. Development may require the relocation of key community facilities such as the village hall and recreational areas that are currently in active use.</p> <p><u>Recommendation:</u> Site is not proposed for allocation.</p> <p><u>Reasons:</u> This site is not considered suitable for a strategic site allocation due to the cumulative impact of more suitable strategic sites in the vicinity (North West Radley, South Kennington and North Abingdon) and the impact this would have on the local infrastructure and services. Site includes land which is in active recreational use by the community. The removal of this area from the strategic site would leave it below the minimum area required for the provision of 200 dwellings. Site is also located immediately between two ancient monuments and may be of archaeological significance.</p>