

**WEST OXFORDSHIRE PRE-SUBMISSION DRAFT LOCAL PLAN  
ASSESSMENT OF STRATEGIC SITE OPTIONS**

**February 2015**

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## Executive Summary

- I.1 The West Oxfordshire pre-submission draft Local Plan is based on a strategy which seeks to accommodate the majority of future growth at the three main towns of Witney, Carterton and Chipping Norton. This strategy has evolved through consultation and Sustainability Appraisal (SA) and is considered to represent the most sustainable approach for taking the District forward in the period 2011 – 2031.
- I.2 To meet the identified housing requirement it will be necessary to bring forward a combination of previously developed (brown field) land as well as greenfield sites on the edge of each town.
- I.3 Various options have been consulted upon and promoted through the plan preparation process and also tested through a process of Sustainability Appraisal (SA). The purpose of this document is to provide a detailed comparative site assessment of the following site options:
  1. North Carterton (Kilkenny Farm) (greenfield)
  2. West Carterton (greenfield)
  3. REEMA Central (brownfield)
  4. North Witney (greenfield)
  5. East Witney (greenfield)
  6. South Witney (greenfield)
  7. North East Witney (greenfield)
  8. East Chipping Norton (greenfield)
- I.4 It should be noted that three previous site options have been excluded from further assessment as part of this update. Land to the west of Witney now benefits from a resolution to grant planning permission subject to a Section 106 legal agreement and is therefore a firm commitment in planning terms. With regard to the second option, land to the north west of Carterton, David Wilson Homes have now secured outline permission for 250 homes and there has been a resolution to grant a further 66 dwellings on an adjacent site (application ref: 14/0399/P/FP). They were originally seeking around 500 homes in this location but have stated that they no longer wish to pursue this larger option so it has not been re-assessed at this stage. Finally, land to the east of Carterton for 700 homes has a

resolution to grant outline consent subject to the applicant first entering into a Section 106 legal agreement so again there is a firm commitment in planning terms.

- I.5 The eight site options have been assessed against a number of criteria and the results are presented in the form of a matrix. The criteria that have been assessed include:
- Accessibility and transport
  - Natural and historic environment
  - Landscape impact and settlement integration
  - Sustainable communities
  - Deliverability and viability
  - Efficiency and flexibility
- I.6 Under each of these criteria, the assessment presents a series of questions which help to draw out the advantages and disadvantages associated with each site. The sources of information used to answer each question are identified alongside.
- I.7 The site assessment matrix should be read in conjunction with the updated Sustainability Appraisal (SA) report<sup>1</sup> which has been made available separately and provides a further, high-level assessment of the site options using a series of sustainability objectives. Links to the SA objectives are identified as appropriate throughout the site assessment matrix.
- I.8 The matrix forms part of the evidence base underpinning the Local Plan and has helped to inform the selection of the Strategic Development Areas (SDAs) contained in the pre-submission draft Local Plan.

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<sup>1</sup> Enfusion – Sustainability Appraisal of West Oxfordshire pre-submission draft Local Plan February 2015

## Overall Findings

- 1.9 The application of the site assessment matrix demonstrates that there is no perfect site, with each different option having its strengths and weaknesses.

### *Carterton Site Options*

- 1.10 Land to the north of Carterton at Kilkenny Farm is large in scale and physically capable of accommodating significant growth although the site promoter's most recent submissions suggest the scale of development would be reduced from that originally proposed in order to address concerns in relation to landscape impact. The site appears to be deliverable and viable. The site is not at risk of flooding and is not affected by noise, ecological or heritage constraints. However, access to the site would require significant improvements to Burford Road (even with a reduced scale of development) which could in turn serve to increase traffic in this location. Furthermore, the site has a poor relationship to existing services and facilities including public transport. Development in this location would be a satellite, poorly integrated to the built area and the full extent of potential development would have an adverse landscape and visual impact, representing a major intrusion into the open countryside. The site promoter has suggested a reduced scale of development for the site (300 homes) in order to address the landscape concerns that have been identified. Whilst a smaller scheme could potentially address the landscape constraints relevant to the site, it does not affect the other key constraints that have been identified including its relative isolation from the town centre, key services and facilities and its poor integration with the built up area of Carterton as a whole.
- 1.11 Land to the west of Carterton is large in scale and physically capable of accommodating significant growth (including future growth subject to the capacity of Upavon Way). The site is not affected by noise constraints, heritage issues or mineral sterilisation and the development offers the potential for ecological benefits and enhancements to the Shill Brook. Whilst satisfactory access to the site can be achieved, this requires the provision of significant built infrastructure within an ecologically sensitive area that is also designated as floodplain. The EA are however supportive of the flood measures proposed by the developer. The site enjoys good public transport accessibility although not as good as land to the east of Carterton which is served by both premium bus services. Whilst the site is physically close to the town centre, it is not well-related to it, with the Shill Brook clearly marking the edge of the existing town. Importantly, development in this location would represent a major incursion into open countryside of high landscape sensitivity and intervisibility. In light of this, a recent outline planning application for 1,000 houses was refused (in October 2014) as the development

was considered to represent a substantial intrusion of built development on relatedly elevated land in the countryside well beyond the existing built-up limits of Carterton which would cause significant harm to the character and landscape of the area and would relate poorly to the existing built development.

- I.12 Land at REEMA Central represents a highly sustainable development opportunity, utilising previously developed land no longer required by the MOD. There are no access constraints with access directly onto Upavon Way offering a choice of different routes. The central location of the site means it is highly accessible to a range of local shops and services and is well-served by public transport. The traffic impact of 200 additional dwellings in this location will need to be considered in further detail but there is known capacity on the network in Carterton so the additional trip generation associated with the development is unlikely to present any difficulties. The site is not within the floodplain and has no constraints in terms of heritage assets, mineral sterilisation or land stability. As a previously developed site in the centre of a built up area, landscape impact is not a significant issue and neither is impact on nearby villages. Redevelopment of the site will naturally integrate well with the town being within the existing built area and close to the town centre. Given the scale of development, the scheme is unlikely to offer a mix of different uses and is likely to be primarily residential. Whilst some infrastructure contributions will be sought, it is unlikely that the scale of development will lead to benefits significantly over and above those that would normally be required from a scheme of this size. The redevelopment of the site offers the potential to increase affordable housing supply in Carterton. In terms of delivery, Annington Homes will take the scheme forward pending completion of the adjoining REEMA North site which has now been cleared to provide 200 new homes for RAF service families. For reasons of viability, complete redevelopment of the site may be problematic and a more likely outcome is a combination of partial redevelopment and infill.

#### *Witney Site Options*

- I.13 Land to the north of Witney is a large site that enjoys reasonable access to services and facilities although is some way distant from the town's main employment areas. The current impermeability of the existing built-up area and the topography of the link into the town centre could act as a deterrent to walking and cycling and would therefore need to be addressed as part of any development proposal. The site is not constrained in terms of noise, mineral sterilisation or contamination and land stability issues and has reasonable access to public transport. The delivery of this site requires the provision of extensive built infrastructure in an environmentally sensitive, flood risk area. This would however deliver a second river crossing for Witney in the form of the West End Link, thereby helping to relieve congestion at the Staple Hall junction and Bridge Street and providing a wider benefit to the District. The northern part of the site is of high landscape sensitivity and as originally promoted for 1,500 dwellings would encroach into the landscape setting and visual

separation between Witney and the villages of Hailey/Poffley End. The Council's evidence suggests a reduced scale of development would mitigate the landscape impact of development in this location. Part of the site is the subject to an outline planning application which is currently pending decision (14/01671/OUT). This smaller parcel of land has been identified as having the potential to be phased ahead of the rest of the site (subject to traffic impact) and provides the opportunity to 'pump-prime' the funding needed to deliver the rest of the scheme. A key issue for the site is deliverability and viability given the multiple land ownerships involved and relative cost and complexity of the infrastructure needed. Information submitted by the site promoter suggests there are no constraints in terms of land assembly and the Council's own viability evidence suggests the scheme is a financially viable proposition. In terms of scope for future expansion, this is limited by the the landscape sensitivities of the site.

- I.14 Land to the east of Witney is able to achieve satisfactory access and would be required to deliver the Shores Green Slip Roads (SGSR) scheme in order to mitigate the impact of development and provide a wider strategic transport benefit to Witney. The site is extremely well related to existing services and facilities and permeability to key destinations is excellent. Public transport is good with convenient access particularly from the Cogges Triangle site to the premium S1 and S2 services. Flood risk is not an issue for the Cogges Triangle but is for the Cogges South site which would need to be taken into account in terms of the extent of development and any associated flood risk mitigation measures. Cogges Triangle appears to have no significant biodiversity or ecological constraints but Cogges South is likely to be of medium – high biodiversity value. Traffic noise from the A40 is an important consideration for both sites but should be able to be addressed through appropriate design and layout. Neither site is affected by land contamination, instability or mineral sterilisation. In landscape terms, both parcels of land are in sensitive locations. The higher part of the Cogges Triangle is particularly sensitive and any development would need to be informed by detailed landscape evidence to justify the precise extent of the proposed developable area. The Cogges South site is highly sensitive and development within this area could potentially result in significant damage to the Windrush Valley and key views across it. As such, any development in this location would need to be limited to a relatively small number of dwellings. Whilst not all parties have had their interests acquired, discussions are ongoing and it is anticipated that an agreement can be reached. The Council's evidence suggests the scheme is a financially viable proposition. Due to landscape sensitivities and other constraints, there is however little scope for further expansion in this location.
- I.15 Land to the south of Witney is located a reasonable distance from Witney town centre, although it is well located in terms of its proximity to existing employment opportunities in Witney. There is a severing effect caused by the A40 which is likely to impact on the integration of new development in this location with the existing built up area and existing communities. Whilst the site promoter has suggested the provision of enhanced pedestrian and cyclist links across the A40 it is not considered that this would be sufficient to

overcome the segregation effect of the A40 and development in this location would effectively be a satellite community, divorced from the main town. Considering the landscape impacts, development in this location would represent an incursion into the open countryside and the valley landscape of the Lower Windrush. Importantly, large scale development as proposed (approx. 1,200 homes) would erode the buffer to Curbridge and Ducklington which is important in maintaining their separate identities and could only be mitigated by significantly reducing the scale of development and providing an extensive landscape and visual buffer. Development in this location is also considered to be at risk of undue noise and odour resulting from the sewage treatment works, the abattoir and the A40, all of which are in close proximity to the proposed development site necessitating the imposition of a 'cordon sanitaire' the extent of which would need to be further considered through more detailed assessment. It is important that new development in close proximity to the sewage treatment works does not prejudice future operations from taking place, particularly as further capacity may be required in the future to accommodate new residential development in Witney and the surrounding area.

- I.16 Land to the north east of Witney is reasonably distant from existing services and facilities in Witney, particularly local shopping facilities and employment sites to the south and west of the town and pedestrian permeability is poor due to the separation of the site by Jubilee Way. However, the site is located in close proximity to the existing premium service bus network (including the S1 and S2 services to Oxford). The primary vehicular access is likely to be onto Jubilee Way but this presents difficulties in terms of land assembly and deliverability (see below). The site is located in Flood Zone 1 and is therefore at low risk of flooding although surface water run-off is an important consideration. Development in this location would have no significant impact in terms of heritage assets and there are no formal biodiversity designations although the hedgerows within the site are likely to have significance as habitats. Importantly, there is the potential for significant landscape impact as the site is highly sensitive in landscape and visual terms and is important to the Wychwood Forest landscape setting to the town. The Kirkham Landscape Review (February 2015) considers that the landscape and visual impacts of development on the site could not be mitigated through screening or a smaller site area. In terms of the wider benefits of the development, the developer has stated a commitment to providing a four arm junction at Shores Green. The site promoter has also stated that the site is deliverable and viable although this has not been demonstrated and it is understood that multiple land ownerships are likely to cause difficulties in terms of providing a vehicular access onto Jubilee Way.

### *Chipping Norton*

- I.17 Land to the east of Chipping Norton represents a highly sustainable development opportunity. Access to the site is achievable from London Road to the north via two separate points at Trinity Road and Fowlers Barn (the latter access point being subject to potential removal of protected tree/s) with the possibility of a secondary, emergency access located to the south. The location of the site close to the town centre and with good pedestrian linkages means it is highly accessible to a range of services and facilities including public transport. The traffic impact of development in this location will need to be further explored through a detailed assessment but it is unlikely to be a constraint to development. The site is not affected by flood risk and there are no known problems of land instability or contamination. The site is not within a mineral consultation area and development would not affect any identified heritage assets. The site is sensitive in landscape terms but the Council's evidence suggests that this can be addressed through an appropriate scale of development supported by mitigation. There would be no impact on adjoining villages and the development would integrate well with the existing built form. The scale of development offers the scope to provide a range of potential benefits including a potential new primary school for the town. It is also likely to allow for a mix of uses including some additional business floorspace. There are unlikely to be any significant infrastructure costs and in terms of deliverability, the site owner has expressed a clear intention to release the site for development with a developer already holding an option on part of the site. The landscape constraints identified limit the potential for further expansion in this location.

## **I. North Carterton (Kilkenny Farm)**

## I. North Carterton (Kilkenny Farm)

**Site Proposer:** Figbury Ltd.

**Description of Development:** The site comprises 100 hectares of land to the north of Kilkenny Lane and south of Burford Road and land to the south of Burford Quarry. The site has previously been considered for up to 1,000 homes plus other uses including a local centre, employment opportunities, a primary school, playing fields, woodland and potential sites for allotments/ cemetery and a fire station. Most recently the site promoter has suggested a reduced scale of development could be provided primarily in order to mitigate landscape impact. Various suggestions have been received by the Council including suggestions for 200 homes, 250 - 300 homes, 350 homes and 750 homes. The most recent response (September 2014) suggested a 'garden village' of 300 homes with the potential for more depending on identified housing needs and the outcome of the Carterton Town Council masterplan (currently in preparation).

**Summary of assessment:** Whilst vehicular access can be achieved from the Burford Road, significant improvements, including widening would be required even with a reduced scale of development. This would not only change the character of the area but could make Burford Road more attractive to drivers and thereby increase traffic pressure. The site is not well related to existing services and facilities with the main employment areas, town centre and leisure centre being further away than most of the other site options. Access by public transport is relatively poor, although there are good pedestrian and cycle links to the south of the site including Shilton Park. The site is located within Flood Zone 1 (low-risk) and development offers the potential to reduce surface water run-off however there are concerns that the site is at the head of a delicate catchment. There appears to be no significant ecological constraints although further survey work would be needed to inform possible mitigation requirements in relation to Great Crested Newts. The site is not constrained by noise and there are no records of contamination or land stability issues. Although over half of the site is in a Minerals Consultation Area, Oxfordshire County Council has now withdrawn their previous objection to the proposal. In terms of landscape impact, the extent of development originally proposed (1,000 homes) would have an adverse landscape and visual impact and be a major intrusion into the open countryside. Potentially there could also be some impact on the landscape setting of Brize Norton although this is likely to be able to be mitigated. Although they have not prepared their own landscape assessment, the site promoter appears to concur with the findings of the Council's assessment and has suggested a reduced scale of development ranging from 200 up to 750 homes (most recently 300 homes). In terms of the relationship of the site to Carterton, regardless of the scale of development proposed, new housing in this location would be a satellite, poorly integrated to the built area.

Whilst there is the potential to create some additional job opportunities (depending on the scale of development proposed) the site promoters have themselves acknowledged that the site is not a major employment location, owing to the gradient and lack of frontage. Furthermore, the location of the site is such that it would offer little support to existing local facilities in the town. The environmental sustainability measures proposed are welcomed and the site would appear to be deliverable in terms of land ownership and assembly. Limited information on viability has been provided and further detailed information would be needed to enable a proper assessment, however given the relative lack of constraints and infrastructure needed to bring the site forward, viability is unlikely to represent a significant constraint. A reduced quantum of development as has been recently suggested by the site promoter would not represent a particularly efficient use of the site although this is to reflect landscape concerns previously identified and does provide some scope to reconfigure the proposals. It is not considered that there is potential for further expansion in this location due primarily to the landscape sensitivities identified.

Criteria	SA Objective	Comment	Source/s of Information
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	<p>Vehicular access to the site was originally proposed from two points along Burford Road via two priority T junctions. The most recent submission from the developer also appears to suggest two points of access along Burford Road despite a reduced scale of development. This is effectively to serve two separate parcels of development. In September 2011, Oxfordshire County Council stated that the proposed access arrangements were acceptable in principle however an assessment of the capacity and quality of Burford Road would be needed to identify if the existing road is of suitable standard to access the development. Initial observations indicate improvements, particularly widening would be required to the carriageway. OCC also highlighted the fact that the existing quarry access and freight routeing of quarry vehicles would need to be reviewed to ensure there is no conflict with the residential development at this location. These issues are all still considered to remain valid considerations despite the reduced scale of development now being promoted.</p> <p>Whilst the Transport Appraisal submitted previously by the developer suggests a number of improvements could be introduced such as a speed limit reduction, pedestrian footway/path improvements, carriageway widening and capacity improvements to the Burford Road junction with Monahan Way and the A40, no firm details have been provided and therefore further work would be necessary before such proposals could be confirmed as achievable.</p>	<p>Peter Brett Associates Transport Appraisal (July 2011)</p> <p>Oxfordshire County Council response (May 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Oxfordshire County Council response (September 2011)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

		This would also help to determine the impact of a reduced scale of development as is being currently suggested by the site promoter.	
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is not well related to existing services, facilities and employment opportunities. The centre of the site (based on a larger scheme of 1,000 dwellings) is approximately 3km from Carterton town centre via Monahan Way and Brize Norton Road. The distance for pedestrians from the centre of the site to the town centre could be reduced to around 1.8km through the provision of new pedestrian links across the Kilkenny Country Park which the site promoter is proposing. In terms of leisure and recreational opportunities, Kilkenny Lane Country Park is nearby and there are some other facilities within walking distance including a primary school and the football club. The leisure centre and main employment areas are however more distant. In terms of access to public transport, no bus services operate along Kilkenny Lane or Burford Road. The nearest bus service to the site is route 19, which operates through the Shilton Park development to the south. The premium S2 service operates via Monahan Way to the east of the site. The nearest bus stops are on Trefoil Road and on Monahan Way adjacent to Teasel Way.</p> <p>Both are outside the recommended 400 metre maximum walking distance therefore service enhancements or diversions would be required. In August 2011, Oxfordshire County Council stated that this proposal presents the weakest transport opportunities of all the sites considered in terms of the significant investment in highway infrastructure needed, poor access to key facilities by walking and cycling and poor access to public transport. On this basis they</p>	<p>Peter Brett Associates Transport Appraisal (July 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Oxfordshire County Council response (March 2013)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p> <p>Oxfordshire County Council Local Plan Housing Consultation Response (October 2014)</p>

		<p>strongly recommended that the site should not be taken forward as a preferred site. In their most recent Local Plan consultation response (October 2014) the County Council agreed with the District Council's conclusion that land to the north of Kilkenny Farm does not represent a sustainable option for the future expansion of Carterton at this time.</p> <p>In terms of existing pedestrian and cycle access, there are good links to the south of the site including the Country Park and within the Shilton Park estate. Routes across the Country Park are however essentially recreational and are not lit or well overlooked by development. Kilkenny Lane is quiet in nature and would also facilitate walking and cycling. It is proposed to create new pedestrian and cycle linkages from Kilkenny Lane which would facilitate access to the various facilities available to the south.</p> <p>The County Council seeks to ensure that bus services serving existing areas are not removed to serve new developments. Any bus service serving a new development, may be pump primed initially, however in the longer term needs to be a commercially viable service run by a bus operator. The County Council has previously expressed concerns that the public transport proposals to serve the North Carterton site may not be commercially viable. A reduced quantum of development to address landscape concerns is likely to further compound this issue.</p>	
<p>What traffic impact will development in this location have on existing settlements and</p>	<p>SA6 SA9</p>	<p>The Halcrow Report (2009) highlighted the fact that development to the north of Carterton would require upgrading to Burford Road which is classified as a rural distributor route and that this could</p>	<p>Halcrow Report (November 2009)</p>

<p>the rural road network?</p>		<p>alter the character of the area. The report concluded that trips generated as a result of a potential development site at north Carterton have the joint largest effect on the Principal Distributor Route, alongside the east site. Main Distributor Routes are predominantly affected by trips attracted east to the A40. The report states that locating housing in the potential development site at North Carterton has the greatest effect on the Rural Distributor Routes, when compared to the other sites, due to the volume of trips on Burford Road.</p> <p>In August 2011, Oxfordshire County Council stated that the Burford Road would require upgrading and widening along the full length, from north of Monahan Way to the junction with the A40, to accommodate traffic from the development and that the impact of the improvements to Burford Road on existing travel patterns requires evaluation. They further state that 'it is likely improvements to Burford Road would make this an attractive route for existing journeys which may place increased pressure on the Burford Road and its junctions with the A40 and B4477 Monahan Way'.</p> <p>Whilst a reduced scale of development would clearly have less of a traffic impact, from 300 - 750 dwellings as has been suggested by the site promoter, would still have a significant effect and a number of the issues outlined above will remain of relevance. The developer has not prepared a detailed transport assessment in support of a reduced scale of development on the site and as such the precise traffic impact is difficult to determine at this stage.</p>	<p>Peter Brett Associates Transport Appraisal (July 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>
<p><b>Natural and Historic</b></p>			

Environment			
<p>Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the 'sequential test'?</p>	<p>SA2 SA12</p>	<p>The site falls entirely within Flood Zone 1 (low flood risk) and is therefore 'sequentially' preferable to any site within Flood Zone 2 or 3. There are pockets of surface water flooding within and adjoining the site (1 in 200 year) and Kilkenny Lane and Burford Road have experienced historic surface water flooding. Development of the scale proposed would require a Flood Risk Assessment (FRA).</p> <p>The District Council's Engineer has stated that this site is at the head of a delicate catchment regarding flood risk and has expressed concern at the proposed siting of one large storm attenuation pond next to Kilkenny Lane. Kilkenny Lane has a critical drainage channel running parallel to it on the north side and has very poor highway drainage which causes flooding at the junction of Burford Road.</p> <p>The Baynham Meikle study (2011) recognises the need to mitigate the impacts of surface water run-off from any development downstream. In response to the study, the EA has emphasised the need for any surface water strategy to be in accordance with practice guidance, giving preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer, and making use of sustainable drainage systems (SuDS)</p> <p>The District Council's Engineer has stated that any SuDS system would require a contingency overflow system which would ultimately link into an existing undersized system. As part of any upgrade of the Burford Road, there would need to be a considerably enhanced highway drainage system. The introduction of an attenuation pond to the south east of the site (illustrated on</p>	<p>West Oxfordshire Level 1 Strategic Flood Risk Assessment (SFRA)</p> <p>Environment Agency comments (July and Sept 2011)</p> <p>Baynham Meikle feasibility study for surface water and foul drainage (July 2011)</p> <p>WODC Engineer comments (July and August 2011)</p> <p>Kilkenny site layout (combined proposal) November 2012</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

		previously submitted masterplans) would reduce surface run off rates and reduce the risk of increased surface water flooding on Kilkenny Lane to the south.	
What effect would development in this location have in terms of biodiversity and ecology?	SA13	<p>The developer's ecological report indicates there are no strategic ecological issues related to this site. The habitats present are either of negligible or only local ecological value. The illustrative masterplan has been designed to retain the features of local value where possible (hedgerows, woodland, pond) and the development provides the opportunity to enhance local biodiversity through habitat creation and management if the recommendations of the ecological report and County Ecologist were to be implemented.</p> <p>Natural England has previously emphasised the need to ensure any proposed open space within the site links to the Country Park and other existing Green Infrastructure. The Environment Agency has recommended further survey work to inform possible mitigation requirements in relation to Great Crested Newts and that the SuDS scheme should be designed and implemented to provide protection to aquatic habitats off-site. A landscape and ecology plan is needed to detail the maintenance of habitat features. There are protected species in Lodge Plantation. In addition, Burford Quarry and land to its west are designated a Local Geological Site.</p>	<p>Ecological Assessment (Ecology Solutions Ltd.) (July 2011) including appendices, photographs and plans.</p> <p>Natural England comments (July 2011)</p> <p>OCC comments (August 2011)</p> <p>OCC comments (September 2011)</p> <p>Environment Agency comments (July 2011 and September 2011)</p> <p>OCC – County Ecologist. (September 2011)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>The most significant noise source is aircraft noise from RAF Brize Norton. The RAF has previously modelled the noise emissions from its aircraft in the context of noise exposure categories set out in national planning policy guidance PPG24 (now superseded by the NPPF). The RAF noise contours indicate two scenarios, current and future. In the current scenario the site is within Noise Exposure Category B whereby the site is suitable for residential development but noise should be taken into account in the design of the development. In the future scenario the site is within Category A whereby noise need not be a significant determining factor. The noise contours are much reduced in the future scenario due to the replacement of older noisier aircraft with newer quieter aircraft.</p> <p>In a more recent report from the Occupational and Environmental Medicine Wing, a computer model is used to identify a series of unadjusted noise contours (72, 66 and 63 db). The Kilkenny Farm site is located outside of the lowest 63 db noise contour.</p>	<p>RAF Centre for Aviation Medicine Report OEM/117/06  Predicted Environmental Noise Impact Resulting from RAF Brize Norton Aircraft Operations 2006</p> <p>Occupational and Environmental Medicine Wing: A Report on an Environmental Noise Survey of Aircraft Activity at RAF Brize Norton (January 2014)</p>
<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA11</p>	<p>There are no records of contamination or land stability issues associated with this site.</p>	<p>GIS</p>

<p>What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?</p>	<p>SA7</p>	<p>Just over half of the overall site previously promoted for 1,000 homes is in a Mineral Consultation Area (MCA). Oxfordshire County Council were initially concerned that the proposed development could sterilise mineral deposits of economic importance within the site (White Limestone) and, indirectly, beyond Burford Quarry, north east of Burford Road. As the White Limestone in this area can be sufficiently hard to require blasting to work it, a 350m radius buffer needs to be applied to each of the existing residential properties in the area. The net result is that the County Council consider there is unlikely to be an economically workable deposit of White Limestone within the Kilkenny Farm site and that as such, the proposed development is unlikely to impose any significant additional sterilisation impact. The developer has also come to an agreement with Smiths and Pavestone (the operators at Burford Quarry and associated stone products factory) in relation to how the Kilkenny Farm site could be developed without prejudicing the interests of the operators. The County Council has agreed that, provided the proposed development is designed and phased such that there will always be a buffer of at least 100m from the boundary of the permitted area of Burford Quarry to the nearest houses (or other sensitive land uses) and there will always be a buffer of at least 350m from the working face of the quarry to the nearest houses (or other sensitive land uses) that the proposed development should not be prejudicial to the mineral working and associated activities that are currently permitted at Burford Quarry, or to a potential westward extension of the quarry and that the proposed housing should not be adversely impacted by permitted quarry development.</p>	<p>Letter from Smiths and Pavestone to WODC (May 2011)</p> <p>OCC response (September 2011)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>
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		The most recent submission from the developer showing a reduced scale of development suggests the extent of the developable area would largely exclude the designated mineral consultation area.	
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The majority of the site is classified as Grade 3 agricultural land being of moderate to good agricultural land value. Part of the south east corner of the site is understood to be classified as Grade 2 being of very good agricultural quality. National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.	GIS.  NPPF
What effect would development in this location have in terms of any heritage assets?	SA14	To the south of the site are a series of cropmarks. There are however no designated assets within the area, or evidence of archaeological assets which are demonstrably of equivalent significance. The western boundary of the proposed developable area is approximately 800m from the edge of the Shilton Conservation Area meaning there would be no direct impact on its setting. There is a listed building at Stonelands, to the northwest of the site although again the extent of the proposed developable area is such that there would be no direct impact on its setting.	Oxfordshire County Council response (September 2011)  Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy
<b>Landscape Impact &amp; Settlement Integration</b>			
What would be the visual and landscape character impact of development in this location?	SA14	The site lies north of the Kilkenny Country park. The northern part is typical of the open wolds landscape, and is more exposed rising land of high sensitivity. The southern part is of lower sensitivity as it is more enclosed by Lodge Plantation, and other copses/trees and a shallow minor valley. There are open views from Stonelands, Burford Road and Kilkenny Lane of open fields rising into the	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)  Kilkenny Farm Masterplan

		<p>Cotswold Hills and views back towards Shilton Park. The extent of the development originally proposed would have adverse landscape and visual impacts and be a major intrusion into the open countryside. The Council's landscape review suggests that a smaller northern 'village' satellite development (of around 500-750 dwellings) could be accommodated confined to the southern part of the site, below the 110m contour, where partially enclosed by minor valley and vegetation. Development should be omitted from Burford Road and access would need to be limited and reflect the character of this road. It also suggests that an open landscape should be retained in the western area of the site rather than the proposed cordon of woodland identified on the previously submitted masterplan (2012).</p> <p>The developer appears to concur with the findings of the Council's landscape assessment and has submitted a revised masterplan (June 2014) which suggests a reduced scale of development on a relatively limited part of the overall site. Whilst the proposal has not been supported by any further landscape evidence it seeks to take account of the Council's own evidence published in 2012.</p>	<p>(submitted January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>
<p>What would be the impact of development on the setting and separate identity of nearby villages?</p>	<p>SA14</p>	<p>The most south easterly part of the originally proposed development intrudes into the landscape setting of Brize Norton but could be mitigated by reducing the extent of development and through appropriate woodland planting. The revised proposals submitted by the site promoter suggest that the eastern part of the site would be kept open which would reduce the likelihood of development intruding into the landscape setting of Brize Norton. This would however reduce the quantum of housing that the</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

		scheme is able to provide.	
How well would development in this location integrate with the existing fabric of the town?	SA3	The development is beyond and separated from the town by the northern landscape buffer at Kilkenny Lane Country Park. Although the Country Park could be regarded as an internal park, development of any scale in this location would be a satellite, poorly integrated with the town.	Kilkenny Farm Masterplan (submitted January 2012)  Kirkham Landscape Planning Review of Strategic Development Options (October 2012)  Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy
Would the development affect any public rights of way?	SA14	A public bridleway runs north/south from the quarry to Kilkenny Lane and west to Shilton. The experience of recreational users of the north south bridleway would be partially affected by new development closer in views depending on the extent of development.  The most recent masterplan from the developer seeks to address this issue and suggests the extent of development would be around 450m from the public bridleway.	GIS  Kilkenny Farm Masterplan (submitted January 2012)  Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy
<b>Sustainable Communities</b>			
Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if	SA3	The developer originally indicated that land within the scheme could be made available for a new fire station (although has not provided details about how this would be funded or delivered) and also for a cemetery (although provided no certainty that the land is suitable for	Figbury response to West Oxfordshire Draft Core Strategy (June 2011)

<p>any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)</p>		<p>this use). Whilst a number of other benefits were also proposed such as a new school, these are items that would typically be sought from a development of the scale originally being proposed. Whilst there would be improvements to Burford Road, these are necessitated by the proposed access arrangements.</p> <p>The reduced scale of development now being suggested by the site promoter may reduce the ability to provide wider benefits due to the issue of viability. The most recent submission suggests the provision of a small element of business floorspace, public open space, rights of way and informal open space. It does not include reference to the other benefits previously put forward (e.g. fire station, cemetery).</p>	<p>Letter from Figbury (September 2011)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>
<p>To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?</p>	<p>SA3 SA15 SA16</p>	<p>The original scale of development proposed (1,000 homes) provided the opportunity to deliver a primary school, potentially a cemetery/allotments and a local centre or employment area (albeit that scale of development presented difficulties in terms of landscape impact). The most recent submission indicates a small element of new business floorspace in a primarily residential scheme and is unlikely to result in a significant number of job opportunities. The site promoter has acknowledged that this is not a major employment location, owing to the gradient and lack of frontage.</p> <p>In terms of supporting local facilities, the relative isolation of this site from the built area and the distance from most key services and facilities (other than those available in Shilton Park) means it is unlikely to offer much support. The physical isolation of the site is compounded by limited public transport provision in the locality.</p>	<p>Kilkenny Farm Masterplan (submitted January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p> <p>Local Plan Housing Consultation Response (September 2014) - Bloombridge</p>

To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)	SA10	<p>The site falls entirely within Flood Zone 1 and is therefore well-placed to withstand potential increases in flood risk associated with climate change. In addition, detailed information has been submitted by the developer about the proposed approach to environmental sustainability. In particular, consideration would be given to district heating using biomass boilers, communal ground source heat pumps and solar thermal water heating, grey water harvesting and water minimisation, surface water attenuation pond to reduce surface water run off downstream, production of a construction waste management plan, ecological features of importance within the development area to be protected and new ecological habitats created in the proposed woodland area and ecological materials and high levels of insulation to minimise environmental impact.</p> <p>The reduced scale of development now being pursued by the site promoter has not been supported by further evidence in relation to the environmental measures now proposed so it is unclear at this stage the extent to which the measures outlined above would be able to be delivered.</p>	<p>Figbury response to West Oxfordshire Draft Core Strategy (June 2011)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SA1	The developer has stated that affordable housing would be delivered on site in line with the current planning policy requirements. The emerging policy suggests that this would be 35% at Carterton.	Figbury response to West Oxfordshire Draft Core Strategy (June 2011)

			West Oxfordshire Pre-submission Draft Local Plan (2015)
<b>Deliverability &amp; Viability</b>			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SA1	The site is in the ownership of several parties including the site promoter Figbury Ltd. The remaining parties have signed a legally binding agreement, dated 14 October 2010. A copy has not been provided for reasons of confidentiality however a letter of confirmation can be provided on request. On the basis of the information provided by the developer, it would appear that the site is deliverable in terms of land ownership and site assembly.	Figbury Deliverability and Viability Matrix (January 2012)
What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?	SA3 SA6 SA11	<p>In terms of 'on-site' infrastructure, the developer suggested that the following would be needed to support the development as originally proposed; primary school, cemetery/allotments, attenuation pond, sustainable drainage including attenuation ponds, services and spine/server roads. It has also been suggested that land could be provided for a new fire station. The information provided by the developer suggested the following 'off-site' infrastructure is likely to be necessary; some works to existing public highways, cycle storage rack on the Council land at the east end of the existing country park as well as WODC identified infrastructure.</p> <p>In terms of 'off-site' infrastructure, Oxfordshire County Council (OCC) have indicated that any strategic development site in Carterton or Witney would be expected to contribute towards a</p>	<p>Figbury Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

	<p>range of infrastructure including education, children’s centres and nursery provision, youth support, libraries, day care provision, adult learning, museum resource centre, waste management, fire and rescue, ecology as well as possibly extra-care and specialist housing, archaeological mitigation and sustainable drainage.</p> <p>With specific regard to transport infrastructure, OCC have advised that any scheme at Carterton would be expected to contribute towards improved access to and from the strategic road network, a new cycle route between Carterton and Witney, enhanced cycling facilities, additional bus stops and service enhancements, Oxford Park and Ride capacity enhancements and Accessing Oxford – northern approaches.</p> <p>With specific regard to this site OCC have advised that the following infrastructure would be needed to support the quantum of development as originally proposed: upgrading and widening of Burford Road along the full length, from north of Monahan Way to the junction with the A40; potential junction improvements at the A40 and at the junction of the B4477 Monahan Way. Consideration should also be given to direct mitigation measures against increased road traffic from the development; revision to existing speed limits in the Carterton area, including funding Traffic Regulation Order (TRO) existing quarry access and freight routeing of quarry vehicles to be revised; walking and cycling audits to identify necessary improvements to enable walking and cycling to Carterton town centre, secondary education and local centres.</p> <p>In terms of public transport, OCC would expect the developer to</p>	
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		<p>provide phased introduction of Real Time Information (RTI), bus stops &amp; shelters within the site (or in the vicinity where services do not serve the site) cycle parking at appropriate bus stops; bus services for the site and contributions towards the S2 and 64 bus services.</p> <p>The reduced scale of development now being promoted by the developer will have an effect on some but not all of the requirements outlined above. For example a smaller scheme of 350 dwellings is unlikely to deliver a new primary school, whereas a larger scheme of 750 dwellings may be required to deliver such a facility.</p> <p>In summary, development in this location would necessitate the provision of a range of on and off-site infrastructure, the scale and nature of which would depend on the quantum of development. In terms of exceptional costs, although no details have been provided, it is reasonable to suggest that the cost of necessary improvements to Burford Road including widening is likely to be reasonably significant. The provision of a new fire station associated with a larger scheme, would also require significant funding.</p>	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SAI	Information provided by the developer suggests that a viability appraisal has been undertaken and that the scheme is a financially viable proposition taking account of the infrastructure requirements outlined above. However, no evidence has been provided to this effect and as a result no definitive conclusions can be drawn. In very general terms it is reasonable to assume that a Greenfield development of the scale proposed should be financially viable	Figbury Deliverability and Viability Matrix (January 2012)  Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy

		although further details would be needed to be absolutely certain.	
<b>Efficiency &amp; Flexibility</b>			
To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?	SA7	<p>The total site area is 100 ha. The originally proposed residential element comprises 35.87 ha with density varying across the site from 30 dwellings per hectare proposed for the central and southern areas to 20 dwellings per hectare for the northern section and rural edges.</p> <p>The most recent submissions from the developer suggest a reduced scale of development in this location to address landscape concerns. This suggests that the site promoter agrees there is a landscape constraint which clearly limits the scope for further expansion in this location.</p>	<p>Figbury Deliverability and Viability Matrix (January 2012)</p> <p>Kilkenny Farm Masterplan (submitted January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

## **2. West Carterton**

## 2. West Carterton

**Site Proposer:** West Waddy on behalf of Crest Nicholson

**Description of Development:** The proposed development comprises 77.97 hectares of land with a wider area of 125 hectares within the control of the applicant. The site is situated to the west of Upavon Way, north of the B4477 Alvescot Road and the an outline application was submitted last year (ref: 14/0482/P/OP) for 1,000 dwellings including affordable housing and elderly persons accommodation, a local service centre including local shops and community buildings and 4 ha of mixed use development including employment land, primary school, public open space including sports pitches and children's play areas, an 'ecological park' along the Shill Brook valley and allotments. The application was refused at the Development Control Committee on 9<sup>th</sup> October 2014.

**Summary of assessment:** Whilst satisfactory vehicular access to the site can be achieved, it requires the provision of significant transport infrastructure across the Shill Brook, an ecologically sensitive area, located within the floodplain. The site is close to existing services and facilities including the town centre although is not particularly proximate to the town's main employment areas to the east. The site enjoys good public transport accessibility with the potential to divert services into the site. Although new links are proposed, the site has no current cycle infrastructure and disjointed pedestrian infrastructure available in order to access key destinations. In terms of traffic impact, there appears to be adequate capacity to absorb the proposed level of development subject to some junction improvements and contributions towards highway improvements in the locality and on the strategic road network. However further potential growth in the longer term would be constrained by the capacity of Upavon Way. In terms of flood risk, the eastern part of the site is located within Flood Zone 3a (high probability of flooding) although the Environment Agency has no objection in principle to development in this location and supports a number of the proposed flood risk mitigation measures. The Shill Brook is an ecologically sensitive area and Natural England and the Environment Agency have stressed the need for this area to be managed sensitively. In landscape terms, development in this location would represent a major expansion into open countryside of high landscape sensitivity and intervisibility. Development would also represent a major change to the settlement fabric and its relationship with the Shill Brook valley which clearly marks the edge of the town separating it from the open countryside. The development offers a number of wider potential benefits including the proposed ecological park and flood risk mitigation measures and the proposed mix of uses including a local centre and employment land would create additional job opportunities. The site appears to be deliverable in terms of land ownership and appears to be a financially viable proposition. The size of the site ensures there is scope to reconfigure the scheme and it could provide for future expansion subject to the capacity of Upavon Way.

Criteria	SA Objective	Comment	Source/s of Information
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	<p>The main vehicular access is proposed from the B4477 Upavon Way via a new roundabout and access bridge across the Shill Brook Valley with an adjacent cycleway/footway.</p> <p>Two additional vehicular accesses are proposed to be provided onto the B4477 Alvescot Road in the form of ghosted island junctions to facilitate right turns into the site.</p> <p>Oxfordshire County Council has confirmed that they consider the proposed access arrangements to be acceptable in principle.</p> <p>Whilst satisfactory vehicular access to the site can be achieved, it does require the provision of significant transport infrastructure across the Shill Brook, an ecologically sensitive area, located within the floodplain (see flood risk comments below).</p>	<p>Transport Assessment. Peter Brett Associates. (March 2014)</p> <p>Outline Construction Traffic Management Plan. Peter Brett Associates. (March 2014)</p> <p>Framework Travel Plan. Peter Brett Associates. (March 2014)</p> <p>Oxfordshire County Council response (May 2014)</p>
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is close to a number of existing services and facilities although the physical separation created by the Shill Brook means the site is not currently well-related to these services and facilities.</p> <p>Carterton town centre is approximately 1.6km from the centre of the site via the proposed bridge onto Upavon Way. The closest part</p>	<p>Transport Assessment. Peter Brett Associates. (March 2014)</p> <p>Outline Construction Traffic Management Plan</p>

	<p>of the site in the south east corner, adjacent to the B4477 is approximately 1km from the town centre via Alvescot Road. Other than the opportunities available in the town centre, the site is not surrounded by employment opportunities although Carterton South Industrial Estate to the south of the Town Centre is within walking and cycling distance of the site. Employment areas at the West Oxfordshire and Ventura Business Parks are around 1.8km from the closest point of the site and around 2.2km from the centre of the site. In terms of education, the site is close to Carterton Community College and a number of local primary schools, most notably St. Joseph's located within easy walking distance. The developer proposes to provide a new primary school as part of the development. Carterton Leisure Centre is around 2km away.</p> <p>In terms of access to public transport, the site enjoys good accessibility with several existing bus services including the premium S2 and 64 service running past the site. The developer proposes to divert both services into the site.</p> <p>Several new pedestrian and cycle linkages are proposed as part of the development. This includes a new three metre wide segregated off-road footway/ cycleway on the western side of Upavon Way and along Alvescot Road, east of the mini-roundabout. Various crossings to provide links to the primary school and the town centre are also proposed. Two new footway/cycleway links would be built across the Shill Brook Valley to Upavon Way.</p>	<p>Peter Brett Associates. (March 2014)</p> <p>Framework Travel Plan. Peter Brett Associates. (March 2014)</p> <p>Oxfordshire County Council response (May 2014)</p>
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<p>What traffic impact will development in this location have on existing settlements and the rural road network?</p>	<p>SA6 SA9</p>	<p>The submitted Transport Assessment is based on 1,000 homes and estimates that the development will generate 479 trips leaving the development in the AM peak with 246 entering the development and 365 vehicles exiting the development in the PM peak hour and 489 entering. The assessment identifies that the development will have significant impacts on the junction of Upavon Way/ Burford Road and will also impact on other junctions in the vicinity and on the wider road network.</p> <p>The assessment has helped to identify a number of mitigation measures to accommodate the travel demands resulting from the proposed development and the key measures include; improvements to the Burford Road/ Upavon Way Signalised Crossroads, improvements to the Upavon Way/ Alvescot Road Mini-Roundabout and improvements to the T junction of the B4477 and the unclassified road at Broughton Poggs.</p> <p>Oxfordshire County Council considers that the transport assessment submitted is appropriate and that the proposed mitigation measures are satisfactory in minimising any adverse impact on local junctions. The direct mitigation measures identified should negate traffic impact on sensitive junctions through the town, however the County Council note that the development will impact on the wider highway network and will create 300-400 additional trips on the A40 during the AM and PM peak hours and a financial contribution has been sought towards A40 improvements, amongst other transport upgrades.</p>	<p>Transport Assessment. Peter Brett Associates. (March 2014)</p> <p>Oxfordshire County Council response (May 2014)</p>
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<b>Natural and Historic Environment</b>			
<p>Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the 'sequential test'?</p>	<p>SA2 SA12</p>	<p>The eastern edge of the site is located within Flood Zone 3a (high probability of flooding). Access to the site from Upavon Way would involve built structures being provided within this area. The site is therefore sequentially less preferable to any site within Flood Zone 1 or 2 (lower risk flood areas). The Shill Brook also has flooding issues downstream and has experienced surface water flooding (1 in 200 year).</p> <p>A Flood Risk Assessment has been submitted alongside outline planning application ref: I4/0482/P/OP. This assessment recognises that the site has potential for fluvial flooding from the Shill Brook which is a 'Main River' running through the site. It also acknowledges that there is a history of overland flow in the vicinity of the site and there is a potential natural flow path down the centre of the site which acts as a drainage pathway during heavy rain. The assessment considers that the main potential risk of flooding arising from the development would be caused by increased surface water run-off from the development. The assessment advises that surface water can be intercepted and attenuated to below Greenfield run-off levels through the provision of SuDS which will reduce the risks of flooding downstream. The assessment states that only the access bridge crosses the floodplain and this has been designed to avoid any impact on flooding. Other built development is located in Flood Zone 1 which is at low risk of flooding from fluvial sources.</p>	<p>Flood Risk Assessment on behalf of Crest Nicolson Strategic Projects. Peter Brett Associates (March 2014.)</p> <p>Hydraulic Modelling Report on behalf of Crest Nicolson Strategic Projects. Peter Brett Associates (February 2014)</p> <p>Environment Agency comments (May 2014)</p>

		<p>A Hydraulic Modelling Report also accompanied the recent outline application to determine the flood levels on the west of Carterton as well as to assess the impact of the surface water management strategy and flood alleviation option on the Shill Brook. According to this report, the results show that the proposed surface water management strategy and additional flood storage will have minimal impact on water levels in the Shill Brook.</p> <p>The Environment Agency confirmed in their consultation response regarding the outline planning application that they have no objection in principle to development in this location. Should the application be approved, conditions have been requested which seek further information to demonstrate that development will not pose an unacceptable flood risk to RAF Brize Norton, Alvescot or Black Bourton.</p>	
What effect would development in this location have in terms of biodiversity and ecology?	SA13	<p>Oxfordshire County Council, the Environment Agency and Natural England have previously supported the retention of green corridors into and across the site, extending the existing Green Infrastructure network at Carterton and, in particular, linking to the South Cotswolds Valleys Conservation Target Area (CTA), part of which lies within the eastern section of this site.</p> <p>The County Ecologist previously agreed that the Ecological Report (2011) demonstrates that there are unlikely to be any major negative biodiversity impacts as a result of the proposed development and that there are potential major positive impacts resulting from habitat creation along the Shill Brook, The Environment Agency have also emphasised how valuable the Shill Brook is for wildlife and wish to</p>	<p>Ecology Surveys. Ecoconsult Ltd. Environmental Statement. March 2014</p> <p>Oxfordshire County Council response (May 2014)</p> <p>BBOWT response (May 2014)</p> <p>Natural England response</p>

	<p>see substantial biodiversity benefits delivered along with amenity aspects.</p> <p>The Environment Statement accompanying the outline application includes a Phase I Habitat Survey alongside bird, badger, water vole, otter and bat surveys. The Habitat Survey identifies that the majority of the site is dominated by intensive arable fields supporting farmland biodiversity. The report considers that there is scope to mitigate and/or compensate for the loss of farmland through enhancements to arable land retained within the wider site and off-site. The survey identifies that the most important part of the site ecologically is the Shill Brook valley within the Conservation Target Area (CTA) which will be crossed by an access road off Upavon Way, however this access road has been designed to minimise impacts on wildlife. It is proposed that the greater part of the CTA within the site will be used to create the Shill Brook Ecology Park to help deliver the CTA targets.</p> <p>Natural England is satisfied with the surveys submitted and considers that there is not likely to be adverse impacts on the site. However, Berkshire Buckinghamshire Oxfordshire Wildlife Trust (BBOWT) consider that there has been inadequate assessment of the impacts on designated sites and on the Shill Brook and insufficient compensating for impacts on farmland birds, arable plants and brown hare.</p> <p>In addition, the County Council's Ecologist Planner has recommended further information is sought, including hydrological modelling, to allow the potential indirect impacts of the</p>	(May 2014)
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		development on the Shill Brook, nearby Local Wildlife Sites and Alvescot Meadows SSSI to be fully understood. Further information is also sought by the County Ecologist regarding bat activity surveys of the hedgerows on the site.	
To what extent would development in this location be affected by noise pollution?	SA2	<p>A noise assessment has been carried out for the site on behalf of the developer by Cole Jarman. The study considers noise sensitivities resulting from construction related noise, traffic and aircraft noise. Extended noise monitoring was undertaken over two periods between February and March 2013 and again between June and July 2013. An unattended noise survey was also undertaken in November 2013 to assess the existing ambient noise levels.</p> <p>The report states that none of the site is located in an area that is exposed to 'significant observable adverse effect level' and that there is no necessity to avoid noise sensitive development by virtue of airborne aircraft noise. However, the southernmost section of the site is subject to a level of aircraft noise which requires some mitigation through the design of the buildings and insulation.</p> <p>The Council's EHO has concluded that noise is not unacceptable for residential development in this location but that mitigating measures would need to be taken to protect residents from environmental noise when they are inside, such as by internal layout, good glazing and acoustic vents to achieve the 'good' standards as defined in BS8233.</p> <p>In a recent report from the Occupational and Environmental Medicine Wing, a computer model is used to identify a series of</p>	<p>Cole Jarman Planning Noise Assessment Revision 5 (November 2011)</p> <p>WODC Environmental Health response (December 2011)</p> <p>Cole Jarman Noise Assessment. March 2014</p> <p>West Waddy ADP EIA Scoping Report &amp; Request for EIA Scoping Opinion. December 2013</p> <p>West Waddy ADP Environmental Statement. March 2014</p> <p>Occupational and Environmental Medicine Wing: A Report on an</p>

		unadjusted noise contours (72, 66 and 63 db). The West Carterton site is located outside of the lowest 63 db noise contour.	Environmental Noise Survey of Aircraft Activity at RAF Brize Norton (January 2014)
Is the site affected by any known contamination or land stability issues?	SA11	<p>Within the western part of the site, due east of Field Farm, lies land identified as an 'historic landfill site'. Indications are that the area last received waste in 1975. National policy states that sites need to be suitable for their new use taking account of ground conditions, land instability and any remediation.</p> <p>An assessment has been undertaken to consider the need for remedial works required to overcome any risks to health or the environment. This found that the site presents a range of risk levels from moderate to high and a range of mitigation measures have been identified to deal with risks such as ground gases.</p>	<p>Environment Agency Interactive Maps</p> <p>West Waddy ADP Environmental Statement. (March 2014)</p>
What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?	SA7	The site is not located within a Mineral Consultation Area. There is likely to be White Limestone underlying Forest Marble although Oxfordshire County Council has concluded that working of the White Limestone is unlikely to be economic due to its depth.	Oxfordshire County Council response (April 2014)
Would development in this location be constrained by the agricultural land classification of the site?	SA11	<p>The site is classified as Grade 3 agricultural land (moderate to good quality). National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p> <p>Further assessment of the agricultural land quality was undertaken by ADAS UK Ltd as detailed in the Environmental Statement dated</p>	<p>GIS</p> <p>NPPF</p> <p>West Waddy ADP Environmental Statement. (March 2014)</p>

		March 2014 and the EIA Scoping Report & Request for EIA Scoping Opinion dated December 2013. The investigations show that the majority of the site falls under Grade 3b (moderate quality) with a reasonable proportion classed as Grade 3a (good quality).	West Waddy ADP EIA Scoping Report & Request for EIA Scoping Opinion (December 2013)
Are there any known issues of water quality in this location?	SA11	The site lies within a 'minor aquifer, high groundwater vulnerability zone'. Although the presence of an aquifer does not preclude development, special care needs to be given e.g. to the use of appropriate sustainable drainage (SuDS) techniques. The Environment Agency has a Groundwater Protection Policy to set up pollution prevention measures in areas at higher risk.	Environment Agency Interactive Maps
What effect would development in this location have in terms of any heritage assets?	SA14	<p>The site contains some evidence of archaeological features, although none are considered to be of equivalent significance as a scheduled monument and Oxfordshire County Council consider that archaeological investigation can be achieved through suitable conditions.</p> <p>There are Conservation Areas located to the north at Shilton (approx. 900m at the closest point) and to the south at Alvescot (approx. 700m at the closest point). The distance is such that the proposed development is unlikely to have a harmful impact on the setting of either area.</p>	<p>Archaeological Desk Based Assessment. CgMs Consultants. November 2013 (revised December 2013 and March 2014)</p> <p>Heritage Asset Assessment. West Waddy ADP (March 2014)</p> <p>Oxfordshire County Council response (April 2014)</p>

Landscape Impact & Settlement Integration			
<p>What would be the visual and landscape character impact of development in this location?</p>	<p>SA14</p>	<p>The site lies within two landscape areas: Alvescot Downs open limestone wolds, typically undulating, arable land and the Shill Brook Valley, both identified as areas of high landscape sensitivity. The development is a major expansion into open countryside of high landscape sensitivity and intervisibility. It would be difficult to reduce the visual impact in the short term. Development would split the open wolds landscape west of Carterton in two and will appear as an alien intrusion into the open wolds. There are few landscape features (hedges and trees) on the site outside of the Shill Brook Valley which provides a soft landscape edge to Carterton and strong contrast to the urban form.</p> <p>This contrast could remain and the Shill Brook valley integrated into the townscape as green infrastructure but the central part of the valley would be urbanised through increased levels of access and supporting infrastructure and some housing development.</p> <p>The Landscape and Visual Effect Executive Summary included within the applicant's Environmental Statement recognises that the development will result in an obvious change to the landscape characteristics. The assessment advises that while there will be localised significant effects the applicant has attempted to minimise these through the landscape-led approach proposed.</p>	<p>Land Use Consultants Landscape and Visual Assessment of Land West of Carterton on behalf of Crest Nicholson June 2011</p> <p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>West Waddy ADP Environmental Statement (March 2014)</p>

<p>What would be the impact of development on the setting and separate identity of nearby villages?</p>	<p>SA14</p>	<p>Development would not encroach into the landscape setting of Shilton and Alvescot subject to creating a soft northern edge to the development and maintaining the rural character of Alvescot Road west of access to Kenn's Farm. There is high intervisibility between the edge of Shilton and the wider open wolds and development would be visible on the skyline (softening as planting matures) and would increase the perception of Carterton expanding towards Shilton. A landscape buffer to Shilton and Alvescot could be protected and development can avoid expansion of Carterton close to existing villages. The site provides an opportunity to contain the expansion of Carterton to within one area.</p> <p>The Landscape and Visual Effects Executive Summary contained in the applicant's Environmental Statement lists the mitigation measures to be put in place in an attempt to reduce the impacts on the landscape which include avoiding the highest parts of the site, reducing the heights of buildings and creating a landscape buffer as well as an ecology park.</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>Land Use Consultants Landscape and Visual Assessment of Land West of Carterton on behalf of Crest Nicholson June 2011</p> <p>West Waddy ADP Environmental Statement (March 2014)</p>
<p>How well would development in this location integrate with the existing fabric of the town?</p>	<p>SA3</p>	<p>The development would not be well integrated with the physical fabric of the town being separated by the Shill Brook valley which clearly marks the edge of the existing town. Development beyond the valley would be a new part of the town. Whilst some integration could be achieved through including built form links along Alvescot Road and Upavon Way, sympathetic absorption of the farm buildings and placing open space facilities within reach of the whole community, it is not considered that this would be sufficient to overcome the separation caused by the Shill Brook and its</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>West Waddy ADP Design and Access Statement (March 2014)</p>

		associated floodplain.	
Would the development affect any public rights of way?	SA14	<p>A public footpath (Alvescot public footpath 4) crosses the site from north to south and connects Shilton and Alvescot.</p> <p>The development will affect the experience of users of this public right of way as this scheme will urbanise the area. The County Council have advised that the on-site paths need to remain as green corridors and also be made safe and fully integrated with the development.</p> <p>Additional access linkages could be made within a landscape transition zone providing a link to Willow Meadows to the south east of the site.</p>	<p>GIS</p> <p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>West Waddy ADP Design and Access Statement March 2014</p> <p>Oxfordshire County Council response (July 2014)</p>
<b>Sustainable Communities</b>			
Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)	SA3	<p>The development would provide a number of wider benefits to the local community including the potential 'opening up' of the Shill Brook to create an ecology park and wildlife centre and the potential to introduce flood risk alleviation measures.</p> <p>The other infrastructure items that are being proposed are that which would typically be sought from a development of this scale including the provision of a new primary school and open space including allotments.</p>	<p>West Carterton revised masterplan (November 2011)</p> <p>Information submitted in support of outline planning application ref: 14/0482/P/OP</p>

<p>To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?</p>	<p>SA3 SA15 SA16</p>	<p>Whilst the development is predominantly residential in nature, the scheme also includes an employment area, local shops and community centre. The development would therefore result in some job opportunities associated with the proposed local centre and employment area. The number of jobs would depend on the detailed mix of uses and Oxfordshire County Council has advised that the developer should prepare an Employment &amp; Skills Plan.</p> <p>The location of the site means development would help to support some local facilities including the town centre and Carterton Community College.</p>	<p>Making it happen – Carterton West (June 2011)</p> <p>West Carterton revised masterplan (November 2011)</p> <p>West Carterton Non-Technical Summary (January 2012)</p> <p>Oxfordshire County Council response (April 2014)</p>
<p>To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)</p>	<p>SA10</p>	<p>As the site is partly located within a high risk flood zone, it could be said to be less well placed to withstand the potential increases in flood risk associated with climate change than other site options which lie in low flood risk areas. However, the majority of development will be located within Flood Zone 1 (lower risk of flooding) and the road bridge over the Shill Brook is such that it spans across the floodplain in Flood Zones 2 and 3 (medium and higher risk of flooding).</p> <p>In terms of sustainable construction, the developer has submitted a statement to confirm that they recognise the importance of sustainable construction and employing resource and waste</p>	<p>West Carterton Non-Technical Summary (January 2012)</p> <p>West Oxfordshire Draft Local Plan (October 2012)</p> <p>West Waddy ADP Sustainability Statement. March 2014</p>

		efficiency practices on site. The developer has confirmed that all the proposed dwellings on the development will achieve Code for Sustainable Home Level 4 and the commercial buildings will meet BREEAM standard of 'good' or 'very good'.	
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SAI	<p>The proposed level of affordable housing is 35%. This is consistent with the pre-submission draft Local Plan.</p> <p>In addition, the developer has stated that some housing would be provided to meet the specific needs of the elderly and may include some element of extra care housing.</p>	<p>West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)</p> <p>West Oxfordshire Pre-Submission Draft Local Plan (2015)</p>
<b>Deliverability &amp; Viability</b>			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SAI	The site is in various different ownerships and the landowners have formed a consortium which has entered into a formal option agreement with Crest Nicholson. Some current tenants would need to be given notice (likely to be 12 months unless a shorter period can be negotiated). The MOD owns a water storage tank on the site which is to be retained. In light of the information provided it would appear that the development is deliverable from a land ownership and site assembly perspective and the applicant has confirmed that the site is deliverable.	<p>West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)</p> <p>Information submitted in support of outline planning application ref: 14/0482/P/OP</p>

<p>What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?</p>	<p>SA3 SA6 SA11</p>	<p>In terms of 'on-site' infrastructure, this will include the formation of primary and secondary access onto Upavon Way/ Alvescot Road, a cycle/footbridge over the Shill Brook, floodwater attenuation, cycleways/footways, primary on-site roads, services (electric, mains water, gas, sewage treatment works and broadband) ecological enhancements to the Shill Brook, strategic landscaping and allotments.</p> <p>In terms of 'off-site' transport infrastructure, this will include the following; junction improvements to Upavon Way/ Alvescot Road and Upavon Way/ Burford Road, improvements to Alvescot Road/ Black Bourton Signalised Crossroads and improvements to the T junction of the B4477 and the unclassified road at Broughton Poggs. In addition, traffic calming measures will be installed along Alvescot Road in Carterton town centre. In terms of pedestrian and cycle improvements, these will include a new three metre wide segregated off-road footway/ cycleway on the western side of Upavon Way and along Alvescot Road east of the mini-roundabout. Zebra/ pelican crossings are also proposed in key locations.</p> <p>With regard to transport infrastructure, Oxfordshire County Council has requested a financial contribution towards the Carterton Locality Strategic Transport Package and/ or the A40 corridor and a contribution towards public transport including bus stop furniture.</p> <p>Considering other financial contributions, Oxfordshire County Council have requested contributions towards a range of</p>	<p>West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</p>
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		<p>infrastructure including education, youth support, library, day care provision, museum resource centre, waste management, fire and rescue and ecology.</p> <p>As outlined above, a range of on and off-site infrastructure is needed to bring this site forward. In terms of 'exceptional costs', information submitted by the developer suggests that the cost of the new cycle/footbridge and road bridge across the Shill Brook would be relatively significant although not prohibitively so.</p>	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SAI	The developer previously provided information on the likely development value and costs associated with this scheme (although some costs such as the proposed ecological park were not factored in). Notwithstanding the relatively high cost of the proposed access arrangements and potential uncertainties on some costs, the development appears to be a financially viable proposition.	<p>West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)</p> <p>West Waddy ADP Planning Policy Statement (March 2014)</p>

<b>Efficiency &amp; Flexibility</b>			
To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?	SA7	The site area has been identified as 77.97 hectares. The proposed number of dwellings is 1,000 and this is considered to represent a reasonably efficient use of the site. The size of the site suggests that there is scope for reconfiguration if necessary. Whilst there may be scope for further longer-term growth, this may be limited by road capacity issues on Upavon Way.	West Waddy ADP Design & Access Statement March 2014  West Waddy ADP Planning Policy Statement (March 2014)

### **3. REEMA Central**

### 3. REEMA Central

**Site Proposer:** Defence Infrastructure Organisation (DIO) and Annington Homes

**Description of Development:** The REEMA Central site abuts REEMA North and lies to the south of Upavon Way, extending to Brize Norton Road immediately to the west of the town centre. The site area is 18.31 ha. REEMA Central has been partly cleared but still accommodates just over 300 (primarily residential) properties. It is anticipated that the majority of these existing properties will be refurbished rather than redeveloped (for reasons of viability) and that new homes will be provided on those parts of the site that are currently undeveloped and potentially through some redevelopment. It is expected that a net gain of around 200 new homes will be delivered on this site over and above those already there.

**Summary of assessment:** Satisfactory access arrangements can be achieved via the existing access points serving the site. The site is very well related to existing services and facilities in Carterton town centre and also has convenient access to a number of different employment sites. In terms of flood risk, the site is located in Flood Zone 1 so is at low risk of flooding, although surface water drainage has been identified as a potential constraint, albeit one that can be suitably mitigated. Development in this location would have no significant impact in terms of heritage assets. In terms of the wider benefits of the development, the development offers the potential to improve the quality of the built environment and could also improve surface water drainage. The developer has stated a commitment to sustainable development and proposes to meet Code for Sustainable Homes Level 4. With regard to deliverability, the freehold has been transferred to Annington Homes and in terms of viability, the scheme is considered to be a viable proposition based on the information provided by the developer and on the basis that development is taken forward as infill and partial redevelopment rather than wholesale redevelopment of the entire site. It is however considered that the scope to reconfigure the site to address potential impacts and cater for future growth is limited due to the constrained nature of the site.

<b>Criteria</b>	<b>SA Objective</b>	<b>Comment</b>	<b>Source/s of Information</b>
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	<p>Primary vehicular accesses are proposed from Upavon Way and Brize Norton Road utilising the existing road network. Oxfordshire County Council has previously approved these in principle.</p> <p>The site has no access restrictions or constraints and enjoys excellent accessibility directly onto a modern road network which provides good links to the wider area.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is very well related to existing services, facilities and employment opportunities. Carterton town centre is less than 1km from the centre of the site via Brize Norton Road which provides a range of services and facilities including shops, the community centre and library. The site is also located close to the health centre off Broadshires Way.</p> <p>In addition, the site is close to a number of employment opportunities including the West Oxfordshire and Ventura Business Parks and the main gate of RAF Brize Norton. In terms of education, the site is close to a number of existing primary schools and is relatively close to Carterton Community College. The site is located close to existing sports pitches and is adjacent to Carterton Leisure Centre.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>

		<p>The site adjoins the routes of both the S1 and S2 premium bus services which provide regular connections to Witney and Oxford. There are three bus stops on Upavon Way adjacent to the site and two on the Brize Norton Road. The number 19 service, which operates hourly, also serves the Crossroads and provides an additional service to Witney, as well as serving Clanfield, Bampton, and Ducklington.</p> <p>There is an existing foot/cycle way around and through the site and it is proposed to create new pedestrian/cycle crossing facilities in order to facilitate links to Shilton Park and the wider area including the town centre. It is also proposed to fill in the subway under Upavon Way and this will be replaced with a re-graded footpath and pedestrian crossing. The site is closer in terms of walking/cycling to the main town centre facilities than any of the other strategic options identified.</p>	
<p>What traffic impact will development in this location have on existing settlements and the rural road network?</p>	<p>SA6 SA9</p>	<p>The County Council has no objection in principle to the redevelopment of the site for housing, subject to various works to include - a new pedestrian refuge crossing along Upavon Way in the vicinity of the old Esso Garage and additional pedestrian/ cycle links.</p> <p>On the basis of the advice received from the County Council and when considering that the site is an established residential area, the proposal is not considered likely to harm the highway network, subject to appropriate mitigation by way of suitable upgrades where necessary.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>

<b>Natural and Historic Environment</b>			
<p>Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the 'sequential test'?</p>	<p>SA2 SA12</p>	<p>The site is located in Flood Zone I which is deemed to be an area at low risk of flooding and the site is not at significant risk of flooding from rivers or groundwater.</p> <p>The Environment Agency raised objections to a previously submitted reserved matters application on the basis that a flood risk assessment had not been submitted and further information was requested to overcome their objection.</p> <p>URS Corporation Ltd was commissioned to carry out a flood risk assessment and this recommended that a detailed survey of the surface water sewerage network be undertaken prior to detailed design work.</p> <p>In their most recent Local Plan consultation response the Environment Agency has highlighted the need to ensure the use of sustainable drainage to mitigate surface water run-off.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p> <p>Environment Agency response (September 2014).</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>There is likely to be a minimal impact on biodiversity and ecology as it relates to a brownfield site. There are no records of any protected species or habitats.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref:</p>

			11/0823/P/RM
To what extent would development in this location be affected by noise pollution?	SA2	<p>As a site lying within the existing built up area of Carterton Environmental Health raised no objections to its redevelopment on the basis of either road or aircraft noise.</p> <p>In a recent report from the Occupational and Environmental Medicine Wing, a computer model is used to identify a series of unadjusted noise contours (72, 66 and 63 db). The REEMA Central site is located outside of the lowest 63 db noise contour.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p> <p>Occupational and Environmental Medicine Wing: A Report on an Environmental Noise Survey of Aircraft Activity at RAF Brize Norton (January 2014)</p>
Is the site affected by any known contamination or land stability issues?	SA11	There is potential for asbestos associated with the demolition of any existing buildings although it is understood that wholesale redevelopment is unlikely for reasons of viability. There are no known issues/records of land contamination or instability.	<p>Site assessment</p> <p>GIS</p>

What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?	SA7	The site is previously developed and is not located within a Minerals Consultation Area (MCA) and therefore there will not be any detrimental impacts in terms of potential sterilisation of mineral resources.	GIS
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The site is previously developed land within the urban area and therefore has no impact on agricultural land.	GIS
Are there any known issues of water quality in this location?	SA11	There are no known issues of water quality in this location.	Environment Agency Maps
What effect would development in this location have in terms of any heritage assets?	SA14	There are no known archaeological sites or features or heritage assets directly associated with this site. As the site is previously developed, any archaeological features are likely to have been removed/ disturbed in the past.	GIS
<b>Landscape Impact &amp; Settlement Integration</b>			
What would be the visual and landscape character impact of development in this location?	SA14	<p>The site is prominently located adjoining a number of major route ways into and around the town centre and in its current form detracts visually in the local street scene. However as it lies within the built up area it is well screened in wider views.</p> <p>Structure planting in the form of native tree and scrub planting is proposed to supplement the existing planting along along the southern part of Upavon Way to help screen the development.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>

What would be the impact of development on the setting and separate identity of nearby villages?	SA14	As the site lies within the existing built up area, it would have no additional impacts on the setting and identity of nearby villages.	Site assessment.
How well would development in this location integrate with the existing fabric of the town?	SA3	In utilising existing road and landscape features and lying within the built up area, this site has the greatest potential of all the strategic sites to integrate/enhance the existing fabric of the town.	Information submitted in support of outline planning application ref: 04/2358/P/OP  Information submitted in support of planning application ref: 11/0823/P/RM
Would the development affect any public rights of way?	SA14	Footpaths do cross the site however the previous reserved matters application proposed to retain/enhance these as part of the new development.	Information submitted in support of outline planning application ref: 04/2358/P/OP  Information submitted in support of planning application ref: 11/0823/P/RM

<b>Sustainable Communities</b>			
Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)	SA3	<p>The proposed development could result in a number of wider benefits to the local community including a reduction in surface water flood risk through the use of sustainable drainage and the provision of an extensive strategic green buffer along Upavon Way.</p> <p>The main improvements will be the substantial upgrade in quality of the built environment and the ability to enable better cycle/pedestrian links through the site to the town centre.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>
To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?	SA3 SA15 SA16	<p>The proposed development is predominantly residential (excluding the NAFFI site).</p> <p>In terms of supporting local facilities, the location of the site ensures that it would support the leisure centre, the local centre at Shilton Park, and several nearby employment sites as well as the town centre.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>

To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)	SA10	<p>The site falls within Flood Zone 1 and is therefore well-placed to withstand potential increases in flood risk associated with climate change.</p> <p>In terms of sustainable construction, the 2011 application proposed that all new homes will meet Code Level 4 of the Code for Sustainable Homes.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SA1	The existing S106 allows for a small proportion of houses initially provided for service personnel to transfer to affordable units. It is however likely that an alternative affordable housing agreement would be negotiated with any entirely private sector development proposed on the site. The emerging target for Carterton is 35% affordable housing on schemes of 11 or more dwellings.	Pre-submission draft West Oxfordshire Local Plan (2015)
<b>Deliverability &amp; Viability</b>			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SA1	The freehold for the majority of the site has now been passed from the MOD to Annington Homes which suggests that the development is deliverable in terms of land assembly.	Annington Homes
What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?	SA3 SA6 SA11	<p>The construction of REEMA Central and North will be undertaken in three phases. Phase 2 and 3 form REEMA Central.</p> <p>Additional infrastructure to serve phase 2 will include a new pedestrian/ cycle path from Upavon Way to Brize Norton Road</p>	Information submitted in support of planning application ref: 11/0823/P/RM

	<p>linking with a new pedestrian crossing. In addition, new structural planting will be incorporated.</p> <p>In terms of phase 3, new road links will be required to link this with phase 2.</p> <p>In terms of off-site highway infrastructure, Oxfordshire County Council has identified the need for a new pedestrian refuge crossing along Upavon Way. In addition, they have requested pedestrian/ cycleways on the south side of Brize Norton Road, on the south side of Upavon Way and a pedestrian/ cycle crossing in the vicinity of the RAF Main Gate. Finally a pedestrian/ cycle link from the junction of Brize Norton Road/ Carterton Road/ Upavon Way along the southern side of Carterton Road has been requested.</p> <p>Financial contributions have been requested from the County Council and WODC towards library provision, education, general transport including public transport, landscaping and recreational infrastructure.</p> <p>In terms of exceptional costs, a key difference between this and other identified sites is that this is previously developed land and has a much higher existing use value than a greenfield site because of the existing residential properties present on the site.</p>	
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Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1	It is understood that the cost of completely redeveloping the existing properties on the REEMA Central site is likely to be prohibitive from a viability perspective given their relatively high existing value. Therefore, it may be more viable to refurbish these and provide new homes on the undeveloped parts of the site together with an element of partial redevelopment of some properties.	Annington Homes
<b>Efficiency &amp; Flexibility</b>			
To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?	SA7	Lying within the existing built up area, the site is constrained on all boundaries by existing development and road layouts so there is little scope for future expansion in this location.	Information submitted in support of outline planning application ref: 04/2358/P/OP  Information submitted in support of planning application ref: 11/0823/P/RM

## **4. North Witney**

#### 4. North Witney

**Site Proposer:** Boyer Planning on Behalf of the North Witney Consortium

**Description of Development:** The scheme comprises a total of around 58.6 hectares including highways land, and has been proposed to include primarily housing (developers' most recent site submission suggesting at least 1,200 homes), a new primary school, local centre, the provision of a new West End link (WEL2) across the River Windrush and a northern distributor road linking Hailey Road with New Yatt Road and Woodstock Road. An outline application for 200 dwellings on part of the site has been submitted and is currently pending a decision (14/01671/OUT).

**Summary of assessment:** Based on the information provided it appears that satisfactory access arrangements can be achieved although this will require the provision of extensive off-site infrastructure including the West End Link and a new Northern Distributor Road to mitigate the impact of the proposed development and provide wider transport benefits to Witney. Consideration will need to be given to the capacity of New Yatt Road and Hailey Road to accommodate development of the scale proposed through a detailed Transport Assessment. The site is reasonably well-related to existing services and facilities including schools, public transport and local shopping facilities although less well-related to Witney's main employment sites in the south and west of the town. In terms of flood risk, a small proportion of the site is located within an area of floodplain however it is proposed that this would be kept free from development. The route of the proposed West End link (WEL2) is within the functional floodplain however in terms of the sequential test, there are no alternative locations for a river crossing that would fall in a lower flood risk area.

The West End Link is classed as essential infrastructure and would therefore need to satisfy the requirements of the exception test in order to comply with national policy. This has been further considered through a Level 2 strategic flood risk assessment. Development in this location would have no significant impact in terms of heritage assets although it is considered that there is the potential for harmful landscape impact unless development were to be scaled back to around 1,000 homes. In terms of the wider benefits of the development, clearly the provision of a second river crossing and flood alleviation would be significant benefits for Witney. The developer has stated a commitment to sustainable development although no firm details have been provided. With regard to deliverability, the site promoter has submitted information to confirm that all land needed to bring forward the scheme (including the West End Link) is either owned or controlled by the north Witney consortium or in public ownership. In terms of viability, although there are significant costs associated with the proposal including a new primary school, highway links and improvements and flood alleviation measures, the Council's evidence suggests that the scheme represents a

financially viable proposition. It is considered that the scope to reconfigure the site to address potential impacts and cater for future growth is limited due the landscape and ecological sensitivities associated with development in this location.

Criteria	SA Objective	Comment	Source/s of Information
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	<p>Vehicular access to the site is proposed at three points including Hailey Road (B4022), New Yatt Road and Woodstock Road (A4905). A new link road and bridge would be created from West End to Burford Road (A4905) opposite Woodford Way, thereby creating a second river crossing for Witney. A new northern link road is proposed to connect Hailey Road onto New Yatt Road and then onto Woodstock Road. In January 2012, Oxfordshire County Council did not raise any objection in principle to development in this location in access terms.</p> <p>Having reviewed additional transport information submitted by the developer in 2011, the County Council submitted a further response in February 2012 in which they raised a number of queries and expressed concerns about the capacity of New Yatt Road and Hailey Road to accommodate the proposed development. They also highlighted potential impacts on the villages of Hailey and Crawley.</p> <p>On balance however, the County Council concluded that assuming the modelling is correct and subject to the delivery of the West End link, the northern distributor road and flood mitigation measures, they have no general transport strategy objections to the development as a matter of principle.</p> <p>In a more recent submission (September 2012) the County Council expressed concerns as to whether an acceptable transport solution</p>	<p>Richard Jackson Transportation Report (September 2011)</p> <p>Oxfordshire County Council response (January 2012)</p> <p>Oxfordshire County Council response (February 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>Jacksons letter to Meridian Land (October 2013)</p> <p>North Witney Level 2 Strategic Flood Risk Assessment (Wallingford Hydrosolutions February 2015)</p>

		<p>is deliverable in the short to medium term, with recent traffic modelling suggesting that the proposed improvements to the A40 Down's Road junction and/or Shore's Green west facing slips would deliver greater benefits for the wider highway network in Witney. They also expressed concerns that the proposed West End link is unlikely to pass the sequential test that applies to development in the floodplain.</p> <p>The site promoter has since submitted that there are no sequentially preferable alternatives and as the West End Link is classed as 'essential infrastructure' it is required to pass the 'exception test' (i.e. demonstrate that it would provide wider sustainability benefits that outweigh flood risk and is supported by a detailed flood risk assessment demonstrating that the development will be safe for its lifetime).</p> <p>The Council's flood risk evidence confirms this to be the case.</p>	
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is reasonably well related to existing services and facilities. Witney town centre is approximately 1.6km from the eastern edge of the site (adjacent to New Yatt Road) via the existing road network and the western edge of the site is approximately 1.75km from the town centre via the existing road network.</p> <p>The relative impermeability of the existing built-up area and the topography of the link into the town centre could act as a deterrent to walking and cycling and would require further consideration through a detailed transport assessment in terms of the promotion of sustainable transport modes.</p>	<p>Witney Transport Study (March 2009)</p> <p>Richard Jackson Transportation Report (September 2011)</p> <p>Oxfordshire County Council Local Plan Housing Consultation response (September 2014)</p>

	<p>The site is within walking distance of the local centre on Madley Park and a number of other independent facilities including a convenience store on Hailey Road. Other than the opportunities available in the town centre, access to employment opportunities is relatively limited. There are some small estates and yards nearby including the West End Industrial Estate. However the main areas of employment in Witney around Station Lane and Downs Road, whilst being within cycling distance are not within comfortable walking distance. The scale of development proposed could potentially offer the opportunity to provide new small-scale business floorspace as part of the overall mix of development.</p> <p>The site is well located in relation to existing educational facilities including primary and secondary provision. The scale of development is such that a new primary school would be required on-site which the developer is prepared to fund.</p> <p>There are playing fields and other open spaces nearby although access to indoor leisure facilities is relatively limited. The site is relatively well-served by bus services including the 213 and 214 Witney Town service, the X9 (Witney – Chipping Norton), the 242 (Witney – Woodstock) and the 11 (Witney – Oxford) services. There are bus stops for these services on Woodstock Road and West End. In their most recent consultation response the County Council has identified the potential need to divert these services into the site.</p> <p>The main S1 and S2 services to Carterton and Oxford are not</p>	
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		<p>immediately available but can be accessed via bus stops along Newland. As these premium routes are further afield, any proposal would need to be supported by a detailed Transport Assessment which considers the ability to achieve modal shift.</p> <p>In terms of pedestrian access, there are a number of existing footpaths to the south and east of the site. Cycle routes are located to the south between Crawley Road and the town centre and to the east through and around the Madley Park development. The development would be required to provide for improved pedestrian and cycle links to help integrate the development and promote active travel.</p>	
<p>What traffic impact will development in this location have on existing settlements and the rural road network?</p>	<p>SA6 SA9</p>	<p>The developer's previous transport report has considered the potential traffic impact of 1500 dwellings. The modelling undertaken factors in the effect of a new bridge link across the Windrush i.e. the redistribution of existing traffic movements as well as the effect of the proposed development. The report considers the situation in 2022 and concludes that subject to junction improvements in a number of locations including Woodstock Road/Jubilee Way, Hailey Road/West End and Burford Road/Mill Street, there would be adequate capacity on the road network to accommodate the proposed development. The modelling demonstrates that the new bridge link would reduce traffic flows at the Bridge Street/West End junction and significantly improve its performance. The report concludes that all of the junctions assessed as part of this study would either operate below capacity in 2022 or could be improved such that they would do so.</p>	<p>Richard Jackson Transportation Report (September 2011)</p> <p>Oxfordshire County Council response (February 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>Technical Note I: Summary of Development and Infrastructure Strategic Modelling (WYG October</p>

	<p>Oxfordshire County Council reviewed the transportation report and although they have raised a number of issues, on balance and subject to the delivery of necessary infrastructure including the West End link, they raised no general transport strategy objections to this development as a matter of principle. The County Council did however highlight potential capacity issues on New Yatt Road and Hailey Road which would need to be addressed if development were to go ahead. They also raised the issue of potential impacts on the nearby villages of Crawley and Hailey.</p> <p>In September 2012 the County Council expressed concerns as to whether an acceptable transport solution is deliverable in the short to medium term, with traffic modelling suggesting that the proposed improvements to the A40 Down's Road junction and/or Shore's Green west facing slips would deliver greater benefits for the wider highway network in Witney. They also expressed concerns that the proposed West End link is unlikely to pass the sequential test that applies to development in the floodplain (see comments elsewhere in relation to flood risk).</p> <p>Evidence prepared by WYG in 2012 identified that the West End Link and Northern Perimeter Road options provided a degree of benefit in terms of reducing traffic levels passing through some of the more sensitive areas of the town, including reducing flows on Bridge Street. the report recommended that the options which included the Shores Green west facing slips were of the most benefit, but that the alignment of the West End Link should be protected as it could potentially form part of a wider package of works in the event of further development coming forward.</p>	<p>2012)</p> <p>Jacksons letter to Meridian Land (October 2013)</p> <p>Technical Note: Witney Development and Infrastructure Strategic Modelling (WYG October 2014)</p>
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		<p>Evidence prepared by WYG in 2014 considers a number of different growth scenarios in Witney which allows some further conclusions to be reached in relation to the potential impact of the north Witney scheme (albeit based on a scheme of 1,500 homes).</p> <p>The report identifies that there would be a reduction in traffic using the Staple Hall junction (in both peak periods) with the greatest levels of reduction being on the Bridge Street and West End approaches, as some traffic re-routes via the West End Link. This would therefore suggest that the provision of the West End Link 2 scheme could potentially be expected to mitigate the development traffic impacts of the North Witney development specifically at the Staple Hall junction (although this would have to be confirmed as part of any detailed Transport Assessment for the site).</p> <p>This would also have to be balanced against the expected new area of potential delay created by the provision of new signal controlled junction arms on West End and the A4095.</p> <p>The report also suggests a slight decrease in trips on the A40 which is presumed to be due to the West End Link providing an alternate east-west route in addition to the A40. Overall traffic levels on the high street are predicted to increase particularly in the evening peak.</p>	
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Natural and Historic Environment			
<p>Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the 'sequential test'?</p>	<p>SA2 SA12</p>	<p>Most of the development site itself is located in Flood Zone 1 (low flood risk) with a small part located in Flood Zones 2, 3a and 3b (medium and high flood risk) as well as a flood warning area in the 'central valley'. This area is identified as being at risk from surface water flooding. The bulk of the route of the West End link road lies within Flood Zone 3, with the remaining area in Flood Zone 2.</p> <p>Flooding is therefore an important consideration in this location.</p> <p>The Environment Agency (EA) has previously emphasized that there is a history of significant flooding in the area from the Hailey Road drain (main river) and that North Witney forms part of the catchment area for the Hailey Road drain. The majority of the main river section of the Hailey Road drain is culverted and as such has a limited capacity. This was easily exceeded during the July 2007 event. This led to an alarming flow travelling overland down the Hailey Road at very high speed.</p> <p>In February 2012, the EA stated that they support in principle the proposal to provide flood risk reduction through the development of this site but raised concerns with combining fluvial/overland flow with surface water runoff from the development. They suggested it would be more appropriate as an alternative to provide attenuation of surface water within the development area and, if feasible, deliver flood alleviation measures to prevent surcharging of the Hailey Road culvert and overloading of the surface water network.</p>	<p>SFRA Level I Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP) Annex 2 Transport, Flooding and Drainage Report (Peter Brett Associates)</p> <p>Drainage Strategy (Richard Jackson) (September 2011)</p> <p>Environment Agency response (February 2012)</p> <p>Jacksons letter to Meridian Land (October 2013)</p> <p>Witney Level 2 Strategic Flood Risk Assessment, (Wallingford Hydro Solutions Limited, Feb 2015)</p>

	<p>They also pointed out that although the scheme provides a significant flood risk benefit, consideration will need to be given to the residual risk of structural failure of the earth bunds to downstream properties. In relation to the West End link, the EA highlighted the importance of any such development not increasing flood risk elsewhere.</p> <p>The Council has recently commissioned a Level 2 Strategic Flood Risk Assessment of the north Witney proposals. The report concludes in relation to the north Witney site that since the majority of the site is located in flood zone 1, development can be designed to comply with the requirements of the Sequential Test.</p> <p>Further flood risk assessments will however be necessary in the future to demonstrate how surface water can be managed within the site. The limited capacity of the Hailey Road Culvert presents an off-site flood risk issue. The attenuation of water within on site ponds would reduce this flood risk, particularly in the Eastfield Road and Hailey Road area.</p> <p>The report also highlights that there is significant scope through appropriate design of development to improve the existing downstream flooding problems through a combination of river attenuation to reduce peak flows from the Hailey Road drain catchment, appropriate SUDS design to reduce run-off rates from the development site and improvements to the existing culvert headwall structure and trash screen.</p> <p>In relation to the West End Link, the route lies within flood zone 2</p>	
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		<p>and 3 however in terms of the sequential test there are no alternative locations for a river crossing available outside of the designated floodplain. The road is classed as ‘essential infrastructure’ and therefore it will be necessary for it to pass the ‘exception test’.</p> <p>This would be considered through a detailed flood risk assessment should the scheme reach the stage of a planning application.</p> <p>The SFRA confirms that subject to further modelling, there may be scope to use the bridge crossing to restrict flows and alleviate existing flooding problems in Witney – the concept of which has the support of the Environment Agency and Oxfordshire County Council.</p> <p>Thames Water has indicated that infrastructure upgrades are likely to be required in order to maintain and/or reduce the current risk of sewer water flooding within Witney.</p>	
What effect would development in this location have in terms of biodiversity and ecology?	SAI3	<p>Land immediately to the north of the site, both to the west and east of New Yatt Road, lies within the Wychwood and Evenlode Conservation Target Area, one of the most important areas for wildlife conservation in Oxfordshire. National policy highlights the need to minimise impacts on biodiversity and provide net gains in biodiversity where possible. In addition, the whole site is located within the Wychwood Project Area.</p> <p>Within the site itself, species rich hedgerows are the most distinctive habitat features of the site as a whole, with the majority considered to meet the criteria for ‘important’ hedgerows under the</p>	<p>Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP)</p> <p>Annex 2 Transport, Flooding and Drainage Report (Peter Brett Associates)</p>

	<p>Hedgerows Regulations 1997. The hedgerows in the northern part of the site are considered to be of local ecological importance; those in the south are poorer.</p> <p>The majority of the site has few ecological constraints and development within areas of arable farmland, improved grassland and amenity grassland could take place without encountering any significant ecological constraints. Given the relatively low ecological value of the land, the scope for habitat enhancement within the site is considerable. The main opportunity for ecological enhancement is considered to be the central 'valley' which runs from north to south through the centre of the site. This valley comprises two species-rich hedgerows, water courses and a small area of plantation woodland.</p> <p>The route of the proposed West End Link Road passes through an ecologically rich area: it lies within the Upper Windrush Conservation Target Area, containing Biodiversity Action Plan habitat; is within the Upper Windrush Meadow Ecological Alert Site and the Windrush in Witney Project Area; and trees within the southern section of the route are protected by Tree Preservation Orders. This is an especially environmentally sensitive part of Witney and very careful attention will need to be given to the potential ecological impacts of development.</p> <p>The main, and obvious, habitat constraint with regard to the route of the WEL is the crossing of three streams of the River Windrush, and the associated impacts that this may have on the riverine and bankside habitats. Impacts may be direct or indirect and may occur</p>	<p>Windrush Ecology, Preliminary Ecological Appraisal, December 2014</p>
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		<p>during construction and operation. However, the Council's evidence suggests that through appropriate design, protection and mitigation measures these constraints can be addressed and allow for the river crossing to occur without resulting in significant residual impacts on river habitats.</p> <p>Further ecological assessment work will be required during appropriate times of the year to detect the presence of protected species, in order to inform an appropriate mitigation strategy, which may include the introduction of buffers around watercourses, hedgerows and woodland, for both the site itself and the Windrush Valley</p>	
To what extent would development in this location be affected by noise pollution?	SA2	There are no significant noise sources in the vicinity of the site which would impact on the site in terms of its suitability for residential development.	GIS
Is the site affected by any known contamination or land stability issues?	SA11	There are no known contamination or land stability issues associated with this site.	GIS
What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?	SA7	The site is not located within a Mineral Consultation Area (MCA) and there is no evidence to suggest there would be any potential impact in terms of mineral sterilisation.	GIS

<p>Would development in this location be constrained by the agricultural land classification of the site?</p>	<p>SA I I</p>	<p>The site is predominantly Grade 3b, with pockets of 3a agricultural land (i.e. moderate to good quality). National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p>	<p>Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP) Annex 2 Transport, Flooding and Drainage Report (Peter Brett Associates)</p> <p>NPPF</p>
<p>Are there any known issues of water quality in this location?</p>	<p>SA I I</p>	<p>Environment Agency maps indicate that the site contains areas of both Principal (formerly Major) and Secondary A (formerly Minor) aquifers (primarily bedrock aquifers but also some permeable drift deposits around water courses). These designations are based on Geological Mapping and reflect the importance of aquifers in terms of groundwater as a resource (drinking water supply) but also their role in supporting surface water flows and wetland ecosystems. Principal aquifers may provide support water supply and/or river base flow on a strategic scale whilst Secondary A aquifers are capable of supporting water supplies at a local rather than strategic scale. Although aquifers do not preclude development, special care needs to be given in the use of appropriate SuDS techniques.</p> <p>In 2014 Thames Water confirmed that any large-scale development to the north of Witney will need to be supported by improvements through the centre of Witney in order to convey flows to the</p>	<p>Environment Agency Interactive Mapping</p> <p>Thames Water Local Plan Housing Consultation response (November 2014)</p>

		sewage treatment works located to the south of the town.	
What effect would development in this location have in terms of any heritage assets?	SA14	There are no known heritage assets that would be directly affected by development in this location. There are however listed buildings at Down Hill Farm and Middlefield Farm, the setting of which would need to be taken into account. There is also a Bronze Age funerary monument in the area and the village of Hailey to the north of the site is designated as a Conservation Area. The bulk of the route of the proposed West End Link Road lies within and adjacent to the Witney Conservation Area.	GIS
<b>Landscape Impact &amp; Settlement Integration</b>			
What would be the visual and landscape character impact of development in this location?	SA14	The site includes two landscape character areas. The eastern area (between New Yatt Road and Woodstock Road) is relatively flat, arable land enclosed by hedgerows with limited intervisibility with the wider landscape and is particularly influenced by the town edge estates. Development could be accommodated in this area without significant adverse landscape impact, although any development should be set back from New Yatt Road and a wooded edge to the town should be provided. The northern area is of high landscape sensitivity and comprises small scale fields within a small valley and with good hedgerows, trees and copses. This area is typical of more enclosed small scale wolds with farmland and farmsteads carved out of the Wychwood Forest. It is part of a landscape buffer between Hailey and Poffley End and Witney's town edge estates. There are high intervisibility and long views from higher northern parts of the site across the town and north to the Wychwood uplands. Lower and western parts of the site are more enclosed and influenced by	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

		the town edge. Through removing development from within the valley floor, and higher ground (above 100m contour), enhancing the landscape buffer on the northern edge (particularly around Downhill Farm) a reduced amount of development could be accommodated without significant adverse landscape and visual impact.	
What would be the impact of development on the setting and separate identity of nearby villages?	SA14	As previously promoted (1,500 dwellings) the development would encroach into the landscape setting and visual separation between Witney and the villages of Hailey/Poffley End with their scattered farmsteads and small scale fields acknowledged to be rare in Oxfordshire (OWLS). The extent of the development proposed has been significant reduced to help protect and conserve the setting and separate identify of Hailey/Poffley End.	Oxfordshire Wildlife and Landscape Study – OWLS (2004)  Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
How well would development in this location integrate with the existing fabric of the town?	SA3	The existing built edge to the town has a negative impact on the rural and townscape quality and could be improved. The eastern part of the proposed development site integrates well with the town with existing residential estates on two sides. In the northern part of the site, with major revisions to the extent of development to protect the setting and separate identify of Hailey/Poffley End development can respect the existing fabric of the town and integration would be improved with a northern distributor and open space and community facilities accessible to both the new and existing community.	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

Would the development affect any public rights of way?	SA14	There is a well-used public footpath running through the site north-south from New Yatt Road and the experience of recreational users would be affected by development with a loss of amenity. There is a bridleway running along the northern edge of the site but this would be less affected particularly if the extent of development was to be reduced and the landscape transition zone increased in this area. Additional public access could be provided along the central valley.	GIS Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
<b>Sustainable Communities</b>			
Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)	SA3	<p>A key wider benefit of the proposed development would be the provision of a second river crossing for Witney. It is proposed that this is a pre-requisite of development at north Witney coming forward.</p> <p>Transport modelling undertaken suggests that the West End Link whilst not solving congestion in the centre of Witney, would mitigate the impact of the proposed development as well as having a number of wider benefits.</p> <p>The development also presents an opportunity to alleviate flood risk through the use of sustainable drainage, potential off-site enhancements and (subject to further modelling) potentially using the West End Link to restrict flows to Witney.</p>	<p>North Witney – a sustainable community (December 2009)</p> <p>North Witney Consortium comments – It’s a decision you’ll live with for a long time (March 2011)</p> <p>North Witney Statement of Commitment (March 2012)</p> <p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>Jacksons letter to Meridian</p>

			<p>Land (October 2013)</p> <p>Technical Note: Witney Development and Infrastructure Strategic Modelling (White Young Green October 2014)</p> <p>Witney Level 2 Strategic Flood Risk Assessment, (Wallingford Hydro Solutions Limited, Feb 2015)</p>
<p>To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?</p>	<p>SA3 SA15 SA16</p>	<p>The proposed development is predominantly residential to also include a local centre and new school. There may be some additional job opportunities associated with the local centre depending on the mix of uses. The scale of development could provide the opportunity for some small-scale additional business floorspace. The location of the site means that it would support some local shops and employment areas as well as the town centre.</p>	<p>North Witney – a sustainable community (December 2009)</p> <p>North Witney Draft Development Framework Document (January 2015)</p>
<p>To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)</p>	<p>SA10</p>	<p>As the site is partly located within a high risk flood zone, it could be said to be less well placed to withstand the potential increases in flood risk associated with climate change than other site options located in low flood risk areas. However, flood mitigation measures are proposed on the site including the use of sustainable drainage and development would offer benefits by controlling the level of</p>	<p>North Witney Consortium comments – It's a decision you'll live with for a long time (March 2011)</p> <p>North Witney Draft</p>

		greenfield run off plus an allowance for climate change to ensure that surface water volumes and peak flow rates are controlled. In addition, the developer has stated that proposals within this area would demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.	Development Framework Document (January 2015)
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SAI	The developer has previously suggested that 35% affordable housing would be provided. The pre-submission draft Local Plan suggests that the requirement for development at Witney is 40% affordable housing.	Meridian Land Deliverability and Viability Matrix (January 2012)  West Oxfordshire Pre-Submission Draft Local Plan (2015)
<b>Deliverability &amp; Viability</b>			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SAI	Information has been submitted by the site promoter to confirm that all of the land needed to bring the scheme forward (including the West End Link) is either in their ownership or control or in public ownership. There are therefore no identified constraints in terms of land assembly and delivery.	Meridian Land Deliverability and Viability Matrix (January 2012)  Information submitted by Boyer Planning on behalf of the North Witney Consortium (February 2015).

<p>What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?</p>	<p>SA3 SA6 SA11</p>	<p>Based on the information that has been provided, the main on-site infrastructure items are likely to include highways, open space, a new primary school and flood alleviation. Off-site infrastructure would include various junction improvements, flood mitigation and the provision of the West End link and northern distributor road.</p> <p>OCC have indicated that any strategic development site in Carterton or Witney would be expected to contribute towards a range of infrastructure including education, children’s centres and nursery provision, youth support, libraries, day care provision, adult learning, museum resource centre, waste management, fire and rescue, ecology as well as possibly extra-care and specialist housing, archaeological mitigation and sustainable drainage.</p> <p>With specific regard to transport infrastructure, OCC have advised that any scheme at Witney would be expected to contribute towards transport enhancements for pedestrians, cyclists and bus users on Bridge Street, walking and cycling link improvements to the Town Centre, key services and Rights of Way network, bus service enhancements, Oxford Park and Ride capacity enhancements and Accessing Oxford – northern approaches.</p> <p>With specific regard to this site, OCC have advised that the following transport infrastructure will be needed: Northern Distributor Road (between Woodstock Road and Hailey Road); West End Link 2 (between Mill Street and Crawley Road); staggered junction from the site with Woodstock Road/ Harvest Way; gateway feature on A4095 to re-route traffic from Woodstock Road onto Jubilee Way and use Cogges Link Road, to relieve Bridge Street;</p>	<p>Meridian Land Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</p>
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		<p>introduction of parking controls on Woodstock Road; new footway and cycle ways where appropriate within the site as well as linking the site to the highway network/key destinations such as the town centre; pedestrian crossing facilities with associated footway/cycleway links, for example, on Woodstock Road; off-site improvements to direct pedestrian and cycle links into Witney town centre from the site</p> <p>In terms of public transport, OCC have previously suggested that they would expect the developer to provide phased introduction of Real Time Information (RTI), bus stops &amp; shelters; cycle parking at appropriate bus stops; bus services through the site including a turn-up-and-go service of four buses an hour will be sought towards Witney Town Centre (weekday daytimes) and two buses per hour at other times; direct service will be required to Oxford, operating two times per hour during weekday daytimes.</p> <p>In terms of exceptional costs, it is clear that the cost of providing the West End link will be significant. However, the Council's evidence suggests that the scheme is financially viable based on the quantum of development proposed.</p>	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SAI	Information previously submitted by the site promoter suggested the scheme is a financially viable proposition, albeit based on around 1,400 – 1,500 homes. The Council's most recent evidence has tested the viability of a smaller scale of development (1,000 homes) and concludes that the scheme is viable when all costs and the land value are taken into account.	Meridian Land Deliverability and Viability Matrix (January 2012)  Local Plan and CIL Update Viability Study (Aspinal/Verdi: February

			2015)
<b>Efficiency &amp; Flexibility</b>			
To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?	SA7	<p>The extent of the developable area is around 34 hectares which based on a quantum of 1,000 homes equates to around 30 dwellings per hectare. This is considered to represent a reasonably efficient use of the land having regard to its characteristics and location.</p> <p>It is considered that any scope to reconfigure the site or expand in the future is relatively limited due to the potential landscape considerations outlined above.</p>	Meridian Land Deliverability and Viability Matrix (January 2012)

## **5. East Witney**

## 5. East Witney

**Site Proposer:** Carter Jonas on behalf of the East Witney Land Consortium (EWLC)

**Description of Development:** The proposed development includes two parcels of land, referred to as 'Cogges Triangle' and 'Cogges South'. Information submitted by the site promoter originally suggested the two sites could deliver around 450 new homes with 350 to be provided on the Cogges Triangle site and 100 on the Cogges South site. Since then the site promoter has suggested that the number of dwellings across the two sites could be increased to 500 – 600 to also include the delivery of the Shore's Green A40 junction, a new primary, land for allotments, new cycle and pedestrian links to the town centre and land for playing fields made available. The Council identified the site as a draft allocation for 400 homes in the Local Plan Housing Consultation Paper (August 2014) split across two sites, around 30 homes on the land off the Stanton Harcourt Road and around 370 homes on the land known as Cogges Triangle.

**Summary of assessment:** Vehicular access to both sites can be achieved relatively easily and the County Council has raised no objection in principle subject to further consideration of the proposed nature and points of access. Importantly the scheme will be required to deliver new slip roads at the Shores Green junction onto the A40, thereby improving accessibility to the wider area and helping to alleviate congestion in Witney in combination with other strategic highway measures. Both sites are extremely well related to existing services and facilities being in close proximity to the town centre and other local facilities. Permeability to key destinations is excellent with the best accessibility of all site options to a range of facilities. Public transport is good with convenient access particularly from the Cogges Triangle site to the premium S1 and S2 services running along Oxford Hill. Development of the scale proposed would clearly have a traffic impact and as a minimum, the developer would need to provide the SGSR scheme plus a number of other related improvements. The Cogges Triangle site is in Flood Zone I (low risk) although the Cogges South site does fall within the floodplain and is therefore sequentially less preferable to any option that is not affected by flood risk. Development in this location would therefore need to be supported by a detailed flood risk assessment and ensure that development is located outside of the flood risk area. Cogges Triangle appears to have no significant biodiversity or ecological constraints but Cogges South is likely to be of medium – high biodiversity value with records of protected and notable species on site. Traffic noise from the A40 is a consideration for both sites and is likely to reduce the extent of the developable area to less than that which has been suggested by the developer.

Neither site is affected by land contamination, instability or mineral sterilisation. In landscape terms, both parcels of land are in sensitive locations. The higher part of the Cogges Triangle site is particularly sensitive and development would need to have regard to the 95m AOD contour as well as meeting a number of other landscape design objectives. The Cogges South site is highly sensitive and is considered to be suitable for a very limited amount of development only. The scale of potential development limits the potential to create a mix of uses although the location of both sites would help to support a range of local facilities. The developer has previously stated a commitment to renewable and low-carbon solutions and sustainable construction. Whilst not all parties have had their interests acquired, discussions are understood to be at an advanced stage. The Council's viability evidence suggests that the scheme is viable at 400 dwellings. As proposed the development represents an efficient use of the land however the landscape constraints are likely to limit the extent of the developable area on both parcels of land. These constraints mean there is little scope for further expansion in this location.

Criteria	SA Objective	Comment	Source/s of Information
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	<p>Information originally submitted by the developer in 2009 suggested that access to the Cogges South site would be achieved directly from the Stanton Harcourt Road and that access to the Cogges Triangle site would be achieved from two points at Cogges Hill Road and Eton Close. Information submitted in August 2012 (which increases the proposed area of development on Cogges Triangle) suggested that these proposed access arrangement would remain the same but that additional points of access would also be provided along the B4022 Oxford Hill.</p> <p>In response, Oxfordshire County Council raised no objections in principle but have stated that the proposed points of access require further justification as to the type, number and proposed locations. They have expressed concern about there being too many entrances to the development from Oxford Hill and have also stated that they would not support the possibility of banning right turns at the Jubilee Way / Oxford Hill / Stanton Harcourt Road signalised junction.</p> <p>In their updated 'Vision for East Witney' (December 2012) the site promoter has indicated a potential access off Oxford Hill but the main points of access are proposed to be from Eton Close and Cogges Hill Road.</p> <p>The site promoter has stated that the development can deliver the Shore's Green Slip Roads (SGSR) scheme which would improve</p>	<p>Carter Jonas: A Vision for East Witney (April 2009)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p> <p>WSP Technical Note I – High Level Transport Review East Witney (May 2013)</p>

		accessibility to the wider area and help to alleviate congestion in Witney, in combination with other measures.	
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>Both of the proposed development sites are well located in relation to existing services and facilities with pedestrian and cycle access to the town centre via Cogges Manor, as well as existing local provision at Cogges Hill Road. The Cogges Triangle site is approximately 1.1km from the town centre at its nearest point and 1.5km from the centre. The Cogges South site is approximately 1.5km from the town centre at its nearest point via existing pedestrian and cycle routes although the developer is proposing to provide new linkages which would reduce this.</p> <p>The Witney Transport Study (2009) concluded that the permeability of the site towards key destinations through current residential areas is excellent and that the site generally has the best accessibility to destinations in the town centre by walking and cycling when compared to the other areas with the existing pedestrian and cycle network through the Cogges estate providing an opportunity for new infrastructure to be linked into the existing network.</p> <p>The report also found that the land to the east of Witney has excellent accessibility by all modes to GP surgeries and excellent access by foot and cycle to supermarkets. Land to the east of Witney also benefits from sustainable access to secondary schools and good accessibility from Witney. The capacity of existing community facilities is an issue that may need to be addressed.</p> <p>In terms of public transport, land at Cogges Triangle is in close proximity to the premium S1 and S2 bus services running along</p>	<p>Clarkebond: East Witney, Shores Green Slips Roads and Site Access Transport Statement (August 2012)</p> <p>Halcrow: Witney Transport Study (March 2009)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>WSP Technical Note I – High Level Transport Review East Witney (May 2013)</p>

		<p>Oxford Hill. Land at Cogges South is slightly further afield although still within walking distance. The most recent information from the developer suggests that the SI service could be diverted into the site but the County Council have raised concerns about diverting a premium service from its main corridor and adding to journey times. Notwithstanding this, the service is easily accessed from the site along its current route.</p> <p>A local bus service already serves the Cogges Estate and could be extended to incorporate the Cogges Triangle Site.</p>	
What traffic impact will development in this location have on existing settlements and the rural road network?	SA6 SA9	Development of the scale proposed will put additional strain on the network, which already operates over capacity in some locations, notably the town centre at peak times. Oxfordshire County Council has indicated that it would as a minimum require the provision of the Shores Green Slip Roads (SGSR) scheme and that other complimentary measures and improvements are also likely to be needed. In terms of impact on the rural road network, one of the improvements envisaged as being potentially necessary by OCC would be measures to reduce rat-running on minor roads through surrounding villages.	<p>Clarkebond: East Witney, Shores Green Slips Roads and Site Access Transport Statement (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p>
<b>Natural and Historic Environment</b>			
Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the	SA2 SA12	The Cogges Triangle site is located entirely within flood zone 1 (low risk) and is therefore sequentially preferable to any site option within Flood Zones 2 or 3. The slope of the land in this area towards the existing residential development to the west of the site will however require sustainable drainage solutions to be	<p>Carter Jonas: A Vision for East Witney (April 2009)</p> <p>LDA Design: Site Capacity (August 2012)</p>

<p>'sequential test'?</p>		<p>implemented to mitigate the impacts of increased run off on existing residential development in the Cogges area.</p> <p>The land at Cogges South lies partly within the designated floodplain which means that in policy terms it is sequentially less preferable to sites that are not affected by flooding. It is possible to reduce the extent of development proposed by the site promoter to avoid the flood risk area but this greatly reduces the number of dwellings on the site.</p> <p>The Environment Agency have confirmed that if the proposed development includes any areas of Flood Zone 2 or 3 they would require evidence of the sequential test for this site having been carried out.</p>	<p>LDA Design: Site Constraints (August 2012)</p> <p>Environment Agency response (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>Edenvale Young Flood Mapping Study Revision D - Cogges South (February 2013)</p> <p>Edenvale Young Flood Mapping Study Revision C - Cogges South (April 2013)</p> <p>Environment Agency response (June 2013)</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>No part of the Cogges Triangle site is subject to any formal protected biodiversity status although there are records of badgers on site. The site is comprised of improved and semi-improved grassland and arable land with intact species rich hedgerows present in the area. It is important that this area benefits from appropriate habitat management</p>	<p>GIS</p> <p>Environment Agency response (August 2012)</p> <p>Oxfordshire County</p>

		<p>The Cogges South site is more sensitive in terms of ecology than the Cogges Triangle site and is likely to be of medium – high biodiversity value. The site contains Biodiversity Action Plan habitats and is covered by part of the Lower Windrush Valley Conservation Target Area. There are records of protected and notable species on site. There are also hedgerows and tree corridors across the site and along the river which may well be important wildlife corridors in addition to their function as habitats and features of the landscape.</p> <p>The Environment Agency has advised that no development should take place within 10m of drains on the Cogges South site and within 100m of the River Windrush to avoid harm to aquatic environmental environments.</p>	Council response (September 2012)
To what extent would development in this location be affected by noise pollution?	SA2	The main source of noise in this location is traffic noise from the A40. This is acknowledged in the noise assessment which has been submitted by the site promoter. The response of the District Council's Environmental Health Officer suggests that the extent of the acceptable 'developable' area will be less than that which has been suggested by the site promoter. Suitable mitigation would also be required in terms of the design and layout of the proposed dwellings.	<p>D F Sharps: Environmental Noise Assessment – Proposed Residential Developments at East Witney (August 2012)</p> <p>West Oxfordshire District Council Environmental Health Officer response (October 2012)</p>
Is the site affected by any known contamination or land stability issues?	SA11	There are no records of land contamination or instability issues in this area.	GIS

What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?	SA7	Neither of the two sites is located within a minerals consultation area and are therefore unlikely to have any impact in terms of potential sterilisation of mineral resources.	GIS
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The Cogges Triangle site is largely comprised of Grade 3a and 3b agricultural land (good to moderate quality). The Cogges South site is understood to potentially be Grade 2 agricultural land (very good quality). National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.	GIS NPPF
Are there any known issues of water quality in this location?	SA11	Environment Agency maps indicate the presence of Secondary B aquifers on both the Cogges Triangle and Cogges South sites. Although aquifers do not preclude development, special care needs to be given in the use of appropriate SuDS techniques.	Environment Agency Maps
What effect would development in this location have in terms of any heritage assets?	SA14	The Cogges Triangle site is not located within a Conservation Area and there are no listed buildings or scheduled monuments in close proximity. Oxfordshire County Council has advised that the site does contain evidence of Romano British and Iron Age activity which should be given further consideration.  Land at Cogges South falls within the Witney Conservation Area although not the part of the site that has been promoted for development which lies just to the south of the Conservation Area boundary. The site is not affected by any listed buildings or scheduled monuments. The site does contain various cropmarks to indicate possible early Saxon and Bronze Age settlements. Again, further consideration would need to be given to this.	Oxfordshire County Council response (September 2012)  GIS

Landscape Impact & Settlement Integration			
<p>What would be the visual and landscape character impact of development in this location?</p>	<p>SA14</p>	<p>This is a sensitive landscape area and development on the two parcels of land being promoted would have different impacts.</p> <p>The Cogges Triangle is part of the open rolling vale landscape of the Eynsham Vale but close to Witney the landscape has a more enclosed character. The higher ground is highly sensitive although the lower west facing area is of moderate sensitivity due to the quality of the landscape, urban influence and lower visibility. The area abuts the Wychwood Project Area although connectivity with the Wychwood Project landscape has already been partly severed by the A40 and Oxford Hill. The site has high intervisibility with the west in particular, with views across the town to the west, to the centre of town and St Mary's Church, and down the Lower Windrush Valley.</p> <p>In overall terms, the Council's landscape review suggests that development in this location would be acceptable in landscape and visual terms subject to a number of landscape design objectives including development being kept below the 95m AOD contour, and the safeguarding of key views including those from the cemetery. Major contributions to the landscape and visual objectives for this area should also be made.</p> <p>The site promoter has commissioned an independent landscape and visual appraisal which whilst acknowledging that the 95m contour is an appropriate reference point, concludes that the relatively small</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>Carter Jonas: A Vision for East Witney (April 2009)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>LDA Design: Site Constraints (August 2012)</p> <p>LDA Design: East Witney Landscape and Visual Appraisal (January 2013)</p>

		<p>areas of development proposed above this height would not meaningfully increase the landscape impacts on the key characteristics of the area.</p> <p>The Cogges South site falls within Zone FI Central and South Witney: Valley Floor which extends northwards along the river east of the town centre and west of the historic core of Cogges, and southwards into the wider valley floor of the floodplain pasture and semi-enclosed flat vale farmland of the Lower Windrush. The whole of FI is an important landscape asset defining the character of this part of Witney and a transition from the wider Windrush lower valley to the south and the town river setting to the north. Development within this area could potentially result in significant damage to the Windrush Valley and key views across it. Provided key features are protected, and a sympathetic landscape buffer treatment to the urban edge is included, the landscape evidence suggests that a small amount of development could be accommodated in this location, much reduced from that which has been promoted.</p> <p>The site promoters' own landscape evidence acknowledges that the development of Cogges South will unavoidably change the immediate character of the arable fields within which it lies to one of urban/urban fringe. However, a strong landscape structure encloses the site and it is judged that its impact on the wider character area will be minimal.</p>	
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<p>What would be the impact of development on the setting and separate identity of nearby villages?</p>	<p>SA14</p>	<p>An important consideration is the potential impact of development on High Cogges which has some intervisibility with the higher land south of Oxford Hill on the Cogges Triangle site. Provided the developable area is reduced, the proposed development should not significantly impact on the landscape setting of High Cogges but care will need to be taken with the design of the improvements to the Shores Green junction. The landscape scheme for the site should respect the key characteristics of the landscape setting to the village and avoid complete landscape severance, for example use of small copses, species rich hedgerows with hedgerow trees and grassland.</p> <p>Limited development on the Cogges South site would have no discernible impact on any nearby village.</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p>
<p>How well would development in this location integrate with the existing fabric of the town?</p>	<p>SA3</p>	<p>The Cogges Triangle site contributes to the rural setting of Witney and has a surviving visual relationship with Cogges and the St Mary's Church. A combination of woodland and open space would contribute to the Witney's Green Infrastructure and maintain the landscape and visual setting of High Cogges, the eastern approach to Witney and the Cemetery, which is of particular value in maintaining a sense of calm and tranquillity. There is an opportunity to respect the historic connection with Cogges Manor by reflecting the surviving field pattern and views and vistas to the church and its setting.</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p>

<p>Would the development affect any public rights of way?</p>	<p>SA14</p>	<p>The Cogges Triangle site has a number of public rights of way running across it. Unless taken into account, the landscape character of these rights of way could suffer an adverse impact and the developer will be required to put forward specific mitigation proposals with development planned around these existing rights of way in preference to moving the paths to fit the development. Importantly, the most recent information submitted by the site promoter suggests that the existing public rights of way would be incorporated into the layout of the proposed development with the potential for a number of new links to be created.</p> <p>There are no public rights of way directly affecting the Cogges South site although the potential for improved pedestrian links to the town centre has been identified in the most recent submission.</p>	<p>GIS</p> <p>Oxfordshire County Council response (September 2012)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>LDA Design: Site Constraints (August 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p>
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Sustainable Communities			
<p>Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)</p>	<p>SA3</p>	<p>The key wider benefit associated with the proposed development is the provision of west facing slip roads at the Shore's Green junction onto the A40. In light of the decision on Cogges Link Road, the Shores Green Slip Roads (SGSR) scheme has been identified as a suitable alternative to be brought forward in conjunction with the Down's Road/A40 junction, recent improvements in the Ducklington Lane/Station Lane area and the proposed West End Link Road. The most recent information submitted by the site promoter suggests that the development would 'contribute towards the delivery of the upgrade to the A40 Shores Green junction through the provision of funds and land'.</p> <p>The developer has previously indicated that land on the Cogges Triangle site would be made available for a new primary school however Oxfordshire County has confirmed that development of the scale proposed would not warrant the provision of a new primary school and that capacity enhancements to existing schools would be sought instead.</p> <p>Development of the Cogges South site could potentially offer the opportunity to introduce some form of flood risk mitigation as well as improved links towards the town centre.</p>	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>Oxfordshire County Council: Summary of Development and Infrastructure Strategic Modelling (October 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p>

<p>To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?</p>	<p>SA3 SA15 SA16</p>	<p>The proposed scale of development means that it is a residential led scheme and does not include any additional employment land. The central location of the sites and their relative proximity to the town centre and the main employment areas in the south of the town, mean that they would support local facilities although improved pedestrian linkages would be needed to access the employment areas conveniently. This would be facilitated by the release of a limited amount of development on the Cogges South site.</p>	<p>LDA Design: Site Capacity (August 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p>
<p>To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)</p>	<p>SA10</p>	<p>The fact that Cogges Triangle is located in a low-risk area in terms of flooding indicates that it is well-placed to withstand the potential increases in flood risk associated with climate change. The Cogges south site lies partly within a flood risk area. Sustainable drainage would be required for both sites and drainage design proposals will need to be calculated for a 1 in 100 year rainfall event with +30% for climate change.</p> <p>Information submitted by the site promoter in 2012 indicated that the development will incorporate high standards of sustainable building design and construction and promote energy and resource efficiency with buildings sited and orientated so as to maximise solar gain. A commitment to providing 10% of on-site energy use from renewable sources was given and the prospect of a community heating scheme was suggested. The possibility of growing energy crops such as short rotation willow was also put forward with the potential for a processing facility to be located within the noise sensitive part of the site. The possibility of incorporating renewable energy technologies such as wind, solar water heating, air/ground</p>	<p>Oxfordshire County Council response (September 2012).</p> <p>West Oxfordshire Draft Local Plan (October 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p>

		<p>source heat pumps and biomass was also outlined.</p> <p>Any strategic development area would be required to comply with the policies set out in the emerging local plan once adopted.</p>	
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SA1	The most recent information submitted by the site promoter suggests that the level of affordable housing is subject to further viability work but will need to take into account the cost associated with delivering the Shore's Green Slip Roads scheme. The emerging target for Witney set out in the Council's proposed submission draft Local Plan is 40%.	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>Pre-submission draft Local Plan (February 2015)</p>
<b>Deliverability &amp; Viability</b>			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SA1	Information previously supplied by the site promoter suggests that not all parties have had their interests acquired or a binding commitment secured, however discussions remain ongoing.	Carter Jonas Deliverability and Viability Matrix (September 2012)
What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?	SA3 SA6 SA11	<p>At Cogges Triangle, the main on-site infrastructure item is the Shore's Green Slip Roads scheme, which is the only exceptional cost. Other on-site infrastructure identified by the site promoter open space and in terms of off-site infrastructure, new pedestrian and cycle linkages into the town centre are proposed.</p> <p>On the Cogges South site, the scale of proposed development limits the potential for on-site provision of infrastructure, although off-site the developer has suggested the provision of new allotments to the west of Manor Road, new pedestrian and cycle links into the town</p>	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p>

	<p>centre and land to be made available for an extension to the Country Park and/or playing fields.</p> <p>OCC have indicated that any strategic development site in Carterton or Witney would be expected to contribute towards a range of infrastructure including education, children’s centres and nursery provision, youth support, libraries, day care provision, adult learning, museum resource centre, waste management, fire and rescue, ecology as well as possibly extra-care and specialist housing, archaeological mitigation and sustainable drainage.</p> <p>With specific regard to transport infrastructure, OCC have advised that any scheme at Witney would be expected to contribute towards transport enhancements for pedestrians, cyclists and bus users on Bridge Street, walking and cycling link improvements to the Town Centre, key services and Rights of Way network, bus service enhancements, Oxford Park and Ride capacity enhancements and Accessing Oxford – northern approaches.</p> <p>With specific regard to this site, OCC have advised that as a minimum, provision of the Shore’s Green Slip Roads (SGSR) will be required. A number of other off-site improvements have also been identified as being potentially necessary to support development in this location.</p> <p>In terms of public transport, OCC would expect the provision of a pair of new bus stops on Oxford Hill including a pedestrian crossing facility to access the eastbound bus stop, shelters and Real Time Information (RTI). OCC would also seek investment in the strategic</p>	
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		premium bus routes from West Oxfordshire towards Oxford.	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1	The Council's evidence suggests that a scheme of 400 dwellings represents a financially viable proposition taking account of all costs including the Shores Green Slip Roads.	Aspinall Verdi CIL and Local Plan Viability Study Update (February 2015)
<b>Efficiency &amp; Flexibility</b>			
To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?	SA7	<p>The most recent information submitted by the developer suggests an increase in the extent of development on the Cogges Triangle site from that which was originally submitted in 2009 to allow for some 350 – 400 dwellings. This would represent a density of between 27 dwellings per hectare and 31 dwellings per hectare. The landscape considerations highlighted previously indicate that the extent of development shown in the most recent submissions is not likely to be acceptable and that development should be kept below the 95m AOD contour.</p> <p>The developers own landscape evidence whilst acknowledging that the 95m contour is an appropriate reference point, suggests that the relatively small areas of development proposed above this height would not meaningfully increase the landscape impacts on the key characteristics of the area.</p> <p>The proposed developable area on the Cogges South site is 2.2ha which for 50 dwellings would equate to a density of 23 dph and for 100 dwellings, a density of 45 dph. The nature of the two sites and the landscape constraints that apply mean that there is little scope to</p>	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p> <p>LDA Design: East Witney Landscape and Visual Appraisal (January 2013)</p>

		accommodate further growth in these locations.	
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## **6. South Witney**

## 6. South Witney

**Site Proposer:** Barton Willmore on behalf of Abbey Developments Ltd.

**Description of Development:** The site which is located to the south of the A40 and west of Ducklington is being promoted for a mixed use development, comprising 1,200 dwellings, with supporting physical, social and community infrastructure including a new primary school, local centre and open space. The site was submitted for further consideration through the Local Plan Housing Consultation (July 2014) although it has been considered previously through the plan making process including through the SHLAA. The site comprises 106.86 hectares of open agricultural and arable land, and is located to the immediate south of Witney and the A40 dual carriageway. To the east the site is bounded by the A415 and the village of Ducklington and to the west by the A4095 and the village of Curbridge. The southern boundary of the site is defined by Curbridge Lane, a rural lane connecting between the A415 and the A4095. The northern boundary of the site is inset around the existing Witney Sewage Treatment Works (STW) and an Abattoir operated by Mutchmeats Ltd. (note: both of these land uses are excluded from the proposed site boundary).

**Summary of assessment:** The development of land to the south of Witney would represent a step change in the development pattern of the town with an incursion into the open countryside and valley landscape of the Lower Windrush to the south of the A40. There is a severing effect caused by the A40 to the north of the site which would impact on the integration of new development in this location with the existing built up area and existing communities. This severance could be reduced but not overcome through the enhanced pedestrian and cycle links that are proposed across the A40 and through improved public transport access however it is considered that development in this location would act as a new self-contained community, rather than a sustainable extension of Witney. It is considered that some community infrastructure provision, including convenience retail would be necessary to support residential development in this location, to reduce car dependency, although the site is well located in terms of its proximity to existing employment opportunities in Witney. Importantly, development in this location would represent an incursion into the open countryside and the site currently forms part of a strategic buffer which has been put in place to protect the rural character at the edge of Witney, as well as the separate identity of neighbouring villages including Curbridge and Ducklington. The emerging Local Plan continues to recognise the importance of the vulnerable gap between Witney and Ducklington. The Kirkham Landscape Review (2015) concludes that development of the scale proposed will damage the visual separation of the historic settlement of Curbridge from Witney and will have a significant adverse impact on the open countryside which separates Curbridge from Ducklington. It recommends a significant reduction in the scale of development (to around 500 homes).

Concerns have also been raised regarding the amenity arising from existing land uses such as the sewage treatment works (odour), the abattoir and the local road network including the noise impact of the A40. It is important that new development in close proximity to the STW does not prejudice future operations from taking place, particularly as further capacity may be required in the future to accommodate new residential development in Witney and the surrounding area.

<b>Criteria</b>	<b>SA Objective</b>	<b>Comment</b>	<b>Source/s of Information</b>
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	<p>The site promoter is proposing that primary vehicular access could be served from the Ducklington Lane roundabout to the east and from the junction of the A4095 and Curbridge Lane to the west. It would be necessary to assess the capacity of these junctions as well as traffic flows in these locations to determine whether they are appropriate, although it is not considered that vehicular access will present an insurmountable constraint to development in this location.</p> <p>Junction improvements have recently been delivered in the Station Lane area of Witney and these have improved traffic flows at the Ducklington Lane interchange.</p>	<p>Barton Willmore Development Framework Document (September 2014)</p> <p>Site linkages and sustainable accessibility review (Odyssey Markides LLP September 2014)</p>
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is located in close proximity to substantial employment opportunities at Station Lane and the West Witney employment area; the two main employment areas in Witney however pedestrian and cycle access to these destinations is currently limited by the A40 and in recognition of this, the site promoter is proposing a new footbridge. The centre of the site is located approximately 2.5km from the town centre of Witney where a full range of services and facilities are available. The West Witney employment area is approximately 2km from the site and the Station Lane area approx 1.5km via existing routes.</p>	<p>Witney Transport Study (2009)</p> <p>GIS mapping Data</p> <p>Barton Willmore Development Framework Document (September 2014)</p>

		<p>A key constraint to sustainable access is considered to be the A40, which separates this site from the rest of the town to the north. Existing routes including the public footpath extending north to south through the centre of the site have to cross the A40 or negotiate heavily trafficked road junctions associated with the route. There are existing bus stops on the routes to the east and west of the proposed site, providing connectivity with Witney, Carterton, Abingdon and beyond although some routes only provide a limited service. To improve bus access, the developer proposes to divert a service into the site. Stagecoach has however expressed concerns about the difficulty of integrating the site into existing or future high quality bus service provision.</p> <p>The Witney Transport Study (2009) indicates that land to the south of Witney does not perform consistently better or worse than other strategic site options in the town in terms of accessibility to key services and facilities.</p> <p>The site benefits from close proximity to the Sewage Treatment works which would facilitate foul drainage arrangements. Further work would however be required to understand the developable area of the site due to odour issues relating to the treatment works.</p>	<p>Stagecoach Local Plan Housing Consultation Response (2014)</p> <p>Site linkages and sustainable accessibility review (Odyssey Markides LLP September 2014)</p>
<p>What traffic impact will development in this location have on existing settlements and the rural road network?</p>	<p>SA6 SA9</p>	<p>There is no up to date Transport Assessment for this site to be able to determine the traffic impact of development in this location with any certainty. Clearly the provision of 1,200 new homes in this location will have a significant impact. The proximity of the site to the A40 would help to ensure that vehicles wishing to head</p>	<p>Barton Willmore Development Framework Document (September 2014)</p>

		<p>eastwards to Oxford and other destinations were able to do so without travelling through Witney. Development is however likely to put pressure on the A415 both southwards towards Abingdon and northwards for vehicles wishing to travel into Witney. Additional vehicles travelling southwards could have a detrimental impact on New Bridge which already acts as a severe bottleneck.</p> <p>Work has recently been completed to improve the Station Lane area of Witney to improve traffic flows although the increased capacity does not take account of this development.</p> <p>Development in this location could potentially result in detrimental impacts on Main Road in Curbridge from traffic accessing the West Witney employment sites and the A40 via the proposed Downs Road junction.</p> <p>Development could also result in significant increases in town centre traffic if sustainable access to Witney is not enhanced, although traffic arising from this site would not be dependent on Bridge Street to access the town centre or the east of Witney (subject to delivery of Shores Green Slip Roads)</p>	
<b>Natural and Historic Environment</b>			
Would development in this location be at risk of flooding or increase the risk of flooding	SA2 SA12	The whole of the site is located in flood zone 1 (Low Risk) and is therefore sequentially preferable to sites in flood zones 2 and 3.	GIS records Environment Agency

<p>elsewhere? How well does the site perform in terms of the 'sequential test'?</p>		<p>GIS records indicate that the site is prone to surface water flooding, although this issue could be addressed through appropriate mitigation measures, including SuDS.</p> <p>The Colwell Brook flows through the centre of the site and should be a key consideration when considering surface water run-off. The Brook runs in close proximity to the Witney Sewage Treatment Works (STW).</p> <p>Careful consideration should be given to the impacts on the STW as well as the potential future maintenance of SUDs and watercourses in the area.</p>	<p>Website</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>There are no statutory protection designations associated with the site although the Council's GIS records indicate that there are records of protected species on the site.</p> <p>The site is a green field site with a brook flowing through the centre. There is much vegetation associated with the site including established hedgerows and mature trees.</p> <p>All of these features are likely to demonstrate some biodiversity value and it will be important to undertake an ecological assessment of the site to understand the ecological value more fully. The developer proposes to retain and enhance the brook corridor for leisure links, ecology and landscape benefits.</p>	<p>GIS records</p> <p>Barton Willmore Development Framework Document (September 2014)</p>

<p>To what extent would development in this location be affected by noise pollution?</p> <p>Odour Impact</p>	<p>SA2</p>	<p>The site is located directly to the south of the A40 which is the primary east to west corridor in West Oxfordshire linking the district with Oxford and Gloucestershire. The road is heavily trafficked and is likely to cause significant noise disturbance to properties located in the northern part of the site, without appropriate mitigation measures in place. In recognition of this the developer has suggested the provision of noise attenuation measures along the northern edge of the site.</p> <p>The developer's evidence indicates that there is low frequency noise associated with the sewage treatment works and the abattoir, which would require mitigation if development were to be located in close proximity.</p> <p>Plant associated with the abattoir or waste water treatment works has been identified as a significant source of low frequency noise that could be disturbing to residents. Further measurements close to the source will be required to establish fully the nature of this noise and how best to reduce its potential impact on the proposed houses. The site promoter has suggested that noise mitigation strategies including enhancements to building fabric and the formation of noise bunds could be integrated into any detailed development proposals.</p> <p>There are multiple noise sources, i.e. the Thames Water sewage works, the abattoir (and associated vehicular movements) , the electricity station and the surrounding highways infrastructure that have the potential for low-frequency noise disturbance.</p> <p>There is a history of complaints which the Environmental Protection</p>	<p>Barton Willmore Development Framework Document (September 2014)</p> <p>Land South of Witney Noise Assessment (Cole Jarman September 2014)</p> <p>GIS records</p> <p>Preliminary Odour Risk Assessment (ADAS August 2014)</p> <p>Public Protection, WODC</p>
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	<p>team has received, and investigated, from existing householders in the surrounding area regarding odour from the Thames Water sewage plant. A total of 18 complaints were received during 2001 from residents in Witney and Ducklington, three complaints were received during 2002 from residents in Witney, four complaints were received during 2005 from residents in Witney, nine complaints were received during 2006 from residents in Witney and Ducklington, one complaint was received during 2009 from Colwell Drive (Witney) and one complaint was received during 2011 from Meadow Meadow (Witney).</p> <p>Given that the prevailing wind is south-westerly, this is likely to generate complaints from, predominantly, the eastern side of the proposed development site.</p> <p>In addition to the noise impacts associated with neighbouring land uses, consideration should be given to the impact of foul odours arising from the abattoir and sewage treatment works.</p> <p>The submitted development framework document provides information on the assessment of these likely impacts and the methodology used to assess them. The framework document indicates that there would be a 350m 'cordon sanitaire' or buffer implemented around the sewage treatment works and abattoir. It is suggested that less sensitive uses could be located within the buffer zone. The illustrative masterplan suggests the proposed primary school would be within close proximity of the STW and abattoir.</p> <p>A further, more detailed odour assessment would be needed if the</p>	
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		site option were to be progressed further.	
Is the site affected by any known contamination or land stability issues?	SA11	<p>There is a historic landfill site located to the north east of the site although this is located outside of the site boundary. However parts of the site, particularly to the north and east are included in the 250m buffer for this historic landfill site.</p> <p>There are also records of contaminated land focused to the north and east of the site. This contamination is likely to be associated with the historic landfill as well as the sewage treatment works.</p> <p>Further investigation would be required to determine whether this contamination is a serious constraint to development in this location.</p>	GIS records
What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?	SA7	<p>The eastern part of the site falls within the minerals consultation area associated with the sand and gravel extraction from the Lower Windrush Valley.</p> <p>Oxfordshire County Council has however confirmed that that there would be no sterilisation of minerals as a result of development in this location.</p>	<p>GIS Records</p> <p>Oxfordshire County Council response (January 2015)</p>
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The majority of the site is classified as Grade 3b (moderate) agricultural land with small pockets of Grade 3a (good quality) to the east and west of the sewage treatment works and along the eastern site boundary. The agricultural land use classification in this location is therefore unlikely to present a constraint to development.	GIS Records

<p>Are there any known issues of water quality in this location?</p>	<p>SA11</p>	<p>There are no known issues relating to surface or ground water quality in this location.</p>	<p>Environment Agency website</p> <p>GIS records</p>
<p>What effect would development in this location have in terms of any heritage assets?</p>	<p>SA14</p>	<p>There are no Conservation Area designations within the site and no listed buildings within the site boundary.</p> <p>The site is located at sufficient distance from heritage assets at Ducklington, Curbridge and Witney so as not to impact on their setting.</p> <p>The initial assessment submitted by the developer indicates that the site has a moderate potential for later prehistoric activity, relating specifically to its proximity to a number of Bronze Age features and small Iron Age farmsteads. There is also a moderate potential for the Roman period, also relating to a number of rural farmsteads within the study area, but also a cemetery located immediately to the north of the site boundary. There is also a low to moderate potential for medieval remains of an agricultural nature and a moderate potential for renewed agricultural activities in the post-medieval period.</p> <p>On the basis of the available evidence, the report recommends that further archaeological investigation may be required in areas that are either heavily impacted by the proposed development, or in close proximity to known archaeological remains (i.e. the eastern and western boundaries of the application site).</p>	<p>GIS records</p> <p>Barton Willmore Development Framework Document (September 2014)</p> <p>Archaeological Desk Based Assessment Land South of Witney (Heritage Collective July 2014)</p> <p>Oxfordshire County Council response (January 2015)</p>

Landscape Impact & Settlement Integration			
<p>What would be the impact of development on the setting and separate identity of nearby villages?</p>	<p>SA14</p>	<p>The site is located in close proximity to Ducklington to the east and Curbridge to the west. Curbridge has a strong rural identity in contrast to the modern estate character of south-west Witney. It forms a discrete area, separated by only 700m, and with the landscape buffer severed by the A40. The setting of the village is the small scale landscape of minor valleys which include the Colwell Brook and the land both sides of the A4095 which are very vulnerable to further urban erosion.</p> <p>Ducklington has a strong historic core closely related to the River Windrush and its meadows east of the village. Modern housing on the west of the village up to the A415 is extensive but has a small scale pattern of development. This has sub-urbanised the village but remains in scale with the historic settlement pattern. The village is severed from Witney by the A40 which prevents intervisibility with the town, although the gap between Ducklington and Witney is very narrow (300m). Ducklington is set within the open vales to the west and south which contribute to maintaining its rural context.</p> <p>The Kirkham report recognises that the site contributes to the rural landscape setting of Witney and that of the historic rural villages at Curbridge and Ducklington. Whilst both the sewage/abattoir works and housing in Witney are already intrusive and have an effect of the rural character of the area, the report suggests that development as proposed would damage the landscape and visual separation of the historic settlement of Curbridge from Witney and have a significant</p>	<p>Landscape and Visual Appraisal (Barton Willmore September 2014)</p> <p>Kirkham Landscape Review (2015)</p>

		<p>adverse impact on the open landscape which separates Curbridge from Ducklington and which links into the wider landscape south of Curbridge Lane. The report concludes that the need to protect and enhance the key landscape, visual and settlement characteristics of this area must lead to a restriction on the extent of development in this location.</p> <p>The Kirkham report suggests that a reduced scale of development with adequate separation from both Ducklington and Curbridge could create a contained, small settlement.</p> <p>The Kirkham Landscape Review states that development of the scale proposed will damage the visual separation of the historic settlement of Curbridge from Witney and will have a significant adverse impact on the open countryside which separates Curbridge from Ducklington.</p>	
<p>How well would development in this location integrate with the existing fabric of the town?</p>	<p>SA3</p>	<p>Development in this location would represent a step change in the approach to the development of Witney with development historically being focussed to the north of the A40. Development to the south would erode land that is currently designated to prevent urban sprawl and protect the existing character of neighbouring settlements. Development would represent an incursion into the open countryside and into the parishes of Curbridge and Ducklington.</p> <p>The A40 is likely to present a significant severing effect between the existing settlement to the north and the proposed site to the south, with the formation of a distinct community, poorly integrated with</p>	<p>Witney Landscape Assessment (2007)</p> <p>Kirkham Landscape Review (2015)</p> <p>Barton Willmore Development Framework Document (September 2014)</p>

		<p>both the existing community and settlement framework of Witney.</p> <p>There is a range of landscape evidence held by the Council which emphasises the separation of this site from Witney and the continuity of the site with the lower Windrush Valley landscape. Witney Landscape Assessment 2007 (Area F2) states that the area has a strong rural character and connection with the Lower Windrush valley as a whole, rather than with Witney as the A40 clearly marks the boundary between town and country.</p> <p>Area F2 is of moderate to high importance and sensitivity as a largely flat valley floor partly within the flood plain, with the potential for high intervisibility easily blocked by vegetation in the flat landscape. In the area near the A40/ A415 junction, the strong contrast between urban (north of A40, east of A415) and rural (west of A415) is vulnerable to erosion.</p> <p>The Witney Landscape Assessment 2007 recognises that some development has already encroached into the east of the area, associated with the busy road junction and this is highly sensitive to further erosion. Major planting belts could help to soften the impact of new development and older hedges should be retained where possible.</p> <p>The latest landscape review undertaken by Kirkham (2015) considers that the site currently contributes to the rural landscape setting of Witney and that of the historic and rural villages at Curbridge and Ducklington.</p>	
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		<p>However, it is recognised that the sewage/ abattoir and housing in Witney already effect the rural character of the area and therefore some limited development (in the region of 500 houses) may be possible from a landscape perspective subject to substantial green infrastructure which builds on the existing alignment of the brook and contains the expanded town with substantial native woodland and tree belts to screen the development throughout the year.</p> <p>The Kirkham report (2015) indicates that development in this location would need to comprise a small self-contained settlement which would bring into question the degree to which it would effectively integrate with Witney.</p>	
<p>Would the development affect any public rights of way?</p>	<p>SA14</p>	<p>There are two public rights of way associated with the site, one running north to south through the centre of the site and one in the north west corner. Both of these public footpaths cross the A40. It would be necessary to incorporate these routes into the development of the site. There may be potential to enhance links between the site and the rest of Witney to the north, by improving routes across the A40. The developer proposes to create a new link along the route of the dismantled railway which would lead to a new bridge across the A40.</p>	<p>GIS Records</p> <p>Barton Willmore Development Framework Document (September 2014)</p> <p>Site linkages and sustainable accessibility review (Odyssey Markides LLP September 2014)</p>

<b>Sustainable Communities</b>			
Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)	SA3	The submitted development framework document indicates that there would be a mixture of uses delivered on site to support the new community, including a site for a new primary school and new retail and health care facilities provided as part of a local centre. These are however facilities that would typically be sought from a scheme of this size and based on the evidence submitted there would appear to be no significant additional benefits to Witney or its adjoining communities.	Barton Willmore Development Framework Document (September 2014)
To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?	SA3 SA15 SA16	The development framework document indicates that there will be a range of services and facilities delivered on site including, a primary school, Green Infrastructure, pedestrian / cycle link across the A40, a small local retail / healthcare hub and public open space.  There is no significant employment provision proposed for the site and as such, job creation is unlikely to be significant. The site does however benefit from proximity to existing major employment sites in Witney as well as convenient access to neighbouring towns such as Carterton and good access to the A40 and A415.	Barton Willmore Development Framework Document (September 2014)
To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable	SA10	The location of the site in close proximity to employment opportunities in Witney should facilitate access by sustainable means, although the severance effect of the A40 is a key constraint. The site also enjoys reasonable public transport access.	Barton Willmore Development Framework Document (September 2014)

construction etc.)		It is not clear at this stage what sustainable design and construction methods will be included in the development of the site although the framework document submitted by the site promoter indicates that consideration would be given to the use of renewable energy and sustainable construction techniques to achieve high standards.	
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SAI	<p>The level of affordable housing secured on the site should be policy compliant, subject to viability. This site is not heavily constrained with relatively limited infrastructure required to mitigate the impact of development in this location. There are therefore unlikely to be many abnormal costs associated with the development of the site.</p> <p>The on-site affordable housing requirement for Witney set out in the pre-submission draft Local Plan is 40%</p>	<p>Barton Willmore Development Framework Document (September 2014)</p> <p>West Oxfordshire Pre-Submission Draft Local Plan (2015).</p>
<b>Deliverability &amp; Viability</b>			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SAI	<p>In terms of land assembly, the Council has been provided with a letter from Abbey Developments which confirms that their proposals have been submitted with the support of all principal landowners. The letter suggests that at this stage, there is a good level of understanding and that it has not been necessary to draw up formal agreements or options.</p> <p>On this basis it would appear that land assembly is not a constraint however further confirmation would be required were the site to be taken forward as an option.</p>	<p>South Witney Deliverability and Viability Matrix (December 2014).</p> <p>Letter from Abbey Developments Ltd. (November 2014)</p>

<p>What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?</p>	<p>SA3 SA6 SA11</p>	<p>A development of the scale proposed would require a new primary school, community facilities including convenience retail and leisure facilities. In addition, an A40 pedestrian/ cyclist bridge would be required as well as noise mitigation associated with the A40. Other highway improvements are likely to be required such as junction improvements which would be identified in consultation with the highways authority. Other on-site requirements would be identified through consultation with the County Council and other bodies.</p> <p>Having regard to the information submitted, there do not appear to be any exceptional costs associated with development in this location.</p>	<p>Barton Willmore Development Framework Document (September 2014)</p>
<p>Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?</p>	<p>SA1</p>	<p>No information has been supplied by the site promoter in relation to development viability. It is reasonable to suggest however that in the absence of any significant, abnormal development costs, the provision of 1,200 homes in this location is likely to be a financially viable proposition.</p> <p>A key consideration however is landscape impact and the recommendation to reduce the extent of development to around 500 homes would have a significant impact on viability including the ability to provide a new primary school.</p>	<p>Barton Willmore Development Framework Document (September 2014)</p> <p>South Witney Deliverability and Viability Matrix (December 2014).</p>

Efficiency & Flexibility			
<p>To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?</p>	<p>SA7</p>	<p>The draft development proposals have adapted to existing amenity constraints associated with the site including the noise from the A40 and odour associated with the abattoir and sewage treatment works.</p> <p>A large proportion of the total site area is proposed to be safeguarded as green infrastructure to include landscape buffers, land for sports and recreation, green corridors and noise attenuation.</p> <p>The total residential development area of the site is approximately 42ha as proposed in the submitted development framework document, to include areas of medium and low density development. A rough calculation indicates that development density will be in the realm of 25-30 dwellings per hectare with the lower density development proposed on the southern part of the site.</p> <p>There is unlikely to be significant flexibility in layout in this location due to the constraints imposed by the STW, A40 and abattoir as well as the need to protect the setting of Curbridge and Ducklington. The scope for future expansion in this location is therefore limited, indeed the Council's landscape evidence suggests that the quantum of development should be restricted to 500 homes.</p>	<p>Barton Willmore Development Framework Document (September 2014)</p> <p>Kirkham Landscape Review (2015)</p>

## **7. North East Witney**

## 7. North East Witney

**Site Proposer:** West Waddy on behalf of landowners to the north of Oxford Hill, and east Of Jubilee Way.

**Description of Development:** The scheme comprises a total of 45 hectares and has been proposed to include 1,300 dwellings along with associated infrastructure and necessary road improvements to create a four arm junction at Shores Green.

**Summary of assessment:** In terms of access arrangements, land ownership prevents the opportunity to provide a primary vehicular access onto Jubilee Way which is considered to represent a significant constraint to the proposed development. The traffic impact of the scheme is not known in detail but proximity to the Shores Green junction would facilitate use of the A40. There is likely to be additional impact on Oxford Hill and Bridge Street and may be some impact on the A4095. The site is reasonably distant from existing services and facilities, particularly local shopping facilities and employment sites to the south and west of the town, although it is well positioned to link in with the existing premium bus service network. Considering pedestrian accessibility, Jubilee Way acts as a physical separation between this site and the existing built development which would make the site difficult to integrate. In terms of flood risk, the site is located in Flood Zone 1 and therefore is sequentially preferable to sites in Zones 2 and 3. Development in this location would have no significant impact in terms of heritage assets although there is the potential for significant landscape and visual impacts which has been identified in the Kirkham Landscape Review (2015) and which it is considered could not be mitigated through screening or a smaller site area. In terms of the wider benefits of the development, the developer has stated a commitment to providing a four arm junction at Shores Green. With regard to deliverability, the land ownership of the strip of land immediately adjacent to Jubilee Way and the eastern edge of the site has not been secured by the site promoter and it also remains unclear whether the four armed junction could be provided on land in the sole ownership of the site promoters. In terms of viability, no detailed assessment has been made but given the scale of development proposed, setting aside landscape considerations, the scheme would appear to represent a financially viable proposition in the absence of any abnormal costs (other than the Shores Green junction).

<b>Criteria</b>	<b>SA Objective</b>	<b>Comment</b>	<b>Source/s of Information</b>
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	The information submitted by the site promoter to date suggests that primary vehicular access would be provided onto Oxford Hill. This is likely to cause difficulties and the County Council has previously expressed concerns in relation to the provision of additional access points onto Oxford Hill from the proposed development of Cogges Triangle to the south of this site. It is understood that land ownership prevents the provision of a primary vehicular access onto Jubilee Way which represents a significant constraint to the proposed development in terms of access arrangements.	Desk based and on-site assessment.  Discussions with site promoter.
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	A segregated footway/cycleway runs along the western side of Jubilee Way and feeds through Madley Park. This provides access to primary and secondary schools and the town centre, the latter being approx. 2km away. However, Jubilee Way also acts as an effective physical barrier between this site and the existing built development which would make the site difficult to integrate.  The site is less than a kilometre from existing bus stops on Oxford Hill which are served by the high frequency S1/S2 Carterton-Witney-Oxford premium service. The hourly Witney Town Service runs along Jubilee Way and through Madley Park. As such, the site is well located in public transport terms and existing services could be re-routed.	Desk based and on-site assessment.

		<p>Whilst the site is relatively well served by public transport, it is reasonably distant from Witney town centre and the town's main employment areas in the south and west.</p> <p>Any proposal for strategic scale development on this site will be required to demonstrate that this will deliver new pedestrian and cycling links that will provide convenient and safe access to the town centre as well as other key service and employment areas.</p>	
<p>What traffic impact will development in this location have on existing settlements and the rural road network?</p>	<p>SA6 SA9</p>	<p>The traffic impact of development in this location has not been assessed through an up to date Transport Assessment. Subject to the provision of satisfactory access (see comments above) the proximity of the site to the Shores Green junction would allow for convenient access onto the A40. The developer proposes to deliver new slip roads at Shores Green which would facilitate travel both east and west on the A40. Potentially vehicles wishing to travel into the centre of Witney from the site could therefore do so via the A40 and Ducklington Lane, however it is likely that a significant proportion will travel along Oxford Hill and through the congested Bridge Street area. There may also be an additional impact on the A4095 from any drivers choosing to approach Oxford via the A44 rather than along the A40.</p>	<p>Desk based assessment</p> <p>Oxfordshire County Council response (January 2015)</p>

<b>Natural and Historic Environment</b>			
<p>Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the 'sequential test'?</p>	<p>SA2 SA12</p>	<p>The site falls entirely within Flood Zone 1 (low flood risk) and is therefore 'sequentially' preferable to sites located in Flood Zone 2 or 3.</p> <p>Any strategic scale development on the site would need to be supported by a Flood Risk Assessment (FRA) and Drainage Strategy to assess drainage issues and surface water runoff so that this can be appropriately mitigated to the satisfaction of the Environment Agency.</p> <p>In addition to the use of sustainable drainage, onsite storage lagoons may also be required to mitigate the impact of increased surface water runoff towards the Madley Brook.</p>	<p>GIS</p> <p>Oxfordshire County Council response (January 2015)</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>This part of Witney lies within the Wychwood Project area and Cogges Wood lies just to the north east. Cogges Wood is Ancient Woodland and is defined as a Local Wildlife Site, Ecological Alert Site and part of the Wychwood and Lower Evenlode Conservation Target Area. Development of the site could harm the setting of this important area of woodland and potentially harm the integrity of its ecological/ biodiversity value.</p> <p>There are no formal biodiversity designations but there are records of barn owls sightings on the site. The hedgerows within the site are likely to have significance as habitats and features of the landscape and as wildlife corridors.</p>	<p>GIS</p>

<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>The site is most likely to be affected by road traffic noise resulting from Oxford Hill/ B4022 and the A40, to the south of the site. This would have the most impact on the south-east portion of the site due to its proximity to the A40.</p> <p>The impacts resulting from noise should be assessed through an appropriate noise assessment and all dwellings should comply with the 'good' internal noise standards of BS8233:1999.</p>	<p>Desk based and on-site assessment.</p>
<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA11</p>	<p>Ground conditions appear good with no obvious signs of instability, contamination or pollution.</p>	<p>GIS</p>
<p>What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?</p>	<p>SA7</p>	<p>The site is not located within a minerals consultation area and is therefore unlikely to have any impact in terms of potential sterilisation of mineral resources.</p> <p>Oxfordshire County Council has confirmed that there would be no sterilisation of minerals arising from development in this location.</p>	<p>GIS</p> <p>Oxfordshire County Council response (January 2015)</p>
<p>Would development in this location be constrained by the agricultural land classification of the site?</p>	<p>SA11</p>	<p>The site is classified as 'Grade 3' agricultural land in the national provisional classification meaning it is of moderate to good agricultural land value. The majority of the site falls within the sub-category '3b' which is moderate quality with a small section within '3a' which is good quality. National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p>	<p>GIS</p> <p>NPPF</p>

Are there any known issues of water quality in this location?	SA11	<p>There are two small pockets of the site which are affected by a minor or major aquifer low groundwater vulnerability zone.</p> <p>Although the presence of an aquifer does not preclude development, special care needs to be given e.g. to the use of appropriate sustainable drainage (SuDS) techniques. The Environment Agency has a Groundwater Protection Policy to set up pollution prevention measures in areas at higher risk.</p>	Environment Agency Interactive Maps
What effect would development in this location have in terms of any heritage assets?	SA14	<p>The site is outside the Conservation Area and is not affected by any Listed buildings or known scheduled monuments.</p> <p>The closest Listed buildings are located at High Cogges Farm and Cogges Manor Farm. The impact of development on the site is not considered to harm the setting of these Listed buildings.</p> <p>Roman pottery has been found within the area. Lidar also indicates the presence of potential archaeological features adjacent to the site with evidence of Romano British settlement to the south west.</p>	<p>Desk based and on-site assessment.</p> <p>GIS</p>
<b>Landscape Impact &amp; Settlement Integration</b>			
What would be the visual and landscape character impact of development in this location?	SA14	The site is agricultural land containing no buildings apart from those along Oxford Hill. The site forms part of an undulating valley side and the pronounced ridge is part of the higher ground enclosing the town. This is defined within the West Oxfordshire Landscape Assessment (WOLA) 1998 as 'open rolling vale farmland' which is low-lying land with a discernible raised landform and with large-scale cultivated fields. This farmland is also distinguished by regular field	<p>West Oxfordshire Landscape Assessment (WOLA) 1998</p> <p>The Witney Landscape Assessment (2007)</p>

	<p>boundaries and high intervisibility. The area specifically to the east of Witney is defined within WOLA 1998 as semi-enclosed limestone wolds farmland and open rolling farmland with a gently rolling topography. The fields are of varied sizes, with irregular boundaries formed by strong hedge lines with many very good trees.</p> <p>There are long open views across Madley Park (which is set low in the landscape) and to the countryside to the west and north. The site has a high intrinsic landscape value, forming part of the backdrop to the town and reads as the rural countryside beyond. In addition, the site includes moderate intervisibility with largely unspoilt views out from the urban edge and development on the site would be highly prominent unless integrated within strong new landscape frameworks.</p> <p>In addition, Cogges Wood on high ground to the north east of the site is considered to be an important local feature which is situated at close proximity to the site. Large scale development is likely to harm its sensitive setting and integrity.</p> <p>The site is assessed in the Kirkham Landscape Review (2015) as falling into two character areas, both of which are highly sensitive both in landscape and visual terms and are important to the Wychwood Forest Landscape. Importantly the report concludes that the impacts of development in this location cannot be mitigated through the reduction in the development area or landscape measures.</p>	<p>Kirkham Landscape Review January (2015)</p>
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<p>What would be the impact of development on the setting and separate identity of nearby villages?</p>	<p>SA14</p>	<p>Development on the site would have a significant adverse impact on the setting of the town, especially upon views from the west and north. Jubilee Way (the North East Distributor Road) presents a barrier to the integration of the site with the town and the planting belt established on this boundary clearly marks this as the edge of Witney.</p> <p>The Kirkham Landscape Review identifies that development of the south-eastern section of the development site would urbanise the setting of High Cogges to the detriment of its rural character.</p>	<p>Desk based and on-site assessment.</p> <p>Kirkham Landscape Review January (2015)</p>
<p>How well would development in this location integrate with the existing fabric of the town?</p>	<p>SA3</p>	<p>The site forms part of the rural edge of Witney. The distributor road, Jubilee Way, lies to the west of the site and is set in a generous landscape strip which forms a strong boundary between the town and countryside. There is very little urban influence spilling over from the town into the countryside apart from the lighting along Jubilee Way.</p> <p>Madley Park is set relatively low in the landscape, with very little impact on the wider landscape and the generous landscape belt along Jubilee Way softens the edge of the town. This also provides a transition between the housing in Madley Park to the west and the countryside to the east.</p> <p>In addition, Cogges Wood lies just to the north which is an important visual and ecological setting for the town. Therefore, development on this site would be difficult to assimilate into the</p>	<p>Desk based and on-site assessment.</p> <p>Kirkham Landscape Review January (2015)</p>

		<p>landscape and due to the distributor road it would be equally difficult for this to integrate physically with the existing town.</p> <p>The Kirkham Landscape Review recognises that the site extends well beyond the edge of the existing built up development which is beginning to mature and creates an attractive edge to the town. Therefore development will be disconnected from the urban edge.</p>	
Would the development affect any public rights of way?	SA14	The site is not affected by any public rights of way and there are no obvious physical constraints to development in this location.	GIS
<b>Sustainable Communities</b>			
Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)	SA3	<p>The site promoters are at an early stage in negotiations and therefore limited work has been carried out to ascertain the benefits that could be achieved if the site were to come forward.</p> <p>The viability of any wider benefits will depend on the scale of development and other factors which have yet to be considered, however the agents promoting the residential scheme (West Waddy) have stated that the scheme would deliver road improvements to the Shores Green A40 junction through the delivery of a four arm junction.</p>	West Waddy representation (September 2014)
To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?	SA3 SA15 SA16	It is not clear at this stage whether the site promoters plan to include a local centre which would create a small number of jobs on the site. The scale of development proposed by West Waddy (1,300 homes) would necessitate local community services on the site, along with green infrastructure, but the exact mix and nature of uses has yet to be considered. A new primary school is also likely to be	West Waddy representation (September 2014)

		<p>required.</p> <p>In terms of supporting local facilities, the location of the site would help support the S1/S2 premium bus services but it may only provide limited support for other local services and facilities due to the proximity of the site from the town centre and due to the location of the site to the east of the town which may result in a greater level of commuting to Oxford for work and leisure.</p>	
<p>To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)</p>	SAI0	<p>The site falls within Flood Zone 1 and is therefore well-placed to withstand potential increases in flood risk associated with climate change.</p> <p>In terms of renewable energy, sustainable construction and environmentally friendly design/ layout, the development of any strategic site would be required to conform to relevant policies contained in the draft Local Plan. However, no specific proposals or commitments have been put forward at this stage.</p>	<p>Desk based and on-site assessment.</p>
<p>To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?</p>	SAI	<p>The exact level of affordable housing provision would be a matter for negotiation based on adopted policy at the time of submission as well as site viability considerations.</p> <p>The requirement for Witney set out in the pre-submission draft Local Plan is 40%.</p>	<p>West Oxfordshire Pre-submission Draft Local Plan (2015)</p>

<b>Deliverability &amp; Viability</b>			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SA1	The site being promoted is understood to be in three ownerships and the owners have instructed an agent to promote the site through the Local Plan process. Importantly however, the area of land immediately adjoining the Jubilee Way on its eastern edge is in a separate ownership and is considered to be critical is helping to provide an integrated site which connects to Madley Park. This presents a significant constraint to delivery.	Desk based and on-site assessment.  West Waddy representation (September 2014)
What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?	SA3 SA6 SA11	<p>In terms of ‘on-site’ infrastructure, the following would be likely to be needed; roads and drainage, structural planting, open space and a primary school. Other community facilities are likely to be required.</p> <p>In terms of ‘off-site’ infrastructure, the requirements will depend on whether CIL is in place but if this is not, Oxfordshire County Council (OCC) have indicated that any strategic site in Witney would be expected to contribute towards a range of infrastructure via a S106 Agreement. This will include a contribution towards education, children’s centres and nursery provision, youth support, libraries, day care provision, adult learning, museum resource centre, waste management, fire and rescue, ecology as well as possibly extra-care and specialist housing, archaeological mitigation and sustainable drainage.</p>	Desk based assessment
Does the development appear to be a financially viable proposition taking account of the	SA1	Viability is a key consideration in the assessment of this site. Whilst the site promoter has stated that this could “deliver, quickly and efficiently the critical road improvements to Shores Green”, this has	West Waddy representation (September 2014)

<p>infrastructure requirements outlined above?</p>		<p>not been viability tested and will be dependent on other factors including the scale of development and other on-site infrastructure requirements.</p> <p>Therefore should the site be developed as an option, viability testing would be required, however, given the scale of development proposed and lack of abnormal costs (other than the Shores Green junction) it is considered likely that the scheme represents a financially viable proposition.</p>	
<p><b>Efficiency &amp; Flexibility</b></p>			
<p>To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?</p>	<p>SA7</p>	<p>The site area promoted by West Waddy has been identified as approximately 45 hectares. The proposed number of dwellings is 1,300 and this is considered to represent a reasonably efficient use of the site when considering the need for landscaping and other infrastructure on the site. However, the significant landscape concerns that have been identified in relation to development in this location is considered to represent a significant constraint to the opportunity for reconfiguration of the site or any future expansion.</p>	<p>West Waddy representation (September 2014)</p> <p>Kirkham Landscape Review (2015)</p>

## **8. East Chipping Norton**

## 8. Land east of Chipping Norton (Tank Farm)

**Site Proposer:** Savills on behalf of Oxfordshire County Council and Banner Homes

**Description of Development:** The total site area is approximately 37.5ha, divided into two ownerships. The northern plot is controlled by Oxfordshire County Council (approx. 25.5ha / 63.8a) and the southern section by Banner Homes (approx. 12ha / 29.7a). The land is proposed for a strategic extension including housing, employment use and associated open space. The most recent information submitted by the site promoter suggests a potential quantum of residential development ranging from 550 – 700 homes. The size of the site would provide the opportunity to deliver a mix of uses including a primary school, business land provision, public house, community facilities and specialist residential care.

**Summary of assessment:** The site enjoys excellent accessibility to a range of services and facilities due to its proximity to the town centre. It is also within close proximity to the Chipping Norton School and leisure centre to the south as well as the new health centre and bus stops on the London Road to the north. Primary vehicular access is proposed from two points on London Road – from Trinity Road and at Fowlers Barn with the potential for an emergency access to the south or west of the site. The site is located entirely within Flood Zone 1 (low-risk) and development offers the potential to reduce existing surface water run-off through the use of sustainable drainage. The site would appear to have no significant ecological constraints although assessments will be necessary due to the existing hedgerows and trees situated on the site. Noise generated from traffic on the A44 London Road is not considered to restrict development as this can be mitigated through appropriate design and layout. The site is not constrained in relation to minerals or the historic environment but does consist of high agricultural land value. In landscape terms, the provision of an acceptable scale of development creates the opportunity to establish a substantive tree belt and/or woodland planting along the plateau edge connecting into the existing woodland to the east of the site. The site is adjacent to the existing built up area of Chipping Norton and the proposed development offers a number of potential wider benefits. It has been confirmed that the site is deliverable in terms of land ownership and the Council's evidence confirms that the development is viable, with no exceptional development costs associated with bringing the site forward. The proposal represents an efficient use of the land but there is little scope for future expansion in this location given the identified landscape sensitivities.

Criteria	SA Objective	Comment	Source/s of Information
<b>Accessibility &amp; Transport</b>			
Does the site have any access restrictions or constraints?	SA6	<p>The most recent submission from the site promoter suggests that the primary vehicular access to the site could be achieved from London Road at a number of points including Trinity Road and land around Fowler's Barn with the potential for an emergency access to be provided to the south or west of the site.</p> <p>The County Council have advised that the capacity of Trinity Road is likely to be limited to around 100 dwellings, subject to a Transport Assessment (TA). This restriction is recommended on the basis that Trinity Road already serves residential development on the former Parker Knoll site and it also serves the business park. In addition, the Trinity Road junction with London Road is in close proximity to the access with Rockhill Farm on the opposite side of London Road. Therefore, additional traffic movements on this stretch of road could create highway harm, although options such as a mini-roundabout may provide an acceptable solution to mitigate this harm which would also avoid the loss of the protected trees running along London Road.</p> <p>In terms of potential access adjacent to Fowler's Barn off London Road, this option has previously been investigated and will require further investigation to determine whether this can be achieved without harming the street scene through the loss of protected trees.</p>	<p>Oxfordshire County Council.</p> <p>Land at Tank Farm Capacity Assessment – Savills on behalf of Banner Homes (July 2014)</p>

		<p>Oxfordshire County Council have advised that access via the existing track (public right of way 166/3) to the south of Chipping Norton School is not considered appropriate and would not be supported as the track is narrow, un-surfaced in places and has sub-standard visibility at the entrance by the school and leisure centre. This may be suitable for an emergency access subject to appropriate improvements.</p> <p>The County Council have confirmed that no vehicular access will be supported via Rowell Way/Albion Street or Foxfield Close/Crescent via the neighbouring residential estate.</p>	
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is situated in close proximity to the town centre (approximately 700m) which provides a range of local services, including food and non-food shops, public houses, restaurants, a post office, museum, theatre and library. The site adjoins both primary and secondary education facilities as well as the community leisure centre. In addition the Chipping Norton Health Park, which is currently under construction (due for completion in January 2015) will provide a new surgery and pharmacy and is situated on London Road, adjacent to this site. The site is also in close proximity to and has convenient access to allotments and playing fields.</p> <p>The site is well connected by existing bus services, walking and cycling routes. There are several public rights of way adjoining the site including one running along part of the western boundary connecting Wards Road and London Road (via Trinity Road or the footpath adjacent to the school) and one running along the southern boundary from Burford Road (via the track adjacent to the school)</p>	<p>GIS records</p> <p>Land at Tank Farm Capacity Assessment – Savills on behalf of Banner Homes (July 2014)</p>

		<p>towards Glyme Farm and into open countryside.</p> <p>The site is located in close proximity to the High Street and London Road from which a number of bus services can be accessed including the S3 to Oxford, the X8 to Kingham Station, the 50 to Stratford and the 488 to Banbury. In particular, there is a bus stop within one hundred metres of the Trinity Road access which serves the S3 bus service to Oxford.</p>	
<p>What traffic impact will development in this location have on existing settlements and the rural road network?</p>	<p>SA6 SA9</p>	<p>At this stage the development has not been supported by a detailed Transport Assessment and further work will be needed to investigate the traffic impact of strategic development in this location. A particular consideration will be the impact of development on the A44 as one of the key routes to Oxford.</p>	
<p><b>Natural and Historic Environment</b></p>			
<p>Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the 'sequential test'?</p>	<p>SA2 SA12</p>	<p>The site falls entirely within Flood Zone 1 (low flood risk) and is therefore 'sequentially' preferable to any site located in Flood Zone 2 or 3.</p> <p>Small areas of the site are covered by 'surface water risk – 1 in 200 yr rainfall'. As development would exceed one hectare, a Flood Risk Assessment (FRA) would be required and would address this issue.</p> <p>Development would provide the opportunity to introduce sustainable drainage measures which could potentially reduce the current rate of surface water run-off.</p>	<p>GIS</p>

<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>The western edge of the site falls within the Glyme and Dorn Conservation Target Area as an important plateau area for farmland birds</p> <p>There are no records of protected species within the site and there is no wildlife protection designation associated with the site.</p> <p>There are a number of trees situated within the site and along the site boundary although only those located along the northern boundary on London Road are subject to Tree Preservation Orders.</p> <p>Although the site appears to have limited intrinsic biodiversity value, the numerous trees and hedgerows within the site make a valuable contribution to biodiversity in the area and further consideration would need to be given to the opportunity to provide net biodiversity gains through the development in line with national policy.</p>	<p>GIS</p> <p>ONCF Conservation Target areas Mapping Project June 2006</p>
<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>No noise assessments have been undertaken in relation to this site, although judging from the nature of the surrounding land uses, there are unlikely to be any significant adverse amenity impacts affecting new development in this location.</p>	<p>GIS</p> <p>Officer site visit</p>
<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA11</p>	<p>There are no apparent land stability issues associated with the site.</p> <p>A desktop review of the GIS database indicates that there no issues of land contamination on site, although groundwater in this location appears to be sensitive to nitrate deposition and care must therefore be taken in dealing with drainage from the site.</p>	<p>GIS</p>

<p>What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?</p>	<p>SA7</p>	<p>The site is not located within a minerals consultation zone so development in this location is unlikely to prevent the extraction of minerals.</p> <p>The bedrock in this location is primarily comprised of limestone, although the County Council have not expressed any intention to extract minerals from the site.</p>	<p>Oxfordshire County Council response (September 2011)</p>
<p>Would development in this location be constrained by the agricultural land classification of the site?</p>	<p>SA11</p>	<p>The site is comprised of a mixture of Grade 3a and 3b agricultural land. Grade 3a falls within the best and most versatile agricultural land classification as some of the most flexible, productive and efficient land for crop production.</p> <p>National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p>	<p>GIS</p> <p>NPPF</p>
<p>Are there any known issues of water quality in this location?</p>	<p>SA11</p>	<p>GIS data indicates the presence of an aquifer in this location (Major aquifer high – Groundwater Vulnerability Zone) Groundwater protection zone (Total catchment / zone 3)</p> <p>Although the presence of an aquifer does not preclude development, special care needs to be given e.g. to the use of appropriate sustainable drainage (SUDS) techniques. The Environment Agency has a Groundwater Protection Policy to set up pollution prevention measures in areas at higher risk.</p>	<p>Environment Agency Interactive Maps</p> <p>GIS</p>

		The site is located within a Nitrate sensitive area. This will have a bearing on the types of drainage / SUDs that can be used in this area as discharges could potentially have a detrimental impact on aquifer water quality.	
What effect would development in this location have in terms of any heritage assets?	SA14	<p>There are no listed buildings or scheduled ancient monuments within or directly adjacent to the site. Development in this location is unlikely to have a detrimental impact on any such heritage assets.</p> <p>The Chipping Norton Conservation Area extends up to the western boundary of the Tank Farm site. Any new development in this location should therefore have regard to the qualities of the Conservation Area, particularly as the rural setting may make an important contribution to the character of the area.</p> <p>Numerous trees within and around the site as well as on local roads in the vicinity also make an important contribution to the historic character and environmental quality of the area. Care will need to be taken to protect important trees, particularly relating to potential vehicular access to the site from London Road which may necessitate some removal.</p>	GIS

<b>Landscape Impact &amp; Settlement Integration</b>			
<p>What would be the visual and landscape character impact of development in this location?</p>	<p>SA14</p>	<p>The site is mainly open arable land within larger fields. Presently, the site contributes to the rural landscape setting of Chipping Norton and is in a sensitive landscape and visual location.</p> <p>The Kirkham Landscape Review (2014) recognises that visual intrusion arising from large prominent buildings and development on visually exposed elevated landscapes is a key issue. It states that a landscape led approach to the siting, layout, mass and scale of development is essential and the area of development should be informed by the settlement and landscape character.</p> <p>The Kirkham Landscape Review recommends various mitigation measures to help the development simulate into the landscape. The recommendations are based on the existing settlement characteristics and suggest that the extension to the east beyond the plateau should be limited, there should be a character led-approach to the sub-division of the site into smaller land parcels and tree screening on the eastern edge of the site should be incorporated. In addition, the development should be relatively low and the mass of the built form should also be limited to retain the character of the village edge.</p>	<p>Kirkham Landscape and Visual Review of Chipping Norton Strategic Site Option 204 (May 2014)</p>

<p>What would be the impact of development on the setting and separate identity of nearby villages?</p>	<p>SA14</p>	<p>Development is not considered to encroach into the landscape setting of nearby villages. Whilst development of the site will inevitably extend the urban fabric to the east, the Parker Knoll housing scheme has already consolidated the town's footprint onto the plateau to the east of the town and further development along London Road would be contained by the 125m wide new woodland belt.</p> <p>By limiting the massing of the development and by providing strong screening to link in with the woodland belts to the east, there is scope for development without leading to adverse landscape and visual impacts.</p>	<p>Kirkham Landscape and Visual Review of Chipping Norton Strategic Site Option 204 (May 2014)</p>
<p>How well would development in this location integrate with the existing fabric of the town?</p>	<p>SA3</p>	<p>The Kirkham Landscape Review (2014) recognises that the approaches into the town retain a strong contrast between rural approach and the town character with the absence of a suburban interface between the two. As such, the form and layout of any development on the edge of the town should integrate into the town and its landscape setting to avoid harming its character.</p> <p>The assessment identifies that an acceptable form of development on this site, which reflects the small scale character of the town in a well treed historic pattern, has the potential to provide a scheme which reflects the existing pattern of development along the A44 and the existing settlement edge.</p>	<p>Kirkham Landscape and Visual Review of Chipping Norton Strategic Site Option 204 (May 2014)</p>

<p>Would the development affect any public rights of way?</p>	<p>SA14</p>	<p>There are several public rights of way adjoining the site including one running along part of the western boundary and one running along the southern boundary.</p> <p>Whilst the development will alter the experience of the recreational users of the footpath to some degree, these could be incorporated into the landscape corridors and it is suggested in the Kirkham Landscape Review that an undeveloped buffer along the footpath to the south is created to retain its rural character.</p> <p>It is anticipated that these connections would help integrate the development with the existing built-up area and provide access into the countryside beyond.</p>	<p>Kirkham Landscape and Visual Review of Chipping Norton Strategic Site Option 204 (May 2014)</p>
<p><b>Sustainable Communities</b></p>			
<p>Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)</p>	<p>SA3</p>	<p>The proposed development could result in a number of wider benefits to the local community including additional sporting and educational facilities as well as better linkages to serve residents on the east of the town. It also offers the opportunity to provide sustainable drainage, new business land and informal open space.</p> <p>Contributions could also be made towards wider community facilities which would serve residents in the town and beyond. The Neighbourhood Plan could assist the developers in determining local aspirations in respect of these facilities.</p>	<p>Land at Tank Farm Capacity Assessment – Savills on behalf of Banner Homes (July 2014)</p>

<p>To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?</p>	<p>SA3 SA15 SA16</p>	<p>Whilst the proposed development is likely to be predominantly residential, the site could also include a mix of uses to include business space, a primary school, open space and other community facilities.</p> <p>In terms of supporting local facilities, the location of the site ensures that it would support the leisure centre and the range of uses in the town centre. In terms of job creation, the development could result in a small number of additional opportunities; however this will depend on the exact mix and nature of the uses which is yet to be determined.</p>	<p>Land at Tank Farm Capacity Assessment – Savills on behalf of Banner Homes (July 2014)</p>
<p>To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)</p>	<p>SA10</p>	<p>The site falls within Flood Zone 1 and is therefore well-placed to withstand potential increases in flood risk associated with climate change.</p> <p>In terms of renewable energy, sustainable construction and environmentally friendly design and layout, the development of any strategic site will be required to conform to relevant Building Regulations and applicable policies contained in the Local Plan as well as the Chipping Norton Neighbourhood Plan once adopted. Development which exceeds the mandatory requirements will be encouraged.</p>	<p>GIS</p>

<p>To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?</p>	<p>SA1</p>	<p>There is no reason to believe that the site could not provide a level of affordable housing which complies with the Council's adopted policy requirement although the exact level of provision would be a matter for negotiation based on adopted policy at the time of approval as well as site viability considerations.</p> <p>The emerging requirement identified for Chipping Norton in the proposed submission Local Plan is 40% affordable housing.</p>	<p>West Oxfordshire Pre-submission draft Local Plan (2015)</p>
<b>Deliverability &amp; Viability</b>			
<p>Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?</p>	<p>SA1 SA16</p>	<p>Savills contacted the Council on behalf of Banner Homes in 2014 to confirm that the land forming this site is available, deliverable and developable for a mixed use strategic development in the short to medium term.</p> <p>The site is owned in part by Oxfordshire County Council and Banner Homes have a site option on the southern section of the site. Both parties are working collaboratively to bring forward the site for development.</p>	<p>Land at Tank Farm Capacity Assessment – Savills on behalf of Banner Homes (July 2014)</p>
<p>What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?</p>	<p>SA3 SA6 SA11</p>	<p>Negotiations regarding the development of this site are at an early stage and therefore the infrastructure requirements have yet to be identified in full. As would be expected, a range of on and off-site infrastructure improvements will be required to mitigate the impact of residential development on this scale.</p> <p>'On-site' infrastructure likely to be necessary will include roads, drainage, structural planting, open space, a primary school and</p>	

		<p>community facilities. This list is not exhaustive and the exact requirements will be established through further dialogue with statutory consultees and infrastructure providers.</p> <p>Considering 'off-site' infrastructure, development will be expected to contribute towards a range of infrastructure including strategic road network upgrades, public transport and foot/ cycle provision and education. Contributions may also be sought towards infrastructure such as children's centres and nursery provision, youth support, libraries, day care provision, adult learning, the museum resource centre, waste management, fire and rescue, ecology and possibly extra-care and specialist housing. Again, this list is not exhaustive and other needs may be identified.</p> <p>Clearly, development in this location would necessitate the provision of a range of on and off-site infrastructure, however the nature of the site means that it is extremely unlikely that there will be any exceptional costs.</p>	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1 SA16	The Council's evidence suggests that this development represents a financially viable proposition.	CIL and Local Plan Viability Update (Aspinal/Verdi February 2015)
<b>Efficiency &amp; Flexibility</b>			
To what extent does the proposal seek to optimise the potential of the site to accommodate development	SA7	The provision of up to 600 homes on the site is considered to represent an optimum use of the site whilst retaining space for important on-site infrastructure and facilities and for strong vegetation screening on the eastern boundary to minimise the	Desk based and on-site assessment.

<p>and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?</p>		<p>landscape impacts.</p> <p>Due to the landscape impacts which would result from further expansion to the south-east, there is not considered to be scope to extend the site further.</p>	<p>Kirkham Landscape and Visual Review of Chipping Norton Strategic Site Option 204 (May 2014)</p>
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