

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

June 2014

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Executive Summary

- I.1 The emerging West Oxfordshire Local Plan is based on a strategy which seeks to accommodate the majority of future growth at the three main towns of Witney, Carterton and Chipping Norton. This strategy has evolved through consultation and Sustainability Appraisal (SA) and is considered to represent the most sustainable approach for taking the District forward in the period 2011 – 2029.
- I.2 To meet the identified housing requirement it will be necessary to bring forward a combination of previously developed (brownfield) land as well as greenfield sites on the edge of each town.
- I.3 Various options have been consulted upon and promoted through the plan preparation process and also tested through a process of Sustainability Appraisal (SA). The purpose of this document is to provide a detailed comparative site assessment of the following site options:
1. East Carterton (greenfield)
 2. North Carterton (Kilkenny Farm) (greenfield)
 3. West Carterton (greenfield)
 4. REEMA Central (brownfield)
 5. North Witney (greenfield)
 6. East Witney (greenfield)
 7. East Chipping Norton (greenfield)
- I.4 The appraisal of the Witney sites take account of the decision on the Cogges Link Road (CLR) and the fact that the scheme will now not go ahead. Land to the south of Witney and land to the north east of Witney, previously considered through earlier rounds of consultation have not been subjected to detailed appraisal as it is considered that the CLR decision has no direct bearing on the previous reasons for rejecting these two options. Both options have however been re-assessed through an updated Sustainability Appraisal¹ (July 2014).

¹ Enfusion – Sustainability Appraisal (SA) Report July 2014

- I.5 It should be noted that two other site options previously assessed in the 2012 version of this site assessment matrix have been excluded from further assessment as part of this update. Land to the west of Witney now benefits from a resolution to grant planning permission subject to a Section 106 legal agreement and is therefore a firm commitment in planning terms. With regard to the second option, land to the north west of Carterton, David Wilson Homes have now secured outline permission for 250 homes and have a current application for a further 66 dwellings on an adjacent site. They were originally seeking around 500 homes in this location but have stated that they no longer wish to pursue this larger option so it has not been re-assessed at this stage.
- I.6 A new assessment has been included for REEMA Central in Carterton which was identified in the draft Local Plan (2012) and also in the Local Plan Housing Consultation Paper (July 2014) as well as a new site to the east of Chipping Norton, known as Tank Farm, which has also been identified in the July consultation paper as a preferred option.
- I.7 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.8 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.9 The site assessment matrix should be read in conjunction with the updated Sustainability Appraisal (SA) report² 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.

² Enfusion – Sustainability Appraisal of West Oxfordshire Local Plan Housing Consultation Paper (July 2014)

- I.10 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 Local Plan Housing Consultation Paper (July 2014)

Overall Findings

- I.11 The application of the site assessment matrix demonstrates that there is no perfect site, with each different option having its strengths and weaknesses.

Carterton Site Options

- I.12 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 is a deliverable, viable option with relatively limited landscape impact (subject to appropriate mitigation as proposed). 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.13 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 full extent of potential development would have an adverse landscape and visual impact, representing a major intrusion into the open countryside. The site promoter has recently suggested a reduced scale of development for the site (350 – 750 dwellings) in order to address the landscape concerns that have been identified. Whilst a smaller scheme could address the landscape constraints relevant to the site, it does not affect the other key constraints that have been identified including its relative isolation from the town centre, key services and facilities and its poor integration with the built up area of Carterton as a whole.

- I.14 Land to the west of Carterton is large in scale and physically capable of accommodating significant growth (including future growth subject to the capacity of Upavon Way). The site is not affected by noise constraints, heritage issues or mineral sterilisation and the development offers the potential for ecological benefits and enhancements to the Shill Brook. Whilst satisfactory access to the site can be achieved, this requires the provision of significant built infrastructure within an ecologically sensitive area that is also designated as floodplain. The EA are however supportive of the flood measures proposed by the developer. The site enjoys good public transport accessibility although not as good as land to the east of Carterton which is served by both premium bus services. Whilst the site is physically close to the town centre, it is not well-related to it, with the Shill Brook clearly marking the edge of the existing town. Importantly, development in this location would represent a major incursion into open countryside of high landscape sensitivity and intervisibility.
- I.15 Land at REEMA Central represents a highly sustainable development opportunity, utilising previously developed land no longer required by the MOD. There are no access constraints with access directly onto Upavon Way offering a choice of different routes. The central location of the site means it is highly accessible to a range of local shops and services and is well-served by public transport. The traffic impact of 200 additional dwellings in this location will need to be considered in further detail but there is known capacity on the network in Carterton so the additional trip generation associated with the development is unlikely to present any difficulties. The site is not within the floodplain and has no constraints in terms of heritage assets, mineral sterilisation or land stability. As a previously developed site in the centre of a built up area, landscape impact is not an issue and neither is impact on nearby villages. Redevelopment of the site will naturally integrate well with the town being within the existing built area and close to the town centre. Given the scale of development, the scheme is unlikely to offer a mix of different uses and is likely to be primarily residential. Whilst some infrastructure contributions will be sought, it is unlikely that the scale of development will lead to benefits significantly over and above those that would normally be required from a scheme of this size. The redevelopment of the site offers the potential to increase affordable housing supply in Carterton. In terms of delivery, Annington will take the scheme forward and have confirmed that complete redevelopment of the site is unlikely to be financially viable and is more likely to take the form of 'infill' development on the current open spaces within the site and a small element of redevelopment.

Witney Site Options

- I.16 Land to the north of Witney is a large site that enjoys reasonable access to services and facilities although is some way distant from the town's main employment areas. The current impermeability of the existing built-up area and the topography of the link into the town centre could act as a deterrent to walking and cycling and would therefore need to be addressed as part of any development proposal. The site is not constrained in terms of noise, mineral sterilisation or contamination and land stability issues and has reasonable access to public transport. The delivery of this site requires the provision of extensive built infrastructure in an environmentally sensitive, flood risk area. This would however deliver a second river crossing for Witney in the form of the West End Link, thereby helping to relieve congestion in the central core of the town around Bridge Street and providing a significant wider benefit to the District. The northern part of the site is of high landscape sensitivity and as promoted for 1,500 dwellings 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 and would need to be subject to further detailed assessment to identify the precise extent and quantum of development. A key issue for the site is deliverability and viability given the relative cost and complexity of the infrastructure needed and the site promoter would need to demonstrate that all necessary components are able to be delivered. The landscape sensitivities of the site limit the scope for future expansion.
- I.17 Land to the east of Witney is able to achieve satisfactory access and has the potential to deliver the Shores Green Slip Roads (SGSR) scheme. The site is extremely well related to existing services and facilities and permeability to key destinations is excellent. Public transport is good with convenient access particularly from the Cogges Triangle site to the premium S1 and S2 services. Flood risk is not an issue for the Cogges Triangle but is for the Cogges South site. Cogges Triangle appears to have no significant biodiversity or ecological constraints but Cogges South is likely to be of medium – high biodiversity value. Traffic noise from the A40 is an important consideration for both sites but should be able to be addressed through appropriate design and layout. Neither site is affected by land contamination, instability or mineral sterilisation. In landscape terms, both parcels of land are in sensitive locations. The higher part of the Cogges Triangle is particularly sensitive and any development would need to be informed by detailed landscape evidence to justify the precise extent of the proposed developable area. The Cogges South site is highly sensitive and development within this area could potentially result in significant damage to the Windrush Valley and key views across it. As such, any development in this location would need to be limited to a relatively small number of dwellings. Whilst not all parties have had their interests acquired, discussions are ongoing and it is hoped that an agreement can be reached. The proposed increase to 400 homes identified in the July (2014)

consultation paper will help to increase the viability of the project. Due to landscape sensitivities and other constraints, there is little scope for further expansion in this location.

Chipping Norton

- I.18 Land to the east of Chipping Norton represents a highly sustainable development opportunity. Access to the site is achievable from London Road to the north via two separate points at Trinity Road and Fowlers Barn (the latter access point being subject to potential removal of protected tree/s with the possibility of a secondary, emergency access located to the south. The location of the site close to the town centre means it is highly accessible to a range of services and facilities including public transport. The traffic impact of development in this location will need to be further explored through a detailed assessment but it is unlikely to be a constraint to development. The site is not affected by flood risk and there are no known problems of land instability or contamination. The site is not within a mineral consultation area and development would not affect any identified heritage assets. The site is sensitive in landscape terms but the Council's evidence suggests that this can be addressed through a reduced scale of development (up to 500 dwellings) supported by appropriate mitigation. There would be no impact on adjoining villages and the development would integrate well with the existing built form. The scale of development offers the scope to provide a range of potential benefits including a potential new primary school for the town. It is also likely to allow for a mix of uses including some additional business floorspace. There are unlikely to be any significant infrastructure costs and in terms of deliverability, the site owner has expressed a clear intention to release the site for development with a developer already holding an option on part of the site. Given the landscape constraints identified, there is little potential for further expansion in this location.

I. East Carterton

I. East Carterton

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. An outline application for a scheme incorporating 700 dwellings and an employment area of 1.5ha, including a primary school, local centre, playing fields, allotments and informal open space with associated landscaping, drainage improvements and highways works was submitted in January 2014.

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, subject to some upgrades. 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 has no significant ecological constraints. 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 proposed scale of development at 700 homes 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 which is a modern road providing good access to the wider area including the A40.</p> <p>The most recent submission from the developer suggests that access would be provided at two points; one via a fourth arm off the Teasel Way roundabout and a second point provided by a new priority junction and ghosted island right turn lane to the south of Bluebell Way.</p> <p>The Highways Authority consider that the alterations to the Teasel Way roundabout and the proposed priority junction and ghosted island will not cause significant queuing or delays. The proposed carriageway widths and geometry are considered to be appropriate by the County Council.</p> <p>In summary, 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 Assessment(Issue 3: January 2014)</p> <p>Oxfordshire County Council response (February 2014)</p>
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is 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</p>	<p>Halcrow Report (November 2009)</p> <p>Cole Easdon Transport Assessment (Issue 3:</p>

		<p>‘Centrum Square’ situated within the nearby Shilton Park 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.</p> <p>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.</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.</p> <p>There is an existing foot/cycle way along the western side of Monahan Way and it is proposed to create a new footway/ cycleway along the eastern side of Monahan Way along with new pedestrian/cycle crossing facilities in order to facilitate links to Shilton Park and the wider area, including the town centre.</p>	<p>January 2014) Oxfordshire County Council response (February 2014)</p>
<p>What traffic impact will development in this location have on existing settlements and the rural road network?</p>	<p>SA6 SA9</p>	<p>The most recent Transport Assessment identifies that the development can be largely accommodated on the local highway network, although four junctions have been predicted to come under pressure as a result of this and other development including the town centre signalised crossroads, the mini-roundabout junction</p>	<p>OCC Analysis of traffic volume on Carterton Road, Brize Norton Jan 2013</p>

		<p>at the intersection of Carterton Road, Station Road and Manor Road and the A40 slips with Brize Norton Road (B4477).</p> <p>To mitigate the impacts on the A40 junction with the B4477, the applicant has proposed traffic signals at the off-slip and alterations to the right turn lane at the on-slip. The Highways Authority considers this to provide appropriate mitigation.</p> <p>The impacts on the town centre crossroads and the capacity issues at the mini roundabout of Carterton Road, Station Road and Manor Road are not considered to be as a result of the development traffic and the Highways Authority concur with this.</p> <p>The Highways Authority have requested a contribution in excess of £1m towards the Carterton Strategic Transport Package to mitigate the cumulative impact of planned growth by helping to fund transport infrastructure which is not attributed to a single development.</p>	<p>Cole Easdon Transport Assessment (Issue 3: January 2014)</p> <p>Oxfordshire County Council response (February 2014)</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	<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) and Drainage Strategy has been completed in January 2014 by Cole Easdon Consultants.</p> <p>The area to the south east of the site is designated as Flood Zone 2</p>	<p>Flood Risk Assessment & Drainage Strategy. Cole Easdon, January 2014. Issue 3 and revised information contained in the email from Cole Easdon dated 24 February 2014</p>

		<p>and 3 and Brize Norton village suffered flooding during the Summer 2007 floods.</p> <p>Further work has recently been carried out which shows that the surface water discharge rates will be limited to below 80% or existing rates. The report also states that the additional volume of surface water generated by the built areas of development shall be managed through a trickle discharge at a Qbar rate. As a result, the Environment Agency has withdrawn their previous objection, subject to conditions.</p>	<p>Environment Agency comments (April 2014)</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>The Green Infrastructure and Biodiversity Management Plan submitted as part of the current application proposes just over 20 ha of Green Infrastructure comprising informal parkland, recreational routes, hedgerow and woodland planting, allotments, sport pitches and fields retained in agricultural use to provide an extension to the Kilkenny Lane Country Park.</p> <p>Oxfordshire County Council's Ecologist Planner has identified that whilst the site contains a fairly low level of biodiversity, the development will have a detrimental impact on farmland birds which should be mitigated off-site. In addition, whilst the applicant wishes to expand Kilkenny Country Park, which is encouraged, the County Council has highlighted the need for contributions towards the enhancement of the Shill Brook Valley which is within the South Cotswold Valleys Conservation Target Area.</p> <p>Previously, both Oxfordshire County Council and Natural England have emphasised the need for Green Infrastructure links to the</p>	<p>Green Infrastructure and Biodiversity Management Plan. FPCR Environmental Design Ltd. (December 2013)</p> <p>Habitat and Protected Species Surveys. FPCR Environmental Design Ltd. (November 2013)</p> <p>East Carterton Environmental Statement (December 2013)</p> <p>OCC Ecology response received (February 2014)</p>

		<p>South Cotswolds Valleys Conservation Target Area (CTA) to the west of Carterton. They have also stated 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.</p> <p>Further information has been sought from Oxfordshire County Council and Berkshire, Buckinghamshire Oxfordshire Wildlife Trust (BBOWT) regarding the loss of habitat for farmland birds, the assessment of otter activity on the site and the enhancements proposed at the Shill Brook Valley. This information is currently pending.</p>	<p>BBOWT response received (February 2014)</p>
<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>Chapter 12 of the Environmental Statement accompanying outline planning application (ref: 14/0091/P/OP) assesses the effects of the prevailing noise climate upon the proposed mixed-use development.</p> <p>Surveys of prevailing noise levels attributed to activity at RAF Brize Norton were carried out at the site over a 7 day period in June 2013 and a 3 day period in September 2013 at a location along the south of the boundary of the proposed residential area. In addition, a survey of prevailing noise levels attributed to road traffic noise along Monahan Way was carried out at the site over a 24h period in July along the west of the boundary of the proposed residential area.</p> <p>The surveys consider that no specific mitigation measures are necessary for the proposed new homes with respect to noise attributed to activity at RAF Brize Norton. However, there is potential for adverse noise impacts at new homes overlooking</p>	<p>Hepworth Acoustics on behalf of Bloor Homes Ltd: Proposed residential development– East of Carterton – Planning Noise Assessment (January 2012)</p> <p>Hepworth Acoustics on behalf of Bloor Homes Review of AMEC Report Jan 2013</p> <p>East Carterton Environmental Statement (December 2013)</p>

	<p>Monahan Way as a result of traffic noise and from proposed employment uses. Mitigation measures have been recommended, including insulating building fabric and providing acoustic screening.</p> <p>The Council's Environmental Health Officer (EHO) notes these findings and considers that road noise could be reduced to an acceptable level by various design steps. The EHO has suggested that a condition be attached to any permission relating to insulation measures.</p> <p>An independent noise report commissioned by the DIO from AMEC (October 2013) considers noise from Engine Ground Running (EGR) of C130 aircraft at RAF Brize Norton. Notably the report includes data from recent noise monitoring at Moat Close, Brize Norton which is close to the east Carterton site. Daytime average noise levels in this location were found to be compliant with the world health organisation daytime criterion of 55dB(A) to avoid serious annoyance in outdoor living areas. Night-time average noise levels exceed the 40dB(A) night noise guideline, but comply with the 55dB(A) interim target.</p> <p>Importantly the report concludes that noise exposure levels at this location should be considered acceptable.</p> <p>In a more recent report from the Occupational and Environmental Medicine Wing, a computer model is used to identify a series of unadjusted noise contours (72, 66 and 63 db). Notably the east carterton site is located outside of the lowest 63 db noise contour.</p>	<p>WODC Environmental Health response (February 2014)</p> <p>RAF Brize Norton C130 EGR Noise Exposure and Further Investigations; AMEC Environment and Infrastructure UK Ltd (October 2013)</p> <p>Occupational and Environmental Medicine Wing: A Report on an Environmental Noise Survey of Aircraft Activity at RAF Brize Norton (January 2014)</p>
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<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA11</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.'</p> <p>The Environment Agency (EA) has previously 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>Further investigations have been carried out as detailed in the report prepared by Geo Environmental Group in September 2013 which found no significant risks. The report concluded that no further investigations are required.</p>	<p>GIS</p> <p>Environment Agency response (April 2009)</p> <p>Phase II Ground Investigation. Geo Environmental Group (September 2013)</p>
<p>What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?</p>	<p>SA7</p>	<p>The site is not located within a Minerals Consultation Area (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.</p>	<p>Oxfordshire County Council response (September 2011)</p>

<p>Would development in this location be constrained by the agricultural land classification of the site?</p>	<p>SA11</p>	<p>The site is classified as 'Grade 3' agricultural land in the national provisional classification meaning it is of moderate to good agricultural land value.</p> <p>National policy states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p>	<p>MAGIC (Multi-Agency Geographical Information for the Countryside)</p> <p>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>SA14</p>	<p>In terms of archaeology, the site contains a number of known archaeological features. As such, a desk based assessment and geophysical survey has been undertaken which revealed a number of probable archaeological features. The County Council considers that the applicant has taken these features into consideration and the proposed master plan avoids disturbing almost all the archaeological features. The County Archaeologist has recommended that the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction and this can be requested via a suitable condition.</p>	<p>GIS</p> <p>Report on Archaeological Geophysical Survey 2013. A.D.H Bartlett</p> <p>Cultural Heritage Assessment. Oxford Archaeology (April 2013)</p> <p>Oxfordshire County Council response (February 2014)</p>

		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 as development has been scaled back to 700 dwellings. 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?	SA14	<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 but would bring the built form visually closer to Brize Norton. It was considered that the previously proposed 1,000 home scheme would erode the present visual gap, however the current application for 700 homes proposes a substantive landscape transition zone (extension to Kilkenny Lane County Park) to limit the visual impact, and maintain a visual gap to avoid harming the wider landscape.</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>FPCR Carterton Landscape and Visual Review (December 2012)</p> <p>East Carterton Environmental Statement (December 2013)</p>

<p>What would be the impact of development on the setting and separate identity of nearby villages?</p>	<p>SAI4</p>	<p>The most northern and eastern part of the site lies within the setting of Brize Norton village. The previously proposed scale of 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 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.</p> <p>The FPCR report prepared in 2012 recognises that large scale RAF buildings and associated boundary landscaping contain much of the western edge of the village providing visual and physical separation from the site which could be bolstered to provide an informal green edge. This approach has informed the current application for a smaller scheme consisting of 700 homes.</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>FPCR Carterton Landscape and Visual Review (December 2012)</p>
<p>How well would development in this location integrate with the existing fabric of the town?</p>	<p>SA3</p>	<p>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.</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>SAI4</p>	<p>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.</p>	<p>GIS</p> <p>County Council Countryside Access Strategy & Development Officer response (February)</p>

		The County Council Countryside Access Strategy & Development Officer has advised that this route should be protected and improved, providing year round safe and fully integrated access which forms part of a wide green corridor.	2014)
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	<p>The proposed development will result in a number of wider benefits to the local community including affordable housing, extra care housing, a new primary school, local shopping facilities, a reduction in surface water flood risk through the use of an attenuation area and the provision of an extensive green buffer forming an extension to the Kilkenny Lane Country Park. The developer has also offered a contribution towards the Carterton Leisure Centre.</p> <p>The County Council will be seeking contributions towards transport improvements, public transport infrastructure, rights of way, education and community infrastructure including a contribution towards a fire station in Carterton.</p>	<p>East Carterton Planning Statement prepared for Christ Church, Oxford and Bloor Homes. Prepared by Savills (January 2014)</p> <p>Oxfordshire County Council response (February 2014)</p>
To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?	SA3 SA15 SA16	<p>The proposed development is mixed-use but predominantly residential. The most recent submission for 700 homes includes an employment area of 1.5 ha, local centre, primary school, playing fields, allotments and informal open space.</p> <p>In terms of supporting local facilities, the location of the site ensures that it would support the leisure centre, the local centre at Shilton Park, several nearby employment sites as well as the town centre. In terms of job creation, the development would result in a number of</p>	<p>East Carterton Planning Statement prepared for Christ Church, Oxford and Bloor Homes. Prepared by Savills (January 2014)</p>

		additional opportunities associated with the proposed local centre and additional business floorspace (1.5 ha). The number of jobs will depend on the exact mix and nature of uses.	
To what extent would the proposed development help to mitigate or adapt to the impacts of climate change? (e.g. renewable energy, sustainable construction etc.)	SA10	<p>The site falls within Flood Zone 1 and is therefore well-placed to withstand potential increases in flood risk associated with climate change.</p> <p>In terms of renewable energy, the proposals put forward by the developer indicate that this would form part of the development although this will be detailed further at the reserved matters stage of the planning application process should outline planning permission be granted.</p> <p>Considering 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 further details will be submitted as part of any subsequent reserved matters application.</p>	<p>Christ Church/Bloor Homes Non-Technical Summary (January 2012)</p> <p>Draft Local Plan (October 2012)</p> <p>East Carterton Planning Statement prepared for Christ Church, Oxford and Bloor Homes. Prepared by Savills (January 2014)</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>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' and the draft policy currently suggests that 35% affordable housing in Carterton would be sought (Core Policy 8 of the Draft Local Plan). The exact level of provision would be a matter for negotiation based on adopted policy at the time as well as site viability considerations.</p> <p>In terms of housing mix, the Council's Housing Enabling Officer has suggested a mix of homes ranging from one bed apartments to four bedroom family houses. The mix of houses will be considered further as part of any subsequent reserved matters application.</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>East Carterton Planning Statement prepared for Christ Church, Oxford and Bloor Homes. Prepared by Savills (January 2014)</p> <p>WODC Housing Enabling Manager comments received (January 2014)</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>Christ Church/Bloor Homes Non-Technical Summary (January 2012)</p> <p>Christ Church/Bloor Homes Deliverability and Viability Matrix (January 2012)</p>

			East Carterton Planning Statement prepared for Christ Church, Oxford and Bloor Homes. Prepared by Savills (January 2014)
What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?	SA3 SA6 SA11	<p>In terms of 'on-site' infrastructure, the developer has suggested that the following will be needed; roads and drainage, structural planting, sustainable drainage, open space, playing fields, country park, primary school and local centre.</p> <p>In terms of 'off-site' infrastructure, Oxfordshire County Council (OCC) are seeking contributions towards a range of infrastructure including transport, education, rights of way and community infrastructure including library provision, waste management, youth support service, the museum resource centre, fire station and day care facilities.</p> <p>The most recent information provided by the developer confirms that an additional contribution will also be made towards Phase 2 of the Carterton Leisure Centre,</p> <p>Considering the transport requirements in more detail, Oxfordshire County Council have listed a range of transport improvements required to mitigate the impacts of development, including signalisation of the existing priority arrangements of the A40 off-slip and on-slip with the B4477, two toucan crossings on Monahan Way, upgrading Teasel Way roundabout, a priority junction to the south</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>Appraisal of 'on and off site infrastructure services. Cole Easdon Consultants (January 2014)</p> <p>Oxfordshire County Council response (September 2012)</p>

	<p>of Bluebell Way, footway/ cycleway connections between Monahan Way and Burford Road, a new footway/ cycleway along the eastern side of Monahan Way and the southern side of Carterton Road, a new footpath connection from Norton Way to the Co-operative nursery and upgrades of the existing footpaths along the northern side of Brize Norton Road and Upavon Way. In addition, a contribution towards the Carterton Strategic Transport Package is required to mitigate the cumulative impact of growth in Carterton.</p> <p>In terms of public transport, OCC will be seeking a financial contribution towards bus frequency enhancements to provide an express bus service to Oxford every 20 minutes on weekdays, the provision of real-time information along with improved bus stop infrastructure The County Council are also seeking a financial contribution for bus priority measures along the A40 corridor and a Park & Ride site at Eynsham.</p> <p>In summary, development in this location will 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>	
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<p>Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?</p>	<p>SA1</p>	<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.</p>	<p>Christ Church/Bloor Homes Deliverability and Viability Matrix (January 2012)</p> <p>East Carterton Planning Statement prepared for Christ Church, Oxford and Bloor Homes. Prepared by Savills (January 2014)</p>
<p>Efficiency & Flexibility</p>			
<p>To what extent does the proposal seek to optimise the potential of the site to accommodate development and/or offer scope to reconfigure the draft proposals in order to address adverse impacts and to accommodate future expansion?</p>	<p>SA7</p>	<p>The 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 mean 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> <p>Outline planning application ref: 14/0091/P/OP.</p>

2. North Carterton (Kilkenny Farm)

2. North Carterton (Kilkenny Farm)

Site Proposer: Figbury Ltd.

Description of Development: The site comprises 100 hectares of land to the north of Kilkenny Lane and south of Burford Road and land to the south of Burford Quarry. The site has previously been considered for up to 1,000 homes plus other uses including a local centre, employment opportunities, a primary school, playing fields, woodland and potential sites for allotments/cemetery and a fire station. Most recently the site promoter has suggested a reduced scale of development could be provided primarily in order to mitigate landscape impact. Various suggestions have been received by the Council including suggestions for 200 homes, 250 - 300 homes, 350 homes and 750 homes.

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 originally proposed (1,000 homes) would have an adverse landscape and visual impact and be a major intrusion into the open countryside. Potentially there could also be some impact on the landscape setting of Brize Norton although this is likely to be able to be mitigated. Although they have not prepared their own landscape assessment, the site promoter appears to concur with the findings of the Council's assessment and has suggested a reduced scale of development ranging from 200 up to 750 homes. In terms of the relationship of the site to Carterton, regardless of the scale of development proposed, new housing in this location would be a satellite, poorly integrated to the built area.

Whilst there is the potential to create some additional job opportunities (depending on the scale of development proposed) the 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. A reduced quantum of development as has been recently suggested by the site promoter would not represent a particularly efficient use of the site although this is to reflect landscape concerns previously identified and does provide some scope to reconfigure the proposals. It is not considered that there is potential for further expansion in this location due primarily to the landscape sensitivities identified.

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

<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 (1,000 dwellings) is approximately 3km from Carterton town centre via Monahan Way and Brize Norton Road. The distance for pedestrians from the centre of the site to the town centre could be reduced to around 1.8km through the provision of new pedestrian links across the Kilkenny Country Park which the site promoter is proposing. In terms of leisure and recreational opportunities, Kilkenny Lane Country Park is nearby and there are some other facilities within walking distance including a primary school and the football club. The leisure centre and main employment areas are however more distant. In terms of access to public transport, no bus services operate along Kilkenny Lane or Burford Road. The nearest bus service to the site is route 19, which operates through the Shilton Park development to the south. The premium S2 service operates via Monahan Way to the east of the site. The nearest bus stops are on Trefoil Road and on Monahan Way adjacent to Teasel Way.</p> <p>Both are outside the recommended 400 metre maximum walking distance therefore service enhancements or diversions would be required. In August 2011, Oxfordshire County Council stated that this proposal presents the weakest transport opportunities of all the sites considered in terms of the significant investment in highway infrastructure needed, poor access to key facilities by walking and cycling and poor access to public transport. On this basis they 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> <p>Oxfordshire County Council response (March 2013)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</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>The County Council seeks to ensure that bus services serving existing areas are not removed to serve new developments. Any bus service serving a new development, may be pump primed initially, however in the longer term needs to be a commercially viable service run by a bus operator. The County Council is concerned that the public transport proposals to serve the North Carterton site may not be commercially viable. A reduced quantum of development to address landscape concerns is likely to further compound this issue.</p>	
<p>What traffic impact will development in this location have on existing settlements and 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</p>	<p>Peter Brett Associates Transport Appraisal (July 2011)</p> <p>Oxfordshire County Council response (August 2011)</p> <p>Halcrow Report (November 2009)</p>

		<p>Routes, when compared to the other sites, due to the volume of trips on Burford Road.</p> <p>In August 2011, Oxfordshire County Council stated that the Burford Road would require upgrading and widening along the full length, from north of Monahan Way to the junction with the A40, to accommodate traffic from the development and that the impact of the improvements to Burford Road on existing travel patterns requires evaluation. They further state that 'it is likely improvements to Burford Road would make this an attractive route for existing journeys which may place increased pressure on the Burford Road and its junctions with the A40 and B4477 Monahan Way'.</p> <p>Whilst a reduced scale of development would clearly have less of a traffic impact, at up to 750 dwellings as has been suggested by the site promoter, it would still have a significant effect and a number of the issues outlined above will remain of relevance. The developer has not prepared a detailed transport assessment in support of a reduced scale of development on the site.</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	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).	West Oxfordshire Level 1 Strategic Flood Risk Assessment (SFRA) Environment Agency comments (July and Sept 2011)

	<p>The District Council’s Engineer has stated that this site is at the head of a delicate catchment regarding flood risk and has expressed concern at the proposed siting of one large storm attenuation pond next to Kilkenny Lane. Kilkenny Lane has a critical drainage channel running parallel to it on the north side and has very poor highway drainage which causes flooding at the junction of Burford Road.</p> <p>The Baynham Meikle study (2011) recognises the need to mitigate the impacts of surface water run-off from any development downstream. In response to the study, the EA has emphasised the need for any surface water strategy to be in accordance with practice guidance, giving preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer, and making use of sustainable drainage systems (SuDS)</p> <p>The District Council’s Engineer has stated that any SuDS system would require a contingency overflow system which would ultimately link into an existing undersized system. As part of any upgrade of the Burford Road, there would need to be a considerably enhanced highway drainage system. The introduction of an attenuation pond to the south east of the site (illustrated on the proposed masterplan) would reduce surface run off rates and reduce the risk of increased surface water flooding on Kilkenny Lane to the south.</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 Lane Masterplan (June 2014) – Bloombridge and Space Strategy</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>The developer's ecological report indicates there are no strategic ecological issues related to this site. The habitats present are either of negligible or only local ecological value. The illustrative masterplan has been designed to retain the features of local value where possible (hedgerows, woodland, pond) and the development provides the opportunity to enhance local biodiversity through habitat creation and management if the recommendations of the ecological report and County Ecologist were to be implemented.</p> <p>Natural England has previously emphasised the need to ensure any proposed open space within the site links to Shilton Country Park and other existing Green Infrastructure. The Environment Agency has recommended further survey work to inform possible mitigation requirements in relation to Great Crested Newts and that the SuDS scheme should be designed and implemented to provide protection to aquatic habitats off-site. A landscape and ecology plan is needed to detail the maintenance of habitat features. There are protected species in Lodge Plantation. In addition, Burford Quarry and land to its west are designated a Local Geological Site.</p>	<p>Ecological Assessment (Ecology Solutions Ltd.) (July 2011) including appendices, photographs and plans.</p> <p>Natural England comments (July 2011)</p> <p>OCC comments (August 2011)</p> <p>OCC comments (September 2011)</p> <p>Environment Agency comments (July 2011 and September 2011)</p> <p>OCC – County Ecologist. (September 2011)</p>
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<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>The most significant noise source is aircraft noise from RAF Brize Norton. The RAF has previously modelled the noise emissions from its aircraft in the context of noise exposure categories set out in national planning policy guidance PPG24 (now superseded by the NPPF). The RAF noise contours indicate two scenarios, current and future. In the current scenario the site is within Noise Exposure Category B whereby the site is suitable for residential development but noise should be taken into account in the design of the development. In the future scenario the site is within Category A whereby noise need not be a significant determining factor. The noise contours are much reduced in the future scenario due to the replacement of older noisier aircraft with newer quieter aircraft 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>In a more recent report from the Occupational and Environmental Medicine Wing, a computer model is used to identify a series of unadjusted noise contours (72, 66 and 63 db). The Kilkenny Farm site is located outside of the lowest 63 db noise contour.</p>	<p>RAF Centre for Aviation Medicine Report OEM/117/06 Predicted Environmental Noise Impact Resulting from RAF Brize Norton Aircraft Operations 2006</p> <p>Occupational and Environmental Medicine Wing: A Report on an Environmental Noise Survey of Aircraft Activity at RAF Brize Norton (January 2014)</p>
<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA11</p>	<p>There are no records of contamination or land stability issues associated with this site.</p>	<p>GIS</p>

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

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

How well would development in this location integrate with the existing fabric of the town?	SA3	The development is beyond and separated from the town by the northern landscape buffer at Kilkenny Lane Country Park. Although the Country Park could be regarded as an internal park, development of any scale in this location would be a satellite, poorly integrated with the town.	Kilkenny Farm Masterplan (submitted January 2012) Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
Would the development affect any public rights of way?	SA14	A public bridleway runs north/south from the quarry to Kilkenny Lane and west to Shilton. The experience of recreational users of the north south bridleway would be partially affected by new development closer in views depending on the extent of development. The most recent masterplan from the developer suggests the extent of development would be around 450m from the public bridleway.	GIS Kilkenny Farm Masterplan (submitted January 2012) Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy
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	SA3	The developer originally indicated that land within the scheme could be made available for a new fire station (although has not provided details about how this would be funded or delivered) and also for a cemetery (although provided no certainty that the land is suitable for this use). Whilst a number of other benefits were also proposed such as a new school, these are items that would typically be sought from a development of the scale originally being proposed. Whilst	Figbury response to West Oxfordshire Draft Core Strategy (June 2011) Letter from Figbury (September 2011)

<p>(e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)</p>		<p>there would be improvements to Burford Road, these are necessitated by the proposed access arrangements.</p> <p>The reduced scale of development now being suggested by the site promoter may reduce the ability to provide wider benefits due to the issue of viability. The most recent submission suggests the provision of a small element of business floorspace, public open space, rights of way and informal open space.</p>	<p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>
<p>To what extent would the development create and sustain an appropriate mix of uses and support local facilities including the creation of additional job opportunities?</p>	<p>SA3 SA15 SA16</p>	<p>The original scale of development proposed (1,000 homes) provided the opportunity to deliver a primary school, potentially a cemetery/allotments and a local centre or employment area. The most recent submission indicates a small element of new business floorspace in a primarily residential scheme and is unlikely to result in a significant number of job opportunities.</p> <p>In terms of supporting local facilities, the relative isolation of this site from the built area and the distance from most key services and facilities (other than those available in Shilton Park) means it is unlikely to offer much support. The physical isolation of the site is compounded by limited public transport provision in the locality.</p>	<p>Kilkenny Farm Masterplan (submitted January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

<p>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>The reduced scale of development now being pursued by the site promoter has not been supported by further evidence in relation to the environmental measures now proposed so it is unclear at this stage the extent to which the measures outlined above would be able to be delivered.</p>	<p>Figbury response to West Oxfordshire Draft Core Strategy (June 2011)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>
<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 is 35%.</p>	<p>Figbury response to West Oxfordshire Draft Core Strategy (June 2011)</p> <p>West Oxfordshire Draft Local Plan (October 2012)</p> <p>Affordable Housing</p>

			Consultation (December 2013)
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 suggested that the following would be needed to support the development as originally proposed; primary school, cemetery/allotments, attenuation pond, sustainable drainage including attenuation ponds, services and spine/server roads. It has also been suggested that land could be provided for a new fire station. The information provided by the developer suggested the following 'off-site' infrastructure is likely to be necessary; some works to existing public highways, cycle storage rack on the Council land at the east end of the existing country park as well as WODC identified infrastructure.</p> <p>In terms of 'off-site' infrastructure, Oxfordshire County Council (OCC) have indicated that any strategic development site in Carterton or Witney would be expected to contribute towards a range of infrastructure including education, children's centres and nursery provision, youth support, libraries, day care provision, adult</p>	<p>Figbury Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

	<p>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 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</p>	
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		<p>services for the site and contributions towards the S2 and 64 bus services.</p> <p>The reduced scale of development now being promoted by the developer will have an effect on some but not all of the requirements outlined above. For example a smaller scheme of 350 dwellings is unlikely to deliver a new primary school, whereas a larger scheme of 750 dwellings may be required to deliver such a facility.</p> <p>In summary, development in this location would necessitate the provision of a range of on and off-site infrastructure, the scale and nature of which would depend on the quantum of development. In terms of exceptional costs, although no details have been provided, it is reasonable to suggest that the cost of necessary improvements to Burford Road including widening is likely to be reasonably significant. The provision of a new fire station associated with a larger scheme, would also require significant funding.</p>	
<p>Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?</p>	<p>SAI</p>	<p>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.</p>	<p>Figbury Deliverability and Viability Matrix (January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</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 site area is 100 ha. The originally proposed residential element comprises 35.87 ha with density varying across the site from 30 dwellings per hectare proposed for the central and southern areas to 20 dwellings per hectare for the northern section and rural edges. The most recent submission from the developer suggests a reduced scale of development in this location to address landscape concerns. This suggests that the site promoter agrees there is a landscape constraint which clearly limits the scope for further expansion in this location.</p>	<p>Figbury Deliverability and Viability Matrix (January 2012)</p> <p>Kilkenny Farm Masterplan (submitted January 2012)</p> <p>Kilkenny Lane Masterplan (June 2014) – Bloombridge and Space Strategy</p>

3. West Carterton

3. West Carterton

Site Proposer: West Waddy on behalf of Crest Nicholson

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

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

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

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

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

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

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

		Further assessment of the agricultural land quality was undertaken by ADAS UK Ltd as detailed in the Environmental Statement dated March 2014 and the EIA Scoping Report & Request for EIA Scoping Opinion dated December 2013. The investigations show that the majority of the site falls under Grade 3b (moderate quality) with a reasonable proportion classed as Grade 3a (good quality).	West Waddy ADP Environmental Statement. (March 2014) West Waddy ADP EIA Scoping Report & Request for EIA Scoping Opinion (December 2013)
Are there any known issues of water quality in this location?	SA11	The site lies within a 'minor aquifer, high groundwater vulnerability zone'. Although the presence of an aquifer does not preclude development, special care needs to be given e.g. to the use of appropriate sustainable drainage (SuDS) techniques. The Environment Agency has a Groundwater Protection Policy to set up pollution prevention measures in areas at higher risk.	Environment Agency Interactive Maps
What effect would development in this location have in terms of any heritage assets?	SA14	The site contains some evidence of archaeological features, although none are considered to be of equivalent significance as a scheduled monument and Oxfordshire County Council consider that archaeological investigation can be achieved through suitable conditions. 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.	Archaeological Desk Based Assessment. CgMs Consultants. November 2013 (revised December 2013 and March 2014) Heritage Asset Assessment. West Waddy ADP (March 2014) Oxfordshire County Council response (April 2014)

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

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

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

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

		efficiency practices on site. The developer has confirmed that all the proposed dwellings on the development will achieve Code for Sustainable Home Level 4 and the commercial buildings will meet BREEAM standard of 'good' or 'very good'.	
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SAI	<p>The proposed level of affordable housing is 35%. This is consistent with the draft Local Plan (October 2012) which seeks the provision of 35% affordable housing at Carterton.</p> <p>In addition, the developer has stated that some housing would be provided to meet the specific needs of the elderly and may include some element of extra care housing.</p>	<p>West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)</p> <p>West Oxfordshire 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?	SAI	<p>The site is in various different ownerships and the landowners have formed a consortium which has entered into a formal option agreement with Crest Nicholson. 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 and the applicant has confirmed that the site is deliverable.</p>	<p>West Waddy and Crest Nicholson Deliverability and Viability Matrix (January 2012)</p> <p>Information submitted in support of outline planning application ref: 14/0482/P/OP</p>

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

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 site area has been identified as 77.97 hectares. The proposed number of dwellings is 1,000 and this is considered to represent a reasonably efficient use of the site. The size of the site suggests that there is scope for reconfiguration if necessary. Whilst there may be scope for further longer-term growth, this may be limited by road capacity issues on Upavon Way.	West Waddy ADP Design & Access Statement March 2014 West Waddy ADP Planning Policy Statement (March 2014)

4. REEMA Central

4. REEMA Central

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

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

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

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

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

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 site is located in Flood Zone I which is deemed to be an area at low risk of flooding and the site is not at significant risk of flooding from rivers or groundwater.</p> <p>The Environment Agency previously raised objections to the reserved matters application on the basis that a flood risk assessment had not been submitted and further information was requested to overcome their objection.</p> <p>URS Corporation Ltd was commissioned to carry out a flood risk assessment and this recommended that a detailed survey of the surface water sewerage network be undertaken prior to detailed design work.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>There is likely to be a minimal impact on biodiversity and ecology as it relates to a brownfield site. There are no records of any protected species or habitats.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>

<p>To what extent would development in this location be affected by noise pollution?</p>	<p>SA2</p>	<p>As a site lying within the existing built up area of Carterton Environmental Health raised no objections to its redevelopment on the basis of either road or aircraft noise.</p> <p>In a recent report from the Occupational and Environmental Medicine Wing, a computer model is used to identify a series of unadjusted noise contours (72, 66 and 63 db). The REEMA Central site is located outside of the lowest 63 db noise contour.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p> <p>Occupational and Environmental Medicine Wing: A Report on an Environmental Noise Survey of Aircraft Activity at RAF Brize Norton (January 2014)</p>
<p>Is the site affected by any known contamination or land stability issues?</p>	<p>SA11</p>	<p>There is potential for asbestos associated with the demolition of any existing buildings although it is understood that wholesale redevelopment is unlikely for reasons of viability.</p>	<p>Site assessment</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) and therefore there will not be any detrimental impacts.	GIS
Would development in this location be constrained by the agricultural land classification of the site?	SA11	The site is previously developed land within the urban area and therefore has no impact on agricultural land.	GIS
Are there any known issues of water quality in this location?	SA11	There are no known issues of water quality in this location.	Environment Agency Maps
What effect would development in this location have in terms of any heritage assets?	SA14	There are no known archaeological sites or features or heritage assets directly associated with this site. As the site is previously developed, any archaeological features are likely to have been removed/ disturbed in the past.	GIS
Landscape Impact & Settlement Integration			
What would be the visual and landscape character impact of development in this location?	SA14	<p>The site is prominently located adjoining a number of major route ways into and around the town centre and in its current form detracts visually in the local street scene. However as it lies within the built up area it is well screened in wider views.</p> <p>Structure planting in the form of native tree and scrub planting is proposed to supplement the existing planting along along the southern part of Upavon Way to help screen the development.</p>	<p>Information submitted in support of outline planning application ref: 04/2358/P/OP</p> <p>Information submitted in support of planning application ref: 11/0823/P/RM</p>

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

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

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

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

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, and has been proposed 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 including the West End Link and Northern Distributor Road. Consideration will 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, a small proportion 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. This would need to be further considered through a detailed flood risk assessment. 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 to less than the 1,500 homes being sought by the site promoter. In terms of the wider benefits of the development, clearly the provision of a second river crossing and flood alleviation would be significant benefits for Witney. The developer has stated a commitment to sustainable development although no firm details have been provided. With regard to deliverability, it is understood that the site promoter has made good progress in securing all necessary land ownerships. 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. A reduction in the number of dwellings would therefore require careful consideration in terms of viability. 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. A new northern link road is proposed to connect Hailey Road onto New Yatt Road and then onto Woodstock Road. In January 2012, Oxfordshire County Council did not raise any objection in principle to development in this location in access terms. 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. In a more recent submission (September 2012) 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.</p>	<p>Richard Jackson Transportation Report (September 2011)</p> <p>Oxfordshire County Council response (January 2012)</p> <p>Oxfordshire County Council response (February 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>Jacksons letter to Meridian Land (October 2013)</p>

		<p>They also expressed concerns that the proposed West End link is unlikely to pass the sequential test that applies to development in the floodplain.</p> <p>The site promoter has since submitted that the West End Link is classed as 'essential infrastructure' and is required to pass the 'exception test' (i.e. demonstrate that it would provide wider sustainability benefits that outweigh flood risk and is supported by a detailed flood risk assessment demonstrating that the development will be safe for its lifetime.</p>	
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>The site is reasonably well related to existing services and facilities. Witney town centre is approximately 1.6km from the eastern edge of the site (adjacent to New Yatt Road) via the existing road network and the western edge of the site is approximately 1.75km from the town centre via the existing road network. The relative impermeability of the existing built-up area and the topography of the link into the town centre could act as a deterrent to walking and cycling and would require further consideration in terms of the promotion of sustainable transport modes. The site is within walking distance of the local centre on Madley Park and a number of other independent facilities including a convenience store on Hailey Road. Other than the opportunities available in the town centre, access to employment opportunities is relatively limited. There are some small estates and yards nearby including the West End Industrial Estate. However the main areas of employment in Witney around Station Lane and Downs Road, whilst being within cycling distance are not within comfortable walking distance. The scale of development proposed offers the potential to provide new business floorspace as</p>	<p>Richard Jackson Transportation Report (September 2011)</p> <p>Witney Transport Study (March 2009)</p>

		<p>part of the overall mix of development.</p> <p>The site is well located in relation to existing educational facilities including primary and secondary provision. There are playing fields and other open spaces nearby although access to indoor leisure facilities is relatively limited. The site is relatively well-served by bus services including the 213 and 214 Witney Town service, the X9 (Witney – Chipping Norton), the 242 (Witney – Woodstock) and the 11 (Witney – Oxford) services. There are bus stops for these services on Woodstock Road and West End. 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</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>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>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 (September 2012) 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 (see comments elsewhere in relation to flood risk).</p>	<p>Jacksons letter to Meridian Land (October 2013)</p>
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Natural and Historic Environment			
<p>Would development in this location be at risk of flooding or increase the risk of flooding elsewhere? How well does the site perform in terms of the 'sequential test'?</p>	<p>SA2 SA12</p>	<p>Most of the 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. 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</p>	<p>SFRA Level I Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP) Annex 2 Transport, Flooding and Drainage Report (Peter Brett Associates)</p> <p>Drainage Strategy (Richard Jackson) (September 2011)</p> <p>Environment Agency response (February 2012)</p> <p>Jacksons letter to Meridian Land (October 2013)</p>

		<p>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>With regard to the West End Link the site promoter has since submitted that it is classed as 'essential infrastructure' and is required to pass the the 'exception test' (i.e. demonstrate that it would provide wider sustainability benefits that outweigh flood risk and is supported by a detailed flood risk assessment demonstrating that the development will be safe for its lifetime).</p>	
<p>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</p>	<p>Representations (RPS) (April 2009) Includes: Annex 1 Review of Witney Landscape Assessment (EDP)</p> <p>Annex 2 Transport, Flooding and Drainage Report (Peter Brett Associates)</p>

		<p>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>	
To what extent would development in this location be affected by noise pollution?	SA2	There are no significant noise sources in the vicinity of the site which would impact on the site in terms of its suitability for residential development.	GIS
Is the site affected by any known contamination or land stability issues?	SA11	There are no known contamination or land stability issues associated with this site.	GIS
What would be the impact of development in this location in terms of mineral resources? Would there be any sterilisation?	SA7	The site is not located within a Mineral Consultation Area (MCA) and there is no evidence to suggest there would be any potential impact in terms of mineral sterilisation.	GIS

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

		flows to the sewage treatment works located to the south of the town.	
What effect would development in this location have in terms of any heritage assets?	SAI4	There are no known heritage assets that would be directly affected by development in this location. There are however listed buildings at Down Hill Farm and Middlefield Farm, the setting of which would need to be taken into account. There is also a Bronze Age funerary monument in the area and the village of Hailey to the north of the site is designated as a Conservation Area. The bulk of the route of the proposed West End Link Road lies within and adjacent to the Witney Conservation Area.	GIS
Landscape Impact & Settlement Integration			
What would be the visual and landscape character impact of development in this location?	SAI4	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	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

		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.	
What would be the impact of development on the setting and separate identity of nearby villages?	SA14	As promoted (1,500 dwellings) the development would encroach into the landscape setting and visual separation between Witney and the villages of Hailey/Poffley End with their scattered farmsteads and small scale fields acknowledged to be rare in Oxfordshire (OWLS). With major revisions to the extent of development, the setting and separate identify of Hailey/Poffley End can be conserved and protected.	Oxfordshire Wildlife and Landscape Study – OWLS (2004) Kirkham Landscape Planning Review of Strategic Development Options (October 2012)
How well would development in this location integrate with the existing fabric of the town?	SA3	The existing built edge to the town has a negative impact on the rural and townscape quality and could be improved. The eastern part of the proposed development site integrates well with the town with existing residential estates on two sides. In the northern part of the site, with major revisions to the extent of development to protect the setting and separate identify of Hailey/Poffley End development can respect the existing fabric of the town and integration would be improved with a northern distributor and open space and community facilities accessible to both the new and existing community.	Kirkham Landscape Planning Review of Strategic Development Options (October 2012)

<p>Would the development affect any public rights of way?</p>	<p>SA14</p>	<p>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.</p>	<p>GIS Kirkham Landscape Planning Review of Strategic Development Options (October 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>	<p>SA3</p>	<p>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 and the issue of viability will therefore need further discussion with the site promoter. The route of the West End Link is within the floodplain and therefore sequentially less preferable than other transport solutions which are not affected by flooding. The site promoter has since submitted that the West End Link is classed as 'essential infrastructure' and is required to pass the 'exception test' (i.e. demonstrate that it would provide wider sustainability benefits that outweigh flood risk and is supported by a detailed flood risk assessment demonstrating that the development will be safe for its lifetime). The other wider benefit that would be delivered through this proposal would be the flood</p>	<p>North Witney – a sustainable community (December 2009) North Witney Consortium comments – It's a decision you'll live with for a long time (March 2011) North Witney Statement of Commitment (March 2012) Kirkham Landscape Planning Review of Strategic Development Options (October 2012) Jacksons letter to Meridian</p>

		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.	Land (October 2013)
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 scale of development may provide the opportunity for some additional business floorspace. The location of the site means that it would support some local shops and employment areas as well as the town centre.	North Witney – a sustainable community (December 2009)
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 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.	North Witney Consortium comments – It's a decision you'll live with for a long time (March 2011)

<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 consistent with the Council's most recent affordable housing consultation (December 2013) which suggested that 35% affordable housing provision in Witney would be appropriate and viable.</p>	<p>Meridian Land Deliverability and Viability Matrix (January 2012)</p> <p>Affordable Housing Consultation Paper (December 2013)</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 development proposal (including necessary off-site land) involves several different landowners. It is understood from the developer that all necessary land interests have either been secured or discussions are at an advanced stage.</p>	<p>Meridian Land Deliverability and Viability Matrix (January 2012)</p> <p>Ongoing discussions with Meridian Land Ltd.</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>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</p>	<p>Meridian Land Deliverability and Viability Matrix (January 2012)</p> <p>Oxfordshire County Council response (January 2012)</p>

		<p>nursery provision, youth support, libraries, day care provision, adult learning, museum resource centre, waste management, fire and rescue, ecology as well as possibly extra-care and specialist housing, archaeological mitigation and sustainable drainage.</p> <p>With specific regard to transport infrastructure, OCC have advised that any scheme at Witney would be expected to contribute towards transport enhancements for pedestrians, cyclists and bus users on Bridge Street, walking and cycling link improvements to the Town Centre, key services and Rights of Way network, bus service enhancements, Oxford Park and Ride capacity enhancements and Accessing Oxford – northern approaches.</p> <p>With specific regard to this site, OCC have advised that the following transport infrastructure will be needed: Northern Distributor Road (between Woodstock Road and Hailey Road); West End Link 2 (between Mill Street and Crawley Road); staggered junction from the site with Woodstock Road/ Harvest Way; gateway feature on A4095 to re-route traffic from Woodstock Road onto Jubilee Way and use Cogges Link Road, to relieve Bridge Street; 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>	
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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; 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>	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SAI	The information provided by the developer suggests that despite the relatively high infrastructure costs associated with this scheme, the proposed development (1,500 homes) appears to be a financially viable proposition. 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. Further detailed consideration of development viability matters will therefore be required.	Meridian Land 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>	<p>SA7</p>	<p>The information submitted by the developer suggests that based on 1,500 homes, 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>	<p>Meridian Land Deliverability and Viability Matrix (January 2012)</p>

6. East Witney

6. East Witney

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

Description of Development: The proposed development includes two parcels of land, referred to as 'Cogges Triangle' and 'Cogges South'. Information submitted by the site promoter originally suggested the two sites could deliver around 450 new homes with 350 to be provided on the Cogges Triangle site and 100 on the Cogges South site. Since then the site promoter has suggested that the number of dwellings across the two sites could be increased to 500 – 600 to also include the delivery of the Shore's Green A40 junction, a new primary 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. The site was allocated in the draft Local Plan (2012) for 300 dwellings. In response to the draft Local Plan consultation, the site promoter suggested that the site should be identified for 450 dwellings.

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 1 (low risk) although the Cogges South site does fall within the floodplain and is therefore sequentially less preferable to any option that is not affected by flood risk. Development in this location would therefore need to be supported by a detailed flood risk assessment. 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 would need to have regard to the 95m AOD contour as well as meeting a number of other landscape design objectives. The Cogges South site is highly sensitive and is suitable for a very limited amount of development only. The scale of potential development limits the potential to create a mix of uses although the location of both sites would help to support a range of local facilities. The developer has previously stated a commitment to renewable and low-carbon solutions and sustainable construction. Whilst not all parties have had their interests acquired, discussions are understood to be at an advanced stage. The Council's viability evidence suggests that the scheme is viable at 300 dwellings although this is relatively marginal. As proposed the development represents an efficient use of the land however the landscape constraints are likely to limit the extent of the developable area on both parcels of land. These constraints mean there is little scope for further expansion in this location.

Criteria	SA Objective	Comment	Source/s of Information
Accessibility & Transport			
Does the site have any access restrictions or constraints?	SA6	<p>Information originally submitted by the developer in 2009 suggested that access to the Cogges South site would be achieved directly from the Stanton Harcourt Road and that access to the Cogges Triangle site would be achieved from two points at Cogges Hill Road and Eton Close. Information submitted in August 2012 (which increases the proposed area of development on Cogges Triangle) suggested that these proposed access arrangement would remain the same but that additional points of access would also be provided along the B4022 Oxford Hill.</p> <p>In response, Oxfordshire County Council raised no objections in principle but have stated that the proposed points of access require further justification as to the type, number and proposed locations. They have expressed concern about there being too many entrances to the development from Oxford Hill and have also stated that they would not support the possibility of banning right turns at the Jubilee Way / Oxford Hill / Stanton Harcourt Road signalised junction.</p> <p>In their updated 'Vision for East Witney' (December 2012) the site promoter has indicated a potential access off Oxford Hill but the main points of access are proposed to be from Eton Close and Cogges Hill Road.</p> <p>The site promoter has stated that the development can deliver the Shore's Green Slip Roads (SGSR) scheme which would improve</p>	<p>Carter Jonas: A Vision for East Witney (April 2009)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p> <p>WSP Technical Note 1 – High Level Transport Review East Witney (May 2013)</p>

		accessibility to the wider area and help to alleviate congestion in Witney, in combination with other measures.	
How well related is the site to existing services, facilities and employment in particular by public transport, walking and cycling?	SA6	<p>Both of the proposed development sites are 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</p>	<p>Clarkebond: East Witney, Shores Green Slips Roads and Site Access Transport Statement (August 2012)</p> <p>Halcrow: Witney Transport Study (March 2009)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>WSP Technical Note 1 – High Level Transport Review East Witney (May 2013)</p>

		<p>still within walking distance. The most recent information from the developer suggests that the SI service could be diverted into the site but the County Council have raised concerns about diverting a premium service from its main corridor and adding to journey times.</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</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>proposed for the former Cogges Link Road (CLR) will be required 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 if the proposed development includes any areas of Flood Zone 2 or 3 they would require evidence of the sequential test for this site having been carried out.</p>	<p>Environment Agency response (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>EdenvaleYoung Flood Mapping Study Revision D - Cogges South (February 2013)</p> <p>EdenvaleYoung Flood Mapping Study Revision C - Cogges South (April 2013)</p> <p>Environment Agency response (June 2013)</p>
<p>What effect would development in this location have in terms of biodiversity and ecology?</p>	<p>SA13</p>	<p>No part of the Cogges Triangle site is subject to any formal protected biodiversity status although there are records of badgers on site. The site is comprised of improved and semi-improved grassland and arable land with intact species rich hedgerows present in the area.</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</p>	<p>GIS</p> <p>Environment Agency response (August 2012)</p> <p>Oxfordshire County Council response (September 2012)</p>

		<p>covered by part of the Lower Windrush Valley Conservation Target Area. There are records of protected and notable species on site. There are also hedgerows and tree corridors across the site and along the river which may well be important wildlife corridors in addition to their function as habitats and features of the landscape.</p> <p>The Environment Agency has advised that no development should take place within 10m of drains on the Cogges South site and within 100m of the River Windrush to avoid harm to aquatic environmental environments.</p>	
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>The site promoter has commissioned an independent landscape and visual appraisal which whilst acknowledging that the 95m contour is an appropriate reference point, concludes that the relatively small</p>	<p>Kirkham Landscape Planning Review of Strategic Development Options (October 2012)</p> <p>Carter Jonas: A Vision for East Witney (April 2009)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>LDA Design: Site Constraints (August 2012)</p> <p>LDA Design: East Witney Landscape and Visual Appraisal (January 2013)</p>

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

<p>Would the development affect any public rights of way?</p>	<p>SAI4</p>	<p>The Cogges Triangle site has a number of public rights of way running across it. Unless taken into account, the landscape character of these rights of way could suffer an adverse impact and the developer will be required to put forward specific mitigation proposals with development planned around these existing rights of way in preference to moving the paths to fit the development. Importantly, the most recent information submitted by the site promoter suggests that the existing public rights of way would be incorporated into the layout of the proposed development with the potential for a number of new links to be created.</p> <p>There are no public rights of way directly affecting the Cogges South site although the potential for improved pedestrian links to the town centre has been identified in the most recent submission.</p>	<p>GIS</p> <p>Oxfordshire County Council response (September 2012)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>LDA Design: Site Constraints (August 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p>
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Sustainable Communities			
<p>Other than that which would reasonably be expected to be provided as part of a strategic housing development, what if any, wider benefits to the local community would be associated with the proposed development (e.g. transport improvements, leisure provision, flood risk alleviation/mitigation etc.)</p>	<p>SA3</p>	<p>The key wider benefit associated with the proposed development is the provision of west facing slip roads at the Shore's Green junction onto the A40. In light of the decision on Cogges Link Road, the Shores Green Slip Roads (SGSR) scheme has been identified as a suitable alternative to be brought forward in conjunction with the Down's Road/A40 junction and improvements in the Ducklington Lane/Station Lane area. The most recent information submitted by the site promoter suggests that the development would 'contribute towards the delivery of the upgrade to the A40 Shores Green junction through the provision of funds and land'.</p> <p>The developer has 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 previously indicated that part of the site could be reserved for a potential park and ride facility. The County Council has since confirmed that this is not an option they wish to pursue further.</p> <p>Development of the Cogges South site could potentially offer the opportunity to introduce some form of flood risk mitigation as well as improved links towards the town centre.</p>	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>Oxfordshire County Council: Summary of Development and Infrastructure Strategic Modelling (October 2012)</p> <p>Oxfordshire County Council response (September 2012)</p> <p>A Vision for East Witney (December 2012) – Carter Jonas</p>

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

		<p>source heat pumps and biomass was also outlined.</p> <p>Any strategic development area would be required to comply with the policies set out in the emerging local plan once adopted.</p>	
To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?	SA1	The most recent information submitted by the site promoter suggests that the level of affordable housing is subject to further viability work but will need to take into account the cost associated with delivering the Shore's Green Slip Roads scheme. The emerging target for Witney set out in the Council's most recent affordable housing consultation (December 2013) is 35%.	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>Affordable Housing Consultation (December 2013)</p>
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 (although it has since been confirmed that neither the primary school or park and ride site are	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>LDA Design: Site Capacity (August 2012)</p>

	<p>required). In terms of off-site infrastructure, new pedestrian and cycle linkages into the town centre are proposed.</p> <p>On the Cogges South site, the scale of proposed development limits the potential for on-site provision of infrastructure, although off-site the developer has suggested the provision of new allotments to the west of Manor Road, new pedestrian and cycle links into the town 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</p>	<p>Oxfordshire County Council response (September 2012)</p>
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		<p>identified as being potentially necessary to support development in this location.</p> <p>In terms of public transport, OCC would expect the provision of a pair of new bus stops on Oxford Hill including a pedestrian crossing facility to access the eastbound bus stop, shelters and Real Time Information (RTI). OCC would also seek investment in the strategic premium bus routes from West Oxfordshire towards Oxford.</p>	
Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?	SA1	<p>The Council's viability evidence suggested that a scheme of 300 dwellings is viable although the position is relatively marginal given the high cost of infrastructure needed to support the development. It was also based on an incorrect assumption regarding affordable housing transfer values.</p> <p>As such a further viability assessment of the site will be needed if the site is taken forward into the pre-submission draft plan in autumn 2013.</p>	Aspinall Verdi CIL and Local Plan Viability Study (September 2013)
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	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 to allow for some 350 – 400 dwellings. This would represent a density of between 27 dwellings per hectare and 31 dwellings per hectare. The landscape considerations highlighted previously indicate that the extent of development shown in the most recent submissions is not likely to be acceptable and that development should be kept below	<p>Carter Jonas Deliverability and Viability Matrix (September 2012)</p> <p>LDA Design: Site Capacity (August 2012)</p> <p>A Vision for East Witney</p>

<p>future expansion?</p>		<p>the 95m AOD contour.</p> <p>The developers own landscape evidence whilst acknowledging that the 95m contour is an appropriate reference point, suggests that the relatively small areas of development proposed above this height would not meaningfully increase the landscape impacts on the key characteristics of the area.</p> <p>The proposed developable area on the Cogges South site is 2.2ha which for 50 dwellings would equate to a density of 23 dph and for 100 dwellings, a density of 45 dph. The nature of the two sites and the landscape constraints that apply mean that there is little scope to accommodate further growth in these locations.</p>	<p>(December 2012) – Carter Jonas</p> <p>LDA Design: East Witney Landscape and Visual Appraisal (January 2013)</p>
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7. East Chipping Norton

7. Land east of Chipping Norton (Tank Farm)

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

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

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

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

		<p>Oxfordshire County Council have advised that access via the existing track (public right of way I66/3) to the south of Chipping Norton School is not considered appropriate and would not be supported as the track is narrow, un-surfaced in places and has sub-standard visibility at the entrance by the school and leisure centre. This may be suitable for an emergency access subject to appropriate improvements.</p> <p>The County Council have confirmed that no vehicular access will be supported via Rowell Way/Albion Street or Foxfield Close/Crescent via the neighbouring residential estate.</p>	
<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 situated in close proximity to the town centre (approximately 700m) which provides a range of local services, including food and non-food shops, public houses, restaurants, a post office, museum, theatre and library. The site adjoins both primary and secondary education facilities as well as the community leisure centre. In addition the Chipping Norton Health Park, which is currently under construction (due for completion in January 2015) will provide a new surgery and pharmacy and is situated on London Road, adjacent to this site. The site is also in close proximity to and has convenient access to allotments and playing fields.</p> <p>The site is well connected by existing bus services, walking and cycling routes. There are several public rights of way adjoining the site including one running along part of the western boundary connecting Wards Road and London Road (via Trinity Road or the footpath adjacent to the school) and one running along the southern boundary from Burford Road (via the track adjacent to the school)</p>	<p>GIS records</p> <p>Land at Tank Farm Capacity Assessment – Savills on behalf of Banner Homes (July 2014)</p>

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

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

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

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

Landscape Impact & Settlement Integration			
<p>What would be the visual and landscape character impact of development in this location?</p>	<p>SA14</p>	<p>The site is mainly open arable land within larger fields. Presently, the site contributes to the rural landscape setting of Chipping Norton and is in a sensitive landscape and visual location.</p> <p>The Kirkham Landscape Review (2014) recognises that visual intrusion arising from large prominent buildings and development on visually exposed elevated landscapes is a key issue. It states that a landscape led approach to the siting, layout, mass and scale of development is essential and the area of development should be informed by the settlement and landscape character.</p> <p>The Kirkham Landscape Review recommends various mitigation measures to help the development simulate into the landscape. The recommendations are based on the existing settlement characteristics and suggest that the extension to the east beyond the plateau should be limited, there should be a character led-approach to the sub-division of the site into smaller land parcels and tree screening on the eastern edge of the site should be incorporated. In addition, the development should be relatively low and the mass of the built form should also be limited to retain the character of the village edge. The recommended quantum of development from a landscape perspective is around 500 dwellings.</p>	<p>Kirkham Landscape and Visual Review of Chipping Norton Strategic Site Option 204 (May 2014)</p>

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

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

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

<p>To what extent would the development contribute towards meeting the District's identified need for additional affordable housing?</p>	<p>SA1</p>	<p>There is no reason to believe that the site could not provide a level of affordable housing which complies with the Council's adopted policy requirement although the exact level of provision would be a matter for negotiation based on adopted policy at the time of approval as well as site viability considerations.</p> <p>The emerging requirement identified for Chipping Norton in the Council's most recent affordable housing consultation is 40%.</p>	<p>West Oxfordshire Local Plan 2011</p> <p>Draft Local Plan (October 2012)</p> <p>Affordable Housing Consultation (December 2013)</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 SA16</p>	<p>Savills contacted the Council on behalf of Banner Homes in 2014 to confirm that the land forming this site is available, deliverable and developable for a mixed use strategic development in the short to medium term.</p> <p>The site is owned in part by Oxfordshire County Council and Banner Homes have a site option on the southern section of the site. According to Savills, both parties are working collaboratively to bring forward the site for development.</p>	<p>Land at Tank Farm Capacity Assessment – Savills on behalf of Banner Homes (July 2014)</p>
<p>What are the likely on and off-site infrastructure requirements associated with development in this location? Are there likely to be any exceptional costs?</p>	<p>SA3 SA6 SA11</p>	<p>Negotiations regarding the development of this site are at an early stage and therefore the infrastructure requirements have yet to be identified in full. As would be expected, a range of on and off-site infrastructure improvements will be required to mitigate the impact of residential development on this scale.</p>	

		<p>‘On-site’ infrastructure likely to be necessary will include roads, drainage, structural planting, open space, a primary school and community facilities. This list is not exhaustive and the exact requirements will be established through further dialogue with statutory consultees and infrastructure providers.</p> <p>Considering ‘off-site’ infrastructure, development will be expected to contribute towards a range of infrastructure including strategic road network upgrades, public transport and foot/ cycle provision and education. Contributions may also be sought towards infrastructure such as children’s centres and nursery provision, youth support, libraries, day care provision, adult learning, the museum resource centre, waste management, fire and rescue, ecology and possibly extra-care and specialist housing. Again, this list is not exhaustive and other needs may be identified.</p> <p>Clearly, development in this location would necessitate the provision of a range of on and off-site infrastructure, however the nature of the site means that it is extremely unlikely that there will be any exceptional costs.</p>	
<p>Does the development appear to be a financially viable proposition taking account of the infrastructure requirements outlined above?</p>	<p>SA1 SA16</p>	<p>The site is Greenfield in nature and is largely undeveloped. As such, no demolition is required and the requirement for site remedial works is extremely low.</p> <p>In addition, as the site is mainly in arable use, the existing use value should ensure that residential development on the site will be financially viable and will represent a significant uplift in the value of the land.</p>	

		<p>Although some access constraints have been identified, the site is located close to the existing highway network and therefore no extraordinary highway infrastructure costs are likely to result.</p> <p>No other exceptional infrastructure costs have been identified and therefore it is considered reasonable to assume that development will be a financially viable proposition.</p>	
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 provision of up to 500 homes on the site is considered to represent an optimum use of the site whilst retaining space for important on-site infrastructure and facilities and for strong vegetation screening on the eastern boundary to minimise the landscape impacts.</p> <p>Due to the landscape impacts which would result from further expansion to the south-east, there is not considered to be scope to extend the site further.</p>	Kirkham Landscape and Visual Review of Chipping Norton Strategic Site Option 204 (May 2014)