

**WEST OXFORDSHIRE DRAFT LOCAL PLAN
ASSESSMENT OF STRATEGIC SITE OPTIONS**

OCTOBER 2012

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Executive Summary

- I.1 The overall strategy contained in the draft Local Plan 2012 (previously referred to as 'draft Core Strategy') is based on accommodating the majority of future growth at the three main towns of Witney, Carterton and Chipping Norton, in particular Witney and Carterton. 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 – 2029.
- I.2 Because the capacity of the urban areas of Witney and Carterton is relatively limited, in order to accommodate the level of growth identified in the draft Local Plan (2012) it will be necessary to build on the fringe of the towns on undeveloped, Greenfield land.
- 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 options:
 1. East Carterton
 2. North Carterton (Kilkenny Farm)
 3. North Carterton (David Wilson Homes)
 4. West Carterton
 5. North Witney
 6. West Witney
 7. East Witney
- I.4 The appraisal of the Witney sites take account of the recent decision on the Cogges Link Road (CLR) and the fact that the scheme will now not go ahead. Land to the south of Witney, previously promoted through earlier rounds of consultation has not been subjected to detailed appraisal as it is considered that the CLR decision has no direct bearing on the previous reasons for rejecting this option (unsustainable urban sprawl, dependency on car travel and poor level of residential amenity).

- I.5 The seven 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 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 draft Local Plan and has helped to inform the selection of the Strategic Development Areas (SDAs) contained in the draft Local Plan (October 2012).

Overall Findings

- I.9 The application of the site assessment matrix demonstrates that there is no perfect site, with each different option having its strengths and weaknesses. The best performing sites overall are considered to be land at east Carterton, land to the west of Witney and part of the land to the east of Witney (Cogges Triangle).

- I.10 Land to the east of Carterton has good access directly onto the road network and has excellent accessibility to a range of services and facilities including in particular by public transport. The site appears to be a deliverable, viable option with relatively limited landscape impact. The site is not in the floodplain and development in this location has the potential to integrate well with the existing built area. There are no significant ecological, noise or heritage constraints. The main consideration with the site is the potential impact of development on Brize Norton village. However, the provision of a smaller development of around 700 homes creates the opportunity to establish a substantive landscape transition zone which would form an extension to Kilkenny Lane County Park, and serve to limit the visual impact of development, maintaining a visual gap and avoiding wider landscape harm.
- I.11 Land to the west of Witney has no access constraints and importantly would deliver a number of wider benefits including the A40/Down's Road junction. Although the site is not as close to the town centre as other site options it is very close to a range of employment opportunities and permeability to key destinations is excellent. Public transport is good and would be improved further through service diversion. The site is not at risk of flooding and has no ecological or heritage constraints. Noise from the A40 is a consideration but can be mitigated and there are no issues of water quality or mineral sterilisation. Whilst there would inevitably be some landscape impact, the landscape sensitivity of the majority of the site is moderate to low due to the scale of the landscape and the land uses of the area. The provision of a significant amount of new employment land creates significant potential for inward investment and job creation and it is anticipated that 10% of energy could be derived from renewable or low carbon sources. Overall the development appears to be a deliverable and viable option and represents an efficient use of the site although the scope for future expansion in this location is limited.
- I.12 Land at Cogges Triangle, east Witney appears able to achieve satisfactory access and has the potential to deliver the Shores Green Slip Roads (SGSR) scheme. The sites are 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. 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 kept below the 95m AOD contour. 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. Whilst not all parties have had their interests acquired, discussions are ongoing and it is hoped

that an agreement can be reached. The development appears to be a viable proposition although a reduction in the number of units from that which has been proposed would increase the infrastructure cost per unit. Due to landscape sensitivities and other constraints, there is little scope for further expansion in this location.

- 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 and the 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. The site is not constrained in terms of noise, mineral sterilisation or contamination and land stability issues and has reasonable access to public transport, although not as good as some of the other site options. Importantly, the delivery of this site requires the provision of extensive built infrastructure in an environmentally sensitive, flood risk area. The site is therefore sequentially less preferable to other site options that are not affected by flooding. The northern part of the site is of high landscape sensitivity and as promoted would encroach into the landscape setting and visual separation between Witney and the villages of Hailey/Poffley End. Major revisions to the developable area could address the landscape concerns that have been raised but this would impact on the number of homes provided and thereby the viability of the proposal. The landscape sensitivities of the site also limit the scope for future expansion.
- I.14 Land to the north of Carterton at Kilkenny Farm is large in scale and physically capable of accommodating significant growth. 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 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 extent of development would have an adverse landscape and visual impact, representing a major intrusion into the open countryside.
- I.15 The smaller area of land to the north of Carterton (David Wilson Homes) is able to achieve satisfactory access from the proposed Shilton Road link, is not located in a flood risk area, has no noise constraints, contamination or land stability issues and previous concerns in relation to mineral extraction have been addressed. The development also appears to be financially viable with no exceptional development costs. The site is reasonably well-related to services and facilities although not the town's main employment locations. Access by public transport is reasonable but not as strong as some of the other site options with service diversion unlikely to be commercially viable. The western part of the site is an area of high landscape sensitivity and this coupled with the need to protect the landscape and conservation area setting of Shilton reduces the extent of the acceptable developable area to much less than the 300

dwellings promoted by the developer. The site also has some ecological interest and the size of the site and other constraints highlighted above mean that there is little scope for reconfiguration or future expansion.

- I.16 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. Notwithstanding the fact that the EA are supportive of the flood measures proposed by the developer, in policy terms, the site is sequentially less preferable to any site that is not affected by flooding. 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.

I. East Carterton

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Site Proposer: Savills on behalf of Bloor Homes (developer) and Christ Church (landowner)

Description of Development: Residential development to the east of Monahan Way, north of Carterton Road and south of Burford Road, Brize Norton. Two options were originally put forward, a larger scheme of 1,000 dwellings to include a mixed-use local centre, primary school, allotments and open space, plus two football pitches and cemetery facilities to be provided on land north of Burford Road and a smaller scheme of 750 dwellings to include provision of a football pitch and cemetery on-site. Most recently the developer has suggested a scheme of around 700 dwellings including a primary school, local centre, sports pitches, allotments, flood compensation areas, extension to Kilkenny Country Park and the provision of a long-term buffer to the east of the site.

Summary of assessment: The site has no access restrictions or constraints and enjoys excellent accessibility to a range of services and facilities, in particular public transport and employment opportunities. Although strategic development in this location would impact on the road network, the greatest impact would be felt on principal routes which have the capacity to absorb the additional trips generated. Impact on the local road network would be relatively limited. The site is located entirely within Flood Zone 1 (low-risk) and development offers the potential to reduce existing surface water run-off. The site would appear to have no significant ecological constraints although further assessment has been advised. There would be some noise on the site (road and aircraft) although this is of a level that can be mitigated through appropriate design and layout. The site is not constrained in relation to minerals or the historic environment and is of moderate to good agricultural land value. In landscape terms, the provision of a smaller development creates the opportunity to establish a substantive landscape transition zone (extension to Kilkenny Lane County Park) to limit the visual impact, maintain a visual gap and avoid wider landscape harm. The site relates well to the built area of Carterton and the proposed development offers a number of potential wider benefits. The site is deliverable in terms of land ownership and development would appear to be viable based on the information provided, 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 potential landscape constraints and potential impact on Brize Norton.

Criteria	SA Objective	Comment	Source/s of Information
Accessibility & Transport			
Does the site have any access restrictions or constraints?	SA6	<p>Primary vehicular access is proposed from Monahan Way. Several different access points have been suggested including a primary access point opposite Teasel Way and a secondary access in the vicinity of Bluebell Way. Oxfordshire County Council has stated that in principle, these are the most suitable locations for accessing the site, subject to further discussion on the type of junction.</p> <p>The most recent submission from the developer suggests that access would be provided at two points; one opposite Teasel Way and a second point to the north east of Ventura Business Park. Monahan Way is a modern road which provides good access to the wider area including the A40. In a response dated September 2012, Oxfordshire County Council confirmed that they would require the provision of two road accesses to the site from Monahan Way but did not stipulate the locations.</p> <p>The site has no access restrictions or constraints and enjoys excellent accessibility directly onto a modern road which provides good links to the wider area.</p>	<p>Cole Easdon Transport Appraisal (Issue 4: March 2011)</p> <p>Oxfordshire County Council response (May 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Christ Church/Bloor Homes Revised Masterplan (April 2012)</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 approximately 1.6km from the centre of the site via Monahan Way and Brize Norton Road and approximately 1.3 km from the closest part of the site. The site also benefits from its proximity to the local centre 'Centrum Square' situated within the nearby Shilton Park</p>	<p>Halcrow Report (November 2009)</p> <p>Oxfordshire County Council Preferred Approach response (March</p>

	<p>development. 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 (approx 1.3km at the closest point). The site is located adjacent to existing sports pitches and is very close to Carterton Leisure Centre. In March 2010, Oxfordshire County Council stated that if a strategic site is to be included at Carterton, 'it would be preferable for it to be located to the east of the town in terms of it offering better access to employment, services and facilities'.</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 two bus stops on Monahan Way adjacent to the site. The number 19 service, which operates hourly, also serves Monahan Way and provides an additional service to Witney, as well as serving Clanfield, Bampton, and Ducklington. In May 2011, the County Council stated that the proposed public transport solutions for the site are acceptable, although further discussion and negotiation with bus operators would be required and contributions would be sought to increase the frequency of existing bus services and to improve existing infrastructure where necessary. The Halcrow Report (2009) stated that 'the potential development site at east Carterton has the best accessibility to key destinations using existing bus services' and that 'with the exception of Swindon Town Centre, the average journey times from the potential development site at East Carterton are comparably better than other potential development sites by a notable margin'.</p>	<p>2010)</p> <p>Oxfordshire County Council response (May 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Cole Easdon Transport Appraisal (Issue 4: March 2011)</p>
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		<p>There is an existing foot/cycle way along the western side of Monahan Way and it is proposed to create new pedestrian/cycle crossing facilities on Monahan Way in order to facilitate links to Shilton Park and the wider area including the town centre. The Halcrow Report (2009) stated that ‘in terms of walking and cycling to key destinations within the town, it is clear that the north-east areas of Carterton are the most comprehensively served by current infrastructure, provided through the recent Shilton Park development. This indicates that the potential development site at east Carterton is the most attractive of the three sites (east, north and west), particularly in terms of cycling, to key destinations within Carterton’. In August 2011, Oxfordshire County Council did raise some concerns that the smaller site option for east Carterton would reduce the scope for providing pedestrian and cycle links onto Carterton Road where the S1 bus service operates.</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 transport evidence submitted by the developer (based on 1,000 homes) suggests that there is adequate highway capacity to accommodate development in this location. In May 2011, Oxfordshire County Council confirmed that the estimates of trip generation used are reasonable. The developer’s Transport Assessment suggests that most peak hour trips heading out of Carterton from the site would do so via the A40, thereby reducing the impact on the existing highway network in and around Carterton. This reiterates the findings of the earlier Halcrow Study (2009) which stated that development to the east would have the joint largest effect on the Principal Distributor Route, but the smallest impact on the local road network when compared to the other sites. In terms of impact on the rural distributor routes, the</p>	<p>Oxfordshire County Council response (May 2011)</p> <p>Cole Easdon Transport Appraisal (Issue 4: March 2011)</p> <p>Halcrow Report (November 2009)</p>

		Halcrow report states that development to the east would have the same impact as development to the north, albeit with fewer vehicles using Burford Road. In overall terms, the Halcrow study (2009) states that ‘in comparing each of the three sites against each other, the potential development site at East Carterton has comparatively better accessibility and less impact on the road network than the potential development sites at North and West Carterton’.	
Natural and Historic Environment			
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’?	SA2 SA12	<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. The eastern boundary of the site is 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>The area to the south east of the site is designated as Flood Zone 2 and 3 and Brize Norton village suffered flooding during the Summer 2007 floods. The developer proposes to provide ‘flood compensation areas’ to the south west and north west of the development area in order to mitigate the impact of any increased overland flow as a result of the development.</p> <p>The Environment Agency has expressed support for the developer’s commitment to ensuring that proposed surface water runoff is reduced to 80% of the existing greenfield rate – offering reduction in flood risk downstream as well as the provision of on-site attenuation.</p>	<p>SFRA Level I Environment Agency Comments (April 2009)</p> <p>Hydrology Appraisal (Cole Easdon) – March 2011 - includes as an appendix a Flood Risk and Drainage Scoping Report (2009)</p> <p>Environment Agency Comments (March 2011, May 2011, July 2011)</p> <p>East Carterton Non-Technical Summary (January 2012)</p> <p>Christ Church/Bloor</p>

			Homes Revised Masterplan (April 2012)
What effect would development in this location have in terms of biodiversity and ecology?	SA13	Both Oxfordshire County Council and Natural England emphasise the need for Green Infrastructure links to the South Cotswolds Valleys Conservation Target Area (CTA) to the west of Carterton. They also state that all development should help meet the aims of the CTA, including delivering the habitat creation targets, which in turn helps to meet the Oxfordshire Biodiversity Action Plan. Natural England therefore supports the concept of extending the Kilkenny Lane Country Park and increasing the area of accessible natural greenspace for local communities, including Brize Norton. The Environment Agency has stated that there may be opportunities for ecological enhancement along the watercourses on site, including opening up culverts. These could benefit flood risk management and ecology. An ecological survey has been submitted by the developer which suggests that the land has low biodiversity value, apart from the hedgerows which should be retained. The report recommends the need for further studies and the County ecologist agrees, having expressed some concern about not using the most up to date information available from the Thames Valley Environmental Records Centre.	Environment Agency comments (April 2009) Ecological Survey (FPCR, Sept 2011) Natural England Comments (March 2010) OCC Comments including Transport, Ecology and Education (March 2011 and May 2011) Natural England comments (July 2011) OCC Ecology response received (October 2011)
To what extent would development in this location be affected by noise pollution?	SA2	A noise assessment has been carried out for the site on behalf of the developer. A noise monitoring location was selected on the boundary of the site with Monahan Way approximately 15m from the edge of the carriageway. Noise was recorded over a 3 day period (72hr Mon-Thurs) in January 2012. Aircraft activity at RAF Brize Norton was operating in a south-westerly direction	Hepworth Acoustics on behalf of Bloor Homes Ltd: Proposed residential development– East of Carterton – Planning Noise Assessment (January

		<p>throughout the noise measurements, i.e. take-offs and landings were from the north-east to the south-west. This is the most common mode of operation at Brize Norton. The report indicates that noise climate at the west boundary of the East Carterton site is predominantly road traffic noise from Monahan Way with some noise contribution from aircraft activity associated with RAF Brize Norton. At the noise measurement location, the report indicates noise falls at the boundary of the defining limits of NEC B and NEC C during the daytime and within the defining limits of NEC B during the night-time (as previously defined in PPG24 – Planning and Noise). The Council’s Environmental Health Officer (EHO) has reviewed the assessment and concluded that noise is not unacceptable for residential development and recommends that any dwellings are built to comply with the 'good' internal noise standards of BS8233:1999. The EHO also commented on the matter of noise from maintenance of the Hercules' plane fleet at RAF Brize Norton noting that this disturbance is worst at night-time and mainly affects settlements to the south of the airfield. The RAF is noted as actively investigating the matter and possible additional control measures and whilst this activity has introduced additional noise to the Carterton area, it is not a bar to further development.</p>	<p>2012) WODC Environmental Health response (February 2012)</p>
<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA I I</p>	<p>Part of the playing fields to the west of the site is identified as 'General quarrying - 1900.' Land to the south is identified as 'Military Land. 1960.' The Environment Agency (EA) has identified an area of potentially contaminated land in the south east of the site that will require some further investigation however this is not considered to be an issue of any significance.</p>	<p>GIS Environment Agency response (April 2009)</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 Minerals Consultation Area (MCA). There is likely to be White Limestone underlying Forest Marble with Cornbrash overlying the Forest Marble across much of the site. Oxfordshire County Council has concluded that working of the White Limestone is unlikely to be economic due to its depth. Cornbrash is not worked in Oxfordshire and is not a safeguarded mineral.	Oxfordshire County Council response (September 2011)
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The site is classified as 'Grade 3' agricultural land in the national provisional classification meaning it is of moderate to good agricultural land value. A more detailed assessment is not available. National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.	MAGIC (Multi-Agency Geographical Information for the Countryside) NPPF
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	There are no known archaeological sites or features directly associated with this site. There are a number of listed buildings in Brize Norton to the north east and east of the site although these are not considered to be close enough to present a potential constraint to development, particularly if development is scaled back to 700 dwellings as suggested by the developer's most recent	Oxfordshire County Council response (September 2011) GIS

		submission. There are no scheduled monuments or conservation areas nearby.	
Landscape Impact & Settlement Integration			
What would be the visual and landscape character impact of development in this location?	SAI4	<p>The area includes two main landscape areas, a minor valley immediately adjacent to Brize Norton village and a plateau of land rising gently up to the edge of Carterton. The minor valley is largely unaffected although the northern part adjacent to Burford Road would form part of the open space buffer to Brize Norton. Development is proposed on a plateau of arable land with few important local landscape features, thin hedgerows and few hedgerow trees. The site is visually exposed with views to/from Burford Road, Brize Norton, Shilton Park and buildings at RAF Brize Norton and longer distance views from Lew Hill. It is however an area already influenced by visually intrusive urban elements. Development would appear as an extension of Shilton Park and would bring the built form visually closer to Brize Norton. The larger proposal (1,000 homes) would erode the present visual gap, however the site could be developed on a smaller scale with a substantive landscape transition zone (extension to Kilkenny Lane County Park) to limit the visual impact, maintain a visual gap and without wider landscape harm.</p>	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
What would be the impact of development on the setting and separate identity of nearby villages?	SAI4	The most northern and eastern part of the site lies within the setting of Brize Norton village. The larger proposed development (1,000 homes) would have an adverse impact on the visual separation of Brize Norton and Carterton. The setting of Brize Norton is however already affected by the airbase and the integrity of the	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

		village could be protected through a well-designed and robust landscape transition zone along the northern and eastern edges, maintaining the field pattern immediately adjacent to Brize Norton and setting back development along Carterton Road. Consequently the extent of development would however be reduced from the larger scheme promoted.	
How well would development in this location integrate with the existing fabric of the town?	SA3	The site relates well to the existing built area and to the major green infrastructure to the north of the town which would be extended to wrap around the northern and eastern sides of the new development.	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
Would the development affect any public rights of way?	SA14	A public footpath crosses the site north-south. It could be retained within the development but the development would significantly change the experience of recreational users and involve a loss of amenity. Additional access linkages could be made within the landscape transition zone providing a link to the Kilkenny Lane Country Park.	GIS
Sustainable Communities			
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,	SA3	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 flood compensation areas and the provision of an extensive green buffer forming an extension to the Kilkenny Lane Country Park. The developer has also suggested that contributions could be made towards the Carterton Leisure Centre, improvements to Carterton town centre as well as the provision of an additional football pitch in Brize Norton, funding to	A response to West Oxfordshire Council Draft Core Strategy March 2011 (Brochure) Christ Church/Bloor Homes Non-Technical Summary (January 2012)

leisure provision, flood risk alleviation/mitigation etc.)		provide for improvements to the Elderbank Hall and traffic calming measures in Brize Norton.	Christ Church/Bloor Homes Revised Masterplan (April 2012)
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 proposed development is predominantly residential. The most recent submission for 700 homes suggests the scheme would also include a mixed-use local centre, primary school, sports pitches, allotments and open space. 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, several nearby employment sites as well as the town centre. In terms of job creation, the development would result in a small number of additional opportunities associated with the proposed local centre. The number of jobs would however depend on the mix and nature of uses.	A response to West Oxfordshire Council Draft Core Strategy March 2011 (Brochure) Christ Church/Bloor Homes Non-Technical Summary (January 2012) Christ Church/Bloor Homes Revised Masterplan (April 2012)
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	The site falls within Flood Zone 1 and is therefore well-placed to withstand potential increases in flood risk associated with climate change. In terms of renewable energy, the proposals put forward by the developer do not indicate that this would form part of the development. In terms of sustainable construction and environmentally friendly design and layout, the development of any strategic site would be required to conform to relevant policies contained in the draft Local Plan. No specific proposals or commitments have been put forward at this stage however.	A response to West Oxfordshire Council Draft Core Strategy March 2011 (Brochure) Christ Church/Bloor Homes Non-Technical Summary (January 2012) Draft Local Plan (October 2012)

<p>To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?</p>	<p>SAI</p>	<p>Earlier submissions received from the developer suggested that the amount of affordable housing to be provided would be in the region of 30% - 50%. In their most recent submission the developer has indicated that the proportion of affordable housing would be 'policy compliant'. The exact level of provision would be a matter for negotiation based on adopted policy at the time as well as site viability considerations. The draft Local Plan (2012) identifies a target of 35% for Carterton.</p>	<p>A response to West Oxfordshire Council Draft Core Strategy March 2011 (Brochure)</p> <p>Christ Church/Bloor Homes Non-Technical Summary (January 2012)</p> <p>Christ Church/Bloor Homes Deliverability and Viability Matrix (January 2012)</p>
Deliverability & Viability			
<p>Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?</p>	<p>SAI</p>	<p>The site is in a single ownership (Christ Church) and a land agreement has been entered into with a single major residential developer (Bloor Homes). Written evidence to this effect has been provided which would suggest that there are no constraints with regard to land ownership and site assembly.</p>	<p>A response to West Oxfordshire Council Draft Core Strategy March 2011 (Brochure)</p> <p>Christ Church/Bloor Homes Non-Technical Summary (January 2012)</p> <p>Christ Church/Bloor Homes Deliverability and Viability Matrix (January 2012)</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, the developer has suggested that the following will be needed; roads and drainage, structural planting, sustainable drainage, open space, sports pitches, country park, primary school and local centre.</p> <p>In terms of 'off-site' infrastructure, Oxfordshire County Council (OCC) have indicated that any strategic 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. The developer has indicated that they would be willing to contribute towards the majority of these items.</p> <p>The most recent information provided by the developer suggests that additional contributions may also be made towards Phase 2 of Carterton Leisure Centre, maintenance of additional open space between Carterton and Brize Norton, improvements to Elderbank Hall, provision of playing fields in Brize Norton and public realm improvements in Carterton.</p> <p>In relation 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, 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</p>	<p>Christ Church/Bloor Homes Non-Technical Summary (January 2012)</p> <p>Christ Church/Bloor Homes Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (September 2012)</p>
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	<p>approaches.</p> <p>With specific regard to this site, OCC have advised that the following will be needed: two road accesses from Monahan Way; at least three pedestrian and cycle paths to Monahan Way and at least one pedestrian and cycle path to Carterton Road; pedestrian crossing facilities on Monahan Way; widening the existing pedestrian and cycleway on the north side of Carterton Road; improving the pedestrian and cycleway route west of Norton Way roundabout; pedestrian and cycle crossing facilities at the Norton Way roundabout and in the vicinity of RAF Brize Norton main gate; cycleway on Brize Norton Road from the junction with Carterton Road to Black Bourton Road and a pedestrian and cycleway on the east side of Monahan Way and Norton Way.</p> <p>In general terms, OCC have advised that consideration should be given to direct mitigation measures against increased road traffic from the development including potential traffic calming on Carterton Road; revision to existing speed limits in the Carterton area, including funding any traffic regulation order (TRO) walking and cycling audit from the site to Carterton Community College for secondary education to identify necessary improvements to enable walking and cycling to school.</p> <p>In terms of public transport, OCC would expect the developer to provide Real Time Information (RTI), bus stops & shelters on Carterton Road; phased introduction of Real Time Information (RTI), bus stops & shelters within the site; cycle parking at appropriate bus stops, bus services to travel through the site and</p>	
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		<p>contributions towards the S2 and 64 bus services.</p> <p>In summary, development in this location would necessitate the provision of a range of on and off-site infrastructure. Importantly, the nature of the site means that there are no exceptional costs and the information provided by the developer suggests that even with a smaller scheme of 700 dwellings, the infrastructure costs per unit do not appear to be unreasonable or unrealistic.</p>	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1	<p>Taking account of the likely infrastructure requirements outlined above and having regard to information provided by the developer, the development appears to be a financially viable proposition. Whilst a smaller scheme of 700 or 750 dwellings would result in a greater infrastructure cost per unit, there is nothing to suggest that such a scheme would be unviable.</p>	Christ Church/Bloor Homes Deliverability and Viability Matrix (January 2012)
Efficiency & Flexibility			
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 development of 1,000 dwellings in this location would represent the optimal use of this site, however as outlined above, this scale of development raises concerns in terms of the potential impact on Brize Norton village. The revised masterplan submitted by the developer suggests the extent of residential development would be around 20 hectares accommodating 700 dwellings, which equates to around 34 dwellings per hectare. This would represent an efficient use of the site whilst providing the opportunity for a greater degree of separation between the development site and Brize Norton. The nature of the site and the setting of Brize Norton Village means that there is little scope for future expansion in this location.</p>	<p>A response to West Oxfordshire Council Draft Core Strategy March 2011 (Brochure)</p> <p>Christ Church/Bloor Homes Non-Technical Summary (January 2012)</p> <p>Christ Church/Bloor Homes Revised Masterplan (April 2012)</p>

2. North Carterton (Kilkenny Farm)

2. North Carterton (Kilkenny Farm)

Site Proposer: Overbury Planning on behalf of 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 scheme is proposed to include 1,000 dwellings, a local centre and employment opportunities, a primary school, playing fields, woodland and potential sites for allotments/cemetery and a fire station.

Summary of assessment: Whilst vehicular access can be achieved from the Burford Road, significant improvements, including widening would be required. 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 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 proposed 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. In terms of the relationship of the site to Carterton, development in this location would be a satellite, poorly integrated to the built area. Whilst there is the potential to create some additional job opportunities, 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. The proposed level of development does not represent a particularly efficient use of the site although does provide some scope to reconfigure the proposals. It is not considered that there is potential for further expansion in this location.

Criteria	SA Objective	Comment	Source/s of Information
Accessibility & Transport			
Does the site have any access restrictions or constraints?	SA6	<p>Vehicular access to the site is proposed from two points along Burford Road via two priority T junctions. In September 2011, Oxfordshire County Council stated that the proposed access arrangements are 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.</p> <p>Whilst the Transport Appraisal submitted 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>How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?</p>	<p>SA6</p>	<p>The site is not well related to existing services, facilities and employment opportunities. The centre of the site is approximately 3km from Carterton town centre via Monahan Way and Brize Norton Road. The northernmost part of the site is around 3.5km from the town centre via the same route. The distance for pedestrians from the centre of the site to the town centre could however be reduced to around 1.8km through the provision of new pedestrian links across the Kilkenny Country Park. 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. 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 strongly recommended that the site should not be taken forward as a preferred site.</p>	<p>Peter Brett Associates Transport Appraisal (July 2011)</p> <p>Oxfordshire County Council response (August 2011)</p>
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		<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>What traffic impact will development in this location have on existing settlements and the rural road network?</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 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</p>	<p>Peter Brett Associates Transport Appraisal (July 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Halcrow Report (November 2009)</p>

		journeys which may place increased pressure on the Burford Road and its junctions with the A40 and B4477 Monahan Way’.	
Natural and Historic Environment			
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’?	SA2 SA12	<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</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 Farm Masterplan (submitted January 2012)</p>

		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 the proposed masterplan) 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 expressed concern about the illustrative masterplan not showing the proposed open space within the site linking to Shilton Country Park and considers that these areas need to link with 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>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 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 which is expected to happen from 2013 onwards. These new aircraft are also likely to come with state of the art simulators which will allow much local training to be done virtually, thereby reducing aircraft movements.</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>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 site 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</p>	<p>Letter from Smiths and Pavestone to WODC (May 2011) OCC response (September 2011)</p>

		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.	
Would development in this location be constrained by the agricultural land classification of the site?	SAII	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

<p>What effect would development in this location have in terms of any heritage assets?</p>	<p>SAI4</p>	<p>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, just 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.</p>	<p>Oxfordshire County Council response (September 2011)</p>
<p>Landscape Impact & Settlement Integration</p>			
<p>What would be the visual and landscape character impact of development in this location?</p>	<p>SAI4</p>	<p>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 Cotswold Hills and views back towards Shilton Park. The extent of the development that is being proposed would have adverse landscape and visual impacts and be a major intrusion into the open countryside. The 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</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>Kilkenny Farm Masterplan (submitted January 2012)</p>

		the western area of the site rather than the proposed cordon of woodland identified on the submitted masterplan.	
What would be the impact of development on the setting and separate identity of nearby villages?	SAI4	The most south easterly part of the 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.	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 development and main vehicular access is orientated to Burford Road, with a school and local centre proposed to be located along Kilkenny Lane. 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 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)
Would the development affect any public rights of way?	SAI4	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.	GIS Kilkenny Farm Masterplan (submitted January 2012)

Sustainable Communities			
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 developer has 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 has provided no certainty that the land is suitable for this use). Whilst a number of other benefits are proposed such as a new school, these are items that would typically be sought from a development of the scale being proposed. Whilst there would be improvements to Burford Road, these are necessitated by the proposed access arrangements.	Figbury response to West Oxfordshire Draft Core Strategy (June 2011) Letter from Figbury (September 2011)
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 proposed development is predominantly residential although would also provide a primary school, potentially a cemetery/ allotments and a local centre or employment area. The development may therefore result in the creation of additional job opportunities although the number of jobs would depend on the nature of the local centre and employment area being proposed. 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 means it is unlikely to offer much support. The physical isolation of the site is compounded by limited public transport provision in the locality.	Kilkenny Farm Masterplan (submitted January 2012)

<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>SAI0</p>	<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>Figbury response to West Oxfordshire Draft Core Strategy (June 2011)</p>
<p>To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?</p>	<p>SAI</p>	<p>The developer has stated that affordable housing would be delivered on site in line with policy. The emerging requirement for sites in Carterton set out in the draft Local Plan (2012) is 35%.</p>	<p>Figbury response to West Oxfordshire Draft Core Strategy (June 2011)</p> <p>West Oxfordshire Draft Local Plan (October 2012)</p>

Deliverability & Viability			
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 has suggested that the following will be needed; 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 suggests 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 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>Figbury Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</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, 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 will be needed: 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 provide phased introduction of Real Time Information (RTI), bus stops & 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>	
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		In summary, development in this location would necessitate the provision of a range of on and off-site infrastructure. 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 would also require significant funding and is not currently identified as a requirement by Oxfordshire Fire and Rescue Service.	
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 although further details would be needed to be absolutely certain.	Figbury Deliverability and Viability Matrix (January 2012)

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>	SA7	<p>The total site area is 100 ha. The residential element comprises 35.87 ha. The proposed density of development varies across the site with 30 dwellings per hectare proposed for the central and southern areas and 20 dwellings per hectare proposed for the northern section and rural edges. This is not considered to represent a particularly efficient use of the site in terms of the density of development however it does provide some scope to reconfigure the proposals to accommodate any potential adverse impacts. Given the concerns set out above in relation to the development of the site, including landscape impact, it is not considered however that there is potential for further expansion in this location.</p>	<p>Figbury Deliverability and Viability Matrix (January 2012)</p> <p>Kilkenny Farm Masterplan (submitted January 2012)</p>

3. North Carterton (David Wilson Homes)

3. North Carterton (David Wilson Homes)

Site Proposer: Barton Wilmore on behalf of David Wilson Homes

Description of Development: This site comprises 23 hectares of land to the north of the existing adopted Local Plan allocation for 200 dwellings east and west of Swinbrook Road, Carterton. The developer is proposing an extension of the allocated scheme to deliver an additional 300 dwellings plus open space and play areas.

Summary of assessment: Satisfactory vehicular access can be achieved from the proposed link road which will be provided as part of the development of the adopted Local Plan site to the south, linking Shilton Road with Elmhurst Way. At the present time, this road has not yet been constructed. The site is reasonably well related to existing services and facilities in Carterton including the Town Centre, several primary schools and Carterton Community College. In terms of public transport, the site is within walking distance of a number of bus stops within Shilton Park from which the 19 service can be accessed. Premium services are also available on Upavon Way although these are not immediately accessible and diversion of premium services into the site is unlikely given the proposed number of dwellings. In terms of pedestrian and cycle access, the site offers good potential to link in with current pedestrian and cycle infrastructure within Shilton Park and also towards the town centre via Swinbrook Road. In terms of traffic impact, it would appear that subject to various junction improvements, there is capacity on the road network to accommodate up to 300 dwellings in this location. The site is located within Flood Zone 1 (low-risk) and development offers the potential to link into the drainage system of Shilton Park. The site has some ecological and biodiversity interest and any development would be required to provide appropriate mitigation. There are no noise concerns and no known contamination or land stability issues associated with this site. There are no designated heritage assets, or evidence of archaeological assets, however, development of the scale proposed has the potential to impact on the setting of the Shilton Conservation Area to the west. There are also some landscape sensitivities on the western part of the site which suggest that development of the scale being proposed is unlikely to be acceptable. In terms of deliverability, not all landowners have formally entered into an agreement although it is understood that discussions remain ongoing. Development in this location would appear to be financially viable given the absence of any exceptional development costs. The size of the site means that there is little scope for future expansion.

Criteria	SA Objective	Comment	Source/s of Information
Accessibility & Transport			
Does the site have any access restrictions or constraints?	SA6	Vehicular access to the site would be taken from the proposed Shilton Link Road which is to be constructed between Elmhurst Way and Shilton Road as part of the development of 200 houses to the south for which there is a Council resolution to grant outline planning permission subject to completion of a Section 106 planning obligation. In August 2011, Oxfordshire County Council stated that the proposed points of access to the highway network would be acceptable in principle, subject to a detailed Transport Assessment (TA) and detailed design. In December 2011, Oxfordshire County Council stated that the consented ghosted right turn on Shilton Road is likely to accommodate the additional traffic from 300 dwellings. The turning lane would however need to be designed in accordance with estimated right turning queue length on the major route. In summary, the site is not impaired by any access restrictions or constraints although is dependent on the provision of the new link road between Shilton Road and Elmhurst Way which is yet to be built.	Capita Symonds Transport Memo (October 2011) Oxfordshire County Council response (August 2011) Oxfordshire County Council response (December 2011)
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	The site is reasonably well related to existing services and facilities including the town centre which is approximately 1.8km from the south east corner of the site via Swinbrook Road and Burford Road. The centre of the site is approximately 2km from the town centre via the same route. In terms of access to employment, the most proximate opportunities are those available in the town centre, with other opportunities further afield at the West Oxfordshire and Ventura Business Parks. In terms of education, the site is within	Capita Symonds Transport Memo (October 2011) Oxfordshire County Council response (August 2011) Stagecoach response

	<p>comfortable walking distance of Carterton Community College (1km) as well as a number of local primary schools. Access to leisure facilities includes the nearby football club and the leisure centre is reasonably close. In terms of public transport, the site is within walking distance of a number of bus stops within Shilton Park from which the 19 service (Witney – Carterton) can be accessed. The premium S1 and S2 services to Oxford and the 64 service to Swindon can be accessed from bus stops along Upavon Way but these are around 1km away from the site. The developer has suggested that it may be possible to divert the 64 service into the site as it is a subsidised service. However, it is unlikely that the relatively low number of dwellings would attract commercial services such as the S1 and S2 into the site. This was emphasised by Oxfordshire County Council in their response of August 2011, in which they stated that the relatively low number of dwellings would not make a bus service serving this site commercially viable. In terms of existing pedestrian and cycle access, there are extensive pedestrian and cycle linkages within Shilton Park nearby and the Halcrow report (2009) highlighted the potential of development to the north of Carterton to link in with this area. There are also pedestrian links running through the Country Park to the east of the site although these are recreational in nature and not well-lit or overlooked. In terms of access to the town centre, Swinbrook Road is relatively quiet in terms of encouraging walking and cycling. In August 2011, Oxfordshire County Council stated that there are opportunities for pedestrian and cycle routes to be created from the site to Carterton town centre and facilities.</p>	<p>(November 2011) Halcrow Report (November 2009)</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 transport information submitted by the developer states that the proposed junction onto Shilton Road will have sufficient capacity to accommodate an additional 300 units but that a number of existing junctions near the site are already operating at or near capacity and would require further improvements/mitigation. In August 2011, Oxfordshire County Council highlighted the fact that there may be road capacity issues if there is a high volume of traffic routeing via Elmhurst Way, Shilton Park.</p> <p>In January 2012, Oxfordshire County Council expressed reservations over applying the existing trip rate from Shilton Park (which had been done in the transport information submitted). They did however conclude that the proposed future forecast years are acceptable and did not raise any objection in principle to the development of 300 houses in this location. In summary it would appear that, subject to various junction improvements, there is capacity on the road network to accommodate up to 300 dwellings in this location.</p>	<p>Capita Symonds Transport Memo (October 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Oxfordshire County Council response (January 2012)</p>
<p>Natural and Historic Environment</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 within Flood Zone 2 or 3. GIS mapping indicates that the site falls outside the recorded flood affected areas in Carterton (as a result of the 2007 floods). As the site is greater than one hectare, a Flood Risk Assessment (FRA) would be required in support of any development and would address surface water drainage issues. Carterton has experienced</p>	<p>West Oxfordshire Level 1 Strategic Flood Risk Assessment (SFRA)</p> <p>GIS records (Flood affected areas)</p>

		<p>surface water flooding throughout the town (1 in 200 year) and the EA has advised that the drainage strategy for the site should take account of existing ditches/watercourses (including a watercourse which runs alongside hedgerow 'T5') and any springs or flushes that might exist and will hopefully seek to protect and enhance the ecological quality that currently exists on site. The District Council's engineer favours the approach put forward for this site, as the drainage could link into the system of Shilton Park and ultimately outfall into the holding area at the pavilion.</p>	<p>Environment Agency comments (July 2011 and September 2011)</p> <p>Environment Agency comments (January 2012)</p> <p>WODC Engineer's comments (May 2011)</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>There are records of protected species within and adjoining the site and the western boundary of the site abuts the eastern boundary of the South Cotswolds Valleys Conservation Target Area. The developer's ecological survey (November 2011) states that 'the proposed development will remove potential bird nesting habitat in a number of areas and will impact the existing farmland bird community' and that 'until further details of the development are understood it is assumed that all ecological features on site will need to be removed and thus potential impacts upon key ecological features on site are currently considered to be high'. The report also highlighted the potential positive gain that could be obtained through the extension of the Country Park if priority BAP habitats such as hedgerows and deciduous woodland were to be created as a result. In December 2011 Oxfordshire County Council highlighted the importance of an area of calcareous grassland in the fields in the south-eastern corner of the site. This is a UK BAP priority habitat and therefore the development should be designed accordingly. Mechanisms should also be put in place to manage these retained green spaces to enhance biodiversity in perpetuity. Furthermore,</p>	<p>OCC Comments (May 2011)</p> <p>Natural England comments (July 2011)</p> <p>OCC comments (August 2011)</p> <p>Ecological Scoping Report (Bourne Landscape Consultants) (November 2011)</p> <p>OCC comments on Nov 2011 Scoping Report (December 2011)</p> <p>Environment Agency</p>

		OCC have advised that the ecological surveys recommended in the developer's ecological scoping report should be carried out at the appropriate time of year in 2012 to provide complete and up-to-date information on the biodiversity value of the site.	response (January 2012)
To what extent would development in this location be affected by noise pollution?	SA2	The most significant noise source in the Carterton area is aircraft noise from RAF Brize Norton. The RAF has 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 which is expected to happen from 2013 onwards. These new aircraft are also likely to come with state of the art simulators which will allow much local training to be done virtually reducing aircraft movements.	RAF Centre for Aviation Medicine Report OEM/117/06 Predicted Environmental Noise Impact Resulting from RAF Brize Norton Aircraft Operations 2006
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

<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>With the northern boundary of the proposed housing development having been revised, it is now entirely outside a 350 metre buffer distance taken from the southern edge of the existing permitted mineral working area at Burford Quarry and the possible western quarry extension area put forward by Smiths (the Burford Quarry operator). On this basis, Oxfordshire County Council is no longer concerned that the proposed residential development could prejudice either the existing Burford Quarry or possible future working of limestone within the land to the north (i.e. the possible westward extension of Burford Quarry). There would be a sufficient buffer distance between quarrying operations and the housing such that there should be no unacceptable adverse impact on the housing.</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 southern section of the site is classified as Grade 3b agricultural land (moderate quality). For the remaining area there is no detailed information other than general identification as Grade 3 agricultural land (good to moderate 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>DEFRA MAGIC (SE Agricultural Land Classification – Provisional) NPPF</p>
<p>Are there any known issues of water quality in this location?</p>	<p>SA11</p>	<p>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.</p>	<p>Environment Agency Interactive Maps</p>

<p>What effect would development in this location have in terms of any heritage assets?</p>	<p>SAI4</p>	<p>In the northern part of this area are a series of cropmarks that have been interpreted as a Romano British settlement. There are no designated assets within the area or evidence of archaeological assets which are demonstrably of equivalent significance. The western boundary of the site does however abut the eastern boundary of the Shilton Conservation Area and there are a number of listed buildings within Shilton. The extent of the developable area would therefore need to take into account the setting of both the Conservation Area and any proximate listed buildings, scaling back development from that which has been proposed in order to ensure an adequate degree of protection – also see landscape comments below.</p>	<p>Oxfordshire County Council response (September 2011)</p>
<p>Landscape Impact & Settlement Integration</p>			
<p>What would be the visual and landscape character impact of development in this location?</p>	<p>SAI4</p>	<p>The site lies across two landscape areas. The western part is open, exposed rising arable land and an important part of the landscape setting to Shilton and of high landscape sensitivity and long views north, west and to the Shillbrook Valley. The southern and eastern area of the site (between the existing settlement, approved new development, and football club, playing fields and allotments) is well contained and relates well to the existing settlement. The recent Kirkham landscape evidence recommends that any development should be confined to this area reducing the potential development capacity to 100-150 dwellings. Substantial woodland planting is proposed by the developer to the west of the site which would not be in keeping with the vegetation pattern and would result in the loss of an open area which is part of the landscape setting to Shilton. Woodland would merge the settlements. The Kirkham report</p>	<p>Barton Willmore Landscape Assessment on behalf of David Wilson Homes Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p>

		therefore recommends that the western area should be retained as open.	
What would be the impact of development on the setting and separate identity of nearby villages?	SA14	The development as proposed would erode the landscape setting and relative isolation of Shilton. The Kirkham report suggests that development can be accommodated in the southern and eastern part of the site without impacting on the setting and separate identity of Shilton. This would however significantly reduce the number of dwellings below the 300 currently being promoted by the developer.	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	Development as proposed, extending onto the western part of the site and onto high exposed ground is not in keeping with the settlement pattern. Development in the south eastern part would relate well to the existing settlement as an extension of the approved development to the north of the town, integrating the town with its football ground allotments and the Country Park.	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
Would the development affect any public rights of way?	SA14	There is an existing bridleway running east-west to the north of the site. The experience of recreational users would be affected with the development edge appearing closer in views or views could be lost through the proposed woodland screen planting shown on the illustrative masterplan.	GIS David Wilson Homes Illustrative Masterplan (January 2012)

Sustainable Communities			
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 relatively small-scale of the development proposed reduces the scope to provide significant infrastructure for the wider benefit of the community although the development does offer the potential to create an extension to the Kilkenny Lane Country Park, albeit separated by the football club and allotments.	North Carterton revised indicative masterplan (July 2011)
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 relatively small scale of the development proposed limits the potential for delivering a mix of uses and the proposed scheme is an exclusively residential one, not offering any permanent job opportunities. The location of the site is however such that it would help to support existing facilities including the local centre at Shilton Park and Carterton Community College as well as the town centre.	North Carterton revised indicative masterplan (July 2011)
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	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 terms of renewable energy, the proposals put forward by the developer do not indicate that this would form part of the development scheme. In terms of sustainable construction and environmentally friendly design and layout, the development of any strategic site would be required to conform to relevant policies contained in the draft Local Plan. No specific proposals or commitments have been put forward.	West Oxfordshire Level 1 Strategic Flood Risk Assessment (SFRA) West Oxfordshire Draft Local Plan (October 2012)

<p>To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?</p>	<p>SA1</p>	<p>The most recent submission from the developer suggests that affordable housing would be provided in accordance with policy at the time of a planning application. The draft Local Plan seeks 35% affordable housing provision on sites at Carterton.</p>	<p>David Wilson Homes Deliverability and Viability Matrix (January 2012). West Oxfordshire Draft Local Plan (October 2012)</p>
Deliverability & Viability			
<p>Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?</p>	<p>SA1</p>	<p>The site is in multiple ownerships and the information provided by the developer suggests that not all parties have entered into a formal agreement. Further discussions have been held with the developer in relation to this issue and it would appear that some progress is being made. Correspondence to this effect has been received on behalf of several but not all parties. For this reason, there remains some degree of uncertainty over the deliverability of the proposal at the present time.</p>	<p>David Wilson Homes Deliverability and Viability Matrix (January 2012).</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, the developer has suggested that the following will be needed: various highway proposals (major access road, minor access road, t-junctions, mini-mountable roundabout, cycle, footway) water and waste water. No on-site contributions for gas, electric or broadband are anticipated. In terms of 'off-site' infrastructure, the developer has suggested that various highway improvements will be needed including amended traffic signal timings, possible junction approach widening, improved roundabout layout, potential junction signalisation. Local offsite distribution network reinforcement for water supply is anticipated as is the overhead diversion of cables and offsite reinforcement for electricity as well as offsite network improvements for foul drainage.</p>	<p>David Wilson Homes Deliverability and Viability Matrix (January 2012) Oxfordshire County Council response (January 2012)</p>

	<p>Oxfordshire County Council (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 Carterton would be expected to contribute towards improved access to and from the strategic road network, 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 development will require the provision of a loop road from the Shilton Road Link. 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 any Traffic Regulation Order (TRO) and walking and cycling audits from the site to Carterton town centre, and primary and secondary education and local centres to identify necessary improvements to enable walking and cycling to Carterton town centre.</p>	
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		<p>In terms of public transport, OCC would expect the developer to provide phased introduction of Real Time Information (RTI), bus stops & 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>In summary, development in this location would require the provision of a range of on-site and off-site infrastructure however it would appear that there are no exceptional costs. The developer has suggested that the infrastructure costs per unit are likely to be similar to the 200 dwellings already benefitting from a resolution to grant permission subject to a legal agreement.</p>	
<p>Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?</p>	<p>SAI</p>	<p>No information on development value and costs has been provided for reasons of confidentiality. However, given that there appear to be no exceptional costs associated with the development of the site and that an adjoining scheme for 200 dwellings already benefits from a resolution to grant outline planning permission subject to Section 106, there is nothing to suggest that the proposed development is financially unviable. It is the case however that a reduction in the number of dwellings to address landscape concerns and protect the setting of Shilton, could impact on the viability of the scheme and/or the level of contributions that can be made.</p>	<p>David Wilson Homes Deliverability and Viability Matrix (January 2012).</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 total size of the site is 19.31 hectares. The total net developable area is 7.47 hectares and the proposed number of dwellings is 300. This equates to a density of approximately 40 dwellings per hectare which is considered to represent an efficient use of the site. Achieving this number of dwellings is however subject to landscape considerations which for the reasons set out above suggest a decrease in the developable area would be appropriate. Given these concerns as well as the size of the site, there is little scope to accommodate future expansion in this location.</p>	<p>David Wilson Homes Deliverability and Viability Matrix (January 2012).</p>

4. West Carterton

4. West Carterton

Site Proposer: West Waddy on behalf of Crest Nicholson

Description of Development: The proposed development comprises 128 hectares of land to the west of Upavon Way, north of the B4477 Alvescot Road to include 1,000 dwellings, a mixed use centre including employment, primary school, community and leisure facilities, an 'ecological park' along the Shill Brook valley, allotments, sports facilities, play areas and cemetery.

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. This also has a degree of complexity and risk not shared by the other site options. 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. This could however have knock-on effects for services in other parts of Carterton. 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 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). The site is therefore sequentially less preferable to the other site options located within Flood Zone 1 (low risk) 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. Some costs such as the ecological park are however unknown at this stage. 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
Accessibility & Transport			
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 road bridge across the Shill Brook Valley with an adjacent cycleway/footway. This link would connect to Upavon Way via a signalised junction with Toucan crossings. The pedestrian/cycle bridge would need to span about 120m. A secondary vehicular access would be provided onto the B4477 Alvescot Road and a ghost island would be installed to facilitate right turns into the site. Oxfordshire County Council has stated that the proposed points of access to the highway network would be appropriate subject to detailed design.</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). The need for significant transport infrastructure was highlighted by Oxfordshire County Council in August 2011 and creates a degree of complexity and risk that is not shared by the other site options.</p>	<p>Hannah Reed Transportation Assessment (Revision E September 2011)</p> <p>Oxfordshire County Council response (May 2011)</p> <p>Oxfordshire County Council response (August 2011)</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. Carterton town centre is approximately 1.6km from the centre of the site via the proposed bridge, Upavon Way and Alvescot Road. The closest part of the site in the south east corner, adjacent to the</p>	<p>Hannah Reed Transportation Assessment (Revision E September 2011)</p> <p>Oxfordshire County</p>

	<p>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. In May 2011 Oxfordshire County Council highlighted the fact that this alteration could result in other areas of Carterton receiving either no, or a reduced bus service - an issue that requires careful consideration. They did however conclude in overall terms that the public transport solutions proposed for the site are acceptable.</p> <p>In terms of pedestrian and cycle access, the Halcrow Report (2009) stated that 'the potential development site at West Carterton has no current cycle infrastructure and disjointed pedestrian infrastructure available in order to access key destinations. There is an existing footway link from Upavon Way through to Lawton</p>	<p>Council response (May 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Halcrow Report (November 2009)</p>
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		<p>Avenue and Arkle Avenue. The intention is to widen this to produce a shared pedestrian/cycle path, however in August 2011 Oxfordshire County Council questioned whether this is achievable. Several new pedestrian and cycle linkages are proposed as part of the development. Two new footway/cycleway links would be built across the Shill Brook Valley to Upavon Way and a third pedestrian/cycle access would be constructed to the B4477, Alvescot Road which will link to a new cycle route along Alvescot Road into Carterton Town Centre.</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 Transport Assessment (based on up to 1,300 homes) suggests that most traffic would be distributed directly on Main Distributor Roads, rather than lower class roads (including 60% exiting north onto the B4477 Upavon Way) and that these main routes have adequate capacity (subject to junction improvements in a number of locations). The assessment concludes in overall terms that the development would have a low impact on the local road network and that mitigation measures could ensure the road network is not negatively affected by the additional traffic. In May 2011, Oxfordshire County Council confirmed that the estimates of trip generation used are reasonable. They did however highlight the fact that the west site would require greater local improvements throughout Carterton (than development to the east) and consideration of junctions to the West for example at Alvescot and Filkins. The required improvements would be subject to detailed design, but are not expected to be unduly onerous.</p> <p>In August 2011, Oxfordshire County Council stated in relation to the western option that although they feel there is sufficient</p>	<p>Hannah Reed Transportation Assessment (Revision E September 2011)</p> <p>Oxfordshire County Council response (May 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Halcrow Report (November 2009)</p>

		<p>evidence that the site could deliver the significant transport infrastructure and investment required, they did express concerns that further growth to the west in the longer term could exceed the capacity of Upavon Way which cannot be radically increased due to the physical constraints of the road.</p> <p>The Halcrow Report (2009) considered the western option (albeit with the assumption that access would be provided onto the B4477 Alvescot Road rather than across the Shill Valley onto Upavon Way). On this basis, the report stated that allocating housing in the west has the largest impact, in terms of number of vehicles, on the local road network as a number of trips are assigned to road links through Carterton town centre and Brize Norton Village. The report also stated that the west site affects a number of links that are not subjected to new traffic generation when the housing is located in the north or east, such as the links through Alvescot. The report stated however that the west site is the only development site that does not have a direct impact on the Rural Road Network as traffic is attracted to destinations on the higher classified routes. The report also acknowledged that the provision of a bridge link across the Shill Brook could improve access to destinations in the town centre, including by sustainable modes.</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>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. Notwithstanding this, the Environment Agency has no objection in principle to development in this location. Any development proposed adjacent to the Shill Brook would require a Level 3 Flood Risk Assessment (FRA) with hydraulic modelling to establish the extent of flood zones. The proposed site and Carterton more generally have experienced surface water flooding (1 in 200 year) and an assessment of surface water flood risk should be made. Development at the site offers the opportunity to reduce flood risk downstream by reducing the runoff from the site to below greenfield rates and providing sustainable drainage systems (SuDS) on the site. The EA is happy with the range of SuDS proposed. The FRA submitted by the developer indicates that the site suffers from flooding from overland flow from the west of the site. It is proposed that swales are constructed along the western and southern boundaries of the site to direct flow to the proposed infiltration basins on the site. Whilst this would reduce the impact of flooding on site and the runoff downstream it is unclear at this stage if this would remove the flood risk on site. The EA's own surface water mapping indicates an area running south-north to the west of Kenn's Farm in which surface water is expected to pool or flow before discharging into a Tributary watercourse. The EA has asked for</p>	<p>SFRA Level I</p> <p>Phase I studies September 2010 including Surface Water Drainage Infrastructure Options (Revision P2)</p> <p>Flood Risk Assessment (Hannah Reed) (Revision A, March 2011, Revision B Received June 2011)</p> <p>Flood Risk Assessment (Hannah Reed) (Revision C, August 2011, Revision D, November 2011)</p> <p>Environment Agency Comments (March 2011 and May 2011 including Flood Risk and Ecology)</p> <p>Environment Agency comments (July 2011 and September 2011)</p>

		<p>further consideration and demonstration of this issue. In response to the November 2011 Assessment, the Environment Agency is now fully supportive of the site being able to be completely drained by infiltration up to the 1 in 100 year plus climate change event through the use of basins. It supports the proposal to widen the swale proposed to manage the overland flows but further investigation is required before detailed design to estimate the probable quantities of overland flow arriving at the site, the effect on and risk to the proposed development and how effective the swale would be in alleviating flood risk on site and downstream. It also supports the proposal to attenuate and further restrict the discharge from the existing MOD balancing tank by providing a basin into which the balancing tank will discharge. The Environment Agency is pleased that the bridge over the Shill Brook is designed for a clear span with abutments set back as far as possible and the soffit set 600mm above the 1 in 100 year climate change event – to achieve a level of 86.43m AOD. It emphasises the need for the proposed cycle or foot bridges to also meet these requirements.</p>	<p>Environment Agency comments (January 2012)</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>Oxfordshire County Council, the Environment Agency and Natural England support 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. The County Ecologist states that the Ecological Report submitted 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,</p>	<p>Natural England Comments March 2010</p> <p>Environment Agency Comments (March 2011 and May 2011 including Flood Risk and Ecology)</p> <p>OCC Comments including Transport, Ecology and</p>

		<p>through the creation of the Ecological Park, and developer contributions to conservation work within the wider CTA to benefit biodiversity. Natural England stresses the need for this area to be managed sensitively in order to meet the targets of the CTA. The Environment Agency emphasises how valuable the Shill Brook is for wildlife and that development which encroaches on watercourses has a potentially severe impact on their ecological value. It advises that development would only be acceptable if a scheme is agreed to protect the Shill Brook and a buffer zone around it. The Environment Agency wishes to see substantial biodiversity benefit delivered along with amenity aspects. The bulk of the site is covered by an Environmental Stewardship Scheme.</p>	<p>Education (March 2011 and May 2011)</p> <p>Ecological Report (EcoConsult) (October 2011)</p>
<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>A noise assessment has been carried out for the site on behalf of the developer. A noise monitoring location was selected in an open location along Alvescot Road. Noise was recorded over a 3 day period in May 2010 (Fri-Tues). Recorded noise levels were dominated by aircraft movements and the noise levels recorded put the noise levels at this part of the site within Noise Exposure Category B, whereby noise should be taken into account in the design of the development. A repeat noise survey was undertaken in November 2011 given that operations at RAF Brize Norton have altered with the migration of aircraft activity from RAF Lyneham. Noise was again recorded over a 3 day period (Mon-Thurs), but the wind was noted as an atypical north easterly with aircraft taking off into the wind. Recorded noise was higher than in May 2011 but still within Noise Exposure Category B.</p>	<p>Cole Jarman Planning Noise Assessment Revision 5 (November 2011)</p> <p>WODC Environmental Health response (December 2011)</p>

		The Council's Environmental Health Officer has reviewed the assessment and 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.	
Is the site affected by any known contamination or land stability issues?	SA11	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. While such landfill may not preclude development, an assessment will need to be undertaken to assess the need for remedial works required to overcome any risks to health or the environment. National policy states that sites need to be suitable for their new use taking account of ground conditions, land instability and any remediation.	Environment Agency Interactive Maps
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 (September 2011)
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The site is classified as Grade 3 agricultural land (moderate to good quality). No detailed assessment of agricultural land quality is available. 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	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	There are no known archaeological sites or features associated with this site. 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.	Oxfordshire County Council response (September 2011)
Landscape Impact & Settlement Integration			
What would be the visual and landscape character impact of development in this location?	SA14	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 appear as an alien intrusion into the open wolds and wider landscape. 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. This contrast could remain and the Shill Brook valley integrated into the townscape as green	Land Use Consultants Landscape and Visual Assessment of Land West of Carterton on behalf of Crest Nicholson June 2011 Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

		infrastructure but the central part of the valley would be urbanised through increased levels of access and supporting infrastructure and some housing development.	
What would be the impact of development on the setting and separate identity of nearby villages?	SA14	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.	Kirkham Landscape Planning Review of Strategic Development Options (October 2012) Land Use Consultants Landscape and Visual Assessment of Land West of Carterton on behalf of Crest Nicholson June 2011
How well would development in this location integrate with the existing fabric of the town?	SA3	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 but 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.	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

Would the development affect any public rights of way?	SA14	A public footpath crosses the site north – south. It could be retained within the development but the development would significantly change the experience of recreational users and involve a loss of amenity. Additional access linkages could be made within a landscape transition zone providing a link to Willow Meadows to the south east of the site.	GIS Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
Sustainable Communities			
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 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. The developer has also suggested that a cemetery could be provided in the southern part of the site. 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.	West Carterton revised masterplan (November 2011)
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 is predominantly residential in nature but is proposed to include a mixed-use local centre, primary school and open space. The most recent developer submission suggests that an element of employment land (3ha) could also be provided as part of the mixed-use area. In terms of additional job creation, the development would therefore result in some opportunities associated with the proposed local centre and employment area. The number of jobs would depend on the detailed mix of uses. The	Making it happen – Carterton West (June 2011) West Carterton revised masterplan (November 2011)

		location of the site means development would help to support some local facilities including the town centre and Carterton Community College.	West Carterton Non-Technical Summary (January 2012)
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	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 height of the proposed road bridge over the Shill Brook has been set at 300mm above the 1 in 100 year +20% to take account of the future impact of climate change in order to adequately mitigate potential flood risk. 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 efficiency practices on site and that a high standard of sustainable design and construction can be achieved on site, however no firm details have been provided. The development of any strategic site would be required to conform to relevant policies contained in the draft Local Plan once adopted.	West Carterton Non-Technical Summary (January 2012) West Oxfordshire Draft Local Plan (October 2012)
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SA1	The proposed level of affordable housing is 35%. This is consistent with the draft Local Plan (October 2012) which seeks the provision of 35% affordable housing at Carterton. In addition, the developer has stated that 15% of the housing would be provided to meet the housing requirements of specific needs e.g. elderly, key worker and extra care housing.	West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012) West Oxfordshire Draft Local Plan (October 2012)

Deliverability & Viability			
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 seven different ownerships and the landowners have formed a consortium which has entered into a formal option agreement with Crest Nicholson. The land would be transferred to Crest Nicholson should planning permission for development of the site be granted. 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.	West Waddy and Crest Nicholson 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 has indicated that the following is likely to be needed: formation of primary access, formation of secondary access onto Alvescot Road, 50m span cycle/footbridge over the Shill Brook, infiltration basins and swales, cycleways/footways, primary on-site roads, services (electric, mains water, gas, sewage treatment works – see also 'off-site' below, broadband) ecological enhancements to the Shill Brook, strategic landscaping, cemetery and allotments.</p> <p>In terms of 'off-site infrastructure the developer has indicated that the following is likely to be needed: off-site highway works (roundabouts, services diversions, new toucan crossing, new 3m wide footway including lighting/signage, widening existing 2m wide footway into Carterton (to 3m) including lighting/signage and sewage treatment.</p>	<p>West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</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 Carterton would be expected to contribute towards improved access to and from the strategic road network, 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 this development would require the following: Road bridge over the Shill Brook Valley with signalised junction provided on Upavon Way, with pedestrian/cycle route on the north side; pedestrian and cycle bridge over the Shill Brook Valley; road access from Alvescot Road, including ghost island on Alvescot Road to facilitate right turns into the site; three further pedestrian and cycle accesses, specifically 2 across the Shill Brook valley and 1 on the north side of Alvescot Road; walking and cycling audit of existing off road route from the site to Carterton town centre to identify necessary improvements to enable walking and cycling; foot and cycleway on the west side of Upavon Way and on the north side of Alvescot Road; traffic calming on Alvescot Road east of Upavon Way; capacity improvements to</p>	
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	<p>the junctions of the B4477 Upavon Way with the B4020 Burford Road and the B4477 Monahan Way; improvements at the T junction at Broughton Poggs, Filkins; revision to existing speed limits in the Carterton area, including funding any Traffic Regulation Order (TRO).</p> <p>In terms of public transport, OCC would expect the developer to provide phased introduction of Real Time Information (RTI), bus stops & shelters within the site; cycle parking at appropriate bus stops; bus stop with RTI required on the roads within Carterton which receive a bus service due to the re-routeing of bus services serving the site; bus services for the site including at least one regular bus service e.g. S2 and 64; contributions towards the S2 and 64 bus services.</p> <p>As outlined above, a range of on and off-site infrastructure would be 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. The costs associated with the establishment and management of the proposed 'ecology park' are unknown at this stage.</p>	
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Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1	The developer has provided information on the likely development value and costs associated with this scheme (although some costs such as the proposed ecological park have not been factored in). Notwithstanding the relatively high cost of the proposed access arrangements and potential uncertainties on some costs, the development would appear to be a financially viable proposition.	West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)
Efficiency & Flexibility			
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 total site area has been identified as 128.2 hectares. The net developable area has been identified as 70.5 hectares. The proposed number of dwellings is 1,000 which equates to a density of 36 dwellings per hectare. In terms of efficiency, 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 and Crest Nicholson Deliverability and Viability Matrix (January 2012)

5. North Witney

5. North Witney

Site Proposer: Meridian Strategic Land on Behalf of North Witney Consortium

Description of Development: The scheme comprises a total of 58.6 hectares including highways land, to include 1,500 dwellings, a new primary school, local centre, the provision of a new West End link (WEL2) across the River Windrush and a potential northern distributor road.

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 which has significant risk and complexity associated with delivery. Consideration would also need to be given to the capacity of New Yatt Road and Hailey Road to accommodate development of the scale proposed. The site is reasonably well-related to existing services and facilities including schools, public transport and local shopping facilities. The site does not however enjoy convenient access to Witney's main employment sites in the south and west of the town. In terms of flood risk, parts of the site and the proposed West End link (WEL2) are located within the floodplain and the proposal is therefore sequentially less preferable than other site options that are not located within the floodplain. The proposed development does however include measures that could potentially alleviate flood risk and the Environment Agency is supportive of these in principle. Development in this location would have no significant impact in terms of heritage assets although there is the potential for significant landscape impact unless development were to be scaled back significantly (which is likely to call into question the viability of the scheme). 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 although the complexity and risk of delivering such infrastructure must be acknowledged. The developer has stated a commitment to sustainable development although no firm details have been provided. With regard to deliverability, not all necessary parties have been 'signed up' and commitment from a number of parties remains pending. In terms of viability, although there are exceptional costs associated with the proposed highway and flood alleviation measures needed, it would appear that the development is a viable proposition based on the information provided by the developer however this is dependent on the provision of 1500 dwellings which presents concerns in terms of potential landscape impact. A reduction in the number of dwellings would bring the viability of the scheme into question. It is considered that the scope to reconfigure the site to address potential impacts and cater for future growth is limited due the landscape sensitivities associated with development in this location.

Criteria	SA Objective	Comment	Source/s of Information
Accessibility & Transport			
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. The most recent developer submission suggests that a new northern link road could be provided from 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. Having reviewed additional transport information submitted by the developer in 2011, the County Council submitted a further response in February 2012 in which they raise a number of queries and express concerns about the capacity of New Yatt Road and Hailey Road to accommodate the proposed development. They also highlight potential impacts on the villages of Hailey and Crawley. On balance however, the County Council conclude 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. However, in a more recent submission, the County Council expressed concerns as to whether an acceptable transport solution 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</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>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. In summary, whilst it would appear that satisfactory access arrangements can be achieved this requires the provision of extensive transport infrastructure within a highly sensitive area that is at risk of flooding. Potential capacity issues on Hailey Road and New Yatt Road would also need to be addressed if the development was to go ahead.</p>	
<p>How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?</p>	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, however the 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. 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 site is well located in relation to existing educational facilities including primary and secondary provision. There are playing fields and other open spaces nearby although access to indoor leisure facilities is relatively limited. The site is relatively well-</p>	<p>Richard Jackson Transportation Report (September 2011)</p> <p>Nathaniel Lichfield West Oxfordshire Economy Study (2007)</p> <p>Witney Transport Study (March 2009)</p>

		<p>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. The main S1 and S2 services to Carterton and Oxford are not immediately available but can be accessed via bus stops along Newland. 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 provide for improved pedestrian and cycle links.</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 transport report considers 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>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 a more recent response, the County Council expressed concerns as to whether an acceptable transport solution 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>	
Natural and Historic Environment			
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'?	SA2 SA12	Most of site 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 site is therefore sequentially less preferable to other sites that are located within Flood Zone 1. Development proposals adjacent to the River Windrush and its tributaries would require a Level 2 or 3 Flood Risk Assessment (FRA) to establish the extent of the floodplain. Notably	SFRA Level I Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP) Annex 2 Transport, Flooding and Drainage

		<p>the bulk of the route of the West End link road lies within Flood Zone 3, with the remaining area in Flood Zone 2. Large areas are at risk from surface water flooding. The Environment Agency (EA) emphasizes 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. Development would therefore have to alleviate the flooding in Hailey Road. The EA assessment in 2009 was that a flood alleviation scheme would cost approximately £3m.</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 raise concerns with combining fluvial/overland flow with surface water runoff from the development. They suggest 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. They also point 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 highlight the importance of any such development not increasing flood risk elsewhere.</p>	<p>Report (Peter Brett Associates)</p> <p>Drainage Strategy (Richard Jackson) (September 2011)</p> <p>Environment Agency response (February 2012)</p>
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<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<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.</p> <p>Within the site itself, the hedgerows in the northern part are considered to be of local ecological importance; those in the south are poorer. The whole site is located within the Wychwood Project Area. There are known to be bats, Great Crested Newts and other protected species nearby. Government policy calls for the conservation and enhancement of biodiversity, including establishing coherent ecological networks and protecting priority species and habitats.</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 (ecologically important, including for water voles) 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>Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP) Annex 2 Transport, Flooding and Drainage Report (Peter Brett Associates)</p>
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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
Would development in this location be constrained by the agricultural land classification of the site?	SA11	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.	Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP) Annex 2 Transport, Flooding and Drainage Report (Peter Brett Associates) NPPF
Are there any known issues of water quality in this location?	SA11	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	Environment Agency Interactive Mapping Thames Water comments (2009)

		<p>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. In 2009 Thames Water stated that to drain this development, potentially a new Sewage Pumping Station (SPS) to pump to Dark Lane SPS could be feasible. Dark Lane SPS would require an upgrade to accommodate the flows. A study to review rising main routes, costs, timescales etc. would be needed. The existing rising main does not appear to pass through the historic (conservation) areas of Witney.</p>	
<p>What effect would development in this location have in terms of any heritage assets?</p>	SAI4	<p>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.</p>	GIS

Landscape Impact & Settlement Integration			
What would be the visual and landscape character impact of development in this location?	SA14	<p>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 is 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 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.</p>	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
What would be the impact of development on the setting and separate identity of nearby villages?	SA14	<p>As promoted 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). With major</p>	Oxfordshire Wildlife and Landscape Study – OWLS (2004)

		revisions to the extent of development, the setting and separate identify of Hailey/Poffley End can be conserved and protected.	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)

Sustainable Communities			
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	A key wider benefit of the proposed development would be the provision of a second river crossing for Witney. Although the benefits of such a scheme are obvious, the cost, inherent complexity and risk of delivering the necessary infrastructure must be acknowledged and taken into consideration. Information submitted by the developer would suggest that the delivery of the west end link is possible in financial terms subject to delivery of 1500 new homes however as stated above, landscape concerns reduce the extent of the acceptable developable area, thereby bringing into question the viability of the scheme if funded solely by the development. The route of the West End Link is also within the floodplain and therefore sequentially less preferable than other transport solutions which are not affected by flooding. The other wider benefit that would be delivered through this proposal would be the flood mitigation measures which include the use of soakaways, swales and attenuation ponds to manage greenfield runoff rates. The Environment Agency is generally supportive of such proposals but have highlighted a number of issues that would require careful consideration.	<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>
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 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 location of the site means that it would support some local shops and employment areas as well as the town centre.	North Witney – a sustainable community (December 2009)

<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>SAI0</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 (soakaways, swales and attenuation ponds) and development would offer benefits by controlling the level of 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.</p>	<p>North Witney Consortium comments – It’s a decision you’ll live with for a long time (March 2011)</p>
<p>To what extent would the development contribute towards meeting the District’s identified need for additional affordable housing?</p>	<p>SAI</p>	<p>The developer has suggested that 35% affordable housing would be provided. This is slightly below the target set out in the draft Local Plan (October 2012) which seeks 40% affordable housing in Witney although must be seen in the context of potential delivery of the West End Link which has significant cost and complexity attached to it.</p>	<p>Meridian Land Deliverability and Viability Matrix (January 2012) Draft Local Plan (October 2012)</p>

Deliverability & Viability			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SA1	The development proposal (including necessary off-site land) involves several different landowners. Commitment has been secured from five of these parties however commitment from the remaining parties remains pending.	Meridian Land 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>Based on the information that has been provided, the main on-site infrastructure items are likely to include highways, open space, 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>Meridian Land Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</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; 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 would expect the developer to provide phased introduction of Real Time Information (RTI), bus stops & 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 and river crossing will be significant.</p>	
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Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1	The information provided by the developer suggests that despite the relatively high infrastructure costs associated with this scheme, the proposed development appears to be a financially viable proposition. However, if the development were to be scaled back in order to address the landscape concerns outlined above, this would directly increase the development cost per unit and would bring the viability of the scheme into question.	Meridian Land Deliverability and Viability Matrix (January 2012)
Efficiency & Flexibility			
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 information submitted by the developer suggests that the proposed density of development is around 41 dwellings per hectare. This is considered to represent an efficient use of the site.</p> <p>It is considered that any scope to reconfigure the site or expand in the future is however limited due to the potential landscape considerations outlined above.</p>	Meridian Land Deliverability and Viability Matrix (January 2012)

6. West Witney

6. West Witney

Site Proposer: Barton Willmore on behalf of Oxfordshire Land

Description of Development: The scheme comprises a total of 73.4 hectares including highways land, to include 1,000 dwellings, an employment area of 10 hectares, a local centre, new primary school and possible secondary school, allotments and the provision of a new all movements junction on the A40 at Downs Road.

Summary of assessment: The proposed development has no constraints in terms of vehicular access and will deliver improved access to the A40 by way of a new all movements junction. The site is not as close to the town centre as other site options, but is the best located in terms of access to employment sites. The permeability of the site towards key destinations is also excellent. Public transport provision is good and will be improved further with the proposed diversion of the premium S1 service into the site. Inevitably with a development of this scale there will be traffic impact but the County Council is happy with the levels of traffic and mitigation measures that are proposed. The site is in Flood Zone 1 and therefore not at risk of flooding. The proposed development incorporates sustainable drainage with surface water run-off to the Colwell Brook being reduced to less than Greenfield runoff rates. There are no biodiversity or ecological sensitivities affecting the site and although Natural England have raised concerns about potential impact of development on Oxford Meadows SAC this issue is applicable to all strategic development areas and is being addressed through the preparation of the local plan as a whole. Noise from the A40 is a consideration for development in this location however measures are proposed to address this issue. There is slight potential for contamination but this is not considered to be a significant issue. There are no issues of mineral sterilisation or water quality and the development would have no impact on any heritage assets. Whilst development of the scale proposed clearly has the potential to create landscape impact, the landscape sensitivity of the majority of the site is moderate to low due to the scale of the landscape and the land uses of the area. In overall terms, development within both areas would be acceptable in landscape and visual terms subject to a number of landscape design objectives. The development would provide a number of wider benefits including a reduction in flood risk in Curbridge village and the provision of the A40/Downs Road junction. The provision of a significant amount of new employment land creates significant potential for inward investment and job creation. 10% of energy could be derived from renewable or low carbon sources and Code Level 4 of the Code for Sustainable homes is being aimed for. Overall the development appears to be a deliverable and viable option subject to current discussions that are ongoing concerning viability. The proposed development represents an efficient use of the site although the scope for future expansion in this location is limited.

Criteria	SA Objective	Comment	Source/s of Information
Accessibility & Transport			
Does the site have any access restrictions or constraints?	SA6	Vehicular access to the residential parts of the site is proposed from a number of points including a priority junction on Curbridge Road, a priority junction on Downs Road and direct from a new roundabout on Downs Road. A further priority junction on Downs Road would be provided to access the proposed employment area. A new at-grade roundabout on the A40 would be created. In January 2012, Oxfordshire County Council did not raise any objection in principle and stated that the proposed A40 junction is an essential piece of infrastructure for the continued growth of Witney and for the existing employment areas to the west of the town.	RPS Transport Assessment Report (September 2011) Oxfordshire County Council response to outline planning application ref. P12/0084/P/OP (April 2012)
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	The site is relatively distant from indoor recreation and secondary school facilities and from Witney town centre (approximately 2.1 km from the nearest edge of the site via the existing road network). However it is a 5-10 minute walk to the Health Centre and other local services at Edington Square and has the best access of sites around Witney to employment opportunities, being in close proximity to employment land at Downs Road. The site is close to a good network of footpaths and cyclepaths and the permeability of the site towards key destinations through current residential areas is excellent. The development would provide for improved pedestrian and cycle links. The 233 bus service (Witney – the Wychwoods) passes along Deer Park Road within walking distance of the site and the main S1 service (Oxford- Witney) is anticipated to be diverted through the site to provide a very good level of public transport access.	Halcrow Report (March 2009) RPS Transport Assessment Report (September 2011)

<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 Transport Assessment considers the potential traffic impact of the development. It would create additional traffic but the opening of a new A40 junction would also result in some re-routing of existing traffic. The biggest increase in traffic flows would be on Downs Road to the south of the proposed employment area access where it would be just below the capacity of the link at peak times. Smaller increases would be experienced on the A40, on Range Road and to a lesser extent on Curbridge Road south of Deer Park Road and on Burford Road east of Deer Park Road. Traffic flows would reduce on Burford Road west of Downs Road and on Deer Park Road north of Thorney Leys.</p> <p>Oxfordshire County Council has raised no objection to the proposed development with regard to traffic impact and has welcomed the delivery of the A40/Downs Road junction.</p>	<p>RPS Transport Assessment Report (September 2011)</p> <p>Oxfordshire County Council response to outline planning application ref. P12/0084/P/OP (April 2012)</p>
<p>Natural and Historic Environment</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 is located in Flood Zone 1 (low flood risk) and is therefore sequentially preferable to any other site options in Flood Zones 2 or 3. The developer's Flood Risk Assessment (FRA) concludes that there is no risk of flooding from groundwater or from the Elm Bank Ditch or Colwell Brook and any water that would have drained to the ditch tributary of the Colwell Brook will be directed into a proposed sustainable drainage (SuDS) system. Drainage to the Colwell Brook would be below equivalent Greenfield runoff rates. A proposed flood alleviation pond upstream of the Main Road culvert and ditch should alleviate existing flood issues in Curbridge. In February 2012, the EA raised no objections to the proposed development of the site.</p>	<p>RPS Level 3 Flood Risk Assessment (11/12/2011)</p> <p>Environment Agency response to outline planning application ref. P12/0084/P/OP (February 2012)</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 site is subject to any statutory or non-statutory nature conservation designation and the only protected species records are of a badger in 1999 and 2005.</p> <p>Neither Natural England (NE) nor the Environment Agency has objected to development of the site although NE has objected to the lack of information on the impact of development on nitrogen deposition on the Oxford Meadows SAC 12km to the east. The potential impact on Oxford Meadows is a consideration for all major development proposals within the District and is being addressed through the preparation of the Local Plan as a whole.</p> <p>A separate HRA report will be made available as part of the consultation.</p>	<p>Barton Willmore Environmental Statement (December 2011)</p> <p>Natural England response to outline planning application ref. P12/0084/P/OP (March 2012)</p> <p>Environment Agency response to outline planning application ref. P12/0084/P/OP (February 2012)</p> <p>West Oxfordshire District Council HRA report (October 2012)</p>
<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>The southern part of the site is affected by noise from the A40 but provision is made for a bund and only a very small area would fall within noise category NEC C (as previously defined in PPG24 Planning and Noise). Most of the site would be within noise category NEC A where no further noise mitigation would be necessary.</p>	<p>Barton Willmore Environmental Statement (December 2011)</p>
<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA11</p>	<p>An oil spill and filled quarry have the potential for contamination but these are over small areas and any contamination could be remediated to make the site suitable for residential use.</p>	<p>RPS Phase One Ground Conditions Desk Study (August 2010)</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 (MCA) and there is no evidence to suggest there would be any potential impact in terms of mineral sterilisation.	GIS
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The site is predominantly Grade 3b agricultural land (moderate quality) with some woodland. 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	There are no known issues of water quality in this location and neither the Environment Agency nor Thames Water has raised objections to the development of the land.	Barton Willmore Environmental Statement (December 2011) Environment Agency response to outline planning application ref. P12/0084/P/OP (February 2012) Thames Water response to outline planning application ref. P12/0084/P/OP (February 2012)
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. A programme of archaeological investigation has not revealed the presence of archaeological features.	GIS Barton Willmore Environmental Statement (December 2011) Letter from Principal Archaeologist (OCC) (8 March 2012)

Landscape Impact & Settlement Integration			
What would be the visual and landscape character impact of development in this location?	SAI4	<p>The site lies within two landscape areas, H (West Witney Ridge) and G (West Witney: Minor Valleys). H is typical of the open limestone wolds on the plateau above the River Windrush Valley west of Witney. G is a more complex valley landscape of the semi-enclosed rolling vale landscape in Shilton Downs. The sensitivity of the landscape in area G has already been compromised by the A40 and other development and the northern sector now relates more to Witney than the open countryside to the south although the local character is an important contrast to the more open wold and vale landscapes and provides an important landscape buffer between Curbridge and Witney. In Area H, which covers the majority of the proposed development area, the sensitivity of the landscape is moderate to low due to the scale of the landscape and the land uses of the area. The existing buildings on higher ground are widely visible and intrusive in the landscape, including from the Cotswolds AONB to the north, demonstrating the very high visual sensitivity on the more elevated parts of the area. In overall terms, development within both areas would be acceptable in landscape and visual terms subject to a number of landscape design objectives.</p>	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
What would be the impact of development on the setting and separate identity of nearby villages?	SAI4	<p>The proposed new highway infrastructure has the potential to impinge on the northern landscape setting to Curbridge and planting to the south of the highway infrastructure should be reinforced. There will be no direct impact from the proposed housing. Although the proposed housing erodes the narrow gap between Witney and Curbridge, planting will help to mitigate the potential erosion of the landscape setting. With regard to Minster Lovell, the open character</p>	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

		of the golf course and narrow rural corridor between landscape area H and the Minster Lovell Conservation Area are important in maintaining the landscape setting but there is scope for improving the landscape quality of this landscape. There would be no impact on the Conservation Area and the integrity of the Charterville allotments would be protected.	
How well would development in this location integrate with the existing fabric of the town?	SA3	The proposed level of development on this site provides an opportunity to enhance the town edge, integrate Colwell Brook and its landscape setting in to the town fabric as a major area of green infrastructure and a well designed community with a high level of open space.	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
Would the development affect any public rights of way?	SA14	There is a public footpath/bridleway running east/west through the site which forms part of the rural network to the west of Witney. The path would be retained and incorporated within a linear green space although a minor diversion would be needed at the new roundabout on Downs Road. The rural setting of the path would be affected but its surface improved.	Planning application ref. 12/0084/P/OP

Sustainable Communities			
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	A key wider benefit of the proposed development would be the provision of a new all movements junction on the A40. The development would also reduce the risk of flooding in Curbridge village.	Planning application ref. 12/0084/P/OP
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 proposed development is predominantly residential to also include a local centre, a new primary school and possibly a secondary school. In addition a substantial area of around 10 ha is proposed to be developed for employment purposes, thereby generating significant potential for inward investment and job creation. The location of the site means that it would also support existing local shops in Edington Square and the existing employment areas to the north of the site.	Planning application ref. 12/0084/P/OP
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	The development proposes the use of sustainable drainage (soakaways, swales and attenuation ponds) and would reduce surface water run off from the site. It has been suggested that the buildings could be constructed to Code for Sustainable Homes Level 4 or BREEAM very good standards and provision may be made for more than 10% of the energy used on the site being sourced from renewable or low carbon technologies.	Planning application ref. 12/0084/P/OP

To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SAI	The developer has suggested that 30% affordable housing could be provided. This is less than the target set out in the draft Local Plan (October 2012) which requires 40% affordable housing in Witney but must be seen in the context of delivery of the A40/Downs Road junction which has significant cost attached to it.	Planning application ref. 12/0084/P/OP
Deliverability & Viability			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SAI	A consortium has been formed to promote the development of this site and has done so by submitting an outline planning application including details of the site accesses and the proposed A40 junction. The development has been progressed further than any of the other strategic site options and there appears little doubt that it is deliverable.	Planning application ref. 12/0084/P/OP
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 SAI I	<p>The main on-site infrastructure item is the new A40 junction (the only exceptional cost). Other infrastructure would include highways, a local centre, primary school, possible secondary school, playing fields, open space and allotments, and sustainable drainage. The main off-site infrastructure that would not be common to any development in Witney would be play facilities.</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>Planning application ref. 12/0084/P/OP</p> <p>Oxfordshire County Council response (September 2012)</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; An all movement, at grade junction on the A40/Downs Road, various Traffic Regulation Orders (TRO) new footway and cycleways where appropriate along Downs Road linking the site to Range Road and the highway network, traffic calming/measures to deter inappropriate routing through Curbridge, new/improved cycle and pedestrian links to Curbridge, bridge improvements, controlled crossings on Deer Park Road with associated footway/cycleway links, a bus stop and lay-by with real time information (RTI) to be provided on the Curbridge Road and off-site improvements to pedestrian and cycle links into Witney Town Centre.</p> <p>In terms of public transport, OCC would expect the developer to provide phased introduction of Real Time Information (RTI), bus stops and shelters, cycle parking at appropriate bus stops; bus services for the site with four buses per hour into Witney during weekday daytimes and two buses per hour at other times. This could be achieved through modification of the premium SI service.</p>	
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		In terms of exceptional costs, the cost of providing the Down's Road/A40 junction is significant however it would appear that, subject to viability discussions which are currently ongoing, the proposed development is able to deliver this scheme.	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1	Notwithstanding the relatively high cost of the Downs Road/A40 junction, it would appear that the development is a financially viable proposition subject to viability discussions which are currently ongoing.	Planning application ref. 12/0084/P/OP
Efficiency & Flexibility			
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 current planning application proposes a residential density of between 25 and 55 dwellings per hectare but with the majority of the development between 35 and 45 dwellings per hectare. This is considered to represent an efficient use of the site.</p> <p>The configuration of the proposed development makes best use of the site. Future expansion is somewhat limited by surrounding development and the A40. Downs Road also forms a natural limit with higher more exposed land to the west of the site forming an important landscape and visual buffer to Minster Lovell.</p>	<p>Planning application ref. 12/0084/P/OP</p> <p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p>

7. East Witney

7. 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. The most recent submission from the developer suggests 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 school, land for allotments, potential site for a new park and ride facility, new cycle and pedestrian links to the town centre and land for an extension to the Country Park and/or playing fields made available.

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 has the potential to deliver the SGSR thereby improving accessibility to the wider area and helping to alleviate congestion in Witney in combination with other 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 potential 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. 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 that 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 on this site would need to be kept below the 95m AOD contour as well as meeting a number of other landscape design objectives. The Cogges South site is highly sensitive. 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 ongoing and it is hoped that an agreement can be reached. The development appears to be a viable proposition although a reduction in the number of units from that which has been

proposed would increase the infrastructure cost per unit. As proposed the development represents an efficient use of the land however the landscape constraints are likely to reduce the extent of the developable area. These constraints mean there is little scope for further expansion in this location.

Criteria	SA Objective	Comment	Source/s of Information
Accessibility & Transport			
Does the site have any access restrictions or constraints?	SA6	<p>The 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. The most recent information submitted (which increases the proposed area of development on Cogges Triangle) suggests 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 have 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>The site promoter has stated that the development can deliver the Shore's Green Slip Roads (SGSR) scheme which would improve accessibility to the wider area and help to alleviate congestion in Witney, in combination with other measures.</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>How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?</p>	<p>SA6</p>	<p>Both of the proposed development sites are extremely well located in relation to existing services and facilities with excellent 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 Halcrow Report (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 Halcrow 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.</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 Oxford Hill. Land at Cogges South is slightly further afield although still within walking distance. The most recent information from the</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>
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		<p>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.</p> <p>A local bus service already serves the Cogges Estate and could be extended to incorporate the Cogges Triangle Site.</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>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>	<p>Clarkebond: East Witney, Shores Green Slips Roads and Site Access Transport Statement (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p>
<p>Natural and Historic Environment</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 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 implemented to mitigate the impacts of increased run off on existing residential development in the Cogges area. Oxfordshire County Council have advised that a balancing pond of at least the size proposed for the former Cogges Link Road (CLR) will be required</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>to manage surface water run-off and provide protection against storm peak flow.</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 would be possible to reduce the extent of proposed development to avoid the flood risk area but this would greatly reduce the number of dwellings on the site.</p> <p>The Environment Agency have confirmed that they would require evidence of the sequential and exceptions test for this site having been carried out and that if these are passed, they would expect a sequential approach to be taken on site whereby development is steered to low risk flood areas. They would not support development in Flood Zone 2 and suggest that the layout of the Cogges south proposal is amended accordingly.</p>	<p>Environment Agency response (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</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.</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</p>	<p>GIS</p> <p>Environment Agency response (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p>

		<p>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>	
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. 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

<p>Would development in this location be constrained by the agricultural land classification of the site?</p>	<p>SA11</p>	<p>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.</p>	<p>GIS NPPF</p>
<p>Are there any known issues of water quality in this location?</p>	<p>SA11</p>	<p>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.</p>	<p>Environment Agency Maps</p>
<p>What effect would development in this location have in terms of any heritage assets?</p>	<p>SA14</p>	<p>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.</p> <p>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.</p>	<p>Oxfordshire County Council response (September 2012) GIS</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>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 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>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>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>What would be the impact of development on the setting and separate identity of nearby villages?</p>	SAI4	<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>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.</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>

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>	SA3	<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 and improvements in the Ducklington Lane/Station Lane area. The most recent information submitted by the site promoter suggests that the development would include the delivery of the upgrade to the A40 Shores Green junction.</p> <p>The developer has 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>The developer has also indicated that part of the site could be reserved for a potential park and ride facility. The County Council has stated that although a recent study suggests that a site to the north of Eynsham would be a preferable location along the A40 corridor, other options should be kept open at the present time.</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>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.</p>	<p>LDA Design: Site Capacity (August 2012)</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 same cannot be said of the Cogges south site which 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 2009 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 source heat pumps and biomass was also outlined.</p>	<p>Carter Jonas: A Vision for East Witney (April 2009)</p> <p>Oxfordshire County Council response (September 2012).</p> <p>West Oxfordshire Draft Local Plan (October 2012)</p>

		Any strategic development area would be required to comply with the policies set out in the emerging local plan once adopted.	
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 draft Local Plan (October 2012) is 40%.	Carter Jonas Deliverability and Viability Matrix (September 2012) West Oxfordshire Draft Local Plan (October 2012)
Deliverability & Viability			
Does the current position in terms of land ownership and site assembly suggest that development in this location is deliverable?	SA1	Information supplied by the site promoter suggests that there are three parties which have not yet had their interests acquired or a binding commitment secured. One of these has previously entered into an option agreement which is expected to be renewed on similar terms. Discussions with the other two parties remain ongoing in order to secure the land needed for the Shores Green Slip Roads scheme to proceed.	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	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 includes land to be made available for a primary school, a potential park and ride facility and open space. In terms of off-site infrastructure, new pedestrian and cycle linkages into the town centre are proposed.	Carter Jonas Deliverability and Viability Matrix (September 2012) LDA Design: Site Capacity (August 2012) Oxfordshire County Council response

	<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 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>	(September 2012)
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		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 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	Information submitted on behalf of the site promoter suggests that they have the funding to promote the site through the planning process and to achieve planning permission. If the extent of development were to be reduced to reflect the landscape constraints that have been highlighted, this will increase the infrastructure cost per unit. However it is not considered at this stage that this would preclude development of the site.	Carter Jonas Deliverability and Viability Matrix (September 2012)
Efficiency & Flexibility			
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 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. Although the recent proposal could be seen as maximising the potential of the site, the proposed density of development at around 25 dwellings per hectare (average) is quite low. 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. The proposed developable area on the Cogges South site is 4.3ha which for around 100 dwellings equates to a relatively low density of just over 23 dwellings per hectare. The nature of the two sites and the landscape constraints that apply mean that there is little scope to accommodate further growth in these locations.	Carter Jonas Deliverability and Viability Matrix (September 2012) LDA Design: Site Capacity (August 2012)