

# SHELAA Assessment Summary

## WITNEY SITES



SHELAA REF: 460		<b>Site Name and Location:</b> Woodford Way Car Park  <b>Site Area (Ha):</b> 0.68	
<b>Site Description</b> Irregularly shaped site currently laid out as a surface level car park. The site slopes gently up towards the north. Adjoined by existing residential development to the west, north and north east, an area of open space to the east and hospital / pharmacy buildings to the south. A public right of way runs along the southern boundary of the site.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable (as part of a mixed-use scheme)	
<b>Reason:</b> Sustainable location for residential development within the urban area and on a previously developed site. Not currently available for development but reasonable to expect it to come forward in the longer term.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 50 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Not currently available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

The site enjoys a current access from Woodford Way which would be suitable to serve residential development. The site is well connected to various services and facilities in and around Witney Town Centre. Pedestrian and cycle connections are excellent as is access by public transport with a number of bus stops within comfortable walking distance.

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

The site is currently laid out as a surface level car park and given the high level of usage if redeveloped there is likely to be a need to retain some public car parking.

**Infrastructure Constraints**

Previously developed site within the urban area. No likely infrastructure constraints to development.

**Landscape, Ecology and Heritage**

There is potential for localised landscape impacts although the site is already surrounded by built development. Particular care would be needed in terms of the relationship of the site with the single storey properties to the west.

There are unlikely to be any significant ecological interests. There are no listed buildings nearby but the site is adjacent to a Conservation Area.

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SHELAA REF: 25		<b>Site Name and Location:</b> Bus Depot and Garage  <b>Site Area (Ha):</b> 0.43	
<b>Site Description</b> A relatively level site stretching between Welch Way and Corn Street, comprising two main buildings and considerable hard-standing. There is scrub within the northern part of the site. Surrounded by flatted residential development and two storey housing. Petrol filling station immediately to the northeast of the site in Welch Way			
<b>Suitability for housing</b> Potentially suitable subject to flood risk and site availability		<b>Suitability for employment</b> Potentially suitable subject to flood risk and site availability	
<b>Reason:</b> Planning approval for 6 dwellings and other business uses on part of site. Site currently in use. Further development suitable in principle but would require relocation of bus depot therefore longer term opportunity. Would also require detailed consideration of potential flood risk issues.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 14 homes	
<b>Availability</b> Not currently available		<b>Achievability</b> Potentially achievable subject to flood risk and site availability	
<b>Conclusion</b> Not currently developable			

**Accessibility**

Two vehicular accesses from Corn Street. Close to Witney town centre. Footways on either side of Corn Street and Welch Way. Numerous bus services make use of Welch Way and Corn Street bus stops, including the premium S1/S2 services between Carterton and Oxford. Several bus stops within comfortable walking distance of the site.

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability which would need to be taken into account. There is also the issue of the loss of employment uses if the site was to be developed / redeveloped. Site falls partly within Flood Zone 2.

**Physical Constraints**

There are no obvious physical constraints to development in this location but the potential flood risk on part of the site will need to be taken into account.

The site is not affected by any public rights of way.

**Infrastructure Constraints**

As there are existing buildings on the site it is likely that all the main services are already available.

**Landscape, Ecology and Heritage**

The surrounding buildings are of varying heights, ages and designs, with Corn Street having a different character to Welch Way.

The site is not known to have any particular ecological value. There are some trees in northern part of site, to the rear of bus depot, but none have TPOs.

The western edge of the Witney Conservation Area is 50m from the site in Corn Street. The site is not affected by any listed building or scheduled monument.

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<b>SHELAA REF:</b> 28		<b>Site Name and Location:</b> Scrap Yard, West End	
		<b>Site Area (Ha):</b> 0.42	
<b>Site Description</b> A scrap yard occupying a backland plot off West End. There is a vernacular work shop building and several other sheds on the site, along with plant machinery and the storage of vehicles. The site slopes down towards West End. The buildings along the frontage of West End are vernacular listed buildings and are two storey in height with typically long back gardens. To the north of the site is an area of 1960's/70's housing. A number of mature trees lie within and adjoining the site's boundaries. An area of public open space lies to the north east, with a large mature greenspace immediately to the east.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> In existing employment use - not currently available for re-development. Potentially suitable subject to a number of site constraints, including whether suitable vehicular access can be achieved.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0		<b>11-15 Years</b> 15 homes
<b>Availability</b> Not currently available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not currently developable			

**Accessibility**

There is a narrow access off West End between residential properties. The highway authority have confirmed that the existing access to West End is unacceptable for a residential development. An alternative vehicular access would be required, with the existing access to be used for pedestrian/cycle access only.

There is good pedestrian access along West End. And good pedestrian and cycle connections to town centre across the water meadows, off Crawley Road.

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability which would need to be taken into account. There is also the issue of the loss of employment use if the site was to be redeveloped.

**Physical Constraints**

The main physical constraint affecting this site is that of achieving acceptable vehicular access. The site is not affected by any public rights of way.

**Infrastructure Constraints**

As there are existing buildings on the site it is likely that all the main services are already available.

**Landscape, Ecology and Heritage**

There is potential for localised landscape impacts. Trees, Conservation Area and nearby listed buildings will mean especially careful consideration will need to be given to design issues.

The site is not known to have any particular ecological value but the presence of trees and barns/outbuildings may mean there are features of significance on site. There are no TPO trees within this site but there are several trees on the site boundaries which individually or collectively contribute to the character and appearance of the area.

The site lies within the Witney Conservation Area. There are listed buildings on the site boundaries. The Conservation Area Character Appraisal identifies a locally listed building within the site.

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<b>SHELAA REF:</b> 29		<b>Site Name and Location:</b> West End Industrial Estate	
		<b>Site Area (Ha):</b> 0.74	
<b>Site Description</b> An L-shaped site comprising hard standing and various primarily single-storey industrial and office premises. There are a number of mature trees within and along the edge of the site. There is an existing vehicular access into the site from West End. Adjoining uses are primarily residential with undeveloped open space immediately to the west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Already in existing employment use but intensification unlikely to be suitable.	
<b>Reason:</b> The site falls within the floodplain (Zones 2 and 3) and is therefore not likely to pass the sequential test.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Uncertain - existing uses on site means unlikely to be available in the short term.		<b>Achievability</b> Not achievable - flood risk	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing vehicular and pedestrian access into the site from West End. There is no formal public right of way across the site. The location of the site in central Witney ensures that access to public transport is good including premium bus services operating along Oxford Hill within close distance. Pedestrian routes into the Town Centre and to other key destinations are also good.

**Policy Constraints**

Adjacent to Conservation Target Area (CTA) although not likely to represent a constraint. Flood risk and the sequential test is the primary policy constraint as the site falls entirely within an area of designated flood risk (Flood Zones 2 and 3).

**Physical Constraints**

No major physical constraints to development other than flood risk and the need for demolition of existing buildings on site. Important trees (including several TPOs) would also need to be taken into account in any proposed redevelopment.

**Infrastructure Constraints**

As there are existing buildings on the site it is likely that all the main services are already available.

**Landscape, Ecology and Heritage**

Potential localised landscape impact given that existing buildings on site are primarily single-storey.

Although the site is already developed there is likely to be some biodiversity interest associated with the existing mature trees and vegetation on site and also the adjoining Conservation Target Area to the west.

In terms of heritage assets the site is within the Conservation Area and there are numerous listed buildings nearby.



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<b>SHELAA REF:</b> 31		<b>Site Name and Location:</b> Welch Way, Broad Area - civic buildings	
		<b>Site Area (Ha):</b> 0.95	
<b>Site Description</b> Most of the site comprises of low-rise, civic buildings, including a health centre, library, fire station and police station. These are mainly 1960s buildings. Land north of Welch Way has been redeveloped for Marriotts Walk, shopping centre, multi-storey car park and housing. The area to the east contains town centre uses, to the south the Witney and Abingdon College, and to the west low density housing/bungalows.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> In existing community uses which are appropriate for this accessible location. Housing and /or additional employment uses (e.g. offices) may come forward as part of redevelopment for a mixed use scheme. Subject to flood risk. a suitable location in principle and comprises previously developed land.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 30 - 50 homes	
<b>Availability</b> Uncertain - multiple land ownerships		<b>Achievability</b> Not currently achievable - currently in use and relatively high existing use value.	
<b>Conclusion</b> Not currently developable			

**Accessibility**

There is potential for good access from Welch Way and possibly also from Holloway Road. There is good existing pedestrian access into and from the town centre. The site is close to the cycleway network.

Within 400m of main bus stops within the Market Square, linking into West Oxfordshire's public transport network. Bus stops also close by in Welch Way and High Street.

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability which would need to be taken into account.

There is also the issue of the loss of community uses if the site was to be redeveloped.

Also flood risk in terms of the application of the sequential test given that the site is entirely within the floodplain (Zone 2).

**Physical Constraints**

Other than the need for redevelopment of existing buildings, there are no obvious physical constraints to development in this location. The site is not affected by any public rights of way.

**Infrastructure Constraints**

As there are existing buildings on the site it is likely that all the main services are already available.

**Landscape, Ecology and Heritage**

Having been constructed in the 1960s, Welch Way is a generally broad street, lined with pavements, grass verges and trees. These features, plus the new development to the north and the adjoining Conservation Area, would need to be considered when assessing any redevelopment proposal.

The site is not known to have any particular ecological value.

The Conservation Area lies immediately to the north and east of site. The site is not affected by any listed buildings or scheduled monuments.

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<b>SHELAA REF:</b> 32		<b>Site Name and Location:</b> Welch Way, Broad Area - BT depot/offices and Joinery  <b>Site Area (Ha):</b> 0.76	
<b>Site Description</b> A flat, developed site, occupied by buildings and hard surfaces, mainly used by a BT depot and multi-storey offices, joinery and related car parking. Hedgerows, containing some trees, run along the northern, western and southern boundaries.  The site lies to the rear of the Market Square, High Street and Welch Way. Town centre uses lie to the north and east, with the Witney and Abingdon College to the west and south. Immediately west of the site is a residential property surrounded by a relatively large garden.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> In existing use. Housing may come forward as part of redevelopment for a mixed use scheme. Subject to flood risk. a suitable location in principle and comprises previously developed land.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 20 - 40 homes	
<b>Availability</b> Uncertain - multiple land ownerships		<b>Achievability</b> Not currently achievable - currently in use and relatively high existing use value.	
<b>Conclusion</b> Not currently developable			

**Accessibility**

Vehicular and pedestrian access come from Welch Way, with additional pedestrian access through to the Market Square.

There is good existing pedestrian access into, within and from town centre. The site is close to the cycleway network.

Within 300m of main bus stops within the Market Square, linking into West Oxfordshire's public transport network. Bus stops also close by in Welch Way and High Street.

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability which would need to be taken into account. There is also the issue of the loss of employment use if the site was to be redeveloped.

Also flood risk in terms of the application of the sequential test given that the site is partially within the floodplain (Zone 2).

**Physical Constraints**

The BT telephone exchange is likely to be a major hub for underground infrastructure/cables, as well as building-mounted infrastructure, the relocation or de-commissioning of which may be a constraint.

**Infrastructure Constraints**

As there are existing buildings on the site it is likely that all the main services are already available.

**Landscape, Ecology and Heritage**

The site is tucked away behind existing development. Provided the development is kept below the existing height of the buildings, any impacts are likely to be only localised.

The site is not known to have any particular ecological value but boundary hedgerows and trees may be significant.

The Conservation Area lies to the east of site. There are a number of listed buildings nearby in Market Square and the High Street.

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<b>SHELAA REF:</b> 189		<b>Site Name and Location:</b> Land South of the A40 - Colwell Green	
		<b>Site Area (Ha):</b> 107.13	
<b>Site Description</b>			
<p>The site undulates gently, rising to the east and west and sloping down in the centre towards the valley formed by the Colwell Brook which runs south-west to north-east through the site.</p> <p>The site is bounded to the north by the A40, the village of Curbridge to the west and Ducklington to the east and agricultural land to the south. The site wraps around a sewage treatment works and abattoir.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>The site is divorced from Witney by the A40 and development of this site would result in unsustainable urban sprawl, dependent on car travel, subject to a poor level of residential amenity and causing the coalescence of Witney with the outlying villages of Ducklington and Curbridge.</p> <p>This option will need to be reconsidered against other reasonable alternatives in terms of the future long term growth of Witney but at the present time is not considered suitable, necessary or appropriate.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

### **Accessibility**

Vehicular access could be achieved from the west off the A4095 and from the east off the A415.

The A40 does however form a barrier to safe, easy access by foot and cycle into Witney from much of this site. The developers are proposing a potential pedestrian / cycle bridge over the A40 to Thorney Leys to address this issue.

Pedestrian and cycle access can also be achieved from the eastern side of the site under the A40 and through the access to the Station Lane Industrial Estate.

Good access to public transport (bus) with bus stops to the east and west of the site providing access to the 15, 19 and S1 premium bus service.

### **Policy Constraints**

Currently located within Policy Area to Prevent Urban Sprawl and to Protect Existing Character (Policy NE2 of Local Plan 2011) although this policy is not being taken forward in the emerging Local Plan.

There are potential noise issues from the A40 and neighbourliness issues associated with sewage works and abattoir.

GIS records indicate evidence of groundwater vulnerability on part of the site.

### **Physical Constraints**

Two public rights of way run through the site, one through the north-western part of site and one running north-south through the centre of the site.

A disused railway line runs south-west to north-east through the middle of the site which is currently used for farm access.

The Colwell Brook runs through the site. The sewerage system feeding into sewage treatment works may also be a physical constraint to development in this location.

### **Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. The scale of the site is such that a wide range of supporting infrastructure would need to be provided both on and off site.

### **Landscape, Ecology and Heritage**

The area is identified as semi-enclosed rolling vale farmland in the West Oxfordshire Landscape Assessment, a landscape which 'may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland...'

Most of the site falls within area F2 of the Witney Landscape Assessment (WLA). In summary, the WLA identifies area F2 as a largely flat valley floor partly within the floodplain with potential for high intervisibility easily blocked by vegetation in the flat landscape, though with views across the area from higher ground.

A connection with the character of the Lower Windrush Valley is noted but any connection with Witney is largely blocked by the A40. The area is of moderate to high importance and sensitivity. The north western tip of the site falls within WLA area G. This area is noted as also having a strong connection to the valley to the south and is an important buffer between Witney, the A40, Curbridge and the open countryside.

Protected species have been identified within and close to the site. The site features some large mature hedgerows, mainly associated with watercourses and field boundaries. All of these features are likely to demonstrate some biodiversity

value and it will be important to undertake an ecological assessment of the site to understand the ecological value more fully.

The developer proposes to retain and enhance the brook corridor for leisure links, ecology and landscape benefits.

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SHELAA REF: 197		<b>Site Name and Location:</b> Thames Water Depot, Dark Lane  <b>Site Area (Ha):</b> 0.19	
<b>Site Description</b>  This is a gently sloping site containing two main buildings: a two-storey office block (1960/70s) and a red-brick depot (possibly Victorian). The remainder of the site is covered in hard-surfacing. A dry-stone wall, plus close-boarded fencing, forms much of the boundary, with a tree-lined hedgerow along the southern boundary.  The site lies close to Witney town centre, north of Witney hospital in Welch Way. Housing lies to the west and north, with bungalows and a public car park to the east.			
<b>Suitability for housing</b>  Suitable		<b>Suitability for employment</b>  Suitable	
<b>Reason:</b>  Previously developed site in sustainable location. Surplus to requirements. Redevelopment would need to address flood risk issues to come forward.  Part of the site has planning permission. There may be scope for further limited possibly flatted development on the western portion.			
<b>Likely Yield</b>			
<b>0-5 Years</b>  0	<b>6-10 Years</b>  10 homes	<b>11-15 Years</b>  0	
<b>Availability</b>  Uncertain availability on part of site which does not have planning permission.		<b>Achievability</b>  Achievable - subject to availability and flood risk issues being overcome.	
<b>Conclusion</b>  Developable			

**Accessibility**

There is existing vehicular access from Dark Lane. Access from Moorland Avenue has been used in the past but it will be more difficult to achieve an acceptable access here because of the proximity of other road junctions and accesses.

The permitted scheme (currently under construction) would provide the opportunity for access from the remainder of the site onto Dark Lane.

Dark Lane and Moorland Avenue have pavements on both sides of the road. A footpath runs long the southern boundary of the site which provides access to the town centre via a traffic-light controlled junction on Woodford Way.

Less than 400m from Welch Way bus stops and less than 700m from bus stops in High Street and Market Square, allowing access to full range of public transport serving Witney.

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability on the site.

The site is also located partly within the floodplain which would need to be taken into account.

**Physical Constraints**

Existing infrastructure associated with Thames Water depot. A public right of way follows the site's southern boundary.

**Infrastructure Constraints**

As the site is already developed it seems likely that services are already available to the site.

**Landscape, Ecology and Heritage**

This is a sensitive corner site within the townscape, the redevelopment of which will need to give careful consideration to adjoining residential properties and trees along southern boundary.



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<b>SHELAA REF:</b> 198		<b>Site Name and Location:</b> North of Witney <b>Site Area (Ha):</b> 57.79	
<b>Site Description</b> The majority of the site lies between 90-100m AOD. The site, on the northern side of Witney, sits between Hailey Road (B4022) to the west and Woodstock Road (A4095) to the east and is dissected by New Yatt Road. The area has a strong rural character, with undulating topography, predominantly arable farmland and an attractive small scale valley laid to pasture in the centre. Along the valley runs a small watercourse which flows to the south of the site. To the south of the site is the existing built-up area of Witney. This adjoining residential development is modern in nature, including the newly constructed Madley Park estate to the south east, 1980s/90s development to the west and older post war housing at Eastfield Road to the south west, all predominantly two storey. Several historic farmsteads adjoin the site. The land to the north, west and east is agricultural.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Potentially suitable for relatively small-scale employment as part of a housing led mixed-use scheme.	
<b>Reason:</b> Sustainable location for urban extension. Offers the potential to deliver significant highway infrastructure including the West End Link and Northern Relief Road as well as other new infrastructure including new primary school and open space. Surface water run-off and flood risk are key considerations for the site as are landscape and visual impact and traffic impact. The extent of any developable area would need to avoid any potential coalescence with settlements to the north.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 600 homes	<b>11-15 Years</b> 700 homes	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

### **Accessibility**

Opportunities for access are available from Woodstock Road, New Yatt Road and Hailey Road. A new vehicular link is proposed from Woodstock Road to Hailey Road via New Yatt Road.

A new link road is also proposed from West End to the junction of Woodford Way and the Burford Road (A4095).

There are pavements along most of Hailey Road, New Yatt Road and Woodstock Road but the site is some distance from the town centre services and facilities. 1.7km to town centre (Marriots Close); 700m to existing local centre; 1.4km to Woodgreen School (along proposed road link); 2.7km to employment area (Des Roche Square).

There is a limited pedestrian/cycleway network in the northern part of Witney but there are important routes that could be linked in to: the route between Crawley Road and the town centre to the south and through and around Madley Park to the east.

Good access by public transport with nearby bus stops on Eastfield Road and Hailey Road providing access to the 214 go ride service and the X9 service. Also within walking distance of the 11 and 233 service running along the Woodstock Road.

Premium bus services available along Newlands around 1km from the site.

### **Policy Constraints**

Much of the site falls within an area of major groundwater vulnerability.

Within Wychwood Project Area.

### **Physical Constraints**

A public footpath runs north-south through the site from New Yatt Road. A bridleway runs along the northern edge of the site, from which a footpath drops due south to the petrol-filling station in Hailey Road.

### **Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints for on-site provision. The scale of the site is such that a wide range of supporting infrastructure would need to be provided both on and off site, in particular

### **Landscape, Ecology and Heritage**

The part of the site between New Yatt Road and Woodstock Road is relatively flat arable land, enclosed by hedgerows but with views across it to the housing within the town's edge and at Madley Park. The proximity of the visually and ecologically important Cogges Wood needs careful consideration. The northern part of the site is of high landscape sensitivity and quality, comprising small scale fields within a small valley with good hedgerows, trees and copses, and providing a landscape buffer between Hailey, Poffley End and Witney.

There are long views from the northern parts of the site across the town and north to the Wychwood uplands. Lower and western parts of the site are more enclosed and influenced by the town edge. The valley floor and the higher ground (above 100m contour) are especially sensitive in terms of visual and landscape impact of any potential development.

Land to north of the site, west and east of New Yatt Road, lies within the Wychwood and Evenlode Conservation Target Area. Within the site, northern hedgerows are of local ecological importance. The whole site lies within the Wychwood Project Area. There are known protected species, including bats and Great Crested Newts.

The West End Link Road would pass through the Upper Windrush Conservation Target Area, containing Biodiversity Action Plan habitat, the Upper Windrush Meadow Ecological Alert Site and the Windrush in Witney Project Area.

Brown hares are often seen on site.

There are listed buildings at Downs Hill Farm and Middlefield Farm. Records show a known Bronze Age funerary monument within the site. The site is not within a Conservation Area although most of the associated West End Link Road lies within or immediately adjacent to the Witney Conservation Area and close to several listed buildings.

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<b>SHELAA REF:</b> 199		<b>Site Name and Location:</b> Cogges South. Land off Stanton Harcourt Road	
		<b>Site Area (Ha):</b> 6.17	
<b>Site Description</b>			
<p>This site is part of the River Windrush open valley floor. It is an almost flat site, lying below the 80m contour. These agricultural fields lie to the west of Stanton Harcourt Road, south of estate housing of Manor Road and north of the A40. A drainage ditch and well-treed hedgerow forms the western boundary of the site. A concrete track to a pumping station to the west bisects the site, running parallel to the northern of which is a ditch and hedgerow.</p> <p>Agricultural land lies to the west and northwest of the site, with 1980s estate housing to the northeast. Stanton Harcourt Road, running along the eastern boundary, rises up to the north in order to cross the A40 with a fly-over, in so doing forming a well-vegetated eastern boundary to the site. Beyond the A40 to the south, is further farmland of the Windrush Valley.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable in part.		Not suitable	
<b>Reason:</b>			
Significant development would be an intrusion into the valley landscape. The site is also affected by flood risk. There is however scope for very limited development in line with and serving to round off the existing built area.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	30 homes	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Developable			

**Accessibility**

Vehicular access would be achieved from the Stanton Harcourt Road. Highways Authority say that acceptable visibility could potentially be achieved. Road is not traffic-calmed and is currently de-restricted. 30mph limit would need to be extended and other highway works / design of development frontage used to reduce vehicle speeds.

**Policy Constraints**

A secondary aquifer underlies the site; the site falls within an area of groundwater vulnerability. This part of Witney lies within the Wychwood Project Area.

**Physical Constraints**

There are no public rights of way within the site but there are many well-used and long-used unofficial paths. The adjoining water pumping station and its access track and the underground reservoir to the north, may form constraints. A ditch runs east-west through the centre of the site (following the track) and, so too, an electricity line. The flood risk on part of the site may be a significant constraint.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

A highly sensitive site which lies within the valley floor that extends northwards along the rivers 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 site forms part of 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.

The Local Plan 2011 Inspector (looking at proposals on the northern section of the site) highlighted the views of the site seen from the Stanton Harcourt bridge across the A40, explaining how the site is part of the flat valley, how housing would be seen as an intrusion into the valley and emphasising the importance of this open wedge penetrating almost to the heart of the town and helping to maintain the market town character.

There are no formal biodiversity designations or records on the site but adjoining land contains Biodiversity Action Plan habitats, protected and notable species and is in the Lower Windrush Valley Conservation Target Area. The hedgerows and tree corridors and ditches within the site may well be important wildlife corridors, in addition to their function as habitats and features of the landscape

There are no TPO trees on site but numerous trees within site boundaries which contribute to the character and appearance of the area. The substantial hedgerow along the western boundary was specifically identified by the Local Plan 2011 Inquiry Inspector as 'a prominent feature within the valley'.

The site lies to the south of the Witney Conservation Area. There are no listed buildings or known scheduled monuments within or immediately adjoining site.

# SHELAA Assessment Summary

## WITNEY SITES



SHELAA REF: 200		<b>Site Name and Location:</b> Cogges Triangle <b>Site Area (Ha):</b> 31.73	
<b>Site Description</b> This site is agricultural land of irregular and small scale fields, lying to the east of the Cogges housing estate, bounded to the south by the A40 and to the north by Oxford Hill. There are some good hedgerows and trees along field boundaries. The site is part of the undulating valley side and rises from below 85m AOD in the southern corner to 112m AOD at the ridgeline next to Oxford Hill, dropping again slightly to the Shores Green A40 Junction. The site is part of the rural edge of Witney. Estate housing lies to the west. The other boundaries are formed by roads with the countryside beyond. A low key woodland cemetery lies within the northern part of the Cogges Triangle, with vehicular access off Oxford Hill.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Sustainable location, part of site relatively well screened from wider area thereby serving to mitigate landscape and visual impact of development. Potential scope for up to 420 dwellings subject to developer demonstrating that this can be achieved without harm.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 210 homes	<b>11-15 Years</b> 210 homes	
<b>Availability</b> Available		<b>Achievability</b> Achievable - subject to provision of Shores Green Slip Roads	
<b>Conclusion</b> Developable			

**Accessibility**

Vehicular access likely to be achieved from Cogges Hill Road and Eton Close.

A good cycleway/pedestrian network exists through the existing housing at Cogges to the town centre (The Woolgate lies approximately 1.5km from the site). The Local Plan 2011 Inspector considered that new pedestrian and cycle links should be made across the valley from Cogges to the vicinity of Sainsbury's.

Cogges estate is served by the hourly Witney Town Service. Bus stops for the premium S1/S2 Carterton-Witney-Oxford service are approx 600m away for westbound buses and 900m for eastbound buses in Oxford Hill.

**Policy Constraints**

This part of Witney lies within the Wychwood Project Area.

**Physical Constraints**

A number of public rights of way run across the site and also unofficial routes. An electricity line runs through the southern part of the site.

A gas building lies in the south-eastern corner.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

The scale of the site is such that a wide range of supporting infrastructure would need to be provided, including the provision of a four-way junction onto th

**Landscape, Ecology and Heritage**

The site is part of the open rolling vale landscape of the Eynsham Vale. A prominent ridge runs from Cogges Wood through Clementsfield Farm and curves round to High Cogges. The ridge encloses the town in this area; the Cogges Hill section of the ridge is an important landscape feature on the south east approach to Witney, affording many views to and from the town. From the higher points of the site, around the 100m contour and above, there are panoramic views, across the built-up area to the town centre and St. Mary's Church and beyond, across the Windrush Valley to the south and also to the Wychwood Uplands to the north. This higher ground is highly sensitive; the lower south-western part of the site is less sensitive.

The site comprises improved and semi-improved grassland and arable land with intact species rich hedgerows. The hedgerows and tree corridors and ditches within the site may well be important wildlife corridors, in addition to their function as habitats and features of the landscape. There are records of protected species on the site.

There are a large number of hedgerows and trees on the site which make a significant contribution to the character and appearance of the area.

The site contains evidence of Romano British and Iron Age activity. The site lies outside the Conservation Area and is not directly affected by any listed buildings.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 201		<b>Site Name and Location:</b> Land east of Jubilee Way, north of Oxford Road	
		<b>Site Area (Ha):</b> 23.01	
<b>Site Description</b>			
<p>The site is an undulating valley side of agricultural land with varied field sizes, irregular boundaries and strong hedge lines with many good trees, lying east of Jubilee Way, north of Oxford Hill. The site rises towards the south and east from just under 90m AOD to over 110m, the majority of the site being over 95m.</p> <p>The site is part of the rural edge of Witney. The distributor road, Jubilee Way, lies to the west of the site and is set in a generous landscape belt, softening the edge of the town and providing a transition between the housing in Madley Park to the west and the countryside to the east. Cogges Wood lies just to the north which is an important visual and ecological setting for the town.</p> <p>Further fields, farms (Gibbetts Close Farm and Clementsfield Farm) and farm workings dwellings lie between the site and Oxford Hill.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>The development of this site would be urban sprawl into open countryside which would have a significant adverse impact on the setting of the town, especially upon views from the west and north.</p> <p>Jubilee Way (the North East Distributor Road) presents a barrier to the integration of the site with the town.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

There are two existing field accesses from Jubilee Way. Good visibility likely to mean acceptable new access can be achieved.

A segregated footway/cycleway runs along western side of Jubilee Way and feeds into network through Madley Park, affording access to primary and secondary schools and town centre, the latter being 1.7km away.

Less than a kilometre from bus stops in Oxford Hill which include the high frequency S1/S2 Carterton-Witney-Oxford premium service.

Hourly Witney Town Service runs along Jubilee Way and through Madley Park.

**Policy Constraints**

This part of Witney lies within the Wychwood Project area.

**Physical Constraints**

There are no obvious physical constraints to development in this location. The site is not affected by any public rights of way.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. The scale of the site is such that a wide range of supporting infrastructure would need to be provided.

**Landscape, Ecology and Heritage**

The site lies within an undulating valley side, the west facing slope of the Madley Brook valley. This is part of a pronounced ridge encircling the east and north of the town, with long open views across Madley Park (which is set low in the landscape) to the countryside to the west and north. Strong pattern of hedges and trees which provide a sense of connection to Cogges Wood and the wooded Wychwood Uplands. The area has high landscape importance and sensitivity.

There are no formal biodiversity designations or records on the site but Cogges Wood lies just to the north - a Local Wildlife Site, Ancient Woodland, Ecological Alert Site and part of the Wychwood and Lower Evenlode Conservation Target Area. The hedgerows, tree corridors, ponds and ditches within the site are likely to have significance as habitats and features of the landscape and as wildlife corridors.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments.



# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 202		<b>Site Name and Location:</b> Woolgate Centre and Car Park	
		<b>Site Area (Ha):</b> 4.20	
<b>Site Description</b>			
<p>The Woolgate Centre comprises of approx 28 shop units (7,700 sq m of retail floorspace, over one- and two-storey buildings), forming a traffic-free arcade/mall which runs from the Market Square, eastward through to Witan Way. Most of the site is in use as surface public car parking (about 750 spaces), with two main access road from Witan Way, serving the car parks and the two rear service yards of the Woolgate. The site is substantially landscaped, including mature trees, much of which follows the boundaries of the original medieval burgage plots.</p> <p>The eastern boundary of the site is formed by the north/south Witan Way which runs parallel to the River Windrush and a large area of open space and common land to the east. North and south of the site is high density housing. To the south-west and west of the site are town centre uses, mainly retail but including cafes, public houses, offices, residential, community halls and the town's large Methodist Church.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable		Suitable	
<b>Reason:</b>			
<p>Site owners are suggesting mixed uses through intensifying development on the site. The car park is heavily used and is sub-divided by groups of mature trees which are an important part of the character of this part of the town. While residential development could form one of the future uses on this site, as part of a mixed use development with retail and additional car parking achieving an acceptable scheme is likely to be complex and thus unlikely to come forward in the short to medium term.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	20 - 50 homes	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not currently developable			

**Accessibility**

There are two existing vehicular accesses from Witan Way.

The site has good pedestrian and cycle connections, both to the wider town centre and beyond and within the site itself. There is good provision of cycle parking.

The western end of the Woolgate is 100m from the bus stops for most of the main buses serving Witney, including the high frequency S1/S2 service. There are other pedestrian connections through the site westward into the High Street also give access to bus stops.

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability on the site. There is the potential issue of the loss of community and employment uses if the site is redeveloped.

**Physical Constraints**

The public right of way of Crown Lane runs east west along the southern boundary of the site. The flood risk on part of the site may be a significant constraint. As the site is already developed, the existing buildings and uses are likely to be constraints.

**Infrastructure Constraints**

As the site is already developed it seems likely that the main services are available.

**Landscape, Ecology and Heritage**

The well-landscaped car parking provides a soft buffer between the built elements of the town centre and the River Windrush and associated water meadows to the east.

There are no formal designations or records within the site but the trees and vegetation may be significant. The Lower Windrush Valley Conservation Target Area, Biodiversity Action Plan Area and protected species lie immediately to the east.

The whole of site lies within the Witney Conservation Area. A number of listed buildings adjoin the site in Market Square and High Street.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 250		<b>Site Name and Location:</b> Boy Croft Land, North of Witney	
		<b>Site Area (Ha):</b> 2.92	
<b>Site Description</b> Irregularly shaped agricultural parcel of land located to the north of Witney. Adjoined by agricultural land on all sides.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Isolated rural location, the development of which would contribute towards a coalescence of Witney and Poffley End to the north. Whilst adjacent to the proposed North Witney SDA, this part of the site is intended to be kept free of development.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Not achievable - vehicular access	
<b>Conclusion</b> Not suitable			

**Accessibility**

Very poor. Vehicular access would only be possible if the adjoining land to the south were to be developed for housing. There is a public right of way running along the western boundary connecting through to New Yatt Road.

Some bus services available relatively nearby along New Yatt Road, Woodstock Road and Hailey Road although limited existing pedestrian connections at present.

**Policy Constraints**

Within the Wychwood Project Area.

**Physical Constraints**

Lack of vehicular access to the site is the main physical constraint.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided. In isolation this would be hard to achieve. Likely to only be possible if incorporated into proposed allocation to the south.

**Landscape, Ecology and Heritage**

The site falls within an area of semi-enclosed limestone wolds (smaller-scale) therefore visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). Falls within Area C3 of the Witney Landscape Assessment (2007). In summary this is an area of rolling small scale valleys with high intervisibility to the north (filtered) and south west from higher ground and a strong physical continuity with the Wychwood Uplands to the north. The area is defined as being of high importance and sensitivity.

There are no specific ecological constraints or designations affecting the site but as a greenfield site there will be some biodiversity interest.

The site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments. There is a listed building to the west of the site around 450m away.

# SHELAA Assessment Summary

## WITNEY SITES



SHELAA REF: 275		<b>Site Name and Location:</b> Land off Schofield Avenue  <b>Site Area (Ha):</b> 0.64	
<b>Site Description</b> This site is part of a large agricultural field, immediately to the north of existing housing, which is separated from the housing by a wide structural landscaping belt. A small part of the northern boundary is formed by a strong hedgerow. The land to the north and west is in agricultural use, mainly horsiculture. Schofield Avenue housing estate lies to the south. To the east is the Witney Community Primary School, the boundary of which includes some large trees.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a sustainable location on the edge of Witney. It forms part of a larger site which also has development potential when taken in the context of the proposed strategic development (North Witney SDA) between Hailey Road and New Yatt Road. Whilst care would be needed to minimise the impact on long-distance views, this is not considered to be an insurmountable issue.  Whilst development in this location would fall within the gap between Witney and Hailey it is not considered that it would lead to unacceptable coalescence or impact on the separate identity of the two settlements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 100 homes (as part of a wider scheme including Site 326 to the north)	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Access could be achieved through the structural landscaping from Schofield Avenue or if developed as part of a wider scheme including the land to the north directly from the B4022 Hailey Road.

There is a pavement adjoining the highway through Schofield Avenue and Hailey Road. There is a separate cycleway/footpath from Hailey Road, across the water-meadows, to Mill Street and the Marriotts Walk shopping centre beyond (1.75km from site to Marriotts Walk).

Access to public transport (bus) is good with Schofield Avenue being served by the Witney Town Service (214). Nearby Hailey Road is served by the X9 service to Chipping Norton. The site is approximately 1.6km from the nearest bus stops for the high frequency S1/S2 A40 bus routes in Newland.

**Policy Constraints**

This part of Witney lies within the Wychwood Project area. GIS records indicate evidence of groundwater vulnerability which would need to be taken into account.

**Physical Constraints**

There are no obvious physical constraints to development in this location. The site is not affected by any public rights of way but is used informally.

**Infrastructure Constraints**

As a largely greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site is part of the semi-enclosed limestone wolds landscape which in this area is an undulating plateau, sloping gently to the south east. There are long views across the valley to the site from the West Witney ridge and Wychwood Uplands.

The housing in Schofield Avenue was designed to be on or below the 100m contour in order to minimise the impact of the distant views. As the proposed site is above the 100m contour, development would need to be sensitively managed to further limit the effect of any skyline development.

There are no formal designations or records but the boundary hedgerows and trees are likely to have some ecological interest.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 295		<b>Site Name and Location:</b> Newland cricket pitch	
		<b>Site Area (Ha):</b> 1.64	
<b>Site Description</b>			
<p>A level playing field of mainly close-mown grass. A number of mature trees along boundaries, particularly the western and eastern edges. Boundary along Newland and to north east is a Cotswold stone wall. A pavilion building, club-house and car park lie in the western corner.</p> <p>North east of the site is a further area of playing fields and a small field. To the west are a number of vernacular buildings, predominantly residential. Early twentieth century housing lies to the south west, with a 1970s housing estate to the south east.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
This is a valuable area of open space within the Witney Conservation Area, both in terms of its contribution to the character and amenity of the area and its function as a cricket ground/playing field.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable subject to replacement provision	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Achieving satisfactory vehicular access needs to consider the existing bus layby (which sterilises much of the site's frontage), the proximity of the junction with Newland Mill, and the brow of the hill towards the mini-roundabout at Woodgreen Hill. The site's existing access from Newland is not considered acceptable due to inadequate width, visibility splays and gradient.

The pavements adjoining the main roads allow access to town centre and elsewhere within Witney.

Access to public transport (bus) is excellent with premium bus services (S1 and S2) running along Oxford Hill.

**Policy Constraints**

This part of Witney lies within the Wychwood Project area. GIS records indicate evidence of groundwater vulnerability which would need to be taken into account.

Loss of existing open space which would need to be re-provided elsewhere. The site promoter has suggested an alternative site.

**Physical Constraints**

The main physical constraint affecting this site is that of achieving acceptable vehicular access. The site is not affected by any public rights of way.

**Infrastructure Constraints**

As an area of open space, services would need to be provided but there are no obvious constraints. Vehicle access may be a potential constraint.

**Landscape, Ecology and Heritage**

The Witney Conservation Area Appraisal identifies the area of open land to the east of Woodgreen, of which this site is a major component, as 'important not only for the setting of the buildings on the eastern side of Woodgreen (many of which are Listed), but also because it expresses a crucial separation between urban areas – Witney and Newland – which were historically distinct from one another.' The site is also shown as having a minor view of importance from Newland.

There are no formal designations or records but the boundary trees may be significant. There are records of protected species in proximity of the site.

The whole of site lies within the Witney Conservation Area. A number of listed buildings adjoin the site at Woodgreen and Newland.



# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 297		<b>Site Name and Location:</b> Land at Barnes Close <b>Site Area (Ha):</b> 2.14	
<b>Site Description</b> Part of the site is a field laid down to pasture which has, in the past been used for grazing cattle and has dry stone walls and hedgerows along its north eastern boundary. The rest of the site is water meadows. Park railings form the southern boundary with Church Lane. Madley Brook and the River Windrush form part of the south eastern and western boundary. There are significant trees along the boundaries, especially to the west, many of which are willows. Madley Brook flows east-west through the lower half of the site, running parallel and close to a dry-stone wall.  The north east of the site is relatively low density 1980s housing in Newland Mill and Meadow View. To the south of the site is the historic Cogges Manor Farm (a tourist and community site), Cogges Parish Church, Church Centre (community building, children's nursery and associated parking), the vicarage and St Mary's Priory House (both in residential use). The Local Plan 2011 Inspector described these undulating fields as 'entirely rural in character'.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This is a valuable area of open space which forms part of a larger greenspace area close to the town centre. This area is a significant asset for the town and makes an important contribution to the character and setting of the River Windrush, the floodplain pastures, the Conservation Area and a large number of listed buildings.  Flood risk is a concern with around half of the site falling within Flood Zone 2.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially viable but access problematic	
<b>Conclusion</b> Not suitable			

### **Accessibility**

There is no direct vehicular access to the site. The latest submission from the agents/landowner shows access from Church Lane, next to Cogges Manor Farm. The view of the highway authority is that the site is considered unsuitable given the access constraints (narrow roads, location of watercourses, highway signage indicating Church Lane is unsuitable for HGVs and buses).

An existing well-used footpath passes through the site, connecting it to the footpath/cycleway from Cogges into Witney Town Centre, across Langel Common (600m from Waitrose by foot/bike). The site is within 800m of Blakes Primary School at Cogges.

S1/S2 Oxford/Witney/Carterton premium bus route lies approx 600m away in Newland and the hub of bus services in Market Square are less than 800m away.

### **Policy Constraints**

This part of Witney lies within the Wychwood Project area. GIS records indicate evidence of groundwater vulnerability which would need to be taken into account. Around half of the site is within the designated floodplain (Zone 2) and therefore the sequential test would apply.

### **Physical Constraints**

A public footpath crosses the site - this is an important link between Newland Mill and the town centre. There is unrestricted access on well-established paths around and through the site.

One of the main physical constraints affecting the site is the scope to provide acceptable vehicular access. Flood risk is also an issue.

### **Infrastructure Constraints**

As a largely greenfield site, services would need to be provided but there are no obvious constraints. Achieving satisfactory vehicular access is likely to be a significant infrastructure constraint. Capacity at the Blake's Primary School may be an issue

### **Landscape, Ecology and Heritage**

The Witney and Cogges Conservation Area Appraisal describes this general area as a 'rural oasis' within the urban confines of Witney town, where a sizable and unspoilt low-lying stretch of the Windrush Valley provides a setting for Cogges Manor Farm and the medieval church of St Mary. This part of the conservation area retains a highly distinctive, quiet, recreational atmosphere. The site lies within an area identified as a Significant Green Space and contains Significant Trees and a Significant Wall. The loss of this greenspace would reduce the overall landscape quality of this area.

The site adjoins the Lower Windrush Valley Conservation Target Area and the Grimes Meadow and Little Grimes Local Wildlife Site. Protected species are recorded on the site. The boundary hedges and Madley Brook may be significant. The boundary trees, mainly willows, contribute to the strong riparian character of this low-lying stretch of the river valley.

The site lies in the Witney and Cogges Conservation Area. Numerous listed buildings adjoining the site: Cogges Church of St Mary Grade 1 listed building; Cogges Manor Farm house, The Priory and Priory House Grade II\*; other buildings and features Grade II.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 307 (overlaps with Site 338)		<b>Site Name and Location:</b> Bathing House Farm, Springfield Oval  <b>Site Area (Ha):</b> 0.88	
<b>Site Description</b> This is a redundant small-holding and scrub land. There are disused buildings and greenhouses and debris on the site. A number of trees, both in the site and along boundaries, soften this edge of the town within the Windrush Valley. The bulk of the site is relatively flat but slopes steeply down to the valley bottom to the west, north and east.  There is farmland currently to the west (cultivated) although this has recently secured planning permission for 260 dwellings on appeal. Land to the north is wetland pasture. There is a structural landscaping belt to the east, following the River Windrush which flows west-east less than 100km from the site. South of the site is a similar area of small-holding/scrub land and, south of this, the residential area of Springfield Oval - an area of inter-war semi-detached homes.			
<b>Suitability for housing</b> Suitable in part.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This, and the adjoining site, provide a green buffer between the built-up area of the town and development in isolation could have a harmful effect on the landscape.  However the context of the site has changed with the recent appeal decision to allow 260 new homes on land immediately to the west.  In light of that decision this site in conjunction with land to the south (site 338) is potentially suitable for limited residential development of around 50 - 60 homes.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable subject to inclusion of land to the south	
<b>Conclusion</b> Deliverable			

**Accessibility**

Existing vehicular access to the site is from a narrow track off Burford Road. The view of the highway authority is that a point of access to the public highway has not been demonstrated and is required. Access from Springfield Oval appears is possible but only by demolishing one or more existing dwellings. The development will need to consider the proximity of the stream and any rights of way in the vicinity.

There are footways on Springfield Park and Springfield Oval up to the site boundary. These are of substandard width but there is potential for them to be widened if necessary.

Access to public transport (bus) is reasonable. The site is close to a bus stop for the 215 Witney Town service (Go-Ride) and there are also services running along the Burford Road (853, 233) and down Tower Hill to the west of the site. There are further services available within walking distance along Bridge Street and the High Street.

**Policy Constraints**

The site falls within an area of groundwater vulnerability. The Windrush in Witney Policy Area lies immediately to the north of the site.

**Physical Constraints**

A public right of way runs close to the northern boundary and from the site along the access track to Burford Road.

One of the main physical constraints affecting this site is that of achieving acceptable vehicular access which would require land to the south to facilitate access into Springfield Oval.

**Infrastructure Constraints**

As a largely greenfield site, services would need to be provided but there are no obvious constraints. Achieving an acceptable vehicular access may be a potential constraint.

**Landscape, Ecology and Heritage**

This site lies in a transition area between the housing of Springfield Oval and the countryside of the Windrush Valley. With trees within the site and along its boundaries, it provides a soft edge to the town and reads as part of the valley side landscape area, particularly from the valley, views from the west and from Crawley Road. The substantial screen of evergreen trees along part of the boundary are, however, somewhat incongruous.

Protected species are identified within and close to site. The hedgerows, trees, disused building and scrubland may have ecological value. The Upper Windrush Meadows Ecological Alert Site lies immediately to the north and the Upper Windrush Conservation Target Area. There are trees within the site and boundary hedgerows.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments.

# SHELAA Assessment Summary

## WITNEY SITES



SHELAA REF: 308		<b>Site Name and Location:</b> Downs Road/Burford Road  <b>Site Area (Ha):</b> 1.83	
<b>Site Description</b> A roughly triangular flat site which has partly been developed for employment use with the remainder comprising greenfield land.  The site is surrounded by industrial units, other than to the north which is farmland. Three residential properties abut the site to the northwest.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> The principle of development of this site has been accepted. The provision of additional employment, rather than housing, is a more appropriate use in this location, especially because of the existing adjoining industrial uses and the proximity of hazardous substances. The principle of residential development has recently been considered through a planning application which was refused and subsequently dismissed on appeal.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available although recently promoted for housing rather than employment use.		<b>Achievability</b> Achievable	
<b>Conclusion</b> Suitable for employment use but not housing			

**Accessibility**

A vehicular access has been created from Downs Road as part of the recent employment development. Burford Road has both a footpath and cycleway linking Minster Lovell with Witney. Good public transport access (bus) with the 853 and 233 services running along the Burford Road.

**Policy Constraints**

The site falls within an area of groundwater vulnerability and within a Hazardous Substances Area.

**Physical Constraints**

There are no obvious physical constraints affecting development on this location but the site does lie within a Hazardous Substances Area.

**Infrastructure Constraints**

As a largely greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies on a high plateau (approx 108 AOD). The area can be seen from distant views, especially from the south and east, across the Windrush Valley. The land to the north of the site, north of Burford Road, is open limestone wold and remains rural in nature; the rest of the land surrounding the site is industrial in nature - part of an industrial outlier to Witney which built up around a former wartime aerodrome.

The site is not known to have any particular ecological value.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 326		<b>Site Name and Location:</b> Land off Hailey Road <b>Site Area (Ha):</b> 8.04	
<b>Site Description</b> This site wraps around the north western side of Witney, due west of Hailey Road. It consists of one irregularly shaped field which narrows to effectively form two separate parcels and gently slopes from the north (at just over 100m AOD) down towards Witney Road in the south at 90m AOD. Farmland lies to the north, south and west of the site and to the east of Hailey Road. To the north west is a recently planted community woodland (part of the Wychwood Project): Foxburrow Wood. Part of the site adjoins the existing housing of Schofield Avenue and the Witney Community Primary School.			
<b>Suitability for housing</b> Suitable in part.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a sustainable location on the edge of Witney. When seen in the context of the proposed North Witney SDA to the east the site demonstrates some potential suitability for residential development and would not extend the new built form any further towards Hailey. Whilst care would be needed to minimise the impact on long-distance views, this is not considered to be an insurmountable issue. The western part of the site along Milking Lane is however considered to be more sensitive and less suitable for development. It is only the land immediately north of Schofield Avenue and the primary school that is considered to have potential, effectively rounding off the built area in line with the main part of the North Witney SDA site.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 100 homes (as part of wider scheme including sites 275 and 346)	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

### **Accessibility**

Vehicular access could be achieved directly from Hailey Road or potentially through alterations to the access road to the primary school. Alternatively, or additionally, access could be taken from Schofield Avenue. The Highways Authority have confirmed that appropriate visibility splays could potentially be achieved from Hailey Road. 30mph limit would need to be extended to the north and other highway works / design of development frontage used to reduce vehicle speeds. They state that additional vehicular trips via Schofield Avenue or primary school access would be less desirable, whereas pedestrian and cycle links to these accesses would be supported.

There is a pavement adjoining the highway through Schofield Avenue and Hailey Road. A separate cycleway/footpath runs from Hailey Road, across water-meadows, to Mill Street and the Marriotts Walk shopping centre beyond (1.75km from site to Marriotts Walk). Milking Lane is a public right of way, running between Hailey Road and Witney Road but although there is a pavement adjoining Hailey Road, there is not one all along Witney Road to Milking Lane. Widening of footway along Hailey Road would be required.

Access to public transport (bus) is good with Schofield Avenue being served by the Witney Town Service (214). Hailey Road is served by the X9 service to Chipping Norton. The site is approximately 1.6km from the nearest bus stops for the high frequency S1/S2 A40 bus routes in Newland.

### **Policy Constraints**

This part of Witney lies within the Wychwood Project area. The site falls within an area of groundwater vulnerability.

### **Physical Constraints**

Milking Lane runs along the western boundary of the site. This is a well used public right of way although does not present a constraint to development as such.

Surface water drainage is a consideration for the site.

### **Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

Surface water drainage is a consideration for the site.

### **Landscape, Ecology and Heritage**

The Witney Landscape Assessment (2007) identifies the field east of Milking Lane as being part of Area C1 (NW Witney: Northern Windrush Valley Side) where the smooth, prominent, open valley side is described as being typical of the Upper Windrush valley generally, which reads as a coherent unspoilt landscape between Witney and Burford, providing strong continuity with the Upper Windrush Valley, and resulting in high intervisibility to the south and west, with long views across the valley to the site from the West Witney ridge and Wychwood Uplands.

The section of the site west of Hailey Road lies in Area C2 (NW Witney: Plateau), a slightly undulating plateau, sloping gently to the south east. This area reads as part of the higher semi-enclosed limestone wolds landscape of the Wychwood Uplands; like Area C1, this area also has high intervisibility to the south and west. The field forms part of the rural approach to Witney from the north although is well-screened from the Hailey Road.

The West Oxfordshire Landscape Assessment identifies the area which approximately follows the 100m contour, as a 'containing landform'. The housing in Schofield Avenue was designed to be on or below the 100m contour in order to minimise the impact of the distant views. As the proposed site is above the 100m contour, development would need to be sensitively managed to further limit the effect of any skyline development.

The site is within the Wychwood Project Area.

There are no formal designations or records but boundary hedgerows and trees may have some ecological interest especially along Milking Lane and Hailey Road.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments but undulations in southern part of the site merit further investigation.



# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 328		<b>Site Name and Location:</b> Land at Witney Football Club and to south of Burford Road	
		<b>Site Area (Ha):</b> 140.53	
<b>Site Description</b>			
<p>A large, irregularly shaped site which comprises two main parcels of land. The northern parcel comprises a series of agricultural fields to the east of Minster Lovell, south of the Burford Road, west of the Downs Road employment area and north of the Witney Lakes Golf Resort. This area effectively separates Witney from Minster Lovell at present. The southern parcel of land comprises land at Peashell Farm with surrounding fields plus the Witney Lakes Golf Resort. The southern boundary of the site is formed by the A40 and the northern boundary by the Burford Road.</p> <p>Land to the west comprises the large plots of primarily residential properties in Minster Lovell. Land to the north and south primarily agricultural and land to the east includes industrial uses, the former Witney Town Football Club ground (which now has planning permission for residential development including the adjoining land). The site is bounded to the east by Downs Road and beyond that will be the West Witney (North Curbridge) Strategic Development Area (SDA) comprising 1,000 homes and 10 hectares of business land.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable in part.		Suitable in part.	
<b>Reason:</b>			
<p>Once the West Witney (North Curbridge) Strategic Development Area has been built over the next 10 years including the provision of a new junction to provide access from Downs Road onto the A40, land to the west of Downs Road will become a logical location for further development although is some way distant from the Town Centre. A precedent for development to the west of Downs Road has to some extent been created by a recent permission for residential development on the football club site and surrounding land.</p> <p>Development would however need to be kept to the most appropriate parts of the site in order to reduce any potential for coalescence with Minster Lovell. This is likely to require the relocation of parts of the Witney Lakes Golf Resort so must be seen as a long-term development opportunity both for housing and employment development.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available in part.		Potentially achievable in the long term although would require re-location of parts of the Witney Lakes Golf Resort.	
<b>Conclusion</b>			
Developable in part.			

**Accessibility**

Vehicular access to the site can be achieved from the Burford Road to the north and from Downs Road to the east. The proposed Downs Road/A40 junction to be delivered as part of the West Witney SDA will provide excellent access from this part of Witney onto the A40. This will allow for travel to Oxford but also into the centre of Witney via Ducklington Lane.

There are two potential pedestrian routes providing relatively distant access to the town centre (c3km) via a footway along Burford Road to the east of the site and via footways and a nearby cycleway on Downs Road to the north of the site frontage.

Good access to public transport (bus) with services 853 and 233 running along the Burford Road and the premium S1 route within walking distance at Curbridge allowing frequent travel into Witney as well as to Eynsham and Oxford.

**Policy Constraints**

Land to the west of Witney is within a countryside gap/buffer zone around Witney in saved Policy NE2 of the West Oxfordshire Local Plan 2011.

However, this policy is not proposed to be taken forward in the emerging draft Local Plan 2031.

**Physical Constraints**

There are several public rights of way crossing the site. A large part of the site is also currently in use as part of the Witney Lakes Golf Resort. If development were to take place in this location, a proportion of the golf course would effectively need to be re-laid.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. The scale of the site is such that a wide range of supporting infrastructure would need to be provided.

**Landscape, Ecology and Heritage**

The West Oxfordshire Landscape Assessment identifies the site as being within an open limewolds landscape which is very visually exposed and particularly sensitive to development. The Witney Landscape Assessment (2007) identifies land west of Witney as a high plateau with a generally weak landscape structure and high visibility to both north and south from the highest ground. It recognises that built development could be accommodated on lower ground within a strong landscape structure. Development in this location would be quite prominent in views from the north particularly if taking place on the higher ground in the northern part of the site.

Major development in this location has the potential to reduce the landscape gap between Witney and Minster Lovell unless contained to the parts of the site closer to Downs Road.

There are no formal designations or records and few features in an intensively farmed and managed area with limited boundary hedges and trees that would be likely to maintain much ecological interest. There is no TPO and only a small number of trees on intrinsic merit, a thin semi-mature belt alongside part of the Burford Road frontage and thicker belt alongside Downs Road.

The site is outside the Conservation Area and is not affected by any known scheduled monuments. There are some listed buildings to the west in Minster Lovell the setting of which would need to be taken into account.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 334		<b>Site Name and Location:</b> Land adjacent to 98-102 Crawley Road <b>Site Area (Ha):</b> 2.74	
<b>Site Description</b> The site adjoins the western edge of Witney to the north of Crawley Road. It comprises a field which slopes up to its northern and eastern boundaries. The land is close to road level at the western end but on a high bank at the eastern end.  The land is part of the open countryside that extends westwards from the eastern boundary of the site. There is a further field to the north and to the south there is a mix of housing, open meadowland and farm buildings			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site immediately adjoins the built-up area of Witney but development would be likely to have a substantially harmful effect on the landscape and the rural approach to Witney from the west.  It would also take access from a road with capacity constraints and create a precedent for further development to the north.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could be taken from Crawley Road towards the western end of the site frontage where acceptable gradients and sight lines would appear to be achievable. Crawley Road however is not suitable for a significant increase in traffic because of its width and alignment in Witney and Crawley.

There is a continuous paved footway on the south side of Crawley Road from the town centre up to the last house opposite the eastern end of the site. However it is of substandard width and with little scope for improvement. The potential for a footway on the north side of the road to the east of the site is uncertain.

Access by public transport (bus) is good. There are no services running along Crawley Road but the Witney Town service is available within walking distance as is the X9 to Chipping Norton. Premium bus services on Newland are around 1km away.

**Policy Constraints**

This part of Witney lies within the Wychwood Project area. The site falls within an area of groundwater vulnerability.

**Physical Constraints**

Milking Lane runs along the western boundary of the site. This is a well used public right of way although is not a significant constraint to development. There are no other obvious physical constraints.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The Witney Landscape Assessment (2007) identifies the site as being part of Area C1 (NW Witney: Northern Windrush Valley Side) where the smooth, prominent, open valley side is described as being typical of the Upper Windrush valley generally, which reads as a coherent unspoilt landscape between Witney and Burford,. The area is of high importance and sensitivity because of its prominent valley side landform which results in high visibility to the south and west and a strong continuity with the remainder of the Upper Windrush valley.

The West Oxfordshire Landscape Assessment identifies the site as part of the semi-enclosed limestone wolds (smaller scale) which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or in a strong landscape structure.

Although views across the valley are compromised to a degree by nearby farm buildings and houses in the valley, the housing to the east and by other buildings on the skyline to the west, the detrimental impact on the rural character and landscape of a major development is likely to be substantial.

There are no formal designations or records and the arable field is unlikely to be of much ecological value. The site boundary trees and shrubs may be of some value but most need not be prejudiced by development. There are some trees on the road frontage which are not covered by a TPO and are not of great intrinsic merit but together with boundary hedges and shrubs make some contribution to the landscape.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 337		<b>Site Name and Location:</b> East Witney north of Oxford Hill	
		<b>Site Area (Ha):</b> 45.50	
<b>Site Description</b>			
<p>The site lies to the east of the built up area of Witney and north of the A40. It comprises rolling agricultural land in a number of fields with buildings confined to the western end fronting onto Oxford Hill.</p> <p>The land is within open countryside although is close to the edge of the town along and beyond Jubilee Way and adjoins the busy A40, the east facing A40 slip road and Oxford Hill.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>The site is poorly integrated with the existing town with pedestrian and vehicular access only via Oxford Hill where there may be highway difficulties.</p> <p>Development of relatively elevated and prominent land would have significantly harmful landscape and visual impacts including the setting of Witney.</p> <p>The site promoter is not in control of the land needed to provide vehicular access onto Jubilee Way. This land would also be needed to help integrate any development in this location with the Madley Park Estate to the west.</p> <p>This option will need to be reconsidered against other reasonable alternatives in terms of the future long term growth of Witney but at the present time is not considered suitable, necessary or appropriate.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

### **Accessibility**

The east facing A40 slip leaves only Oxford Hill as a potential vehicular access as the land needed to provide access to Jubilee Way is not in the control of the site promoter.

The highway authority has expressed concern about access from the south onto Oxford Hill. The site would be well located for access to Oxford and potentially the west if west facing slips on the A40 are provided but access to the town centre would increase traffic congestion on Bridge Street. The development would not be well integrated with the towns roads in having just one means of access.

A footway along Oxford Hill would provide access to a reasonably direct, albeit quite distant, route to the town centre (1.9km from centre of site) but land between the site and Jubilee Way would prevent convenient access to footpaths, cyclepaths and facilities at Madley Park and to Wood Green School.

The site would not be well integrated with the existing footpath network in the town.

High frequency S1/S2 Witney-Oxford bus services pass along the Oxford Road frontage and the Witney Town Service runs along Jubilee Way. The site therefore would enjoy excellent accessibility to public transport (bus).

### **Policy Constraints**

Part of the site falls within an area of groundwater vulnerability. Conservation Target Area (CTA) and ancient woodland (a proportion replanted) to the north east of the site (Cogges Wood).

### **Physical Constraints**

There are no public rights of way affecting the site. The main physical constraint is the inability to provide a vehicular access onto Jubilee Way due to land ownership issues.

### **Infrastructure Constraints**

As a greenfield site and a potentially large development services (probably including a Primary School) would need to be provided but there are no obvious constraints.

### **Landscape, Ecology and Heritage**

The site comprises 'open rolling vale farmland' (WOLA) . The land is quite elevated with long open views over Madley Park and to the countryside to the north and west. It has a high intrinsic landscape value and is assessed in the Kirkham Landscape Review as highly sensitive in landscape and visual terms. It forms part of the backdrop and rural setting for the town. Development would be highly prominent and the impact of development could not be mitigated by a reduction in the development area or landscape measures.

There are no formal ecological designations but there is a Barn Owl record on the site. The trees and hedges could have wildlife significance and development could harm the ecological/biodiversity interest of Cogges Wood nearby which is an ancient woodland, local wildlife site and part of the Wychwood and Lower Evenlode Conservation Target Area.

There are trees along and close to many of the site and field boundaries but no TPO on the site.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 338		<b>Site Name and Location:</b> Land north of Springfield Oval <b>Site Area (Ha):</b> 1.84	
<b>Site Description</b> The site adjoins the northern edge of the built-up area of Witney at Springfield Oval to the south of the River Windrush. It comprises a former nursery garden with the remains of a number of associated buildings and is currently unused and overgrown. The land slopes down to the north. The land projects into the Windrush valley from residential development in Springfield Oval to the south and lies among open valley land and areas of woodland and scrub.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site immediately adjoins the built-up area of Witney but the site projects into the Windrush valley and development in isolation could have a harmful effect on the landscape. However the context of the site has changed with the recent appeal decision to allow 260 new homes on land immediately to the west. In light of that decision this site is considered to be potentially suitable for limited residential development of around 50 - 60 homes.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable subject to demolition of existing properties to create vehicular access.	
<b>Conclusion</b> Deliverable			

**Accessibility**

Vehicular access could be taken from Springfield Oval (if two houses were demolished) via Springfield Park and Burford Road. The roads could accommodate some further development and access onto Burford Road is of a good standard. Traffic towards the town centre however would increase congestion and air pollution in the Bridge Street area.

There are footways on Springfield Park and Springfield Oval up to the site boundary. These are of substandard width but there is potential for them to be widened if necessary.

Access to public transport (bus) is reasonable. The site is close to a bus stop for the 215 Witney Town service (Go-Ride) and there are also services running along the Burford Road (853, 233) and down Tower Hill to the west of the site. There are further services available within walking distance along Bridge Street and the High Street.

**Policy Constraints**

The site falls within an area of groundwater vulnerability.

**Physical Constraints**

There is a public footpath along the eastern boundary and close to the northern boundary.

Demolition of existing properties required to facilitate vehicular access to Springfield Oval.

There are no other obvious physical constraints.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints with the exception of some low voltage overhead cables.

**Landscape, Ecology and Heritage**

The site is well screened from the south by existing development and there are some substantial conifer trees on the southern and northern boundaries but these are in themselves alien features in the landscape. The site is on elevated land and development would be very intrusive close to and from the Windrush valley and from the nearby and adjacent footpath network.

There are no formal designations and just one protected species record but the trees shrubs and low level of activity on the site could mean that the site is currently of some ecological interest. There are trees on site are not covered by a TPO but some provide a screen to existing development and others, together with a number of shrubs, contribute to the local landscape.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments.



# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 346 (includes land in 275 and 326)		<b>Site Name and Location:</b> Land at Hailey Road Witney  <b>Site Area (Ha):</b> 13.94	
<b>Site Description</b> This site wraps around the north western side of Witney, due east of Hailey Road. It consists of two fields which gently slope from the north (at just over 105m AOD) down towards Witney Road in the south at 90m AOD.  Farmland lies to the north, south and west of the site and to the east of Hailey Road. To the north west is a recently planted community woodland (part of the Wychwood Project): Foxburrow Wood.  Part of the site adjoins the existing housing of Schofield Avenue and the Witney Community Primary School.			
<b>Suitability for housing</b> Suitable in part.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a sustainable location on the edge of Witney. When seen in the context of the proposed North Witney SDA to the east the site demonstrates some potential suitability for residential development and if development were to be kept free from the northernmost part of the site, would not extend the new built form any further towards Hailey.  Whilst care would be needed to minimise the impact on long-distance views, this is not considered to be an insurmountable issue.  The western part of the site along Milking Lane is however considered to be more sensitive and less suitable for development.  The northernmost part of the site would extend development beyond the northernmost limit of the proposed North Witney SDA boundary and would contribute to a loss of the gap between Hailey and Witney. It is therefore considered less suitable for development.  It is only the land immediately north of Schofield Avenue and the primary school that is considered to have potential, effectively rounding off the built area in line with the main part of the North Witney SDA site.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 100 homes (see Site 326 above)	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable in part.			

### **Accessibility**

Vehicular access could be achieved directly from Hailey Road or potentially through alterations to the access road to the primary school. Alternatively, or additionally, access could be taken from Schofield Avenue.

The Highways Authority have confirmed that appropriate visibility splays could potentially be achieved from Hailey Road. 30mph limit would need to be extended to the north and other highway works / design of development frontage used to reduce vehicle speeds.

They state that additional vehicular trips via Schofield Avenue or primary school access would be less desirable, whereas pedestrian and cycle links to these accesses would be supported.

There is a pavement adjoining the highway through Schofield Avenue and Hailey Road. A separate cycleway/footpath runs from Hailey Road, across water-meadows, to Mill Street and the Marriotts Walk shopping centre beyond (1.75km from site to Marriotts Walk).

Milking Lane is a public right of way, running between Hailey Road and Witney Road but although there is a pavement adjoining Hailey Road, there is not one all along Witney Road to Milking Lane. Widening of footway along Hailey Road would be required.

### **Policy Constraints**

This part of Witney lies within the Wychwood Project area. The site falls within an area of groundwater vulnerability.

### **Physical Constraints**

Milking Lane runs along the western boundary of the site. This is a well used public right of way although does not present a constraint to development as such.

Surface water drainage is a consideration for the site.

### **Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

### **Landscape, Ecology and Heritage**

The Witney Landscape Assessment (2007) identifies the field east of Milking Lane as being part of Area C1 (NW Witney: Northern Windrush Valley Side) where the smooth, prominent, open valley side is described as being typical of the Upper Windrush valley generally, which reads as a coherent unspoilt landscape between Witney and Burford, providing strong continuity with the Upper Windrush Valley, and resulting in high intervisibility to the south and west, with long views across the valley to the site from the West Witney ridge and Wychwood Uplands.

The section of the site west of Hailey Road lies in Area C2 (NW Witney: Plateau), a slightly undulating plateau, sloping gently to the south east. This area reads as part of the higher semi-enclosed limestone wolds landscape of the Wychwood Uplands; like Area C1, this area also has high intervisibility to the south and west. The field forms part of the rural approach to Witney from the north although is well-screened from the Hailey Road.

The West Oxfordshire Landscape Assessment identifies the area which approximately follows the 100m contour, as a 'containing landform'. The housing in Schofield Avenue was designed to be on or below the 100m contour in order to minimise the impact of the distant views. As the proposed site is above the 100m contour, development would need to be sensitively managed to further limit the effect of any skyline development.

The site is within the Wychwood Project Area. There are no formal designations or records but boundary hedgerows and trees may have some ecological interest, especially along Milking Lane and Hailey Road. The boundary hedgerows and trees contribute to the character and appearance of the area. There is a strong hedgerow along Hailey Road which provides an important rural approach into Witney from the north. The hedgerow and trees at the school provide a good landscape edge. None of the trees are covered by a TPO.

The site is outside the Conservation Area and is not affected by any listed buildings or known scheduled monuments

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 428		<b>Site Name and Location:</b> Land east of Jubilee Way	
		<b>Site Area (Ha):</b> 67.60	
<b>Site Description</b> A very large, irregularly shaped parcel of greenfield land comprising multiple individual field parcels. The site extends from close to Oxford Hill in the south up to land adjacent to Cogges Wood and the A4095 in the north. The land is all in agricultural use and slopes upwards from west to east towards a prominent ridge. Some southern parts of the site are on quite high ground. The land is adjoined by Cogges Wood to the north east, Madley Park and Jubilee Way to the west and agricultural land to the south which is also being promoted for development (SHLAA site 337).			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Large incursion into open countryside with Jubilee Way already creating a strong physical edge to the town meaning effective integration is likely to be difficult to achieve. The area is also very sensitive in landscape terms being of high intrinsic value and also forming an important part of the backdrop to the town in views from the west and north. The site is within reasonable proximity of the town centre and the site promoter has suggested it could provide much needed employment land on the eastern side of the town. This option will need to be reconsidered against other reasonable alternatives in terms of the future long term growth of Witney but at the present time is not considered suitable, necessary or appropriate.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

### **Accessibility**

Vehicular access to the site could be achieved from numerous points along Jubilee Way and also from the A4095. In terms of pedestrian and cycle connectivity, Jubilee Way is well-served by pedestrian and cycle path running along the western edge allowing good access to Madley Park including schools and other local facilities. The town centre is within reasonable walking distance via Oxford Hill and Church Lane/Langel Common.

Access by public transport (bus) is good with the GoRide Witney town service (214) available from Madley Park and running along the southern section of Jubilee Way.

A range of other services are available to the south along Oxford Hill including the premium S1 and S2 services to Oxford as well as the S7 to Headington and the 853 Cheltenham - Oxford.

### **Policy Constraints**

The site wraps around an area of ancient woodland (Cogges Wood) and also falls partly within a Conservation Target Area (CTA).

Falls within a designated policy area to prevent urban sprawl in the adopted Local Plan (Policy NE2) although this policy is not proposed to be taken forward in the emerging Local Plan 2031.

The site lies within the Wychwood Project Area.

### **Physical Constraints**

There are no physical constraints to development in this location. The site is not affected by any public rights of way. Providing effective integration with Jubilee Way and Madley Park would be a key consideration given that Jubilee Way is set in a generous landscape strip that forms a strong boundary between the town and the countryside.

### **Infrastructure Constraints**

As a greenfield site, services would need to be provided but there do not appear to be any obvious infrastructure constraints to development in this location.

### **Landscape, Ecology and Heritage**

In landscape terms the site falls within two separate landscape types as identified in the West Oxfordshire Landscape Assessment (WOLA). The northernmost part of the site falls within the Wychwood Uplands in particular within an area of semi-enclosed limestone wolds (smaller-scale). Where elevated these landscapes are identified as being visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The bulk of the site lies within the Eynsham Vale landscape character area and is classed as open rolling vale farmland. The Witney Landscape Assessment (2007) identifies the site as falling within settlement edge area D1 with very little urban influence spilling over from the town into this area apart from lighting along Jubilee Way. The area has no public rights of way but is identified as having a high intrinsic landscape value forming part of the backdrop to the town in views from the west and north. Overall the area reads as the rural countryside beyond the town with strong visual connections to the countryside to the north and west. High importance and sensitivity are also referred to.

In ecological terms part of the site falls within the Wychwood and Lower Evenlode Conservation Target Area (CTA). There are records of protected and notable species along the northern boundary of the site and nearby in Cogges Wood as well as to the south of the site. Extensive trees and vegetation along a number of field boundaries likely to have significant interest including several tree preservation orders.

In heritage terms the site is not in a Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## WITNEY SITES



<b>SHELAA REF:</b> 457		<b>Site Name and Location:</b> Land between New Yatt Road and Woodstock Road <b>Site Area (Ha):</b> 7.48	
<b>Site Description</b> Broadly rectangular, flat parcel of agricultural land between New Yatt Road and Woodstock Road. Adjoins the edge of the proposed North Witney Strategic Development Area (SDA) and includes a number of existing farm buildings. There are hedgerows along all four of the site's boundaries. To the south of the site is Madley Park, to the west agricultural land (forming part of the proposed North Witney SDA) to the north an existing property (Merryfield Farm) and associated farmland and to the east of the site, further agricultural land.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a relatively sustainable location on the edge of Witney and could be developed so as to not extend the existing built form of the town noticeably further north than the existing residential area at Madley Park. It adjoins the boundary of the proposed North Witney SDA and has the potential to also make a contribution to meeting identified development needs subject to its availability which is currently uncertain with the site not having been actively promoted for development. The site only has a low to moderate landscape value and is not affected by any heritage assets.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 100 - 150 homes	
<b>Availability</b> Uncertain availability - not promoted for development.		<b>Achievability</b> Achievable subject to availability	
<b>Conclusion</b> Developable			

**Accessibility**

Vehicular access to the site could be achieved from the A4095 Woodstock Road. Potentially if adjoining land to the north were utilised, access could also be provided from New Yatt Road. Pedestrian access is good with a footway running along the eastern edge of the Woodstock Road. The road is also well-lit providing safe access on foot at night. There are no footways along the part of New Yatt Road that runs parallel to the site.

Access to public transport is good with bus services 11 and 233 running along Woodstock Road and the GoRide Witney town service (214) running along Woodstock Road and through Madley Park. Premium bus services to Oxford (S1 and S2) are however further afield along Newlands which is around 1.3km away.

**Policy Constraints**

Falls within a designated policy area to prevent urban sprawl in the adopted Local Plan (Policy NE2) although this policy is not proposed to be taken forward in the emerging Local Plan 2031.

The site lies within the Wychwood Project Area.

**Physical Constraints**

There are no physical constraints to development in this location. The site is not affected by any public rights of way.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there do not appear to be any obvious infrastructure constraints to development in this location.

**Landscape, Ecology and Heritage**

The site falls within the Wychwood Uplands in particular within an area of semi-enclosed limestone wolds (smaller-scale). Where elevated these landscapes are identified as being visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. At around 95m AOD the site is relatively elevated but this is not considered to be an insurmountable issue being a similar level to the existing residential area at Madley Park to the south east.

The Witney Landscape Assessment (2007) identifies the site as falling within Area C4, a small plateau area with low intervisibility to the wider countryside and low-moderate overall sensitivity although it highlights the need to maintain and enhance the rural character of New Yatt Road.

In terms of ecology, as a greenfield site, it will have some biodiversity interest including in particular along the field margins but there are no specific designations or constraints and no record of any protected or notable species although there are some records very nearby. Immediately to the north is a Conservation Target Area (CTA). There are some trees which are subject to preservation orders along Woodstock Road.

In terms of heritage the site is not located within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 142		<b>Site Name and Location:</b> Land at Curbridge <b>Site Area (Ha):</b> 7.65	
<b>Site Description</b> A site that comprises of grassland that slopes down from the north east and south west to the Elm Bank Ditch which crosses the site. There are hedges along the two principal road frontages and along the brook (many severely pollarded). There is a high screen of trees and shrubs on the boundary with site 237. The land to the north west of the brook is divided into two paddocks and there are associated concrete buildings and hardstandings in the north east corner. There is largely residential development to north and west and undeveloped land/countryside to south and east. A playground lies adjacent to the Well Lane frontage.			
<b>Suitability for housing</b> Potentially suitable subject to a comprehensive approach.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a sustainable location close to Witney and with excellent access to the premium S1 bus service allowing convenient travel to Carterton, Eynsham and Oxford. There is no question that development in this location would significantly alter the current linear form of the village. This was recognised in the Inspector's report of the previous Local Plan. However, landscape impact would be relatively localised and provided a comprehensive approach is taken and the number of homes is limited to a reasonable amount that would allow for a significant amount of open space to be incorporated into the development, the site offers the potential to create a high quality living environment in close proximity of Witney - the District's main town and without impinging on the existing gap between Witney and Curbridge.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 50 - 70 homes as part of a comprehensive scheme.	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable subject to a comprehensive approach.			

**Accessibility**

Existing and potential accesses to all three adjacent frontages could provide safe access.

Footways exist on whole of western side of Well Lane and on the eastern side north of the adjacent playground. A footway runs along the whole of Bampton Road and on the north side of Main Road.

Excellent access by public transport with the site in close proximity to an existing bus stop on Main Road providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

A public right of way crosses the site. There are no other obvious physical constraints to development, other than the presence of Elm Bank Ditch which flows through part of the site.

**Infrastructure Constraints**

As a largely greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

This could be achieved to prevent harm to the wider landscape but the site forms part of a significant open space that contributes to the character and the setting of the village, particularly in views from the Bampton Road.

Development would be out of keeping with the historic linear form of the village however it would not contribute towards a reduction in the existing gap between Curbridge and Witney.

Any significant development in this location would have a significant impact on the character and setting of the village which would need to be carefully managed and recognised / minimised through any design and layout.

No formal biodiversity designations or records but, as a greenfield site, there is likely to be ecological interest. There are large TPO trees by the boundary with site 237. Other trees are principally along the brook course.

The site is near to listed building at Curbridge Farmhouse and other listed buildings in Main Road. It is not within a Conservation Area and is not affected by any scheduled monuments.



# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 237		<b>Site Name and Location:</b> Land at Well Lane, Curbridge	
		<b>Site Area (Ha):</b> 1.05	
<b>Site Description</b> A flat, unused overgrown site full of shrubs and some trees (TPOs along northern boundary). Some evidence of former buildings but long cleared and essentially greenfield. There is undeveloped/countryside to north, south and east (part) and residential (semi-detached and detached dwellings) to west and east (part).			
<b>Suitability for housing</b> Potentially suitable subject to a comprehensive approach.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a sustainable location close to Witney and with excellent access to the premium S1 bus service allowing convenient travel to Carterton, Eynsham and Oxford. There is no question that development in this location would significantly alter the current linear form of the village. This was recognised in the Inspector's report of the previous Local Plan. However, landscape impact would be relatively localised and provided a comprehensive approach is taken and the number of homes is limited to a reasonable amount that would allow for a significant amount of open space to be incorporated into the development, the site offers the potential to create a high quality living environment in close proximity of Witney - the District's main town and without impinging on the existing gap between Witney and Curbridge.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 50 - 70 homes as part of a comprehensive scheme (see Site 142 above)	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable subject to a comprehensive approach.			

**Accessibility**

The frontage to Bampton Road is on the outside of a wide bend with a wide highway verge which offers good visibility for a safe junction. Visibility on Well Lane is more constrained by the boundary hedge adjacent to the carriageway of adjacent property to the north.

Footways exist on the whole of western side of Well Lane and along the whole of Bampton Road.

Good access to public transport (bus) with premium S1 service running along Main Road which is within walking distance. This provides a frequent service of up to 3 per hour from Carterton to Thorney Leys and up to 5 per hour from Thorney Leys to Oxford (Mon-Fri peak).

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

The site is not affected by any public rights of way. There are no obvious physical constraints to development, other than electricity poles and cables in/over northern part of site.

**Infrastructure Constraints**

As an essentially Greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

This could be achieved to prevent harm to the wider landscape but the site forms part of a significant open space that contributes to the character and the setting of the village, particularly in views from the Bampton Road.

Development in depth would potentially be out of keeping with the historic linear form of the village. It would also create a precedent leading to pressure on the remaining land between Well Lane and Main Road. Development would not however contribute towards a reduction in the existing gap between Curbridge and Witney.

Any significant development in this location would have a significant impact on the character and setting of the village which would need to be carefully managed and recognised / minimised through any design and layout.

If development were to come forward on this site it would need to be brought forward in a comprehensive manner including the adjoining land to the east.

No formal biodiversity designations or records but, as a greenfield site, there is likely to be ecological interest.

The site is not affected by any listed buildings or scheduled monuments. It is not within a Conservation Area.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 244		<b>Site Name and Location:</b> Land to the rear of Malthouse, Curbridge	
		<b>Site Area (Ha):</b> 3.06	
<b>Site Description</b> A generally flat grassland site, with shrubs and young trees on relatively elevated land. The A40 runs to the north of the site, with countryside to east and west and housing/church to south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to landscape, and to character, rural setting and separate identity of village. Poor access.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Although likely to be financially viable, achievability limited by poor site access.	
<b>Conclusion</b> Not suitable.			

**Accessibility**

There is no access within the submission site and the existing narrow access to the land is a narrow shared surface drive with inadequate visibility on Main Road for a material increase in traffic.

There is a shared rough surfaced track to footways on the north side of Main Road.

Excellent access to public transport (bus) with premium S1 service running along Main Road. This provides a frequent service of up to 3 per hour from Carterton to Thorney Leys and up to 5 per hour from Thorney Leys to Oxford (Mon-Fri peak)

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability within the site.

Also within a strategic countryside gap/buffer identified in Policy NE2 of the WOLP 2011 although this policy is not being taken forward in the emerging Local Plan.

**Physical Constraints**

The site is not affected by any official public rights of way. There are no obvious physical constraints to development, other than achieving acceptable vehicular access.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. Vehicular access likely to be a potential constraint. There are few services and facilities in the village

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). In the Witney Landscape Assessment it is identified as within an area of high importance and sensitivity as a buffer zone and strong landscape edge to Witney Although well screened by trees and hedges on boundaries this is an elevated site and development could be evident in distant views.

Development on this 'backland site' would be out of keeping with the historic linear form of the village which has been subsequently extended with a second linear form along Well Lane. Development to the north of the village would also reduce the small gap between the village and Witney which is critical for maintaining the separate identity and setting of the village.

No formal biodiversity designations or records but as a greenfield site, and with the absence of cultivation, there is likely to be ecological interest. No TPO or trees of individual merit but together contribute to landscape.

Adjacent to listed building at St John's Church which is close to the boundary of the site and the setting of which could be compromised.

# SHELAA Assessment Summary

## CURBRIDGE SITES



SHELAA REF: 271		<b>Site Name and Location:</b> Land adjacent Manor Farm, Curbridge  <b>Site Area (Ha):</b> 0.67	
<b>Site Description</b> The site comprises of generally flat overgrown land with trees and shrubs. The northern end lies below Bampton Road which rises towards A40 bridge and beyond a roadside ditch.  Open countryside lies to the north and east of this site, with a paddock to south and converted (residential) farm building to west. Adjacent to the southern boundary is the former access drive to Manor Farmhouse.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to character, rural setting and separate identity of village and to setting of listed buildings. Also some doubt over acceptability of access.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Although likely to be financially viable, achievability limited by poor site access.	
<b>Conclusion</b> Not suitable.			

**Accessibility**

There is potential access onto the fast section of Bampton Road but this is on the inside of the bend, with a narrow verge and steep gradients from the northern part of site. The access serving properties to the west (an unmade private drive) would be unsuitable for significant additional traffic.

Footways pass along Bampton Road and Main Road however they are unlit until the roundabout with Deer Park Road and Thorney Leys. Scale of development on this site alone is unlikely to be sufficient to fund this improvement. Assuming improvement was made, accessibility is at the upper end of acceptable thresholds.

Excellent access by public transport with the site in close proximity to existing bus stops on Main Road providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability in the eastern part of the site.

No other specific policy constraints.

**Physical Constraints**

The site is not affected by any public rights of way. There are no obvious physical constraints to development, other than achieving acceptable vehicular access.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. Vehicular access may be a potential constraint.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA) The site is not particularly prominent in the wider landscape because of tree screening (some of which could be lost for an access and visibility splays on Bampton Road) but development of the site would reduce the small gap between the village and Witney which is critical for maintaining the separate identity of the village (albeit it will be reduced in any case as a result of the proposed West Witney SDA.

Development would also harm the rural setting of the village, the edge of which is defined by the Manor Farm/Charity Farm complex (see appeal decision) and of the listed buildings themselves.

No formal biodiversity designations or records but as a greenfield site, and with the absence of cultivation, there is likely to be ecological interest.

Adjoining the site are Manor Farmhouse and barn and Charity Farmhouse and two barns which are Grade II listed buildings. The site is not within a Conservation Area or affected by any scheduled monuments.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 303		<b>Site Name and Location:</b> Land at Peashell Farm, Curbridge	
		<b>Site Area (Ha):</b> 9.02	
<b>Site Description</b>			
<p>The land slopes down from Downs Road (most steeply close to the A40) to a minor valley and then rises to the west and levelling out towards the buildings of Peashell. Land to the north of the access road to Peashell Farm is mostly part of a large cultivated field with trees and hedges along the north east boundary and bottom of the minor valley. The remainder, adjacent to Downs Road is rough grassland. To the south of the access road are two grazing fields and a pair of houses. There are trees and hedges around the Downs Road access and a high hedge to the A40.</p> <p>There is undeveloped/countryside in all directions although the proposed West Witney SDA lies beyond Downs Road to the east.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Potentially suitable - longer term (beyond 2031)		Potentially suitable - longer term (beyond 2031)	
<b>Reason:</b>			
<p>The site is currently relatively isolated from Witney and has a rural character to it although noise from the A40 detracts from this. In the longer term completion of the West Witney SDA and associated junction improvements at Downs Road onto the A40 will change the character of the area with land to the west of Downs Road then potentially offering scope for longer term growth including employment and housing. This would need to be taken forward as part of a comprehensive scheme (see Site 328) including land to the west and north which would necessitate relocation of part of the Witney Lakes Golf Resort. A key consideration would be the potential for coalescence with Minster Lovell but the relocation of the golf course could present the opportunity to create a permanent buffer to the village.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Potentially achievable as part of a comprehensive scheme in the longer-term (see site 328)	
<b>Conclusion</b>			
Developable - longer term (beyond 2031)			

**Accessibility**

There is wide access with good visibility on Downs Road. Access arrangements would change with development of West Witney SDA and the new A40 junction. There is a rural right of way towards Deer Park and a highway verge leading towards Curbridge. The site is distant from any services and facilities but would be closer with formalised paths to a local centre when the West Witney SDA is developed.

Good access by public transport with the site in relatively close proximity to an existing bus stop on Main Road providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

A right of way crosses the site along access to Peashell Farm. There are power cables along southern edge of the access to west of Peashell Farm Cottages.

**Infrastructure Constraints**

As a largely greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within open limestone wolds which are very visually exposed and particularly sensitive to development. (WOLA). This is a relatively elevated and exposed site, particularly at its western end. The proposed West Witney SDA including the proposed junction improvements onto the A40 will change the context of the site in the longer term.

The Witney Landscape Assessment (2007) identifies the site as falling within 'Area H' - a high plateau, part of the prominent ridge extending west of Witney with a generally weak landscape structure and high intervisibility to both north and south from the highest ground. Views back from the south are easily blocked by vegetation in the flat landscape and development below the highest ground would have relatively little visual impact.

No formal biodiversity designations but there are records of protected species on and adjoining the site. There are no TPOs. The trees are mostly in peripheral locations within the site where they could be retained.

The site is not affected by any listed buildings or scheduled monuments. It is not located within a Conservation Area.



# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 339		<b>Site Name and Location:</b> Land to the rear of Curbridge Farm Cottages	
		<b>Site Area (Ha):</b> 0.96	
<b>Site Description</b> A grassland site that slopes up from Main Road and to the north west corner. There are hedges and trees around most boundaries with a stone wall along the road frontage. There are residential uses to the south and west (part) of the site, undeveloped land/countryside to east and west (part) and the A40 to north.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to landscape, and to character, rural setting and separate identity of village. Poor access.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Although likely to be financially viable, achievability limited by poor site access.	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is road frontage to Main Road where visibility is limited and an awkward relationship to Well Lane junction. This is not suitable for significant traffic.

A footway runs along the north side of Main Road.

Excellent access by public transport with the site in close proximity to an existing bus stop providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability within the site.

Also partly within a strategic countryside gap/buffer identified in Policy NE2 of the WOLP 2011 although this policy is not proposed to be carried forward into the new Local Plan 2031.

**Physical Constraints**

The site is not affected by any public rights of way. There are no obvious physical constraints to development, other than achieving acceptable vehicular access.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. Vehicular access may be a potential constraint.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

In the Witney Landscape Assessment it is identified as within an area of high importance and sensitivity as a buffer zone and strong landscape edge to Witney. It is an elevated site above existing development in the village and where development would be conspicuous particularly in views from the west. Development would also be out of keeping with the historic linear form of the village which has been subsequently extended with a second linear form along Well Lane.

Development to the north of the village would also reduce the small gap between the village and Witney which is critical for maintaining the separate identity and setting of the village (albeit the gap will be reduced by the proposed West Witney SDA).

There are no formal biodiversity designations or records but, as a greenfield site, there is likely to be ecological interest. No TPO or trees of individual merit and all are located on boundaries where they could be retained.

The site is near to a listed building at The Merry Horn.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 339a		<b>Site Name and Location:</b> Land west of Maple Barn, Curbridge	
		<b>Site Area (Ha):</b> 0.66	
<b>Site Description</b> An irregularly shaped parcel of land which appears to be used for grazing. The site slopes gently down towards the north as it reaches Main Road. Low level wooden fencing along the northern and western boundaries with a combination of trees, vegetation and the rear of existing properties along Well Lane forming the eastern boundary of the site. Adjacent to an existing collection of modern farm buildings immediately to the west of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to landscape, and to character, rural setting and separate identity of village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site can be achieved from Main Road. There is an existing site access to the adjoining farm buildings. The site lies within the 30mph speed limit of the village. However, the road becomes a 60mph road about 40m in a westerly direction so speed surveys would be required to establish if visibility is sufficient. The site would need to provide footway linking to an existing footway on the southern side of the road in an easterly direction.

Excellent access by public transport with the site in close proximity to an existing bus stop providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

The site is not affected by any public rights of way. There are no obvious physical constraints to development.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually exposed and sensitive to development (WOLA). Much of the southern portion of the site is relatively elevated and development in this location has the potential to have a harmful landscape and visual impact. The site also forms an important part of the rural approach into Curbridge from the west and development in this location would contribute towards a loss of the existing gap between Curbridge and Witney.

There are no formal biodiversity designations or records but, as a greenfield site, there is likely to be ecological interest. No TPO or trees of individual merit and all are located on boundaries where they could be retained.

There is a listed building to the north on the other side of Main Road. The site is not within a Conservation Area and is not proximate to any scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 339b		<b>Site Name and Location:</b> Land south of Main Road, Curbridge	
		<b>Site Area (Ha):</b> 0.82	
<b>Site Description</b>			
<p>A broadly triangular shaped parcel of land which sits behind existing residential properties fronting onto Main Road. The site is relatively flat although slopes gently up away from the Elm Bank Ditch towards the northern boundary.</p> <p>The ditch forms the southern boundary of the site and is well treed separating the site from the remaining larger parcel of land between Main Road and Well Lane.</p> <p>The site is adjoined by residential development to the north and open space to the west and south. To the east is primarily open space with some storage facilities (site 451).</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Potentially suitable subject to a comprehensive approach.		Not suitable	
<b>Reason:</b>			
<p>The site is in a sustainable location close to Witney and with excellent access to the premium S1 bus service allowing convenient travel to Carterton, Eynsham and Oxford.</p> <p>There is no question that development in this location would significantly alter the current linear form of the village. This was recognised in the Inspector's report of the previous Local Plan.</p> <p>However, landscape impact would be relatively localised and provided a comprehensive approach is taken and the number of homes is limited to a reasonable amount that would allow for a significant amount of open space to be incorporated into the development, the site offers the potential to create a high quality living environment in close proximity of Witney - the District's main town and without impinging on the existing gap between Witney and Curbridge.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	50 - 70 homes as part of a comprehensive scheme (see Site 142 above)	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Developable subject to a comprehensive approach.			

**Accessibility**

Unless an existing property were to be demolished vehicular access to Main Road appears difficult to achieve. There is a narrow strip of land between properties but this is unlikely to be wide enough. Access may be possible as part of a more comprehensive development including the adjoining land (see Site 142).

Existing footway on the northern side of Main Road. Although there is a footpath along the Curbridge Road into Witney, this is unlit until the roundabout with Deer Park Road and Thorney Leys.

Excellent access by public transport with the site in close proximity to an existing bus stop providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

There are no obvious physical constraints to development other than the potential access difficulties.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

This could be achieved to prevent harm to the wider landscape but the site forms part of a significant open space that contributes to the character and the setting of the village, particularly in views from the Bampton Road.

Development would be out of keeping with the historic linear form of the village however it would not contribute towards a reduction in the existing gap between Curbridge and Witney.

Any significant development in this location would have a significant impact on the character and setting of the village which would need to be carefully managed and recognised / minimised through any design and layout.

No formal biodiversity designations or records but, as a greenfield site, there is likely to be ecological interest particularly along the south western boundary which is well vegetated along the Elm Bank Ditch.

There is a listed building nearby to the north east of the site. The site is not within a Conservation Area and is not affected by a scheduled monument. There are also currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 339c		<b>Site Name and Location:</b> Land north of Bampton Road, Curbridge	
		<b>Site Area (Ha):</b> 5.26	
<b>Site Description</b> A site that comprises of grassland that slopes gently towards the north east and the Elm Bank Ditch which forms the north east boundary of the site. There are hedges along the two principal road frontages. There is a high screen of trees and shrubs on the boundary with site 237. A public right of way runs across the site connecting Bampton Road and Main Road. To the west of the site are existing residential properties in a linear form along Well Lane. To the south is the A4095 Bampton Road and beyond that agricultural land. To the east is further open space (SHLAA site 451). There are various existing residential properties to the north of the site as well as a childrens play area.			
<b>Suitability for housing</b> Potentially suitable subject to a comprehensive approach.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a sustainable location close to Witney and with excellent access to the premium S1 bus service allowing convenient travel to Carterton, Eynsham and Oxford. There is no question that development in this location would significantly alter the current linear form of the village. This was recognised in the Inspector's report of the previous Local Plan. However, landscape impact would be relatively localised and provided a comprehensive approach is taken and the number of homes is limited to a reasonable amount that would allow for a significant amount of open space to be incorporated into the development, the site offers the potential to create a high quality living environment in close proximity of Witney - the District's main town and without impinging on the existing gap between Witney and Curbridge.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 50 - 70 homes as part of a comprehensive scheme (see Site 142 above)	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable subject to a comprehensive approach.			

**Accessibility**

Access achievable from the main road frontages onto Well Lane and Bampton Road.

Footways exist on whole of western side of Well Lane and on the eastern side north of the adjacent playground. A footway runs along the whole of Bampton Road and on the north side of Main Road.

Excellent access by public transport with the site in close proximity to an existing bus stop on Main Road providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

A public right of way crosses the site. There are no other obvious physical constraints to development.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

This could be achieved to prevent harm to the wider landscape but the site forms part of a significant open space that contributes to the character and the setting of the village, particularly in views from the Bampton Road.

Development would be out of keeping with the historic linear form of the village however it would not contribute towards a reduction in the existing gap between Curbridge and Witney.

Any significant development in this location would have a significant impact on the character and setting of the village which would need to be carefully managed and recognised / minimised through any design and layout.

No formal biodiversity designations or records but, as a greenfield site, there is likely to be ecological interest. There are large TPO trees by the boundary with site 237. Other trees are principally along the brook course.

The site is near to listed building at Curbridge Farmhouse and other listed buildings in Main Road. It is not within a Conservation Area and is not affected by any scheduled monuments.



# SHELAA Assessment Summary

## CURBRIDGE SITES



SHELAA REF: 392		<b>Site Name and Location:</b> Land south of Main Road, Curbridge  <b>Site Area (Ha):</b> 1.10	
<b>Site Description</b>			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is poorly related to Curbridge and does not represent a logical complement to the existing built form of the village. The site also forms an important part of the rural approach into Curbridge from the west which would be significantly affected if it were to be developed. Noise from the A40 is a further consideration and potential constraint to development.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

At present access on foot to services and facilities is relatively limited although in due course some additional provision will be made to the north as part of the West Witney urban extension. No existing footpath between development site and Downs Road via Main Road. Assuming improvement was made, accessibility is at the upper end of acceptable thresholds. Access into Witney by cycle is good with convenient access along the A4095.

Excellent access by public transport with the site in close proximity to an existing bus stop providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

**Policy Constraints**

None although does fall partly within the boundary of the West Witney (North Curbridge) urban extension (area identified for junction improvements).

**Physical Constraints**

There are no major physical constraints to development. Whilst falling within the boundary of the West Witney urban extension this does not appear to preclude development of the site.

There are no public rights of way affecting the site.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). Development in this location would have a significant impact on the rural approach to Curbridge from the west.

The site is greenfield and will have some inherent ecological interest particularly along the field edges. GIS records indicate no significant recorded constraints however.

There are currently no significant archaeological constraints to this holding. The site does not fall within or close to a Conservation Area. There is one listed building directly to the east of the site the setting of which would need to be considered. No scheduled monument nearby.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 393		<b>Site Name and Location:</b> Land north of Main Road, Curbridge	
		<b>Site Area (Ha):</b> 1.59	
<b>Site Description</b> There is largely residential development to north and west and undeveloped land/countryside to south and east. A playground lies adjacent to the Well Lane frontage.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Falls within an area of land required for A40/Downs Road junction improvement. Also in its own right the site is not considered suitable for development. Whilst access by public transport is excellent the site does not relate well to the existing village would contribute towards the coalescence of Curbridge and Witney and is not likely to result in a high quality residential environment by virtue of the proximity of the A40.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Potentially not available		<b>Achievability</b> Potentially not achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is an existing informal access onto Main Road. Visibility appears to be acceptable in both directions. Main Road becomes a 30mph road just east of the existing site access. There is the brow of a hill and the junction with Downs Road approximately 60m west.

Excellent access by public transport with the site in close proximity to an existing bus stop providing access to the S1 premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

A footway would need to be provided to connect to the existing footway running along the northern edge of Main Road.

**Policy Constraints**

The site falls within the boundary of the West Witney (North Curbridge) strategic urban extension (area identified for junction improvements).

No other specific policy constraints.

**Physical Constraints**

The site falls within the boundary of the West Witney (North Curbridge) strategic urban extension (area identified for junction improvements).

Noise from A40 likely to be a concern.

No other specific physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

In terms of ecology there are no specific records to indicate a particular interest but as a greenfield site there is likely to be some biodiversity interest particularly along the site boundaries where there is mature vegetation.

# SHELAA Assessment Summary

## CURBRIDGE SITES



<b>SHELAA REF:</b> 451		<b>Site Name and Location:</b> Land adjacent to Main Road, Curbridge <b>Site Area (Ha):</b> 1.83	
<b>Site Description</b> The site comprises a broadly rectangular parcel of land on the south eastern edge of the village. It comprises a paddock with some storage facilities in the northern part of the site. The site slopes gently upwards towards Main Road to the north east. It forms part of a larger area of land between Main Road and Well Lane much of which has been promoted through the SHLAA (see sites above). The site has a relatively 'open' character and is prominent from the A4095 which runs along the south eastern boundary. The south western boundary of the site is provided by Elm Bank Ditch. Here the previous row of trees which at one point formed a definitive field boundary have now been heavily pollarded further enhancing the open feel of the site and its close relationship with the adjoining larger land parcel to the south west.			
<b>Suitability for housing</b> Potentially suitable subject to a comprehensive approach.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in a sustainable location close to Witney and with excellent access to the premium S1 bus service allowing convenient travel to Carterton, Eynsham and Oxford. There is no question that development in this location would significantly alter the current linear form of the village. This was recognised in the Inspector's report of the previous Local Plan. However, landscape impact would be relatively localised and provided a comprehensive approach is taken and the number of homes is limited to a reasonable amount that would allow for a significant amount of open space to be incorporated into the development, the site offers the potential to create a high quality living environment in close proximity of Witney - the District's main town and without impinging on the existing gap between Witney and Curbridge.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 50 - 70 homes as part of a comprehensive scheme (see Site 142 above)	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable subject to a comprehensive approach.			

**Accessibility**

An informal point of access exists into the site from the A4095 and is laid out with hardstanding however the primary access point into the site is currently from Main Road to the north.

Vehicular access arrangements would need to give consideration to the proximity of the junction of Main Road and the A4095.

There is a footway running along the northern edge of the A4095 providing good pedestrian access. Main Road also has pedestrian access along much of its length.

Accessibility by bus is excellent with bus stops very close by providing access to the premium S1 bus service (Carterton to Oxford via Witney and Eynsham).

A public right of way runs along the northern site boundary connecting onto Main Road.

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

Although consideration would need to be given to the most appropriate point of access, there are no obvious physical constraints to development in this location.

Consideration would also need to be given to the public right of way which runs along the n

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds (large scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

This could be achieved to prevent harm to the wider landscape but the site forms part of a significant open space that contributes to the character and the setting of the village, particularly in views from the Bampton Road.

Development in depth would potentially be out of keeping with the historic linear form of the village. It would also create a precedent leading to pressure on the remaining land between Well Lane and Main Road. Development would not however contribute towards a reduction in the existing gap between Curbridge and Witney.

Any significant development in this location would have a significant impact on the character and setting of the village which would need to be carefully managed and recognised / minimised through any design and layout.

If development were to come forward on this site it would need to be brought forward in a comprehensive manner including the adjoining land to the west.

As a greenfield site there is likely to be some ecological interest including the field boundaries in particular but there are no records of protected species or any other potential constraints.

In terms of heritage assets, the site is not within a Conservation Area although there is a listed building to the north along Main Road the setting of which would need to be taken into consideration. No archaeological constraints have been identified.

# SHELAA Assessment Summary

## DUCKLINGTON SITES



<b>SHELAA REF:</b> 136		<b>Site Name and Location:</b> Land off Witney Road, Ducklington <b>Site Area (Ha):</b> 2.65	
<b>Site Description</b> Sites lies within the flat Windrush valley, south of Witney. Most of site consists of well-used allotments. Western part of site, adjoining and to the rear of 3 dwellings in Witney Road, contains numerous mature and semi-mature trees, plus scrubland. Mature oaks and pines within southern boundary add to the rural approach to the village.  Hotel and flats lie immediately to the north of the site, with open fields/meadows to the south. The site forms part of the 'rural'/soft edge of the village and the buffer area between Witney and Ducklington.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Site makes a valuable contribution to the open character of the area.  Potential coalescence of Witney and Ducklington through the creation of an unsightly ribbon of development extending southwards into the countryside.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially achievable although replacement allotment provision would be needed in a suitable location.	
<b>Conclusion</b> Not suitable			

### **Accessibility**

Two existing access points off Witney Road: one close to roundabout, currently serving 114 Witney Road and land to the rear; and the other currently serving the allotments. A new access could be created to the north of the allotments' access road.

There is a footway on the eastern side of Witney Road into the centre of village. There is also a footway into Witney. The site is close to the cycleway link into Witney.

Served by two main bus routes. Number 19: Two hourly service between Witney and Carterton and Number 15: two hourly service between Witney and Abingdon. Bus stops close by at service station and within village.

### **Policy Constraints**

GIS records indicate evidence of groundwater vulnerability which would need to be taken into account.

Part of the site is within a mineral consultation area.

Site falls within the Lower Windrush Valley Conservation Target Area.

Currently the site lies within the protected 'buffer area' between Witney and Ducklington as identified in the adopted Local Plan (although this buffer is not proposed to be taken forward in the Local Plan 2031.

### **Physical Constraints**

The site is not affected by any public right of way. There are no other obvious physical constraint to development in this location.

### **Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. However, there appear to be no significant infrastructure constraints to development in this location.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses.

### **Landscape, Ecology and Heritage**

The site forms part of a predominantly open landscape setting to the village of Ducklington. The area is identified as floodplain pasture in the West Oxfordshire Landscape Assessment. Open nature of area means any development is likely to be visible over a long distance and intrusive within this rural/semi-rural landscape. Mature trees within Witney Road boundary contribute to the soft entrance into the village.

The site lies within a Conservation Target Area and within the Lower Windrush Valley Project Area. Part of site has a Biodiversity Action Plan Habitat. Regeneration of vegetation in the western part of the site is likely to have biodiversity value. Mature trees on the site also likely to have some ecological interest.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

Archaeology - There are known archaeological features in the area. Predetermination evaluation may be required.



# SHELAA Assessment Summary

## DUCKLINGTON SITES



<b>SHELAA REF:</b> 137		<b>Site Name and Location:</b> Land at Ducklington Lane/New Close Lane, <b>Site Area (Ha):</b> 3.15	
<b>Site Description</b> An irregularly shaped site extending to approximately 3.2 hectares and comprising a former domestic waste tip together with the retail, offices and car parking of Countrywide Stores. Colwell Brook runs along the northern site boundary and cuts across the north east corner of the site. The A40 and the Colwell Brook form the northern boundary of the site, to the south west is the Sewage Treatment Works and County Council depot site. To the south is New Close Lane and beyond that open space including allotment gardens. Immediately to the east is a petrol filling station and the A415 Ducklington Lane.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Potential noise from the A40, physical separation by the highway network in particular the A40 and A415, erosion of the gap between Witney and Ducklington. Likely poor amenity for occupants of any development in this location whether housing or employment use.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available in part		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is an existing vehicular access from New Close Lane which serves both the petrol filling station and the Countrywide site. If necessary it would be possible to provide a second vehicular access from New Close Lane.

Access into Witney by foot and cycle is good with a footway on the western side of Ducklington Lane and a pedestrian/cycle path on the eastern side.

Access by public transport is good with a bus-stop very close to the site on Ducklington Lane providing access to the 15 and 19 services. The premium S2 service is available within walking distance although not immediately proximate to the site.

**Policy Constraints**

Currently located within a Policy Area to Prevent Urban Sprawl (Policy NE2) although this policy is not proposed to be taken forward in the emerging Local Plan.

**Physical Constraints**

Noise from the A40 is a potential constraint to development of any noise-sensitive uses.

Proximity of the sewage treatment works presents a potential constraint in terms of odour.

The presence of the Colwell Brook would need to be taken into account particularly in the north east corner of the site.

The irregular shape of the site would also be a consideration but is not a significant constraint.

**Infrastructure Constraints**

The site is already partly developed including the Countrywide Stores buildings and parking. There do not appear to be any significant infrastructure constraints to development in this location.

**Landscape, Ecology and Heritage**

The site falls within the Bampton Vale landscape character area (WOLA) in particular within an area of semi-enclosed rolling vale farmland, a landscape which 'may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.' In the Witney Landscape Assessment (2007) the site falls within area F2 which in overall terms forms part of the open countryside south of the town with the A40 forming a strong physical boundary. The existing development near the A40/A415 junction is well contained within the landscape but little gap remains between Witney and Ducklington. In summary the area is considered to have a strong rural character and connection with the Lower Windrush Valley as a whole, with any connection with Witney being blocked by the A40. It is of moderate to high importance and sensitivity. In the area near the A40/A415 junction the strong contrast between urban (north of the A40, east of the A415) and rural (west of A415) is vulnerable to erosion.

In terms of ecology there are no specific designations that apply or records of protected or notable species. However, much of the site is undeveloped and covered in trees and vegetation suggesting a good degree of biodiversity interest. There is a TPO running along the southern boundary of the site adjacent to New Close Lane.

In terms of heritage, the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments. There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## DUCKLINGTON SITES



<b>SHELAA REF:</b> 185		<b>Site Name and Location:</b> Land south of A415, Ducklington	
		<b>Site Area (Ha):</b> 3.90	
<b>Site Description</b> A flat, broadly square parcel of agricultural land located to the south of the A415 on the approach into Ducklington and Witney from the south. The site is adjoined to the south and east by open farmland and to the west by a vacant employment site (formerly Dudleys American Motorhomes). To the north is the A415 and beyond that school playing fields for Ducklington Primary School.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location whether for housing or employment would not relate well to the existing settlement of Ducklington being divorced from the village by the A415. The site forms part of the rural approach into Ducklington from the south and falls within a visually sensitive area in landscape terms. The site is also relatively poorly served in terms of pedestrian, cycle and public transport access and could create a precedent for further development south of the A415.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

It would be possible to either create a vehicular access through the adjoining site to the west (which already has an existing access onto Aston Road. Alternatively a new access could be created directly onto the A415.

Pedestrian access is poor with the A415 being a busy road dominated by traffic and with no footway or cycleway.

Public transport access is average. Services 15 and 19 can be accessed within walking distance along the Standlake Road in Ducklington itself but there are no bus services running along the A415.

**Policy Constraints**

There are no specific policy constraints to development in this location.

**Physical Constraints**

No significant constraints. The main constraint would appear to be poor pedestrian and cycle connectivity into Witney.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious, significant constraints.

**Landscape, Ecology and Heritage**

The site falls within the Bampton Vale landscape character area (WOLA) in particular within an area of open rolling vale farmland. This area is therefore visually sensitive and development would be highly prominent and exposed.

In terms of ecology there are records of protected and notable species nearby but not on the site itself. As a greenfield site there will clearly be biodiversity interest particularly along the field boundaries which are mature particularly along the south eastern and northern boundaries.

In terms of heritage impact the site is not within a Conservation Area (although the edge of the Conservation Area lies around 125m to the north) and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## DUCKLINGTON SITES



<b>SHELAA REF:</b> 203		<b>Site Name and Location:</b> The Ark Royal Caravan Park, Ducklington Lane	
		<b>Site Area (Ha):</b> 0.47	
<b>Site Description</b>			
<p>A former caravan site; the concrete hard-standings remain but the site has become over-grown through many years of lack of use. Substantial boundary hedgerows containing significant trees, including horse chestnuts within the northern hedgerow and large conifers abutting the Ducklington roundabout.</p> <p>New Close Lane runs along the northern boundary of the site, giving access to an abattoir and sewage treatment works to the west and a service station and Country Wide Store to the north. The large Ducklington Roundabout lies to the east, with a hotel further to its east. The edge of the village of Ducklington is to the south east, with allotments immediately to the south and farmland stretching out from the site to the west.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>The Witney Landscape Assessment highlights the vulnerability of the gap between Witney and Ducklington and how there is a need to maintain their setting and keep the communities separate. This site plays an important role in maintaining the open buffer.</p> <p>This would be lost whether the site were to be developed for residential or employment use.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Existing access lies close to the roundabout and would not now be safe for use. While technically access may be achievable further along New Close Lane, this is likely to result in the loss of important trees along this boundary.

There is a footway into Witney around the northern half of the roundabout, with access on eastern side of Ducklington Lane and along southern slip-road to Station Lane Industrial Estate. A footway runs anti-clockwise into Ducklington around roundabout. There is no cycleway from the site but a cycleway into Witney starts at the nearby hotel.

Reasonable access to public transport with services 15, 19 and S2 within walking distance.

**Policy Constraints**

GIS records indicate evidence of groundwater vulnerability which would need to be taken into account. Part of the site is within a mineral consultation area.

Currently the site lies within the protected 'buffer area' between Witney and Ducklington as identified in the adopted Local Plan (although this buffer is not proposed to be taken forward in the Local Plan 2031).

**Physical Constraints**

The site is not affected by any public right of way. There are no other obvious physical constraint to development in this location.

**Infrastructure Constraints**

No obvious constraints. The site is previously developed, indicating that services may be available to the site.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses.

**Landscape, Ecology and Heritage**

The site lies within the largely flat Windrush valley floor. It reads as part of the rural edge of Witney, linking to the countryside to the southwest. The Witney Landscape Assessment identifies the area around the A40/A415 as being dominated by urban influences, with buildings, lighting and roads but that there is a contrast between the urban areas east of the A415 and the rural landscape to the west. This contrast is vulnerable to erosion. Mature trees within the site make a valuable contribution to the local landscape.

The 2005 Local Plan Inspector stated that the site 'remains as the only relatively open sector on the south-western side of the roundabout and, with the extensive frontage hedgerows, it links visually to the allotments and open countryside to the south, on the western side of the A415.'

Lack of disturbance/use and natural regeneration is likely to have resulted in biodiversity interest. A protected species recorded on site. Mature trees on the site also likely to have some ecological interest. There is a TPO, covering 15 trees, within northern site boundary. There are both mature and young trees on the site.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## DUCKLINGTON SITES



<b>SHELAA REF:</b> 221		<b>Site Name and Location:</b> Highway Depot, New Close Lane	
		<b>Site Area (Ha):</b> 0.60	
<b>Site Description</b> L-shaped site which is relatively flat and comprises an area of hardstanding (former depot building now demolished) and an area of open space which is largely covered in vegetation having been formerly used for domestic waste tipping and subsequently made up.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable in part	
<b>Reason:</b> The site previously accommodated a small depot building the replacement of which for employment use is likely to be acceptable in principle. However development across the whole of the site would create problems in terms of impinging on the sensitive gap between Ducklington and Witney. It would also create a potential precedent for the development of the adjoining site 137 which would have an even greater impact on the gap. The surrounding nature of the land uses including the sewage treatment works and nearby abattoir also mean that it would be difficult to create a high quality residential environment in this location.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 1,000 m2 (business use)	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

The site was originally accessed from New Close Lane but this has been blocked up following the demolition of the former depot building. This could be reinstated or an alternative access provided along New Close Lane.

Access into Witney by foot and cycle is good with a footway on the western side of Ducklington Lane and a pedestrian/cycle path on the eastern side.

Access by public transport is good with a bus-stop very close to the site on Ducklington Lane providing access to the 15 and 19 services. The premium S2 service is available within walking distance although not immediately proximate to the site.

**Policy Constraints**

Currently located within a Policy Area to Prevent Urban Sprawl (Policy NE2) although this policy is not proposed to be taken forward in the emerging Local Plan.

**Physical Constraints**

The site was in part formerly used for domestic tipping and has since been made-up. This is not a significant constraint to development but would need to be taken into account in any potential development. No other physical constraints identified.

**Infrastructure Constraints**

The site accommodated a previous depot building so it can be assumed that services were / are available. No specific constraints identified.

**Landscape, Ecology and Heritage**

The site falls within the Bampton Vale landscape character area (WOLA) in particular within an area of semi-enclosed rolling vale farmland, a landscape which 'may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.'

In the Witney Landscape Assessment (2007) the site falls within area F2 which in overall terms forms part of the open countryside south of the town with the A40 forming a strong physical boundary. The existing development near the A40/A415 junction is well contained within the landscape but little gap remains between Witney and Ducklington. In summary the area is considered to have a strong rural character and connection with the Lower Windrush Valley as a whole, with any connection with Witney being blocked by the A40. It is of moderate to high importance and sensitivity. In the area near the A40/A415 junction the strong contrast between urban (north of the A40, east of the A415) and rural (west of A415) is vulnerable to erosion.

In terms of ecology there are no specific designations that apply or records of protected or notable species. However, much of the site is undeveloped and covered in trees and vegetation suggesting a good degree of biodiversity interest. There is a TPO running along the southern boundary of the site adjacent to New Close Lane.

In terms of heritage, the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.



# SHELAA Assessment Summary

## DUCKLINGTON SITES



SHELAA REF: 254		<b>Site Name and Location:</b> Dudleys American Motorhomes, Aston Road, Ducklington  <b>Site Area (Ha):</b> 2.30	
<b>Site Description</b> A rectangular, flat site which currently accommodates a number of agricultural buildings and areas of hard-standing. Formerly used for the sale of motorhomes the site now has permission for the storage of grain, machinery and ancillary farming materials. The surrounding land to the west, south and east is agricultural farmland. To the north is the A415 and beyond that the village of Ducklington.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable in part	
<b>Reason:</b> The site has previously accommodated a commercial enterprise and whilst situated in a sensitive location there may be potential for further commercial use although the availability of the site is not certain with a recent planning permission for agricultural use including storage.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Uncertain availability		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

The site has a current vehicular access from Aston Road which could be used to serve any development in this location.

Pedestrian access is poor with the A415 being a busy road dominated by traffic and with no footway or cycleway.

Public transport access is average. Services 15 and 19 can be accessed within walking distance along the Standlake Road in Ducklington itself but there are no bus services running along the A415.

**Policy Constraints**

There are no specific policy constraints to development in this location.

**Physical Constraints**

No significant constraints. The main constraint would appear to be poor pedestrian and cycle connectivity into Witney.

**Infrastructure Constraints**

The previous and current use of the site suggests that services are available. There are no other obvious infrastructure constraints to development in this location.

**Landscape, Ecology and Heritage**

The site falls within the Bampton Vale landscape character area (WOLA) in particular within an area of open rolling vale farmland. This area is therefore visually sensitive and development would be highly prominent and exposed.

In terms of ecology there are records of protected and notable species nearby but not on the site itself. There is likely to be some biodiversity interest particularly along the boundaries which are mature particularly along the north west and south.

In terms of heritage impact the site is not within a Conservation Area (although the edge of the Conservation Area lies around 150m to the north) and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## DUCKLINGTON SITES



SHELAA REF: 327		<b>Site Name and Location:</b> Land off Witney Road, Ducklington  <b>Site Area (Ha):</b> 1.86	
<b>Site Description</b> A flat, unused and overgrown piece of land with a few trees within the site and more substantial ones along the north east and north west boundaries.  Surrounded by open countryside except for residential development adjoining the south western boundary. Immediately to the south east is a private concrete road leading to a electricity substation with large pylons to the north east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A projection of built development into the countryside where the landscape is particularly sensitive. It would harm the setting of a rural public right of way and it is not clear that access to the public highway could be secured. There would also be potentially harmful effects on ecology within a CTA.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable - subject to access issues being addressed	
<b>Conclusion</b> Not suitable			

**Accessibility**

The site has no frontage to a public highway although there may be potential to gain access to Witney Road via the adjacent private road. Visibility at the junction with Witney Road is somewhat restricted to the south east by street furniture (poles and cabinets) but this may be capable of resolution to create an acceptable access.

There is a public right of way running across the site which leads to the village network and could provide safe and convenient access to village facilities. It also provides access to Witney under the A40 via Avenue 2 and onto Station Lane.

Reasonable access to public transport with services 15, 19 and S2 within walking distance.

**Policy Constraints**

The site lies within a Conservation Target Area and within the Lower Windrush Valley Project Area.

GIS records indicate evidence of minor groundwater vulnerability which would need to be taken into account.

Currently the site lies within the protected 'buffer area' between Witney and Ducklington as identified in the adopted Local Plan (although this buffer is not proposed to be taken forward in the Local Plan 2031).

**Physical Constraints**

A public right of way crosses the site and would need to be incorporated into the development or diverted as appropriate.

Other than this and the potential problem of access onto Witney Road there are no other obvious physical constraints to development.

**Infrastructure Constraints**

No obvious constraints. The site adjoins residential development.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses.

**Landscape, Ecology and Heritage**

WOLA identifies the site as being within floodplain pasture which is of particularly high quality and sensitive to development although the local landscape is compromised by the large nearby electricity substation. The landscape and boundary trees are appreciated from the public footpath that crosses the site.

The site lies within a Conservation Target Area and within the Lower Windrush Valley Project Area. There is likely to be ecological interest in the site because of its history of neglect and minimal use as well as from the boundary trees.

There is no TPO but some attractive boundary trees particularly along the north western boundary.

The site is not in a Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## DUCKLINGTON SITES



SHELAA REF: 342		<b>Site Name and Location:</b> Land between A415 and Standlake Road, Ducklington  <b>Site Area (Ha):</b> 3.11	
<b>Site Description</b> Two main parcels of flat pastureland largely bordered by high hedges with some trees. Generally surrounded by roads (including a road junction to the east) with open countryside beyond but there is a single house on the western parcel and housing adjoining part of its western boundary. To the north of the western edge is a substantial Philip Dennis Food Service warehouse.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A protrusion of built development well beyond the built-up limits of the village which would be very harmful to the landscape and rural setting of the village and would not provide a safe pedestrian link to village facilities.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could be obtained from Standlake Road.

There are no footways along the road frontages or immediately to the west although a footway extends to the village from the Wesley Barrell warehouse on the north side of the road to the village although substandard in width near to the village centre.

**Policy Constraints**

GIS records indicate evidence of minor groundwater vulnerability which would need to be taken into account.

The site is within a mineral consultation area.

The land is grade 1 agricultural land but its value is constrained by the size and shape of the parcels.

**Physical Constraints**

The site is divided by a bridleway.

There is traffic noise from the A415 which adjoins the land. This would probably not preclude the creation of an acceptable residential environment but might affect the amount of development that could be accommodated.

**Infrastructure Constraints**

No obvious constraints. There is housing within and close to the site indicating that there are services that could be extended although the landowner may not be able to secure continuous segregated pedestrian access of good standard into the centre of the village.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses.

**Landscape, Ecology and Heritage**

WOLA identifies the site as being within floodplain pasture which is of particularly high quality and sensitive to development. Despite high hedging along the A415, development, except in the central portion of the site which is compromised by existing housing and a very large warehouse, would be intrusive in a rural landscape.

Much of the roadside hedge would need to be removed to create footways and sight lines from vehicular accesses.

There are no formal ecological designations and land appears to comprise improved grassland. Ecological interest is likely to be confined to the boundary trees and hedges. The site lies within the Lower Windrush Valley Project Area.

# SHELAA Assessment Summary

## DUCKLINGTON SITES



SHELAA REF: 397		<b>Site Name and Location:</b> Land east of Witney Road, Ducklington  <b>Site Area (Ha):</b> 6.42	
<b>Site Description</b> A relatively flat and rectangular greenfield site with mature trees along the southern, eastern and northern boundaries. Adjoins existing residential development to the west, open space and an electricity substation to the south and Witney Lake and Country Park to the east. To the north are existing allotments which have also been suggested for development through the SHELAA.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The area forms an important component of the existing gap between Witney and Ducklington. Development of this site would also be likely to create a precedent leading to pressure on the adjoining land to the north and south which has already been promoted through the SHELAA process.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access is likely to be achievable from Witney Road. Visibility is slightly obscured by existing trees and parked cars. There are footways on both sides of the road. The site has a pedestrian access that is a public right of way and two public footpaths going through it.

Reasonable access to public transport with services 15, 19 and S2 within walking distance.

**Policy Constraints**

Site falls within the Lower Windrush Valley Conservation Target Area.

Currently the site lies within the protected 'buffer area' between Witney and Ducklington as identified in the adopted Local Plan (although this buffer is not proposed to be taken forward in the Local Plan 2031).

**Physical Constraints**

There is a drainage system running through the middle of the site and two public rights of way which would need to be incorporated into any development or diverted as appropriate.

**Infrastructure Constraints**

Some overground running across the site pylons which may cause difficulties unless undergrounded. Similarly the existing drainage system may present a problem.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses.

**Landscape, Ecology and Heritage**

WOLA identifies the site as being within floodplain pasture which is of particularly high quality and sensitive to development although the local landscape is compromised by the large nearby electricity substation. The landscape and boundary trees are appreciated from the public footpaths that cross the site.

The site is likely to have biodiversity interest including along the mature boundaries (south, east and north). The site falls within the Lower Windrush Valley Conservation Target Area.

The site is not in a Conservation Area and is not affected by any listed buildings or scheduled monuments. There are however known archaeological features in the area and predetermination evaluation may be required.



# SHELAA Assessment Summary

## HAILEY SITES



SHELAA REF: 276		<b>Site Name and Location:</b> South of Vine Farm/north of Witheridge Farm, Hailey  <b>Site Area (Ha):</b> 1.28	
<b>Site Description</b> A flat field enclosed by hedgerows with trees. There is agricultural land including paddocks to south, west and north (part) and built development/gardens to north (part) and to east beyond a wide roadside verge and road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to character and setting of village and Conservation Area and to the separate identity of the village (intrusion into one of the narrow gaps between village and Witney) . Growth potentially constrained by capacity of primary school.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

A tarmac road extends close to the existing field access in the northern corner from main road where vision across wide verges is good.

The site is around 300m from a layby providing access to the X9 service (Witney - Chipping Norton). There is no Sunday or evening service however and relatively limited service on a Saturday.

There is a footway on the opposite side of the main road into the village and on the west side of road from a little to the north (potential to extend to site). Around 500m to school.

**Policy Constraints**

The site lies within the Wychwood Project Area. Within the Conservation Area.

**Physical Constraints**

The site is not affected by any public right of way. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. Some potential concerns about the capacity of Hailey CE Primary School to absorb cumulative growth.

A feasibility study would be needed to gauge this, and expansion would only be viable for significant housing growth.

**Landscape, Ecology and Heritage**

Visually sensitive location and development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. Important to resist urbanisation between Hailey and Witney. The site is in a flat landscape of enclosed fields but development would significantly reduce one of the two small gaps between Witney and Hailey to the north and south of the urban development at Foxburrow Lane including the Witney Town RFC. Development is likely to be out of keeping with the loose-knit edge-of-village character of adjacent development.

The site is not known to have any particular ecological value, although as a greenfield site it is likely to have some interest, particularly within the peripheral hedgerows. Some mature trees on the northern boundary

In heritage terms, the site lies within the Conservation Area. Development would intrude into important views identified within the Conservation Area Character Appraisal.

# SHELAA Assessment Summary

## HAILEY SITES



SHELAA REF: 349		<b>Site Name and Location:</b> Land south of Hailey  <b>Site Area (Ha):</b> 21.75	
<b>Site Description</b> The site comprises two main parcels of land both in agricultural use. The north eastern parcel is relatively flat and is accessed via a narrow lane (Church Lane). The boundaries of the site are relatively well-established providing a degree of screening. The second parcel of land has a more variable topography sloping down towards Priest Hill Lane. Distant views of the site are afforded from the north west.  The surrounding land uses are generally rural and agricultural.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development of the scale proposed would lead to significant harm to the character and setting of the village and Conservation Area. It would also harm the separate identity of the village by virtue of significant intrusion into the narrow gap between the village and Witney and by causing coalescence with Crawley to the west. Growth of this scale is also constrained by the capacity of the local primary school.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access to the southern portion of the site could be achieved from Foxburrow Lane and Priest Hill Lane although both are narrow and unsuitable for large volumes of traffic. Access to the northern portion of the site is very restricted and is only possible via Church Lane which is very narrow and not suitable. OCC have raised concerns about promoting either Priest Hill Lane or Foxburrow Lane as the main route to such a large development. Church Lane would only be acceptable for pedestrians and cyclists. The site is within walking and cycling distance of the services and facilities available in Hailey.

The site is around 450m from a layby providing access to the X9 service (Witney - Chipping Norton). There is no Sunday or evening service however and relatively limited service on a Saturday.

**Policy Constraints**

The site lies within the Wychwood Project Area but this is not considered to be a constraint to development. Adjacent to Conservation Area therefore setting would be a consideration.

The Upper Windrush Conservation Target Area lies immediately to the west of the site.

**Physical Constraints**

There is a public right of way running along part of the northern site boundary but this is unlikely to require diversion and does not present a physical constraint to development. The most obvious physical constraint to the development of this site is vehicular access.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. Some potential concerns about the capacity of Hailey CE Primary School to absorb cumulative growth.

A feasibility study would be needed to gauge this, and expansion would only be viable for significant housing growth.

**Landscape, Ecology and Heritage**

The site lies within the smaller scale semi-enclosed limestone wolds of Wychwood Uplands which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). The Witney Landscape Assessment 2007 (Areas C2 and C3) notes a key sensitivity is to resist urbanisation between Hailey and Witney, particularly given the existing scattered development along the B4022.

The site is not known to have any particular ecological value, although as a greenfield site it is likely to have some interest, particularly within the peripheral hedgerows. There is a record of a protected species (Barn Owl) immediately west of the site on Priest Hill Lane. The Upper Windrush Conservation Target Area lies immediately to the west of the site.

The site is not known to have any particular ecological value, although as a greenfield site it is likely to have some interest, particularly within the peripheral hedgerows. There is a record of a protected species (Barn Owl) immediately west of the site on Priest Hill Lane. The Upper Windrush Conservation Target Area lies immediately to the west of the site.

The site adjoins the Conservation Area which is located immediately to the north east. There are no known heritage assets. There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## HAILEY SITES



SHELAA REF: 441		<b>Site Name and Location:</b> Land off New Road, Hailey  <b>Site Area (Ha):</b> 1.83	
<b>Site Description</b> The site comprises two distinct parcels of land north and south of an existing public right of way. The northern parcel consists of cleared scrubland and the southern parcel comprises an area of agricultural land. The site sits in an elevated position above Priest Hill Lane.			
<b>Suitability for housing</b> Suitable in part.		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The northern parcel of the site which currently comprises an area of cleared scrubland, relates well to existing residential development (from where access can also be achieved) and is therefore considered suitable for limited development. Development on the southern parcel of land would relate poorly to the existing settlement and is considered less suitable.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 15 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Vehicular access to the site would be via Giernalls Road. This is likely to be acceptable for a limited number of dwellings.

There is a public right of way running through the middle of the site connecting through to the centre of the village within comfortable walking distance including the primary school. Witney to the south is within comfortable cycling distance of the site.

The site is around 300m from a layby providing access to the X9 service (Witney - Chipping Norton). There is no Sunday or evening service however and relatively limited service on a Saturday.

**Policy Constraints**

The site lies within the Wychwood Project Area but this is not considered to be a constraint to development.

The Upper Windrush Conservation Target Area lies immediately to the west of the site.

Adjacent to Conservation Area.

**Physical Constraints**

The site has a public right of way running across it east to west which would need to be retained or diverted as appropriate. Otherwise there are no obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. In terms of education provision, Hailey CE Primary School is a small rural school and is consistently operating at capacity.

**Landscape, Ecology and Heritage**

The site lies within the smaller scale semi-enclosed limestone wolds of Wychwood Uplands which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

The site is not known to have any particular ecological value, although as a greenfield site it is likely to have some interest, particularly within the peripheral hedgerows. Land to the west of the site is located within the Upper Wychwood Conservation Target Area.

There are no TPOs but there are some mature trees on the northern boundary.

The site lies adjacent to the Conservation Area and development would therefore need to be mindful of potential impact on its setting and character. There are no nearby listed buildings or other heritage assets. There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## MINSTER LOVELL SITES



<b>SHELAA REF:</b> 195		<b>Site Name and Location:</b> Rear of 78-88 Brize Norton Road, Minster Lovell	
		<b>Site Area (Ha):</b> 2.52	
<b>Site Description</b> This is a level site mainly grassland, bounded by weak hedgerows to the north and south and by a stronger hedgerow to the west.  From this site southwards, the western side of Brize Norton Road is characterised by low-rise detached properties in large plots, with little development in-depth. The rear of these properties is identified as rural fringe land in the Landscape Assessment. The village to the north of the site, west of Brize Norton Road, is different in character, containing housing estates off cul-de-sacs. To the west of the site is farmland (open limestone wold) and, to the south, further paddocks at the rear of properties along Brize Norton Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The development of this land for housing would be out of character of the predominantly linear nature of the village. Development in-depth on land to the rear of properties in Brize Norton Road would compound the piecemeal approach to the north, be poorly related to the dwellings fronting Brize Norton Road and could lead to pressure for numerous other incremental schemes on similar land either side of the road, with cumulative adverse impacts.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Footways on both sides of Brize Norton Road give access to village services and facilities. Footway and cycleway connection to Witney along Burford Road.

Currently served by the Stagecoach 233, running hourly during the day between Burford and Woodstock, no evening or Sunday service. Bus stops lie close to the site at the arcade of shops.

Also served indirectly by the 853 Oxford - Cheltenham service running along the Burford Road although very infrequent.

**Policy Constraints**

The site lies in an area of major groundwater vulnerability which would need to be taken into account. Part of site identified as suffering from surface water flood risk (1 in 200 rainfall event).

**Physical Constraints**

The site is not affected by any public rights of way. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

It is understood that St Kenelm's CE Primary School may be able to absorb some impact of small-scale development, but would need some internal remodelling. With suitable building work may be capable of accommodating a more significant number of pupils.

**Landscape, Ecology and Heritage**

No TPOs but trees within site and along boundaries are a feature, especially along the western field boundary.

This site lies at the northern end of rural fringe land which runs along the western and eastern side of Brize Norton Road. The land is generally open in nature to immediate views from the south but enclosed by a field hedgerow to the east, reducing the wider landscape impact of development. A block of development in-depth to the rear of Brize Norton Road would not relate well to the linear character of the village south of Ripley Avenue. Achieving satisfactory vehicular access from Brize Norton Road would further erode the village's character and adversely impact on the street scene.

In terms of ecology, no formal designation or intrinsic features evident within the site, although as a greenfield site there will be biodiversity interest, particularly within the peripheral hedgerows and trees. Records of protected species in close proximity to site.

No known heritage assets within the site but a listed building immediately to the east at 86 Brize Norton Road.



# SHELAA Assessment Summary

## MINSTER LOVELL SITES



<p><b>SHELAA REF:</b> 253</p>	<p><b>Site Name and Location:</b> Dudley Engineering, 120 Brize Norton Road, Minster Lovell</p> <p><b>Site Area (Ha):</b> 0.54</p>	
<p><b>Site Description</b></p> <p>A level site containing two industrial units, car parking area and rough land used for outdoor storage, accessed from Brize Norton Road between two residential properties. Well-treed hedgerows form the northern, eastern and southern boundaries to the site.</p> <p>This section of the village, on both sides of Brize Norton Road, is characterised by low-rise detached properties in large plots, predominantly ribbon development along the road, with little development in-depth - identified as rural fringe land in the Landscape Assessment. The site, to the north and west, is bounded by farmland and, to the south and east, by mainly residential uses.</p>		
<p><b>Suitability for housing</b> Not suitable</p>	<p><b>Suitability for employment</b> Suitable - continuation of existing use</p>	
<p><b>Reason:</b></p> <p>This is an employment site where each of the units are occupied. The uses do not appear to be unsuitable for this location and there is little evidence to show that there would be substantial benefits if the site were redeveloped.</p> <p>The site provides the potential for local jobs and, through the multiplier effect, for wider benefits for the village.</p> <p>Redevelopment for housing could also create a precedent for further housing development on the western side of the village with two other sites already having been promoted to the north.</p>		
<p><b>Likely Yield</b></p>		
<p><b>0-5 Years</b> 0</p>	<p><b>6-10 Years</b> 0</p>	<p><b>11-15 Years</b> 0</p>
<p><b>Availability</b> Available</p>	<p><b>Achievability</b> Achievable</p>	
<p><b>Conclusion</b> Suitable for continued employment use but not residential</p>		

**Accessibility**

The existing site access onto Brize Norton Road would be suitable for housing.

Footways on both sides of Brize Norton Road give access to village services and facilities. Footway and cycleway connection to Witney along Burford Road.

Currently served by the Stagecoach 233, running hourly during the day between Burford and Woodstock, no evening or Sunday service. Bus stops lie to the north and to the south of the site.

Also served indirectly by the 853 Oxford - Cheltenham service running along the Burford Road although very infrequent.

**Policy Constraints**

An existing employment site in active use. GIS records show evidence of groundwater vulnerability.

**Physical Constraints**

The site is not affected by any public rights of way. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

No obvious constraints. Most of the site is developed and occupied, indicating that services are available.

It is understood that St Kenelm's CE Primary School may be able to absorb some impact of small-scale development, but would need some internal remodelling. With suitable building work may be capable of accommodating a more significant number of pupils.

**Landscape, Ecology and Heritage**

The site is reasonably well screened by the existing hedgerows and not readily visible from any public vantage point. In isolation, the site could be developed for housing with minimum landscape impact.

In terms of ecology, no formal designation or intrinsic features evident within the site, although as a greenfield site there will be biodiversity interest, particularly within the peripheral hedgerows and trees.

No TPOs but trees within site are important features.

No known heritage assets within the site but a listed building nearby on the eastern side of Brize Norton Road

# SHELAA Assessment Summary

## MINSTER LOVELL SITES



<b>SHELAA REF:</b> 262		<b>Site Name and Location:</b> Land east of Brize Norton Road, Minster Lovell	
		<b>Site Area (Ha):</b> 7.23	
<b>Site Description</b>			
<p>A series of linear, flat fields to the rear of predominantly detached bungalows along Brize Norton Road. Weak field boundaries which tend to follow the original lots of the Chartist development.</p> <p>Relatively low density, ribbon development runs along the western side of the site, east of Brize Norton Road. This development is predominantly residential in nature. North and north-east of the site lies Bushey Ground which still reflects the character of the original Charterville development of single storey dwellings with associated small-holdings. Many of these small-holdings have evolved into mixed-use sites from which a variety of businesses operated, particularly associated with the motor trade and building industry. East of the site is open farmland and a golf course. Immediately south of the site lies the A40 and a slip road from Brize Norton Road (B4477).</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>This is a large backland site, the development of which would substantially change linear character of this part of the village, and begin to erode the gap between Minster Lovell and Witney. In addition, the site lies some distance from the main services and facilities of the village, with the likelihood that car-use will be high.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable (although access likely to be problematic unless an existing dwelling is demolished).	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Achieving satisfactory access in the area of the open land at the southern end of the site would be difficult because of the proximity of the A40 slip road. Creating an access further north along Brize Norton Road could only be achieved through the demolition of a dwelling(s) and the use of wide visibility splays. Brize Norton Road already experiences high traffic flows; villagers have concerns about both the volume and speed of vehicles passing through their village.

OCC note that whilst the possible accesses appear to be acceptable from a vision point of view for vehicles exiting the site, subject to speed surveys, the Brize Norton Road is narrow with just enough room for two way traffic and there is no scope for widening with traffic flows being high. Careful consideration of the safety performance of the junction especially for vehicles waiting to turn right in would need to be given (possibility of shunt type accidents). Pedestrian crossing of the main road to access footway on west side may be required.

Footways on both sides of Brize Norton Road give access to village services and facilities (but most of these are focused at the northern end of Brize Norton Road, over a kilometre from the site). Footway and cycleway connection to Witney along Burford Road. Pedestrian crossing of the main road to access footway on west side may be required.

Currently served by the Stagecoach 233, running hourly during the day between Burford and Woodstock, no evening or Sunday service. Bus stops lie immediately to the north of the site and south of the A40.

**Policy Constraints**

GIS records show evidence of groundwater vulnerability. Part of site identified as suffering from surface water flood risk (1 in 200 rainfall event).

**Physical Constraints**

A well-used public right of way runs through site. The main physical constraint affecting the site is likely to be the limited scope to provide an acceptable vehicular access.

**Infrastructure Constraints**

As a mainly greenfield site, services would need to be provided but there are no obvious constraints. Achieving a satisfactory vehicular access may be a potential constraint.

**Landscape, Ecology and Heritage**

This is an open site that is generally rural in nature, the development of which will substantially change the character of this part of the village, both in terms of the backland development and the access/road improvements required to Brize Norton Road.

In terms of ecology, no formal designation or intrinsic features evident within the site, although as a greenfield site there will be biodiversity interest, particularly within the peripheral hedgerows and trees.

No known heritage assets within the site but a number of listed buildings nearby in Bushey Ground.

# SHELAA Assessment Summary

## MINSTER LOVELL SITES



<b>SHELAA REF:</b> 388		<b>Site Name and Location:</b> Land south of Burford Road, Minster Lovell	
		<b>Site Area (Ha):</b> 10.53	
<b>Site Description</b>			
<p>Large, relatively flat rectangular field used for arable farming. No distinguishing on-site features or structures. Mature boundaries along northern, western and southern boundaries.</p> <p>Established residential development immediately to the east of the site at Whitehall Close and Ripley Avenue. Whitehall Close comprises primarily relatively low-density, single storey bungalows with on-plot parking. Ripley Avenue comprises two-storey, primarily detached houses dating from the 1980s. There is an existing area of public open space with play space off Ripley Avenue. Land to the south and west of the site is in agricultural, arable use. The site is bounded to the north by the B4047 and beyond that are fields sloping down towards the River Windrush.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable		Not suitable	
<b>Reason:</b>			
<p>The site is considered to represent a sustainable location for new residential development. It is within comfortable walking distance of local services and facilities in Minster Lovell and is within walking and cycling distance of the main employment area to the west of Witney.</p> <p>Unlike sites 195, 406 and 253 to the south it is not considered that development in this location would create a precedent for further development to the west of the B4477 Brize Norton Road. Minster Lovell is a sustainable settlement and this site is considered to represent the most suitable opportunity for residential development of all those considered.</p> <p>The site is unlikely to be suitable for employment use given the adjoining residential uses and is also not being promoted for employment use.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
85 homes	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable			

**Accessibility**

Vehicular access to the site would be achieved directly from the B4047 Burford Road to the north. OCC comment that the whole of the site frontage is outside of the 40mph speed limit and that observed vehicle speeds are very high. A speed survey would therefore be needed to ascertain the visibility splay dimension. Roadside vegetation is very dense along the site frontage which if removed would mean site visibility splays are likely to be achieved. Village entry treatment and speed limit would need to be relocated to the west. Due to volume of traffic on main road, ghost right island access would be needed.

Currently served indirectly by the Stagecoach 233, running hourly during the day between Burford and Woodstock, no evening or Sunday service.

Also served indirectly by the 853 Oxford - Cheltenham service running along the Burford Road although very infrequent.

The site is located close the main services and facilities of the village most of which are located along the B4477 Brize Norton Road. Access by foot or cycle would be achieved via a connection in the north east corner of the site into Upper Crescent and also potentially into Ripley Avenue and Wensric Drive via the adjoining area of open space to the east of the site. Alternatively access could be achieved via the B4047 Burford Road to the north. The employment areas in the west of Witney are around 2km from the site therefore within walking and cycling distance.

**Policy Constraints**

None.

**Physical Constraints**

The site is not affected by any public rights of way. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a Greenfield site, services would need to be provided but there are no obvious constraints. It is understood that St Kenelm's CE Primary School may be able to absorb some impact of small-scale development, but would need some internal remodelling. With suitable building work may be capable of accommodating a more significant number of pupils.

**Landscape, Ecology and Heritage**

The site lies within an area of open limestone wolds (WOLA). Visually exposed and therefore particularly sensitive to development however whilst the site is visible from the A40 on the approach to Minster Lovell it is relatively well-screened by the existing vegetation along the northern boundary of the site. The established boundaries along the western and southern boundaries of the site help to provide a good degree of screening.

There are no public rights of way in the immediate vicinity of the site to the south from which to view the site. Care would be needed to minimise the impact of views from within the AONB to the north of the site. Careful treatment would be needed to enhance the current screening afforded to the site as well as the relationship with the existing development to the east.

In terms of ecology, there are no formal designation or intrinsic features evident within the site, although as a greenfield site there will be biodiversity interest, particularly within the peripheral hedgerows and trees.

There are known archaeological features in the area. Pre-determination evaluation may be required. There are a number of listed buildings to the north east of the site along Upper Crescent. The site is not affected by any scheduled monuments or historic parks and gardens. It is also not within a Conservation Area.

# SHELAA Assessment Summary

## MINSTER LOVELL SITES



<b>SHELAA REF:</b> 406		<b>Site Name and Location:</b> Land at Bennetts Yard, Minster Lovell	
		<b>Site Area (Ha):</b> 1.95	
<b>Site Description</b>			
<p>The site comprises a mixture of different uses with the southern portion consisting of a builders yard with open storage and several on-site buildings. The remainder of the site is undeveloped greenfield land used as a paddock.</p> <p>To the west of the site is large field used for agricultural purposes (arable). To the north of the site are several field parcels to the rear of the properties along the Brize Norton Road two of which fall within the site area being promoted under Site 195. Land to the south also comprises open land to the rear of properties along the Brize Norton Road with an employment site (Dudleys Engineering) beyond that. To the east are existing, primarily residential, low-density properties located along the Brize Norton Road.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Suitable in part - continued employment use	
<b>Reason:</b>			
<p>Residential development of this site would result in the loss of an employment use and would create an unacceptable form of backland development to the rear of the properties along the B4477 Brize Norton Road.</p> <p>It would also create a precedent for further backland development to the north and south where further parcels of land have been promoted through the SHELAA process.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

### **Accessibility**

Vehicular access would need to be achieved via the existing site access onto the B4477 Brize Norton Road. Oxfordshire County Council have stated that this access would appear to be acceptable and that visibility splays appear to be achievable for 30mph, subject to speed surveys. However they observe that the Brize Norton Road is narrow with just enough room for two way traffic. There is no scope for widening and traffic flows are high. Very careful consideration of the safety performance of the junction especially for vehicles waiting to turn right in would need to be given (possibility of shunt type accidents).

Access to the villages main facilities to the north of the site would be directly along the B4477 Brize Norton Road which has a pavement along the western edge of the road only. Access by cycle is achievable although the road is narrow in places. The site is within comfortable walking and cycling distance of the main facilities in the village including the school and post office.

Currently served by the Stagecoach 233, running hourly during the day between Burford and Woodstock, no evening or Sunday service.

### **Policy Constraints**

Part of the site includes an existing employment site in active use.

### **Physical Constraints**

There are no obvious physical constraints to development other than the fact part of the site is already in use and would require clearance etc. in order to facilitate residential redevelopment.

There are no public rights of way within the site or within close proximity.

### **Infrastructure Constraints**

As a Greenfield site, services would need to be provided but there are no obvious constraints.

It is understood that St Kenelm's CE Primary School may be able to absorb some impact of small-scale development, but would need some internal remodelling. With suitable building work may be capable of accommodating a more significant number of pupils.

### **Landscape, Ecology and Heritage**

The site falls within an area of 'rural fringe land' as defined in the West Oxfordshire Landscape Assessment (WOLA).

It is partly already developed as well as being relatively well-screened by trees and vegetation along the southern, western and northern site boundaries. There are no public rights of way to the west north or south of the site and as such landscape impact of development in this location is unlikely to be significant.

In isolation, the site could be developed for housing with minimum landscape impact. There is a danger however of a precedent being created which could lead to development all along the western edge of the village which would obviously have a more significant impact.

In terms of ecology, there are no formal designation or intrinsic features evident within the site, although as a primarily greenfield site there will be biodiversity interest, particularly within the peripheral hedgerows and trees as well as those trees within the site.

There are a number of trees within the site itself and also along the site boundaries however none of them are the subject of a tree preservation order.

There are known archaeological features in the area. Predetermination evaluation may be required. There are also two listed buildings immediately adjoining the site to the east and any development would therefore need to consider the potential impact on the setting of those listed buildings.



# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 19		<b>Site Name and Location:</b> Nurseries off Alvescot Road, Carterton	
		<b>Site Area (Ha):</b> 0.19	
<b>Site Description</b> Former nursery. The site is now vacant and cleared for development. Site is flat and broadly rectangular in shape with a wide frontage opening onto Alvescot Road			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable - small-scale	
<b>Reason:</b> The site has an extant planning permission and is included on the Council's brownfield register. The principle of development in this location is acceptable.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 5 homes.	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Access to the site would be served directly from Alvescot Road to the north of the site. This access point is unconstrained and it is considered that sufficient visibility could be achieved to enable safe access and egress.

The site is located in close proximity to Carterton town centre where a broad range of services are accessible by foot and cycle.

Carterton town centre is served by premium bus services with frequent links to other settlements in the District and beyond.

**Policy Constraints**

No specific policy constraints identified.

**Physical Constraints**

There is an electricity pylon located in close proximity to the site entrance with cables spanning the site entrance. There are no other obvious constraints to development

**Infrastructure Constraints**

None identified.

**Landscape, Ecology and Heritage**

The site is well contained and relates well to existing residential development. Development of this site would result in no detrimental landscape impact, subject to satisfactory design and scale of buildings.

The site is not subject to any statutory wildlife protection designations and there are no records of protected species on site.

The site is not located within a conservation area and is not subject to any statutory heritage protection designations. There are no listed buildings within the vicinity of the site.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 23		<b>Site Name and Location:</b> Land at 23 Brize Norton Road, Carterton	
		<b>Site Area (Ha):</b> 0.53	
<b>Site Description</b> Site is a rectangular parcel of land situated to the rear of properties on Brize Norton Road. The site is flat and grassed and there is vegetation within the site and around the boundary. Part of the site is occupied by buildings associated with the breeding of birds			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable - small-scale	
<b>Reason:</b> Site may be available in the medium term when activities at the breeding aviary have ceased.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 16 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Not currently available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Access to the site is constrained by development on the site frontage to Brize Norton Road. Some demolition would be required to provide access to the site. A new access road would have to be established onto Brize Norton Road, crossing the existing footpath. Sufficient visibility splays would be necessary to allow safe access and egress.

Site is located in close proximity to Carterton Town centre with safe pedestrian access to a wide range of services and facilities.

Brize Norton Road and Carterton town centre are served by premium bus services with frequent links to other settlements in the District and beyond.

**Policy Constraints**

None Identified

**Physical Constraints**

Access to the site is currently constrained by buildings on the frontage to Brize Norton Road. There are a number of mature trees and other vegetation within the site which could limit the developable area of the site.

**Infrastructure Constraints**

None identified.

**Landscape, Ecology and Heritage**

The site is well contained and relates well to existing residential development. Development of this site would result in no detrimental landscape impact, subject to satisfactory design and scale of buildings.

The site is not subject to any statutory wildlife protection designations and there are no records of protected species on site.

Vegetation within the site is likely to have some ecological value and it will be necessary to undertake an ecological assessment to determine the ecological value of these features.

The site is not located within a conservation area and is not subject to any statutory heritage protection designations. There are no listed buildings within the vicinity of the site.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 34b		<b>Site Name and Location:</b> REEMA Central	
		<b>Site Area (Ha):</b> 19.30	
<b>Site Description</b> Level previously developed site within the built up area. Site previously accommodated 567 dwellings - 315 houses and 54 flats remain on the site. In total therefore 369 dwellings remain.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The principle of residential development in this location is acceptable. Permission has been granted for development of part of the site. The remainder is likely to be available and developed within the plan period.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 135 homes	<b>6-10 Years</b> 65 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Available (In part)		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

The existing junctions onto Upavon Way, Burford Road and Brize Norton Road are considered acceptable in terms of visibility, geometry by the highway authority. The Highway Authority raised no objections to the reserved matters scheme in terms of the number of dwellings, the internal road layout, the parking provision and the pedestrian and cycle links, subject to conditions being attached to any permission.

Approx 600m to town centre. Approx 700m to primary school. Various off site works required to improve pedestrian and cycle access including improved cycleways along Upavon Way and Brize Norton Road, and a surface crossing to Upavon Way.

S1 and S2 high frequency bus services to Carterton town centre, Witney and Oxford and 64 service to Swindon with bus stops on Upavon Way and Brize Norton Road.

**Policy Constraints**

None Identified

**Physical Constraints**

Not all site has been cleared of development. New development likely to take place in phases as further MOD housing land becomes available.

**Infrastructure Constraints**

Thames Water identified an inability of the existing waste water infrastructure to accommodate the needs of the reserved matters application for 496 dwellings and would like a Grampian style condition imposed.

**Landscape, Ecology and Heritage**

The previous outline application requires a strategic landscape buffer to be maintained around the north, east and southern boundaries of the site. The large volume of amenity trees provided structure to the previous housing estate. Proposals should aim to keep as many trees as possible but where not possible mitigate through tree planting in the open spaces and along the edges of the streets.

Redevelopment of the site can significantly improve the streetscape of what is prominent frontage along the main distributor route through the town.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

Records of protected species in proximity of site. Trees on site are the most valuable identified ecological feature.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 134		<b>Site Name and Location:</b> Land to the rear of Corbett Road, Carterton	
		<b>Site Area (Ha):</b> 0.81	
<b>Site Description</b> The site comprises an existing paddock, located immediately to the south of Alvescot Road to rear of housing on Corbett Road. Land slopes gently to the west down to the Shill Brook with significant trees and hedges on site boundaries and part of a soft rural edge to this part of the town. There are a couple of small, single storey storage buildings on the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location would have a detrimental impact on the landscape setting of Carterton and a sensitive ecological area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing site access to Alvescot Road.

500m to primary school 1km to town centre - footpath but no cycleway along Alvescot Road.

High frequency S2 bus service provides link to Carterton, Witney and Oxford. 19 bus service links Carterton with Bampton and Witney

**Policy Constraints**

Site is located within a Conservation Target Area

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

None Identified

**Landscape, Ecology and Heritage**

The site forms part of a strong but sensitive landscape edge to Carterton sloping down to the Shill Brook identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment. Mature vegetation on the boundaries of this and other plots provide a good landscape approach to the town from the west along the B4020 and a strong contrast between the built up area and open countryside to the west. The site is visually well screened but is of high landscape importance and the Carterton Landscape Assessment concludes that development would be inappropriate. Of note, adjoining landowners have expressed interest in participating in a future scheme and allowing some development would set an undesirable precedent for development of a substantially larger area of land.

Trees likely to be most significant ecological feature. Remainder of the site is grassland which may be a habitat for reptiles. Site within the South Cotswolds Valleys Conservation Target Area where Limestone (lowland calcareous) grassland management and restoration is a priority. The Shill Brook is a significant ecological resource and development which encroaches on the watercourse has a potentially severe ecological impact. A buffer zone to the Shill Brook would be required. Willow Meadows Local Wildlife Site lies on the opposite side of the Shillbrook.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.



# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 147		<b>Site Name and Location:</b> Carterton Town Football Club and Allotments	
		<b>Site Area (Ha):</b> 12.25	
<b>Site Description</b>			
Land to the north of Carterton, either side of Swinbrook Road. The site overlaps with site 234 and 193 but includes the Town Football Club and allotments.			
The south eastern part of the site, to the south of the allotments and football club is enclosed by hedgerows relates well to the settlement as part of the urban rural fringe. The Kirkham Landscape review identifies that development could be accommodated in this south eastern area but that the western part should remain open to retain the landscape setting and relative isolation of Shilton.			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable (In part)		Not suitable	
<b>Reason:</b>			
Part of the site is considered suitable for residential development. The site is more visually exposed and ecologically sensitive in the northern part of the site.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	70 homes	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable (in part)			

### **Accessibility**

The site could be accessed from the Shilton Link Road. OCC Highways consider that the proposed access is acceptable in principle subject to a detailed Transport Assessment and design. OCC have highlighted that there may be road capacity issues should a high volume of traffic route via Elmhurst Way through the Shilton Park estate.

The town centre is approximately 2km from the centre of the site. The nearest primary school with capacity is 1.6km away. Swinbrook Road is relatively quiet in terms of encouraging walking and cycling and an off road pedestrian cycle route connects from the southern end of Swinbrook Road to the town centre.

The nearest bus services operate through Shilton Park and is a round town service. The S1 and S2 services are approximately 1.4km away and OCC have indicated that it is unlikely that a commercial bus service could be routed through the site.

### **Policy Constraints**

Development over the whole of the site would require the relocation of Carterton Town FC and the allotments in order to maintain sufficient provision of open space in the town.

### **Physical Constraints**

There is an existing bridleway running east - west along the northern boundary of the site. The established football ground would require relocation or incorporation into any development.

### **Infrastructure Constraints**

A range of on and off site infrastructure would be needed to bring the site forward but it would appear that there are no exceptional costs.

### **Landscape, Ecology and Heritage**

The removal of the football club and associated floodlighting may offer potential improvements to this landscape edge although would be difficult to replace as likely to be intrusive wherever located on the edge of the town. Allotments currently part of the soft northern edge of the town.

Ecological Report submitted which identifies part of site as predominantly arable fields although there are areas of semi improved calcareous grassland, hedgerows, scrub and small area of woodland. There are records of protected species on the site and development would impact bird nesting habitat and impact the farmland bird community. The report identifies the potential impacts on key ecological features to be high. The report also identifies potential positive gain should priority BAP habitats such as hedgerow and deciduous woodland be created. Site lies on the edge of the South Cotswolds Valleys Conservation Target Area where Limestone (lowland calcareous) grassland management and restoration is a priority. Areas of calcareous grassland BAP habitat in the fields in the south east of the site south of the football club and allotments which OCC comment should be retained and enhanced as part of the development. Further surveys of calcareous grassland surveys recommended during summer months to identify extent.

Series of crop marks identified but no designated assets identified on site. Site abuts Shilton Conservation Area. The Kirkham Landscape review identifies that development could be accommodated in this south eastern area without significant impact on the setting of Shilton. The western part should remain open.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 148		<b>Site Name and Location:</b> Land off Upavon Way, Carterton	
		<b>Site Area (Ha):</b> 4.86	
<b>Site Description</b> Elongated site occupying land to the north and west of Upavon Way on the upper slopes of the Shill Brook valley. Site is heavily vegetated with some breaks occupied with grassland and some limited residential development at Sunnyside. Parts of the site, particularly in proximity to Sunnyside are prominent in views of the town from the West. Site forms part of a strong landscape structure			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is highly sensitive, particularly in regard to landscape and ecology. The sides of the Shill Brook valley should be protected and enhanced for their positive contribution the local environment and character.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Potential to access site from Upavon Way.

Town centre approx 1.4km, Primary school approx 600m. Pedestrian footway on east opposite side of Upavon Way but no cycleways.

S2 high frequency bus services from Carterton town centre to Witney and Oxford runs along Upavon Way past the site.

**Policy Constraints**

The site is located within a conservation target area.

**Physical Constraints**

The heavily vegetated nature of parts of the site presents the most obvious physical constraint to development.

There are at least two balancing tanks present within the site boundary.

**Infrastructure Constraints**

None Identified

**Landscape, Ecology and Heritage**

The site forms part of a strong but sensitive landscape edge to Carterton sloping down to the Shill Brook identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment.

Vegetation on the site provides a good landscape approach to the town from the west along the B4020 and a strong contrast between the built up area and open countryside to the west. Development would urbanise this soft green edge and harm the landscaping setting of the town and views from the open countryside. The previous Local Plan Inspector did not consider that the loss of this green edge through development could be mitigated through landscaping or inclusion of open space along the Shill Brook.

A habitat survey has identified some unimproved calcareous grassland a priority habitat along with the Shill Brook. Evidence of protected species activity in the area. Trees provide potentially valuable habitat. Shill Brook has potential to support water vole and otter although no evidence of current use. Some habitats on the site would benefit from improved management such as grassland. Site within the South Cotswolds Valleys Conservation Target Area where Limestone (lowland calcareous) grassland management and restoration is a priority. The Shill Brook is a significant ecological resource and development which encroaches on the watercourse has a potentially severe ecological impact. A buffer zone to the Shill Brook would be required. Northern part of site designated as a Local Wildlife Site.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 149		<b>Site Name and Location:</b> Land south of Alvescot Road	
		<b>Site Area (Ha):</b> 10.40	
<b>Site Description</b>			
<p>Large agricultural field separated from the built extent of Carterton by the Shill Brook valley and Willow Meadows Country Park.</p> <p>The northern part of the site adjacent to Alvescot Road is occupied by a traveler site and two small areas of rough grassland. used for grazing horses.</p> <p>The majority of the site extends south from Alvescot Road into the open countryside and is occupied by agricultural land. This rises from east to west away from the Shill Brook valley.</p> <p>There are trees and hedgerows along the eastern boundary but no trees within the site itself.</p> <p>The site is very open and exposed and prominent in the landscape, especially approaching Carterton from the West.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>The site is too disjointed from the existing built up area of carterton and services and facilities could not be accessed conveniently by sustainable means.</p> <p>Development in this location would have a significant detrimental impact on a sensitive landscape area and would erode the rural character tot eh west of the town.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

The site is located some distance from Carterton Town Centre so services and facilities are not conveniently accessible by sustainable means.

There are no footpaths linking the site with Carterton along the B4477 Alvescot Road so pedestrian access would be unsafe, particularly as the route is unlit.

The Number 19 bus service operates along the B4477 linking the area with Bampton and Carterton although there are no dedicated bus stops in proximity to the site.

Site access would have to be served from the B4499 which is currently a national speed limit route. It is not clear whether satisfactory access could be provided from the highway.

**Policy Constraints**

None identified

**Physical Constraints**

None identified

**Infrastructure Constraints**

A range of on and offsite infrastructure would be required to bring a site of this scale forward for development.

**Landscape, Ecology and Heritage**

The site is located within the Shilton Downs Landscape Character Area and is characterised as semi enclosed limestone wolds (large scale). The site is not affected by any statutory landscape protection designations but is open and exposed and sensitive to change. The expansion of Carterton into this area is one of the main threats to the quality of the landscape.

The site is not affected by any heritage protection designations and there are no listed buildings in close proximity to the site.

The site is located next to a Local Wildlife Site and conservation target area which adjoin the eastern boundary.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 154		<b>Site Name and Location:</b> Land at Carterton south Industrial Estate <b>Site Area (Ha):</b> 0.62	
<b>Site Description</b> The site is part of the existing Carterton South Industrial Estate. Part of the site used for a plant hire business, part disused/scrubland. This is a level site. Proposal is to retain plant hire business on a smaller site and provide B1 units and some residential units.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> The site forms part if the South Carterton Industrial Estate and is therefore better suited for continued employment use			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable (For business uses) Not suitable for housing			

**Accessibility**

Existing access via the industrial estate but would create conflict between residential and industrial traffic. New access to the residential properties proposed via Lancaster Place but appears to be in third party ownership and likely to be unsuitable as too narrow and would adversely impact on the amenity of existing residents.

Approx 800m to town centre. Approx 1.2km to primary school. Cycleway exists along Black Bourton and Burford Road.

S1 and S2 high frequency bus services from Carterton town centre to Witney and Oxford.

**Policy Constraints**

The site forms part of the Carterton South Industrial Estate and is protected through policy for employment purposes.

**Physical Constraints**

The site is not affected by any public rights of way (PROW).

Amenity impacts of existing business operations should be a consideration for future potential landuses.

There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

None identified

**Landscape, Ecology and Heritage**

Within urban setting - no significant landscape impacts.

Records of protected species in proximity of site.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.



# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 159		<b>Site Name and Location:</b> Land west of Upavon Way, 'The Warren', Carterton	
		<b>Site Area (Ha):</b> 5.80	
<b>Site Description</b> The site is an area of dense vegetation, known as the Warren which lies to the west of Upavon Way on the eastern bank of the Shillbrook Valley. The Shillbrook forms the western boundary to the site and the site slopes steeply down towards the brook. Within the site are a couple of balancing tanks which attenuate surface water from adjoining housing estates			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is highly sensitive, particularly in regard to landscape and ecology. The sides of the Shill Brook valley should be protected and enhanced for their positive contribution the local environment and character.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Potential for site access from Upavon Way.

Town centre approx 1.1km and primary school 400m along pedestrian walkway. Pedestrian footway on opposite side of Upavon Way but no cycle ways.

S2 high frequency bus services from Carterton town centre to Witney and Oxford runs along Upavon Way past the site.

**Policy Constraints**

The site is located within a conservation target area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are balancing tanks located within the site boundary which would need to be taken into account and the site is heavily vegetated.

**Infrastructure Constraints**

Development would need to ensure operation and access to existing balancing tanks retained or reprovided.

**Landscape, Ecology and Heritage**

The site forms part of a strong but sensitive landscape edge to Carterton sloping down to the Shill Brook identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment.

Vegetation on the site provides a good landscape approach to the town from the west along the B4020 and a strong contrast between the built up area and open countryside to the west. Development would urbanise this soft green edge and harm the landscaping setting of the town and views from the open countryside. The previous Local Plan Inspector did not consider that the loss of this green edge through development could be mitigated through landscaping or inclusion of open space along the Shill Brook.

A habitat survey has identified some unimproved calcareous grassland a priority habitat along with the Shill Brook. Evidence of protected species activity in the area. Trees provide potentially valuable habitat. Shill Brook has potential to support water vole and otter although no evidence of current use. Some habitats on the site would benefit from improved management such as grassland. Site within the South Cotswolds Valleys Conservation Target Area where Limestone (lowland calcareous) grassland management and restoration is a priority. The Shill Brook is a significant ecological resource and development which encroaches on the watercourse has a potentially severe ecological impact. A buffer zone to the Shill Brook would be required.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 191		<b>Site Name and Location:</b> West Oxfordshire Business Park, Carterton	
		<b>Site Area (Ha):</b> 1.16	
<b>Site Description</b> Level vacant site within proposed West Oxon Business Park. Site cleared and access to Monahan Way constructed. Retail/business units and car parking constructed adjoining the site but vacant. Strong treed hedgerow to western and part of northern boundary			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Site represents one of the key remaining employment land development opportunities in the town.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable (For employment) Not suitable for housing			

**Accessibility**

Existing site access from Monahan Way.

800m to primary school 900m to town centre

200m to S2 High frequency bus service to town centre, Witney and Oxford

**Policy Constraints**

Remaining local plan employment allocation. Economy study and employment land review identifies that continuing need for employment land in Carterton and this site best located for future employment provision.

**Physical Constraints**

There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

None identified

**Landscape, Ecology and Heritage**

Within urban area - high quality development will enhance the area and entrance to the town.

There are no known constraints. Trees on boundaries most significant ecological asset.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 193		<b>Site Name and Location:</b> Land at junction of Kilkenny Lane and Swinbrook Road, Carterton	
		<b>Site Area (Ha):</b> 0.38	
<b>Site Description</b> Area of level grassland immediately north of Carterton Football club on the corner of Swinbrook Road and Kilkenny Lane. There are tall conifers within the site and on parts of the site boundary and a low hedge on the southern boundary to the football club car park. There are open views of the site from Swinbrook Road and the Bridleway along the northern edge.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location in isolation would not be supported.  The site may be suitable for some residential development as part of a comprehensive scheme for the north of Carterton although it will be necessary to balance residential development with sufficient open space provision.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not currently developable			

**Accessibility**

Potential for access to Swinbrook Road - a narrow single track country lane unsuitable to serve significant additional traffic. Kilkenny Lane is closed to through traffic.

Town centre approx 2km and primary school 1.6km. No pedestrian footpaths along northern part of Swinbrook Road. Cycleway from junction between Swinbrook Road and Burford Road to Town centre.

Approx 1.3km to high frequency S1 and S2 bus routes.

**Policy Constraints**

Site located within area identified for country park expansion (Policy CA3 - Carterton Sub Area Strategy) in emerging Local Plan

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

None identified

**Landscape, Ecology and Heritage**

The site forms part of the urban rural fringe as identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment where a weak landscape structure is identified and in need of strengthening. There are intrusive and urban influences including the football club buildings and lighting. However overall the small fields and paddocks contribute to what is a soft edge to the town and of high local landscape/visual importance and sensitivity. Views of the site are in part screened by existing conifers (although inappropriate in the landscape context) but there are open views from Kilkenny Lane and Swinbrook Road and significant development in this location would appear an unacceptable intrusion into the open countryside.

There are no known constraints. Managed grassland unlikely to be of significant ecological value.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 231		<b>Site Name and Location:</b> Land adjacent Sunset View, Upavon Way, Carterton	
		<b>Site Area (Ha):</b> 0.29	
<b>Site Description</b>			
<p>Area of grassland west of Upavon Way and north of a dwelling and associated buildings known as Sunset View. There is a treed hedgerows to Upavon Way (with gaps) and also at the northern and southern edges of the site but an open boundary to the countryside to the west. The land slopes down to the Shill Brook to the west.</p> <p>Expansive open countryside to the west, isolated buildings at Sunset View and Alvescot Downs Farm to the south, modern residential development to the east although well screened from countryside to the west.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
Development in this location would have a detrimental impact on the rural character and landscape setting of Carterton			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Potential for access from Upavon Way.

Town centre approx 1.4km, Primary school approx 600m. Pedestrian footway on east opposite side of Upavon Way but no cycleways.

S2 high frequency bus services from Carterton town centre to Witney and Oxford runs along Upavon Way past the site.

**Policy Constraints**

Site is located within a Conservation Target Area

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

None identified

**Landscape, Ecology and Heritage**

The site forms part of a strong but sensitive landscape edge to Carterton sloping down to the Shill Brook identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment. The site is exposed to views from the footpath along Alvescot Downs in which the existing house at Sunset View appears isolated and the main built edge of Carterton is screened by hedgerows. Development would urbanise this soft green edge and harm the landscaping setting of the town and views to and from the open countryside. The Local Plan Inspector did not consider that the loss of this green edge through development could be mitigated through landscaping or inclusion of open space along the Shill Brook.

Trees on edge of site likely to be of some ecological value and grassland may be a habitat for protected species. Adjoins Carterton Grassland a Local Wildlife Site and priority habitat (limestone grassland). Site also likely to be limestone grassland and within the South Cotswolds Valleys Conservation Target Area where Limestone (lowland calcareous) grassland management and restoration is a priority.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.



# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 232		<b>Site Name and Location:</b> Land north of junction of Swinbrook Road and Kilkenny Lane, Carterton	
		<b>Site Area (Ha):</b> 1.14	
<b>Site Description</b> Area of level grassland and small scale stable/storage buildings north of Carterton Football club on the corner of Swinbrook Road and Kilkenny Lane. There are tall conifers on the eastern boundary and (relatively weak) hedgerows on other boundaries and north south through the site. There are open views of the site from Swinbrook Road and the Bridleway along the northern edge Football club and allotments to the south. Open countryside to the north, west and east			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is relatively isolated and disjointed from the built up area of Carterton and access is constrained by narrow access roads.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Potential for access to Swinbrook Road - a narrow single track country lane unsuitable to serve significant additional traffic. Kilkenny Lane is closed to through traffic.

Town centre approx 2km and primary school 1.7km. No pedestrian footpaths along northern part of Swinbrook Road. Cycleway from junction between Swinbrook Road and Burford Road to Town centre

Approx 1.4km to high frequency S1 and S2 bus routes.

**Policy Constraints**

Minerals consultation area and near active quarry with permission for extension. Development of the site would be within the typical 350m buffer required to the potential working quarry face and area subject to blasting.

**Physical Constraints**

Consideration would need to be given to maintaining the amenity of users along the bridleway on the southern and eastern boundaries.

**Infrastructure Constraints**

None identified.

**Landscape, Ecology and Heritage**

The site forms part of the urban rural fringe as identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment where a weak landscape structure is identified and in need of strengthening. There are intrusive and urban influences including the football club buildings and lighting. However, the small fields and paddocks help to soften this edge to the town and are identified of high local landscape/visual importance and sensitivity. Views into the site from the east are screened by existing conifers (although themselves inappropriate in the landscape context) but existing hedgerows would be unable to screen views from the open countryside to the north and significant development in this location would be an unacceptable intrusion into the open countryside.

There are no known ecological constraints. Grazing land unlikely to be of significant ecological value. Hedgerows most significant ecological feature.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 234		<b>Site Name and Location:</b> Land north west of Carterton	
		<b>Site Area (Ha):</b> 20.90	
<b>Site Description</b>			
<p>The site lies north of Carterton east and west of Swinbrook Road and immediately north of the current local plan housing allocation with permission for 250 homes and construction of a link road. The site is open rising agricultural fields to the west with smaller fields more enclosed by hedgerows to the south east of the football club and allotments. South of the football club are several derelict buildings which have been subsumed by vegetation and are not prominent.</p> <p>Open countryside, football ground and allotments to the north. Shilton village Conservation Area to the west. There are low density residential dwellings along Swinbrook Road and new housing area proposed to the south. To the east is the recent Shilton Park housing area and country park.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
Part of the site is considered suitable for development, particularly that to the south and east where it would relate better to existing development.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	70 homes (See site 234 above)	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable (In part)			

**Accessibility**

The site could be accessed from the proposed Shilton Link Road. OCC Highways consider that the proposed access is acceptable in principle subject to a detailed Transport Assessment and design. OCC have highlighted that there may be road capacity issues should a high volume of traffic route via Elmhurst Way through the Shilton Park estate.

The town centre is approximately 2km from the centre of the site. The nearest primary school with capacity is 1.6km away. Swinbrook Road is relatively quiet in terms of encouraging walking and cycling and an off road pedestrian cycle route connects from the southern end of Swinbrook Road to the town centre

The nearest bus services operate through Shilton Park and is a round town service. The S1 and S2 services are approximately 1.4km away and OCC have indicated that it is unlikely that a commercial bus service could be routed through the site.

**Policy Constraints**

Minerals consultation area however the proposed housing is outside a 350m buffer distance taken from the quarry and as such would not impact mineral working or residential amenity.

**Physical Constraints**

There is an existing bridleway running east - west along the northern boundary of the site

**Infrastructure Constraints**

A range of on and off site infrastructure would be needed to bring the site forward but it would appear that there are no exceptional costs.

**Landscape, Ecology and Heritage**

The site forms part of the urban rural fringe as identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment where a weak landscape structure is identified and in need of strengthening. The site and existing dwelling is visually well screened by the substantial hedgerows on boundaries. There are urban influences nearby including the football club and allotments. As noted by the previous Local Plan Inspector these uses do not override the sense that Linden House stands in the countryside and on the edge of Carterton but not within it. Overall the small fields and paddocks contribute to what is a soft edge to the town and of high local landscape/visual importance and sensitivity. Significant development would have a adverse impact on the attractive rural character of Kilkenny Lane and be an unacceptable intrusion into the open countryside.

Trees on boundaries and within the site likely to be of some ecological value. A ditch and minor stream runs along the southern boundary and a buffer should be provided to maintain the ecological quality of this watercourse. The remainder is amenity grassland.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 239		<b>Site Name and Location:</b> Linden House, Kilkenny Lane, Carterton	
		<b>Site Area (Ha):</b> 1.34	
<b>Site Description</b>			
<p>Linden House is a large property set in a large, elongated and relatively level plot with a large garden and tennis court at the southern end. The dwelling is set back from the road and largely screened by large hedges on all sides such that the building is barely visible from the surrounding countryside. A substantial tree belt and ditch runs along the southern boundary.</p> <p>On the fringe of the town with small fields to the south surrounded by hedgerows, allotments to the west, Kilkenny lane country park to the east, expansive open countryside to the north.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable (in part)		Not suitable	
<b>Reason:</b>			
<p>The principle of development has already been accepted on the southern part of the site</p> <p>Restricting development to the southern part of the site will help to mitigate the landscape impact of development in this location.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
10 homes	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Developable			

**Accessibility**

Existing access to Kilkenny Lane a narrow single track rural lane with no pedestrian footpaths. The lane is closed to through traffic just west of Linden House such that the site is accessed only along Kilkenny Lane from the east. Kilkenny Lane leads to the country park and is well used by walkers. The lane is considered inadequate to serve significant additional traffic as noted in the previous refusal of the nursing home proposal. The Shilton Link Road and associated development is proposed immediately to the south of the site from which access may be considered.

2.2km to the town centre 1.3km to primary school (Shilton park) but requires crossing of country park. No pedestrian footways although Kilkenny Lane is currently quiet and well use by walkers accessing the country park. Cycleway from junction between Swinbrook Road and Burford Road to Town centre.

1.6km to bus stops for S1 and S2 high frequency services

**Policy Constraints**

Minerals consultation area but unlikely to be a constraint as OCC Minerals consider adjacent land (site 273) unlikely to be an economically viable deposit due to proximity of existing residential properties. More than 350m from edge of quarry so existin

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

None identified

**Landscape, Ecology and Heritage**

The site forms part of the urban rural fringe as identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment where a weak landscape structure is identified and in need of strengthening. The site and existing dwelling is visually well screened by the substantial hedgerows on boundaries. There are urban influences nearby including the football club and allotments. As noted by the previous Local Plan Inspector these uses do not override the sense that Linden House stands in the countryside and on the edge of Carterton but not within it. Overall the small fields and paddocks contribute to what is a soft edge to the town and of high local landscape/visual importance and sensitivity. Significant development would have a adverse impact on the attractive rural character of Kilkenny Lane and be an unacceptable intrusion into the open countryside.

Trees on boundaries and within the site likely to be of some ecological value. A ditch and minor stream runs along the southern boundary and a buffer should be provided to maintain the ecological quality of this watercourse The remainder is amenity grassland.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 263		<b>Site Name and Location:</b> Land south of Milestone Road, Carterton	
		<b>Site Area (Ha):</b> 5.91	
<b>Site Description</b> The site at Milestone Road is a vegetated greenfield site situated between residential properties to the north and the northern perimeter fence of the RAF air base to the south. The site is flat and much of it is covered with vegetation including trees, shrubs and rough grassland. To the west of the site lies the Carrterton Park, park homes site and to the east the South Carterton Industrial Estate. Residential development occupies land to the north and south of Milestone Road and to the South of the site, in reasonably close proximity is the main runway of RAF Brize Norton			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Development in this location would relate well to existing housing and would not extend the built extents of the town into the open countryside. The proximity of the site to the airbase and runway should be a key consideration for the development of the site.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 200 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Avaialble		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

The site would be accessed from Milestone Road. Previous applications have suggested that the site could be accessed from to points to the north east and north west of the site.

There is a footpath along the length of Milestone Road towards Black Bourton Road and the Town Centre. Residential streets to the north of Milestone Road also provide safe and convenient pedestrian access towards town centre amenities.

Town centre is less than 1km away

Carterton is well served by bus routes. The 19 and S2 services operate from stops located in close proximity to the site, providing frequent links to Witney, Oxford, Burford and the rural areas of the District.

**Policy Constraints**

The site is located in close proximity to Brize Norton air base and so there are likely to be significant noise impacts associated with the site.

**Physical Constraints**

A telecommunications wire runs along the northern boundary of the site.

There are no other physical constraints other than access and vegetation cover on the site.

**Infrastructure Constraints**

A range of on and off site infrastructure would be needed to bring the site forward but it would appear that there are no exceptional costs.

**Landscape, Ecology and Heritage**

The site is located within the urban area of Carterton and presently forms a buffer between residential development on Milestone Road and the air base.

Development of the site is likely to result in localised changes to the character of the area through loss of vegetation and greenspace. The introduction of built development however would not be out of character with the urban environment.

The site is not subject to any statutory wildlife protection designations. The vegetation on site is likely to support a range of fauna however and impacts on these, including badgers, nesting birds bats and reptiles would need to be mitigated.

Ecological surveys submitted with earlier applications indicate that any such impacts could be mitigated.

There are no heritage assets associated with the site



# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 273 / 371		<b>Site Name and Location:</b> Land at Kilkenny Farm, Carterton	
		<b>Site Area (Ha):</b> 101.53	
<b>Site Description</b>			
<p>Large area of mainly open agricultural land north of Carterton between Shilton and Brize Norton villages and adjacent to Burford Quarry. Eastern part of the site between Kilkenny Lane and Burford Road proposed for development with western half proposed for woodland and open space. Existing farm buildings at Kilkenny Farm to be incorporated into development.</p> <p>Adjoins working quarry to the north west but otherwise to the north is open countryside. Various isolated groups of residential buildings and the Foxbury Farm complex along Burford Road to the north east. To the south is the Kilkenny Lane Country Park, allotments and football club beyond which is the recently built housing area - Shilton Park.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
The site is disjointed from the town making integration with the settlement fabric difficult. The landscape is sensitive to change and access is poor.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Two points of access proposed to Burford Road which OCC Highways consider are acceptable in principle but improvements including widening to Burford Road would be required and junction improvements at A40 and B4477. OCC Highways considered this site represents the weakest of potential strategic site options due to need for significant investment in highway infrastructure and poor access by walking, cycling and public transport. Therefore they strongly recommend that this site is not taken forward.

2.5km to the town centre via Kilkenny Lane Country Park currently unlit and unsupervised. Primary school proposed on site. Potential to link through Kilkenny Country Park to the south to Shilton Park.

No 19 town bus services run through Shilton Park. S2 bus service runs along Monahan Way with bus stops approx 1.3km away from centre of proposed development. Stagecoach considered the site difficult to serve using a diverted or new service.

**Policy Constraints**

Minerals consultation area but OCC Minerals consider the site is unlikely to be an economically viable deposit due to proximity of existing residential properties. Part of the site is Grade 2 (very good quality) agricultural land.

**Physical Constraints**

Bridleway bisecting the site north south

**Infrastructure Constraints**

A range of on and off site infrastructure would be needed to bring the site forward. Widening to Burford Road likely to be reasonably significant although there is no evidence to suggest that the development is unviable.

**Landscape, Ecology and Heritage**

Carterton Landscape Assessment identifies the site as two separate areas. The western part and the Shilton Plateau is of high landscape and visual sensitivity. The eastern part and the minor valley is of medium landscape sensitivity. Kirkham landscape review identifies that, as promoted, the site would have adverse landscape and visual impacts and be an intrusion into the open countryside. The review however noted the south eastern part of the site is more enclosed by lodge plantation the minor valley and vegetation and a small area of development could be developed as a village satellite development of around 500-750 dwellings.

Ecological survey identified habitats of value including wooded belts, a small area of calcareous grassland, hedgerows and individual trees but no strategic ecological issues. Further specific surveys are recommended for protected species as suitable opportunities are considered to be present within the site. Linkage to Kilkenny Country Park needed. Burford Quarry adjacent a local geological site.

Series of crop marks identified but no designated assets identified on site. Site abuts Shilton Conservation Area but proposed extent of development 800m away and no direct impact on setting.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 307 (overlaps with Site 338)		<b>Site Name and Location:</b> Land west of Carterton  <b>Site Area (Ha):</b> 126.40	
<b>Site Description</b> The site is bounded by Alvescot Road to the south, Upavon Way to the east, the Alvescot to Shilton Road to the west and the Alvescot Downs Farm Track to the north. The eastern part of the site incorporates the Shill Brook and its valley, the eastern part of which is the densely vegetated area known as the Warren (Site 159). The western part of the site is part of an open expansive area of down farmland rising up to the north. There is a collection of existing buildings within the site at Kenns Farm including dwellings, outbuildings and holiday cottages.  To the east is the edge of Carterton and modern housing estates which are well screened by existing vegetation along this western edge of the town. The site adjoins open and expansive limestone wold farmland to the west and north toward Shilton village. To the south the landscape becomes more enclosed around Alvescot village. The western end of the RAF Briize Norton runway lies around 600m to the south of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development of this scale in this location would have a significant detrimental impact on the landscape character of the area and the rural setting of Carterton and surrounding villages.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access is proposed from the B4477 across the Shill Brook and also from Alvescot Road. OCC Highways have stated that the proposed points of access are appropriate. Whilst satisfactory vehicular access can be achieved it requires the provision of significant transport infrastructure across the Shill Brook - a sensitive ecological area and floodplain. This would include both vehicular and pedestrian crossings.

The town centre is approximately 1.6km from the centre of the site via the proposed pedestrian and cycle links across the Shill Brook. A primary school would be delivered on site. Although the site is close to existing services it is currently physically separated by the Shill Brook.

S2 high frequency bus services to Carterton town centre, Witney and Oxford run along Upavon Way past the site. The suite promoter proposes to divert bus services into the site.

**Policy Constraints**

Site is separated from the town by a conservation target area

**Physical Constraints**

Public footpath crosses the site north south between Alvescot and Shilton.

**Infrastructure Constraints**

A range of on and off site infrastructure would be needed to bring the site forward - notably the cost of road, pedestrian and cycle bridges across the Shill Brook.

**Landscape, Ecology and Heritage**

Area identified in the West Oxfordshire Landscape Assessment and Carterton Landscape Assessment of high landscape and visual sensitivity. The Kirkham Landscape review identifies that the development would be a major incursion into open countryside of high landscape sensitivity and intervisibility and would appear as an alien intrusion into the open wolds and wider landscape. The Shill Brook valley provides a soft edge to the town and contrast to the urban form. The site is not well integrated with the town as separated by the Shill Brook valley but the valley could be integrated into the town as green infrastructure but would be urbanised through access and some housing development. Development could occur without encroaching into the landscape setting of Alvescot and Shilton.

Ecological Report submitted which identifies various priority habitats and species identified as noted for Site 159 above including calcareous grassland evidence of badger, reptile, bat and bird activity. The Shill Brook is itself a priority habitat with potential to support water vole and otter although no evidence of current use. Site within the South Cotswolds Valleys Conservation Target Area where Limestone (lowland calcareous) grassland management and restoration is a priority. The Shill Brook is a significant ecological resource and development which encroaches on the watercourse has a potentially severe ecological impact. A buffer zone to the Shill Brook would be required. County Ecologist has stated the ecological report indicates there are unlikely to be any major negative biodiversity implications.

No known archaeological sites or features. Conservation Areas to the north (Shilton) and south (Alvescot) but of sufficient distance not to harm the setting of either.

# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 308		<b>Site Name and Location:</b> Carterton Mobile Home Park, Milestone Road	
		<b>Site Area (Ha):</b> 2.51	
<b>Site Description</b>			
<p>Rectangular, level site within the built up area of the town adjoining RAF Brize Norton. The site includes one bungalow, 84 caravans which are let, a park office and recreation area. There is an avenue of trees with a wide verge to Milestone Road and hedgerows on the other boundaries but no other features of significance within the site.</p> <p>Adjoins RAF Brize Norton to the south and is about 300m to the main runway. Adjoins residential development to the north and west - mostly bungalows and to the east is Site 263 which is subject to planning permission for a care home and extra care accommodation.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
The site is currently occupied by caravans and whilst a suitable location in principle for residential development, redevelopment of the site for housing would lead to the loss of an important part of the existing housing stock in Carterton.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Not Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Existing access to Milestone Road.

Footpath along Milestone Road past the site. 800m to primary school. 1300m to town centre. Cycleway along Black Bourton Road.

S1 and S2 high frequency bus services from Carterton town centre to Witney and Oxford.

**Policy Constraints**

The site provides a form of low cost market rented accommodation and should it be redeveloped WODC Housing advise that the loss of this provision without adequate and suitable replacement would lead to an increase in the unmet need for affordable housing

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Thames Water have raised water and waste water infrastructure issues when commenting on applications on the adjoining site - see site 263.

**Landscape, Ecology and Heritage**

The site is within an urban setting with few landscape features except for hedgerows and trees on boundaries. Residential development could be accommodated without adverse impact and with potential to improve the townscape through good design.

There are no known constraints. Hedgerows and trees on site boundary likely to be main features of ecological interest.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CARTERTON SITES



SHELAA REF: 330		<b>Site Name and Location:</b> Swinbrook Road Recreation Ground, Carterton  <b>Site Area (Ha):</b> 1.69	
<b>Site Description</b> A largely open grassed recreation/amenity area not formally marked out with pitches but with some seats. There is an area of parkland character comprising a mixture of trees, shrubs and grass in the south west corner. Trees and hedges around the boundaries.  Modern housing estates adjoin to the south. To the west an area of new housing has been built on an area where the town swimming pool was located. To the east is a small watercourse and landscape area beyond which is the Shilton Park new housing area. To the north is an area currently being developed for housing (Proposal 15)			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> There is limited recreation space available in Carterton. Existing space should be retained for recreational purposes.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing vehicular access is primarily from Swinbrook Road with secondary maintenance access from Speyside Close. Access from Swinbrook Road is through Baldwin Mews which is a narrow, shared surface road that has not been designed for extension to serve housing development on the site and is unsuitable for that purpose.

Approx 900m to nearest primary school at Shilton Park and 1.7km to town centre. Swinbrook Road is proposed to be closed to through traffic and would be conducive to walking and cycling with an off road cycle route continuing to the town centre along the Burford Road. There are pedestrian links across to the Shilton Park estate.

The area is currently not served by a bus service the nearest local service being located 500m away with the nearest high frequency service 1km away.

**Policy Constraints**

Saved Policy TLC5 of the West Oxfordshire Local Plan 2011 is to resist the loss of recreational open space unless there is no need or alternative provision is made. The playing pitch is reportedly not currently used although there is demand for additional

**Physical Constraints**

The site is not affected by any public rights of way (PROW) although there is public access on to the land. There are no other obvious physical constraints to development in this location although the land is identified as having groundwater vulnerability

**Infrastructure Constraints**

None identified

**Landscape, Ecology and Heritage**

The site is within an urban setting and not readily visible from beyond the site boundaries. Residential development would not have material impact on the wider landscape but the area is attractive with trees and hedges that can be well appreciated from within the site.

Primarily an area of grassland managed for recreation and unlikely to be of significant ecological value. Tress and hedgerows within the site an on site boundaries expected to be most significant ecological features. Development should have regard to the small watercourse/ditch immediately to the east of the site such as through providing a buffer.

The site is not in or near a Conservation Area and is not affected by any listed buildings or scheduled monuments.



# SHELAA Assessment Summary

## CARTERTON SITES



<b>SHELAA REF:</b> 370		<b>Site Name and Location:</b> Land north of Monahan Way, Carterton	
		<b>Site Area (Ha):</b> 122.41	
<b>Site Description</b>			
<p>A large scale site predominantly characterised by large, regular arable fields.</p> <p>The site is bounded to the south by Monahan Way, to the west by Burford Road and the east by Brize Norton Road,</p> <p>The land undulates between field blocks but generally rises away from Monahan Way and Brize Norton Road and occupies a relatively elevated position compared to the existing built up area of Carterton.</p> <p>Field boundaries are marked by hedgerows and there are blocks of woodland situated at the Foxbury Plantation and adjacent to the western boundary</p> <p>The site is very rural in character and feels isolated in relation to the built up area of Carterton.</p> <p>The Foxbury Farm complex is located to the west of the site with a range of businesses in operation.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
The site is not suitable for development. Development in this location will not integrate well with the exiting settlement fabric and will have a detrimental impact on a sensitive landscape.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Potential access could be served from Monahan Way and Burford Road subject to highway improvements such as road widening (Burford Road) and potential speed restrictions (Monahan Way).

Carterton town centre is not considered to be within convenient walking distance, particularly from the furthest northern extents of the site.

Monahan Way and Brize Norton Road are served by the S2 premium bus service providing regular, convenient public transport access to Witney and Carterton

**Policy Constraints**

None identified

**Physical Constraints**

There are electricity pylons situated within the site boundary. There are no other obvious physical constraints to development within the site.

**Infrastructure Constraints**

A range of on and off site infrastructure would be needed to bring the site forward.

**Landscape, Ecology and Heritage**

The landscape is characterised as Estate Farmland according to the Oxfordshire Wildlife and Landscape study- a rolling agricultural landscape characterised by parklands and a well ordered pattern of fields and estate plantations.

The site is located within the Shilton Downs landscape character area (West Oxon Landscape Assessment) and is characterised as Open Limestone Wolds.

Such landscapes are visually exposed and sensitive to development

# SHELAA Assessment Summary

## ALVESCOT SITES



<b>SHELAA REF:</b> 357		<b>Site Name and Location:</b> The Coal Yard, Station Road	
		<b>Site Area (Ha):</b> 1.83	
<b>Site Description</b>			
<p>Relatively narrow, rectangular shaped site extending south from Station Road, occupying part of the trackbed of the dismantled railway. Site is currently in use as a fencing business and coal yard and much of the site is covered with hard surfacing. There are a number of structures present within the site used for storage of materials as well as for operational purposes.</p> <p>To the north east of the site lies a residential bungalow adjacent to the Station Road access.</p> <p>The site boundaries are lined with trees with clustered vegetation to the south west of the site.</p> <p>To the northern most part of the site adjacent to Station Road are a cluster of large residential properties, somewhat disjointed from Alvescot. Further residential properties are arranged in a linear fashion to the north of Station Road as an outlier to Black Bourton.</p> <p>The predominant surrounding land use character is open, flat, agricultural fields, particularly to the south as land extends further into the Thames valley.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Suitable - continued employment use	
<b>Reason:</b>			
Small narrow strip of land restricts development potential. Relatively unsustainable remote location and access is a key constraint to residential development.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Access constraints present potential constraint to the achievability of the site for residential use.	
<b>Conclusion</b>			
Suitable for continued employment use only (although no significant intensification)			

**Accessibility**

There is an existing vehicular access onto Station Road but the County Council have identified concerns stating that the current access is unsuitable for intensification/ change of use to residential, as visibility is minimal to the north due to the former railway bridge.

Station Road has narrow footpath provision on the south side of the road leading into the village of Alvescot and dedicated footpaths on both sides within the village itself. There are only very limited services and facilities within neighbouring settlements however including public houses and a primary school. The absence of retail provision suggests that residents would be dependant on private transport to meet daily needs, particularly as higher order centres are outside comfortable walking distance.

Currently served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service.

**Policy Constraints**

The site is currently in use as a business site. Adjacent to Conservation Area.

**Physical Constraints**

Achieving satisfactory vehicular access is the main constraint along with the narrow, linear nature of the site.

**Infrastructure Constraints**

There is limited community infrastructure available in Alvescot.

Utilities infrastructure should be able to accommodate small scale growth

St Peter's Infants School is full but a history of non-catchment children indicates it could absorb modest levels of local housing development, with a knock-on to nearby schools. At KS2, children usually transfer to St Christopher's CE Primary School in Langford which has very limited ability to absorb housing growth.

**Landscape, Ecology and Heritage**

The site falls within the Bampton Vale landscape character area in particular within an area of semi-enclosed flat vale farmland thus offering potential opportunities to absorb small-scale development.

The site is not subject to any ecological protection designations. Any biodiversity value is likely to be associated with vegetation within the site, particularly in the south western portion.

The site is not covered by any heritage protection designations and there are unlikely to be any archaeological remains associated with the site, due to the previous use as a railway.

The site is adjacent to the Conservation Area but not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## ASTON SITES



SHELAA REF: 186		<b>Site Name and Location:</b> Land south of Bampton Road  <b>Site Area (Ha):</b> 1.13	
<b>Site Description</b> A level site, subdivided into temporary paddocks, which is part of a larger field forming the rural edge to the village. Views beyond link the site to the open countryside. There are isolated trees within the field and a well-established hedgerow to the west. Post and wire fence along road boundary adds to the openness of the site.  The site is bounded on the east by low density, post war, detached properties and their gardens. To the north is the older part of the village, characterised by traditional Cotswold stone properties immediately abutting the pavement and road. The site is open to the south and affords views of the open countryside beyond. To the west of the site is a country house in its own grounds which is now used as a children's nursery			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Site is not suitable for development due to undesirable impact on rural setting of village and character of the conservation area			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Difficult to see how access could be achieved with suitable visibility, due to bends in road. No footway on this side of the road, which is busy at peak times.

Existing footpath to school and shop, but GP surgery is at an inaccessible distance.

Currently Aston is served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service

**Policy Constraints**

The site falls within an area of Mineral Consultation. GIS records indicate evidence of groundwater vulnerability

**Physical Constraints**

The site is not affected by any public rights of way. There no obvious physical constraints.

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

The site is identified as semi-enclosed flat vale farmland in the West Oxfordshire Landscape Assessment. The Local Plan Inquiry Inspector concluded in 2005 that 'development of the site would lead to intensification of the village settlement pattern, which would be detrimental to the conservation area and in particular, its open rural character.'

No specific ecological records but as a greenfield site the site will clearly have some ecological interest

The site is located within a Conservation Area. There are listed buildings to the north of the site

# SHELAA Assessment Summary

## ASTON SITES



SHELAA REF: 215		<b>Site Name and Location:</b> Back Lane, Aston  <b>Site Area (Ha):</b> 1.30	
<b>Site Description</b> A relatively level site. Part of a number of small fields within the 'triangle' of Back Lane/North Street/High Street which contribute to the open grain and rural character of this part of the village and its Conservation Area.  This part of Aston is characterised by dispersed dwellings, farm buildings and small fields/paddocks. It is generally rural in nature. A row of cottages lie immediately to the west of the site. All the other sides adjoin farmland.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Site is not suitable for housing primarily due to access constraints but also due to detrimental impact on the character of the conservation area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

No existing footpath along Back Lane, possible improvement required for better pedestrian connectivity with Bampton Road and/or North Street.

Back Lane is unsuitable for access to development on this scale. Very narrow and winding, with ditch and vegetation close to road and no footway. Very poor visibility at junction of Back Lane and North Street.

**Policy Constraints**

The site falls within an area of Mineral Consultation. GIS records indicate evidence of groundwater vulnerability in southern half of the site.

**Physical Constraints**

The site is not affected by any public rights of way. The main physical constraint affecting this site is the scope to provide acceptable vehicular access. There no other obvious physical constraints.

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

Aston lies within the open Thames Valley terraces. A relatively flat landscape. Inquiry Inspector said 'the view across the open fields from Back Lane would be badly affected by an intensive scheme particularly as this view includes sight of the church over the rooftops'. Potential loss of hedgerow and mature tree to achieve satisfactory vehicular access will have a significant impact on immediate local character and Conservation Area.

No specific records but as a greenfield site the site will clearly have some ecological interest, including the hedgerow and trees which may also contain protected species.

The site is located within a Conservation Area

There are known archaeological features in the area. Predetermination evaluation may be required.



# SHELAA Assessment Summary

## ASTON SITES



<b>SHELAA REF:</b> 261		<b>Site Name and Location:</b> Westfield, Bampton Road, Aston	
		<b>Site Area (Ha):</b> 0.78	
<b>Site Description</b>			
<p>This site contains a substantial house in well-established landscaped grounds, converted to use as a children's nursery. Mature landscaping within the site and along site boundaries make a positive contribution to the Conservation Area.</p> <p>The site is surrounded on three sides by agricultural land and provides a very 'green' and soft edge to the village, both in terms of village's relationship to the open countryside to the south and the approach to the village from Bampton. The northern side of Bampton Road has a small number of residential properties and a car park, gardens, shop and cafe associated with Aston Pottery.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable in part		Not suitable	
<b>Reason:</b>			
Conversion of building / reinstatement of residential use is considered appropriate but new development on surrounding land would have detrimental impact on the character of the area.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
4	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable			

**Accessibility**

Existing footpath to school and shop, but GP surgery is at an inaccessible distance.

Difficult to see how access could be achieved with suitable visibility, due to bends in road. No footway on this side of the road, which is busy at peak times.

Currently Aston is served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service

**Policy Constraints**

The site falls within an area of Mineral Consultation. GIS records indicate evidence of groundwater vulnerability. An existing community use.

**Physical Constraints**

The site is not affected by any public rights of way. There no obvious physical constraints.

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

Any development that reduced the vegetation on this substantially landscaped site would have a significant affect on the character of the Conservation Area and an adverse impact on the relationship of the village to the surrounding countryside. The landscape immediate surrounding site is identified as semi-enclosed flat vale farmland in the West Oxfordshire Landscape Assessment; fields further to the south lie within open flat vale farmland.

No specific records but the well-established vegetation on the site is likely to have some ecological value. Records of protected species in close proximity to the site.

The site is located within a Conservation Area

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## ASTON SITES



<b>SHELAA REF:</b> 398		<b>Site Name and Location:</b> Land north of Cote Road, Aston <b>Site Area (Ha):</b> 2.04	
<b>Site Description</b> Site is a large, rectangular, flat, arable field. To the north and east of the site are expansive and open agricultural fields. Land to the west is comprised of a mixture of rough pasture, former and active agricultural buildings and allotments. Immediately adjoining the site to the south is an area of ex-council housing in the Foxwood area.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b>			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Currently Aston is served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service

Access via adjacent site should be acceptable. Could seek path through allotments to shorten distance to school.

**Policy Constraints**

The site falls within an area of Mineral Consultation

**Physical Constraints**

None identified

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

The site is located within a prominent position on the north eastern edge of the village. Any development in this location is likely to have a significant impact on the character and setting of the village, particularly in views from the northern and eastern approaches to the village.

The site is characterised as semi enclosed flat vale farmland within the western Thames fringes landscape character area.

The West Oxfordshire Landscape Assessment considers that semi-enclosed clay vale landscapes may offer limited opportunities to absorb small scale development within a strong landscape structure.

Site not subject to any statutory protection designations and there are no records of protected species on site. Arable land use and limited vegetation on site suggest limited ecological value. Impacts negligible.

The site is located outside of but directly adjacent to the Aston conservation area. Development is likely to have an impact on the setting of the village and the historic agricultural setting of the village, particularly to the north and west.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## ASTON SITES



<b>SHELAA REF:</b> 427		<b>Site Name and Location:</b> Land at Bampton Road, Aston <b>Site Area (Ha):</b> 2.87	
<b>Site Description</b> Site is a large, rectangular, flat green field., potentially used for grazing. Site is bounded by trees and hedgeros on all sides with drainage ditches on the north and western boundaries. Bampton Road passes the northern boundary of the site with some limited linear housing development opposite although the dominant surrounding landuse is open agricultutral fields.  Dominant surrounding land use is a mixture of arable and pastoral agriculture. The are is very rural in character as the site is disjointed from the built up area of Aston. There is some residential development to the north of the site strung out in a linear fashion along Bampton Road. To the east of the site is Westfield House, a large, historic former children's home and nursery set in its own grounds..			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location would be detrimental to the rural setting of Aston. Development would also be out of keeping with the existing form of the settlement and would not represent a logical complement.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site could potentially be served directly from Bampton Road.

Currently Aston is served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service.

There is a footpath on the northern side of Bampton Road linking the site with the village centre.

**Policy Constraints**

The site falls within an area of Mineral Consultation

**Physical Constraints**

None other than access and the presence of a drainage ditch along the northern site boundary.

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

The site is located in the rural western edge of the village. Any development in this location is likely to have a significant impact on the character and setting of the village, particularly in views from the west and south west and entering the vantage from the western side.

The site is characterised as semi enclosed flat vale farmland within the western Thames fringes landscape character area.

The West Oxfordshire Landscape Assessment considers that semi-enclosed clay vale landscapes may offer limited opportunities to absorb small scale development within a strong landscape structure.

Site not subject to any statutory protection designations. Any ecological value likely to be associated with vegetation and drainage ditches on the site boundary. There are no records of protected species on site.

Site is located on the south western edge of the Aston Conservation Area. Development in this location would have a detrimental impact on the rural character and context of the conservation area in this location

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## ASTON SITES



<b>SHELAA REF:</b> 430		<b>Site Name and Location:</b> Land west of Back Lane, Aston	
		<b>Site Area (Ha):</b> 0.70	
<b>Site Description</b>			
<p>Site is broadly rectangular, rough grazing land in a slightly elevated position above Back Lane. Site has no topographical or vegetation features and comprises just grassland, with trees and shrubs around the site boundary but outside of the site</p> <p>Existing site access is in the north east corner of the site from Back Lane. Back Lane is a single track road, inappropriate for increased traffic movements and has no dedicated pedestrian or cycle provision.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
Site is not suitable for housing primarily due to access constraints but also due to detrimental impact on character of the conservation area.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Currently Aston is served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service.

Back Lane is not suitable for an increase in traffic movements.

There is no footpath provision along the length of Back Lane.

**Policy Constraints**

The site falls within an area of Mineral Consultation

**Physical Constraints**

None other than site access

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

The site is characterised as semi-enclosed rolling vale farmland within the Bampton Vale landscape character area. Development in this location would affect the rural setting and character of the Aston Conservation Area.

Site not subject to any statutory protection designations. Any ecological value likely to be associated with vegetation and drainage ditches on the site boundary. There are no records of protected species on site.

The site is located within the Aston conservation area .

There are known archaeological features in the area. Predetermination evaluation may be required.



# SHELAA Assessment Summary

## ASTON SITES



<b>SHELAA REF:</b> 431		<b>Site Name and Location:</b> Land at Back Lane / North Street, Aston	
		<b>Site Area (Ha):</b> 1.00	
<b>Site Description</b>			
<p>The site is an irregularly shaped field currently utilised for grazing purposes. The site is flat with sporadic vegetation including some trees and hedgerow around the site boundary but there are no features of interest within the site.</p> <p>The site is located on the outskirts of the village with low density development, including former agricultural buildings to the north, south and east. Although there is some residential development in close proximity to the site, the area is very rural in character.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
Site is not suitable for housing primarily due to access constraints but also due to detrimental impact on character of the conservation area.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Currently Aston is served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service.

Back Lane is not suitable for an increase in traffic movements.

There is no footpath provision along the length of Back Lane.

**Policy Constraints**

The site falls within an area of Mineral Consultation

**Physical Constraints**

There is an electricity pylon located adjacent to the site boundary

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

Development in this location would affect the rural character of this part of the village which is characterised by low density residential and agricultural buildings in an agricultural landscape setting.

The site is characterised as semi enclosed flat vale farmland within the western Thames fringes landscape character area.

The West Oxfordshire Landscape Assessment considers that semi-enclosed clay vale landscapes may offer limited opportunities to absorb small scale development within a strong landscape structure.

Site not subject to any statutory protection designations. Any ecological value likely to be associated with vegetation and drainage ditches on the site boundary. There are no records of protected species on site.

The site is located within the Aston conservation area .

# SHELAA Assessment Summary

## ASTON SITES



<b>SHELAA REF:</b> 432		<b>Site Name and Location:</b> Lsnd east of North Street, Aston <b>Site Area (Ha):</b> 0.60	
<b>Site Description</b> The site is located on the outskirts of the village with low density residential and agricultural development to the north, south and west. The area is very rural in character.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location would have a detrimental impact on the rural setting of Aston.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Currently Aston is served by the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service.

There is footpath provision along the length of North Road linking the site with the village centre.

Site access could potentially be served directly from North Road.

**Policy Constraints**

The site falls within an area of Mineral Consultation

**Physical Constraints**

No constraints other than access

**Infrastructure Constraints**

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate

Burford School An academy, capacity 1284, admission number 210. The site is likely to offer potential to expand if necessary - needs to be considered in conjunction with population growth in Carterton.

**Landscape, Ecology and Heritage**

The site is reasonably well contained with a mixture of trees around the site boundary. Development in this location would affect the rural character of this part of the village which is characterised by low density residential and agricultural buildings in an agricultural landscape setting.

The site is characterised as semi enclosed flat vale farmland within the western Thames fringes landscape character area.

The West Oxfordshire Landscape Assessment considers that semi-enclosed clay vale landscapes may offer limited opportunities to absorb small scale development within a strong landscape structure.

Site not subject to any statutory protection designations. Any ecological value likely to be associated with vegetation and drainage ditches on the site boundary. There are no records of protected species on site.

The site is located within the Aston conservation area .

# SHELAA Assessment Summary

## ASTON SITES



SHELAA REF: 307 (overlaps with Site 338)		Site Name and Location: Site Area (Ha):	
Site Description			
Suitability for housing		Suitability for employment	
Reason:			
Likely Yield			
0-5 Years	6-10 Years		11-15 Years
Availability		Achievability	
Conclusion			

Accessibility
Policy Constraints
Physical Constraints
Infrastructure Constraints
Landscape, Ecology and Heritage



# SHELAA Assessment Summary

## ASTON SITES



SHELAA REF: 308		Site Name and Location:	
		Site Area (Ha):	
Site Description			
Suitability for housing		Suitability for employment	
Reason:			
Likely Yield			
0-5 Years	6-10 Years		11-15 Years
Availability		Achievability	
Conclusion			

Accessibility
Policy Constraints
Physical Constraints
Infrastructure Constraints
Landscape, Ecology and Heritage





# SHELAA Assessment Summary

## ASTON SITES



SHELAA REF: 346 (includes land in 275 and 326)		Site Name and Location: Site Area (Ha):	
Site Description			
Suitability for housing		Suitability for employment	
Reason:			
Likely Yield			
0-5 Years	6-10 Years		11-15 Years
Availability		Achievability	
Conclusion			

Accessibility
Policy Constraints
Physical Constraints
Infrastructure Constraints
Landscape, Ecology and Heritage

# SHELAA Assessment Summary

## BAMPTON SITES



<b>SHELAA REF:</b> 138		<b>Site Name and Location:</b> Aston Road, Bampton <b>Site Area (Ha):</b> 1.27	
<b>Site Description</b> Level paddock with substantial hedgerow and trees to western and southern boundary. Low hedge to Aston Road and to builders yard and dwelling to the east. Edge of village location. Open countryside to south and west. Housing extends along the north side of Aston Road half way along the site but there is no adjoining development to the west with an open gap and the centre of the village beyond. An outlier of housing and a builders yard lies immediately to the east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development of this site not appropriate due to flood risk and impact of historic character of the settlement. Development of this site has previously been refused and dismissed at appeal			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Potential for access from Aston Road.

800m approx to village centre and 1.1km to primary school. Footpath opposite western part of the site, up to Mount Owen Road only.

Served by hourly service (19) connecting to Witney, Carterton and Oxford. Buses travel along Aston Road.

**Policy Constraints**

Part of site affected by floodzones 2 and 3.

Mineral consultation area but unlikely to be a constraint due to proximity of existing dwellings. Area of high quality agricultural land.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school,

**Landscape, Ecology and Heritage**

WOLA defines small scale pattern of fields as a strong landscape edge of the village edge and identifies a need to resist the further urbanisation of the countryside in this location.

OCC highlighted that the presence of protected species has been recorded close to the sites in Bampton. Significant hedgerow trees on boundary may provide ecological value.

Within 150m of Conservation Area.

# SHELAA Assessment Summary

## BAMPTON SITES



SHELAA REF: 194		<b>Site Name and Location:</b> Land north of Landells  <b>Site Area (Ha):</b> 0.70	
<b>Site Description</b> Relatively level. open field on the northern edge of Bampton with mature hedgerows on the field boundaries.  Adjoins A4095 to the east, open countryside to the north, a few houses and doctors surgery to the south and telephone exchange and cemetery to the west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This site is not suitable for development primarily due to the detrimental impact that development would have on the historic character of the settlement.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access from Landells not suitable for intensification. Alternative access to A4095 would be required and likely to involve significant loss of hedge, relocation of chicane and extension of speed limit, street-lighting and footway. Relevant provisions could be accommodated within the highway boundary estimate minimum cost £40k.

About 500m to town centre and 500m to primary school. Footway along Landells.

Served by hourly service (19) connecting to Witney, Carterton and Oxford. Buses travel along New Road 200m away.

**Policy Constraints**

Adjacent to Conservation Area.

**Physical Constraints**

Public footpath runs along eastern edge of site and along potential access.

**Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school,

**Landscape, Ecology and Heritage**

WOLA identifies land west of A4095 as an area of smaller scale mostly arable fields and part of a strong landscape edge. Important views of Church spire from this northern approach and the silhouette of town is sensitive when viewed from the north. WOLA notes need to strengthen landscape structure west of A4095. Field forms part of the sensitive rural approach to the historic part of Bampton from higher ground to the north.

Records of protected species in proximity of site. Site has no formal protection designation.

On the edge of and part of the setting to the conservation area with important views of the Bampton Church Spire across the site.

# SHELAA Assessment Summary

## BAMPTON SITES



<b>SHELAA REF:</b> 257		<b>Site Name and Location:</b> Land at Calais Farm, Bampton	
		<b>Site Area (Ha):</b> 3.57	
<b>Site Description</b>			
<p>Low lying and level paddocks bounded by hedgerows and trees just east of the village edge and south of Aston Road.</p> <p>Open countryside to south and east. Relatively low density residential development to the west with mature trees. Residential development north of Aston Road opposite the site.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
Inappropriate due to flood risk and impact on landscape and historic setting of village.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not Suitable			

**Accessibility**

Potential for access from Aston Road although may require some hedge removal to achieve acceptable visibility.

About 600m to town centre and 1km to primary school. Footway only along opposite site of Aston Road

Served by hourly service (19) connecting to Witney, Carterton and Oxford. Buses travel along Aston Road.

**Policy Constraints**

Mineral consultation area but unlikely to be a constraint due to proximity of existing dwellings.

Some Grade 2 and 3a Agricultural Land.

Within Flood report area. South east corner of the site within flood zones 2 and 3

**Physical Constraints**

Overhead power lines cross the site. Sub station on Aston Road although excluded from site boundary

**Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school,

**Landscape, Ecology and Heritage**

WOLA defines small scale pattern of fields as a strong landscape edge of the village edge and identifies a need to resist the further urbanisation of the countryside in this location. This has been reflected in past appeal decision and Local Plan Inquiries as noted in planning history.

OCC highlighted that the presence of protected species has been recorded close to the sites in Bampton. Significant hedgerow trees on boundary and copses within the site

Adjoining Conservation Area. OCC identified extensive evidence of a Romano British settlement directly north of Calais Farm although not of national importance.

# SHELAA Assessment Summary

## BAMPTON SITES



<b>SHELAA REF:</b> 258		<b>Site Name and Location:</b> Land at Fishers Bridge, Buckland Rd, Bampton <b>Site Area (Ha):</b> 1.89	
<b>Site Description</b> Almost the whole site is located within flood zone 3 (High Risk)			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Most of site is located within flood zone 3 so is inappropriate for residential development.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not Suitable			



Accessibility
Policy Constraints
Physical Constraints
Infrastructure Constraints
Landscape, Ecology and Heritage

# SHELAA Assessment Summary

## BAMPTON SITES



SHELAA REF: 331		<b>Site Name and Location:</b> Backhouse Farm <b>Site Area (Ha):</b> 7.06	
<b>Site Description</b> Flat agricultural land with hedges and a small number of trees along most of the site boundaries Open countryside to north and east, a ribbon of housing to the south and modern housing development to the west. A small group of farm buildings adjoins the north west corner.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site adjoins development on two sides, has the potential for good vehicular access and acceptable access by sustainable means and could be assimilated into the landscape with strong boundary planting. The scale of development with committed development could put a strain on local infrastructure necessitating later phasing. Site is suitable for development subject to sufficient investment in community infrastructure. Concern remains about over development of Bampton with limited opportunities for local employment. Most working age residents are likely to commute to locations out of the settlement to work.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 210	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Adjoins Aston Road to the south and Mount Owen Road to the west both of which could provide safe means of vehicular access.

Existing footways on part of the Aston Road frontage and on the western side of Mount Owen Road provide safe access to the village centre (c900m) and primary school (c1.2km). No cycleways in the vicinity.

Served by hourly service (19) connecting to Witney, Carterton and Oxford. Buses travel along Aston Road.

**Policy Constraints**

Mineral consultation area but unlikely to be a constraint due to proximity of existing dwellings.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school. However, this site is adjacent to the school site. If additional school site area could be incorporated, it could unlock the potential of Bampton School to expand, addressing the needs of Bampton and possibly also other nearby villages such as Aston & Cote.

**Landscape, Ecology and Heritage**

WOLA defines the site as within semi-enclosed flat vale farmland that may offer limited opportunities to absorb small scale development within a strong structure of trees and woodland or with other buildings. Although in a generally flat landscape land to the north rises gently.

No formal ecological designations and as the land is currently in arable use, the ecological interest is likely to be confined to the boundary hedges, trees and verges.

The site is not within or close to a Conservation Area nor close to any listed building or scheduled monument

# SHELAA Assessment Summary

## BAMPTON SITES



SHELAA REF: 385		<b>Site Name and Location:</b> Land north of New Road, Bampton  <b>Site Area (Ha):</b> 14.65	
<b>Site Description</b>  The site is an expansive, arable field occupying the high ground to the north of the settlement. Much of the site sits above the 75m contour and bears no topographical features or vegetation within the site and is very open exposed as a result. The land slopes down to the west and north west and is prominent in views from the surrounding countryside.  Open agricultural fields and rolling countryside to the north, east and west. Residential development to the south. A new development of approx 160 dwellings is currently under construction to the south west.			
<b>Suitability for housing</b>  Not suitable		<b>Suitability for employment</b>  Not suitable	
<b>Reason:</b>  Site is not considered suitable for development due to unacceptable landscape impact and expansion of settlement into sensitive open countryside			
<b>Likely Yield</b>			
<b>0-5 Years</b>  0	<b>6-10 Years</b>  0	<b>11-15 Years</b>  0	
<b>Availability</b>  Available		<b>Achievability</b>  Achievable	
<b>Conclusion</b>  Not Suitable			

**Accessibility**

Site could potentially be accessed from the south through the 'New Road' development which is currently under construction. An assessment of traffic movements would be required to determine whether this was appropriate. Alternatively, access could be served on to Mount Owen Road. This is a single track road however and may not be appropriate for significant increases in traffic movement.

Would necessitate the widening of Mount Owen Road (currently single-track lane) and footpath provision. Pedestrian and cycle access into Chandler Close would provide easy access to the primary school and improve connectivity with the rest of Bampton. Likely traffic impact on the strategic highway network (A4095 and B4449).

Residential streets to the south of the site include pavements so safe access could be provided towards the centre of Bampton. The Primary School is located approximately 200m from the centre of the site and is therefore accessible. The centre of Bampton is approximately 1km from the centre of the site via the existing road network.

Served by hourly services (19) connecting to Witney, Carterton and Oxford. Buses operate from the town centre and Station Road and New Road.

**Policy Constraints**

Bampton is subject to grow significantly over the next 5 years due to development already permitted at New Road. Further significant development will start to have a fundamental impact on the character of the settlement with unprecedented pressure on local services and community facilities.

**Physical Constraints**

None other than access

**Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school,

**Landscape, Ecology and Heritage**

The site is located within the open countryside to the north of Bampton in a very open, exposed and prominent position.

Existing development to the south of the site presents a hard urban edge to the town although this is reasonably well contained due to the rolling nature of the landscape.

The north of the town is sensitive to change and development beyond the existing edge and particularly the 75m contour will dramatically effect the setting of the town from the surrounding countryside.

The site is not subject to any statutory protection designations. Ecological impact likely to be limited to loss of agricultural land

# SHELAA Assessment Summary

## BAMPTON SITES



SHELAA REF: 386		<b>Site Name and Location:</b> Land to the north of Landells  <b>Site Area (Ha):</b> 3.29	
<b>Site Description</b> Site is a large, rectangular, flat arable field to the north of the town. Site contains no topographical features of interest and there are no trees or hedgerows within the site. The site is bounded on the north, east and west boundaries by scattered trees and hedgerows  To the south west of the site stands a cul-de-sac of housing adjacent to a cemetery. The south side of Landells is historic in character and is dominated by the manor house. The north side includes a mixture of newer buildings including the local surgery. To the north, west and east of the site, lies open countryside.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Site is not considered suitable for residential development due to unacceptable impact on landscape setting on historic part of the village. Access to the site is difficult to serve and part of the site is affected by fluvial flood risk.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not Suitable			

### **Accessibility**

It is not clear how this site could be accessed. A public footpath crosses the centre of the site from north to south and joins Landells at a narrow access point. Landells itself is narrow and is inappropriate for increased traffic flow. To access the site from Station Road to the east, it would be necessary to cross additional land and cross a public right of way.

There are public rights of way on the western and eastern boundaries of the site as well as north to south through the centre of the site linking with Landells and the centre of the village. The village centre, primary school and surgery are all within easy walking distance and although Landells has no dedicated footpath or cycle provision, Station Road and other roads into the centre do have footpaths.

Served by hourly services (19) connecting to Witney, Carterton and Oxford. Buses travel along Aston Road.

### **Policy Constraints**

Bampton is a rural service centre and is considered appropriate for some growth. There is already substantial growth proposed for the settlement however. Some parts of the settlement are more appropriate for development than others.

### **Physical Constraints**

Access to the site is the key physical constraint.

The western side of the site is located within flood zones 2 and 3.

### **Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school,

### **Landscape, Ecology and Heritage**

The site sits on the northern edge of Bampton on the edge of the open countryside. This is a sensitive edge to the settlement and key to the rural setting of Bampton. Development in this location would have an urbanising effect on the edge of the town which may not be sustainable in terms of the rural and historic setting of the settlement.

The site forms part of a very strong landscape edge to the village

The site is characterised as semi enclosed rolling vale farmland within the Bampton Vale landscape character area.

Any ecological value is likely to be associated with trees and hedgerows around the site boundary.

There are no statutory environmental protection designations associated with the site although there are records of protected species in close proximity.

The site is outside but adjacent to the Bampton conservation area. There are listed buildings in reasonably close proximity although development in this location is unlikely to affect their setting.

Urbanising the edge of the settlement would affect the historic rural character of Bampton and would also affect long distance views of important heritage features such as the church spire.

# SHELAA Assessment Summary

## BAMPTON SITES



<b>SHELAA REF:</b> 417		<b>Site Name and Location:</b> Land west of Church View, Bampton	
		<b>Site Area (Ha):</b> 0.13	
<b>Site Description</b> Small square shaped undeveloped site on the western side of the village. Site situated between residential development located to the north and south of the site fronting on to Church View.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Small site not capable of accommodating 5 or more dwellings. Considered inappropriate for development anyway due to presence of public right of way, impact on rural setting of historic part of village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

No existing footpath provision along Church Close and Landells, otherwise sufficiently close to rest of Bampton for walking and cycling.

Has potential for safe access with removal of a section of wall. Note that there is a public footpath running through the site. Access via Landells is poor, but likely to be acceptable for a small development.

**Policy Constraints**

Site is located within the Bampton Conservation Area

**Physical Constraints**

There are overhead power lines within the site area

**Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school,

**Landscape, Ecology and Heritage**

There are no statutory wildlife protection designations associated with the site..

The site is located within the Bampton Conservation Area with the openness and greenfield nature of the site contributing to the rural, historic character of the west of the settlement

The landscape to the west of Bampton is extremely sensitive to change.

# SHELAA Assessment Summary

## BAMPTON SITES



SHELAA REF: 418		<b>Site Name and Location:</b> Deanery Farm  <b>Site Area (Ha):</b> 0.40	
<b>Site Description</b> The site occupied by a collection of agricultural barns and sheds of varying ages and is laid to dirt and hardstanding between buildings.  The site is directly adjacent to Station Road onto which access is served. There is a grass verge between the site and the highway.  The site sits within low lying, flat, open countryside and is surrounded by fields although there are a small number of residential properties to the south, most likely associated with the farm.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Site is small and located well beyond the settlement boundary. The location is not considered appropriate for development unless to meet an identified operational need etc.  Could provide a business development option in accordance with Local Plan policy.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable - employment			

**Accessibility**

Site is very remote from the rest of Bampton (over 1km) with no scope for suitable pedestrian connection based on a development of this scale.

Local Bus services use Station Road to access Bampton and Carterton although there are currently no stops located in proximity to the site.

**Policy Constraints**

Development in this location would not comply with the locational policies of the Local Plan.

**Physical Constraints**

Site is currently occupied by a number of agricultural buildings

**Infrastructure Constraints**

Bampton CE Primary School is expanding to an admission number of 30, however this is expected to be needed for already-permitted housing. Site constraints are likely to rule out further expansion of the school, but see comment for site 385.

**Landscape, Ecology and Heritage**

The site is located within a flat, low lying and open landscape. The site is currently occupied by agricultural buildings which read as part of the rural landscape.

The site is within the Bampton Vale landscape character area and is characterised by open rolling vale farmland. Landscapes of this type are characterised by high intervisibility between parcels of land due to the weak landscape structure of low clipped hedgerows.

There are historic buildings on site but none are listed. The site is not covered by any statutory heritage designations.

# SHELAA Assessment Summary

## BAMPTON SITES



SHELAA REF: 439		<b>Site Name and Location:</b> Land at Station Road  <b>Site Area (Ha):</b> 1.14	
<b>Site Description</b> Site is a fairly narrow, grassed piece of land on the northern side of Bampton. It has a long frontage to Station Road and is adjoined to the east by an equipped play area with houses in Pembroke Place beyond. Bungalows are also located to the south of the site. To the west and north is open farmland and there is a school with housing beyond to the north east.  The site occupies a location at the urban rural fringe of Bampton. Land is largely open to the north, east and west with residential development extending further to the west and directly to the south of the site. The site contributes to the rural setting of Bampton,			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Small scale development could be delivered on the site without significant detrimental impacts to the historic character of the settlement, if confined to the southern part of the site			
<b>Likely Yield</b>			
<b>0-5 Years</b> 10	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

### **Accessibility**

Previous planning applications have suggested that the site could be accessed from Pembroke Place to the south east of the site. Further access from the east is constrained by the presence of residential development and access to the west onto Station Road may present undesirable urbanising influences and safety issues.

Access via Pembroke Place could be problematic due to width and need for footway. Access onto Station Road looks feasible - footway would need to be provided along frontage.

The site is located in close proximity to the centre of Bampton and is accessible via residential streets with footpath provision. Bampton Primary School and medical practice are located only a short distance from the site and are easily accessible on foot or cycle.

Served by hourly services (19) connecting to Witney, Carterton and Oxford. Buses operate from the town centre and Station Road and New Road.

### **Policy Constraints**

Bampton is subject to grow significantly over the next 5 years due to development already permitted at New Road. Further significant development will start to have a fundamental impact on the character of the settlement with unprecedented pressure on local services and community facilities.

### **Physical Constraints**

None other than access

### **Infrastructure Constraints**

Issues with primary school capacity, surgery capacity and waste water infrastructure may need to be addressed to accommodate any further growth in Bampton, particularly as it is subject to grow substantially with the development of the New Road scheme

### **Landscape, Ecology and Heritage**

The site is characterised as open rolling vale farmland within the Bampton Vale landscape character area and presents an attractive rural edge to the town east of the A4095.

The West Oxfordshire landscape assessment (1998) suggests a need to maintain the quality of the rural edge to the north of the town, and to consider the silhouette of the town in views from the north, which is very sensitive to change. It is considered that development in this location could compromise these aims.

The site is not covered by any statutory wildlife protection designations. Any ecological impact likely to be associated with the loss of trees or hedgerows and also the loss of the grassland to some extent. There are also records of protected species in close proximity to the site.

The site is located outside of the Bampton conservation area and there are no listed buildings within close proximity to the site.

Development in this location would have an impact on the setting of the conservation area however by altering the rural, open character to the north of the town.

# SHELAA Assessment Summary

## BRIZE NORTON SITES



SHELAA REF: 454		<b>Site Name and Location:</b> Land north of Burford Road, Brize Norton  <b>Site Area (Ha):</b> 0.36	
<b>Site Description</b> Narrow strip of land comprising residential property in the centre of the site, set back from Brize Norton Road and former commercial nursery to the rear.  Narrow track runs up the western side of the site to access land to the rear. This is comprised of a mixture of greenhouses and is quite heavily vegetated with trees around the site boundary and within the site itself			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Although landscape impact on this site would be mitigated to some extent by vegetation around the site boundary, development in this action would set an undesirable precedent for backland development behind the Manor Road properties and potential proliferation of development in a relatively unsustainable location.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not Suitable			

**Accessibility**

Access to the site would be provided via the existing track linking to Brize Norton Road. This would require widening to ensure suitability for increased numbers of car movements onto the site.

Brize Norton Village has limited services and facilities although a wide range of amenities are provided in nearby Carterton which is accessible by a range of means.

The premium S1 and S2 bus services operate from Monahan Way and Witney Road to the north West of Brize Norton village which provide regular links with Witney, Carterton and Oxford.

700 home development permitted to the south of the site will also provide improved access to services and facilities in close proximity to the site.

**Policy Constraints**

None identified.

**Physical Constraints**

Overhead power lines cross the site access.

**Infrastructure Constraints**

There is sufficient capacity within local community infrastructure to accommodate some modest growth in the area.

Any new development would need to provide adequate connections to local utilities infrastructure, including the waste water network.

**Landscape, Ecology and Heritage**

The site is well contained due to the slope of the land and vegetation on site boundaries.

Any landscape impact would be very localised.

There are a number of historic buildings adjacent to the site but none are listed. The site is not located within the conservation area. Development in this location is likely to have an impact on the current 'loose knit' character of existing development in the area.

There are no statutory wildlife protection designations affecting the site although vegetation within and around the site is likely to have ecological value.

# SHELAA Assessment Summary

## CLANFIELD SITES



SHELAA REF: 301		<b>Site Name and Location:</b> Land north of Mill Lane, Clanfield  <b>Site Area (Ha):</b> 2.53	
<b>Site Description</b> Level broadly rectangular site used as a recreation ground incorporating playground with a perimeter of mature trees.  Flat arable farmland to the west. Modern single and two storey housing to the south and east. Allotments to the north.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Relatively unconstrained site the development of which would relate well to the existing built form of the village. Development would also present the opportunity to provide new and improved recreation facilities to the west. Key issues to address through any development of this site are access and school capacity.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 30 - 40 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable - subject to satisfactory vehicular access and re-provision of recreation ground	
<b>Conclusion</b> Developable			



**Accessibility**

Mill Lane is narrow in places and the highways authority have previously expressed concerns with any increase in traffic movements on a junction which may not be technically acceptable for visibility.

However, based on more recent information set out in a transport technical note submitted by the promoter's consultant (Cole Easdon, undated) the County Council have amended their view stating that 'access will be taken from Mill Lane as existing. This is within the 30mph limit and MFS visibility splays will be achievable. The existing access is too narrow and the technical note demonstrates that a 5.5m carriageway with 2.0m footway is achievable. Development is likely to be acceptable if these access arrangements are provided'.

Pedestrian access is good with footways available on either side of Mill Lane connecting to the village centre.

Access by public transport (bus) is reasonable with the 19 service available within walking distance of the site running along the Bampton Road.

**Policy Constraints**

Loss of existing recreation ground - would need to be reprovided as is suggested by the site promoter.

**Physical Constraints**

Access is the primary constraint relating to this site including the junction of Mill Lane and the A4095.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

Clanfield CE Primary School is operating above its sustainable capacity. Any significant housing growth would be difficult to accommodate.

**Landscape, Ecology and Heritage**

Flat vale landscape where retaining or restoring hedgerows and blocks of woodland is an enhancement priority. Loose knit linear form of village already infilled by modern development along Mill Lane and west of Main Road.

Arable land/recreation area. Most significant ecological asset is likely to be the perimeter trees.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## FILKINS SITES



SHELAA REF: 190		<b>Site Name and Location:</b> Pear Tree Farm, Filkins  <b>Site Area (Ha):</b> 0.44	
<b>Site Description</b> The site is relatively level and partly a collection of modern farm buildings to the rear of the old farm house and cottages and partly allotment (unused) land on the edge of the village. There is a low wall to the road alongside the allotments overgrown with vegetation.  Level site on the edge of the village including a group of farm buildings and former allotments which relate to the adjacent former farmhouse (listed) and cottages (also listed or locally listed).  There is a large modern barn (Clarks Barn) opposite, screened by high hedgerow. Small groups of housing to the north and north west.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Suitable in part	
<b>Reason:</b> Applications for 10 dwellings on the site have previously been refused for various reasons including impact on the conservation area in this sensitive edge of village location. Limited low density redevelopment of existing modern farm buildings in a way which doesn't detract from this edge of village location and setting of Pear Tree Farm may be feasible but is likely to yield less than ten dwellings.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 5 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable in part			

**Accessibility**

Existing access direct onto road. Proposed new access immediately to the north. In response to application 08/0631 OCC Highways commented that highway adjacent Pear Tree Cottage is substandard and lack of pedestrian footway. However given likely pedestrian and vehicular flows (noting existing farm traffic) considered insufficient harm to warrant refusal.

No footways in immediate vicinity. Village facilities approximately 500m. Primary school in neighbouring village approx 3km to the south.

Filkins is not currently served by a bus service.

**Policy Constraints**

Site includes allotment land although currently unused. Within Conservation Area.

**Physical Constraints**

Electricity lines cross the former allotments site. Existing buildings on site.

**Infrastructure Constraints**

The capacity of St Christopher's Primary School (Langford) which serves the village is already under pressure. Lack of mains drainage with local residents raising issues with soakaways.

**Landscape, Ecology and Heritage**

The site is on the edge of the village and the old allotments are a key part of the transition from the historic built up area of the village, terminated by Pear Tree Farm, and the open countryside. Development as suggested and previously promoted through planning applications is unsympathetic to the pattern of development. Limited redevelopment of the existing modern farm buildings which does not detract from the significance of Pear Tree Farm could be considered.

Existing barns may be a habitat protected species. Further surveys should be conducted if development proceeds. The site is 500m from The Bog Lowland Meadow County Wildlife site

The site is within the Conservation Area. Listed buildings in the immediate vicinity of the site including Peartree Farmhouse and cottage. A Conservation Area Character Appraisal has been prepared for Filkins and identifies that the cluster of buildings around Pear Tree Farm provide a focus and termination to this end of the village.

Significant views are also identified northwest across the allotments. Development on the site as suggested and as promoted through previous planning applications erode the established village form and are detrimental to setting of village conservation area and Pear Tree Farm. Limited, low density and carefully designed development may be feasible to the west of Pear Tree Farm subject to an acceptable impact on the listed buildings and their setting.

# SHELAA Assessment Summary

## LANGFORD SITES



<b>SHELAA REF:</b> 207a		<b>Site Name and Location:</b> Land at Station Road (north of lower farm cottages) <b>Site Area (Ha):</b> 0.28	
<b>Site Description</b> Rectangular site along Filkins Road. Low Cotswold stone wall to front of the site with post and wire fence behind allows open views over flat grazing land. Semi-detached vernacular cottages adjoin to the north and south of the site. On opposite side of Station Road is Grade I Listed Church set back from the road behind graveyard within which there are mature trees. Just beyond the church is a row of more modern bungalows.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is not suitable for development due to detrimental impact on the character and appearance of the Conservaton Area and setting of listed buildings.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Site boundary includes existing access to lower farm. Station Road is a narrow country lane.

Existing footway on opposite side of Station Road. There are limited facilities in Langford with no shops. The site is approx 800m from the primary school which is located at the other end of the village.

There is no public transport serving the village following the termination of the 64 bus service.

**Policy Constraints**

Within mineral consultation area but unlikely to be a constraint to development due to proximity existing of housing.

**Physical Constraints**

Electricity pylons within site.

**Infrastructure Constraints**

Village shop - no (nearest in Carterton over 6km),  
GP surgery - no (nearest in Carterton over 6km).

Primary school - yes,

St Christopher's CE Primary School has very limited ability to absorb housing growth.

**Landscape, Ecology and Heritage**

Open vale farmland with few landscape features/weak landscape structure. Open character sensitive to development. Conservation Area Character Appraisal identifies views across the site to the open countryside to be significant to the character of the village.

Although the site has no known ecological constraints, the greenfield nature of the site is such that there is likely to be some ecological interest. Trees on site boundaries adjacent Farm Cottages but there are no TPOs.

Listed Buildings adjacent the site include St Mathews Church (Grade I) and Rectory Farm (Grade II).

Within the Conservation Area and the Conservation Area Character Appraisal identifies views across the site to the open countryside to be significant to the character of the village. OCC identified earthworks in field east of Church which appear to be of the original medieval settlement but not thought to be of national importance.

# SHELAA Assessment Summary

## LANGFORD SITES



SHELAA REF: 207b		<b>Site Name and Location:</b> Land at Station Road (south of lower farm cottages)  <b>Site Area (Ha):</b> 0.32	
<b>Site Description</b> Rectangular site along Filkins Road. Low Cotswold stone wall to front of the site with post and wire fence behind allows open views over flat grazing land.  Converted vernacular farm buildings to the south of the site. Two semi-detached vernacular cottages adjoin to the north of the site. On opposite side of Station Road are a listed cottage and a farmhouse set behind High Stone wall with mature trees. North west of the site is Grade I Listed Church			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is not suitable for development due to detrimental impact on the character and appearance of the Conservaton Area and setting of listed buildings.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing farm access to Station Road. Likely to need widening for residential use. Station Road is a narrow country lane.

No existing footways. There are limited facilities in Langford with no shops. The site is approx 900m from the primary school which is located at the other end of the village

There is no public transport serving the village following the termination of the 64 bus service.

**Policy Constraints**

Within mineral consultation area but unlikely to be a constraint to development due to proximity existing of housing.

**Physical Constraints**

Electricity pylons within site

**Infrastructure Constraints**

Village shop - no (nearest in Carterton over 6km),  
GP surgery - no (nearest in Carterton over 6km),

Primary school - yes,

St Christopher's CE Primary School has very limited ability to absorb housing growth.

**Landscape, Ecology and Heritage**

Langford is identified in the West Oxfordshire Landscape Assessment as set within open vale farmland with few landscape features/weak landscape structure. Open character sensitive to development. Conservation Area Character Appraisal identifies views across the site to the open countryside to be significant to the character of the village

Although the site has no known ecological constraints, the greenfield nature of the site is such that there is likely to be some ecological interest.

Trees on site boundaries adjacent Farm Cottages but there are no TPOs.

Listed Buildings adjacent the site include St Mathews Church (Grade I), Rectory Farm and Lime Tree Cottage (Grade II) Within the Conservation Area and the Conservation Area Character Appraisal identifies views across the site to the open countryside to be significant to the character of the village.

# SHELAA Assessment Summary

## LANGFORD SITES



<b>SHELAA REF:</b> 321		<b>Site Name and Location:</b> Land off The Elms <b>Site Area (Ha):</b> 2.15	
<b>Site Description</b> Level field to the south of existing housing at the Elms and behind the primary school. Currently pasture although also includes existing sewage tank. Open boundary to south. Treed hedgerows to the north and west  Adjoins modern 2 storey residential development at the Elms where recent rural exception site to the north. Also adjoins school and playing field to the north. Flat open countryside to south and west with middle and longer distance views contained by hedges			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The village has limited facilities and the site is suitable for limited development to meet local needs. An affordable housing scheme has recently been developed in the village and the need for more affordable housing is unlikely to arise until later in the plan period. There is a lack of sewage capacity which would need to be overcome for development to proceed.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 10	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			



**Accessibility**

Existing access via the Elms. OCC Highways have commented that this is a relatively narrow carriageway with footpaths either side and some on street parking. The junction to Lechlade Road has large visibility splays. An additional limited number of dwellings would not have highway safety impact subject to parking controls at the junction. The availability of local services is limited and future residents are likely to be highly dependent on car use.

There is no public transport serving the village following the termination of the 64 bus service.

There are limited facilities in Langford with no shops however the site is well located in relation to the primary school which adjoins the site.

**Policy Constraints**

Within mineral consultation area but unlikely to be a constraint to development due to proximity existing of housing.

**Physical Constraints**

Electricity pylons within site. There is no mains foul water connection. Foul water from adjoining development is treated by a treatment facility on the site operated by Cottsway Housing which have identified that it is at capacity. An enlarged facility or mains connection would be required. Bridleway runs along the western boundary

**Infrastructure Constraints**

Village shop - no (nearest in Carterton over 6km),  
GP surgery - no (nearest in Carterton over 6km),

Primary school - yes,

St Christopher's CE Primary School has very limited ability to absorb housing growth.

**Landscape, Ecology and Heritage**

The area is typically an open vale farmland landscape which can be sensitive to development. The site however is relatively well screened from longer distance views from the open countryside to the west and south by existing hedgerows. New development would be more prominent in near views from public footpaths to the south of the site but would be seen in the context of existing development and could be screened by the addition of a landscape belt.

Although the site has no known ecological constraints, the greenfield nature of the site is such that there is likely to be some ecological interest.

Trees on site boundaries likely to be most valuable ecological asset. Significant treed hedges on north and western site boundaries but there are no TPOs.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## LANGFORD SITES



<b>SHELAA REF:</b> 416		<b>Site Name and Location:</b> Ansell's Farmyard, Langford	
		<b>Site Area (Ha):</b> 0.35	
<b>Site Description</b> An irregular shaped parcel of land comprising three modern farm buildings and areas of hardstanding. The site sits on the western edge of the village on the approach along the Lechlade Road. The site is adjoined by existing low density housing to the north, east and south and open countryside to the west. A cotswold stone wall forms the boundary with Lechlade Road and there are several mature trees. Immediately adjacent to the site is the main traditional farmhouse building which is listed. There are two existing vehicular accesses onto Lechlade Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable - continued employment use.	
<b>Reason:</b> Development of the site for housing would have a detrimental impact on the historic rural character of the settlement and would displace an important local employer from the locality. Also potential effect on the setting of the listed farmhouse building.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Promoted as available but in current use.		<b>Achievability</b> Achievable	
<b>Conclusion</b> Suitable - continued employment use.			

**Accessibility**

Vehicle access would be taken from Lechlade Road as existing. This is within the 30mph limit and MfS visibility splays are achievable. There is a pedestrian footway on the south side of Lechlade Road which gives access to the centre of the village.

There is no public transport serving the village following the termination of the 64 bus service.

**Policy Constraints**

Within mineral consultation area. Underlain by sand & gravel but already sterilised by built development and/or constrained by adjacent existing housing

**Physical Constraints**

Existing modern farm buildings not capable of conversion re/development so would need to be removed. Street lamp and telephone pole on site frontage.

**Infrastructure Constraints**

Village shop - no (nearest in Carterton over 6km), Primary school - yes,  
GP surgery - no (nearest in Carterton over 6km),

St Christopher's CE Primary School has very limited ability to absorb housing growth.

**Landscape, Ecology and Heritage**

The site is located in the Bampton Vale landscape character area and is characterised as semi enclosed rolling vale farmland.

This is a low lying landscape and is rural in nature.

There are no statutory ecological protection designations associated with the site although historic and agricultural buildings on the site may support protected species such as bats and owls.

Vegetation on the site boundary may also have ecological value.

The site is located within the Langford conservation area and the farmhouse to the south of the site is listed.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 204		<b>Site Name and Location:</b> Tank Farm  <b>Site Area (Ha):</b> 38.07	
<b>Site Description</b> The site comprises a large, relatively flat area of agricultural land on the eastern edge of Chipping Norton. It comprises a number of separate fields used primarily for grazing. The area consists of a plateau/ridge side falling and steepening to the south east.  The surrounding land use is mixed in character. To the east are further areas of open, agricultural land, to the south is agricultural land and some well used allotments next to Burford Road. To the south west is Chipping Norton School and to the west, an area of existing residential development. To the north is a more recent housing development (Blissfield Gardens), a vacant employment site and beyond the London Road, the hospital complex and further agricultural land.			
<b>Suitability for housing</b> Suitable as part of a wider comprehensive scheme		<b>Suitability for employment</b> Suitable as part of a wider comprehensive scheme	
<b>Reason:</b> Sustainable location close to town centre and services. Located outside the AONB. Access issues would however need to be overcome for development to come forward and primary school capacity is a further consideration. Has the potential to come forward as part of a wider more comprehensive scheme including land north of London Road and in turn deliver strategic benefits including a new primary school and eastern link road for the town.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 200 homes (as part of a wider comprehensive scheme)	<b>6-10 Years</b> 600 homes (as part of a wider comprehensive scheme)	<b>11-15 Years</b> 600 homes (as part of a wider comprehensive scheme)	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable and developable			

**Accessibility**

Vehicular access to the site is likely to be taken from two points off London Road including via Trinity Road and Fowlers Barn (subject to protected trees). The County Council have advised that access via the existing track (public right of way 166/3) to the south of Chipping Norton School is not considered appropriate and would not be supported. The track is narrow, un-surfaced in places and has sub-standard visibility at the entrance by the school and leisure centre. The County Council have also confirmed that no vehicular access will be supported via the Rowell way/Albion Street or Foxfield Close/Crescent via the neighbouring residential estate. There is the potential to deliver a new road connection from the A361 Burford Road to the A44 London Road and onto the Banbury Road as part of a wider scheme.

The centre of the site is approximately 700m from the Town Centre and adjoins both primary and secondary education. Accessibility is therefore good. Pedestrian access is currently achieved from Wards Road, Burford Road (via the track adjacent to the school) and London Road (via Trinity Road or the footpath adjacent to the school).

A number of bus services can be accessed from near the site including the S3 to Oxford and the X8 to Kingham Rail Station.

**Policy Constraints**

GIS records indicate some evidence of groundwater vulnerability which would need to be taken into account. Part of the site is a designated Conservation Target Area. The site also includes some Grade 3 agricultural land.

**Physical Constraints**

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 and one running along the southern boundary from Burford Road towards Glyme Farm and into open countryside. The southern route would be affected by the proposed vehicular arrangements. There is an existing water tank and farm complex within the site boundary.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints. Development of this scale presents the opportunity to deliver a number of strategic infrastructure improvements for the town.

**Landscape, Ecology and Heritage**

At present the site contributes to the rural landscape setting of Chipping Norton. An acceptable form of development on this site option has the potential to provide a landscape structure which would link into the woodland belts to the east of the site option and next to the allotments; to reflect the distinctive landscape pattern along the A44 and the existing settlement edge; and to deliver some of the landscape and visual objectives identified in WOLA and AHLC. A landscape led approach to the siting, layout and mass and scale of the development is essential.

Part of the site falls within the Glyme and Dorn Conservation Target Area. There are reasonable numbers of trees to the site, but none with a TPO other than those along the northern site boundary to London Road which are of great significance.

The site is located adjacent to the Conservation Area to the west. The site is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 212 (overlap with 204)		<b>Site Name and Location:</b> Tank Farm  <b>Site Area (Ha):</b> 2.88	
<b>Site Description</b>  The site comprises a flat parcel of agricultural land on the eastern edge of Chipping Norton with no significant features. The western boundary of the site is tree lined separating it from existing residential development to the west.  The surrounding land comprises a mixture of different uses. Land to the east and south is in agricultural use with a water tower and collection of farm buildings immediately adjacent to the east of the site. Land to the west of the site consists of an established residential area of relatively low density. To the north is Holy Trinity Primary School and a flat area of cleared land adjacent to the redeveloped Parker Knoll site (Blissfield Gardens)			
<b>Suitability for housing</b>  Suitable as part of a wider comprehensive scheme		<b>Suitability for employment</b>  Suitable as part of a wider comprehensive scheme	
<b>Reason:</b>  Sustainable location close to town centre. Not located in AONB. Flat site adjacent to existing residential development. Access possible off Trinity Road. Relatively little wider landscape impact.			
<b>Likely Yield</b>			
<b>0-5 Years</b>  200 homes (as part of a wider comprehensive scheme)	<b>6-10 Years</b>  600 homes (as part of a wider comprehensive scheme)	<b>11-15 Years</b>  600 homes (as part of a wider comprehensive scheme)	
<b>Availability</b>  Available		<b>Achievability</b>  Achievable	
<b>Conclusion</b>  Deliverable and developable			

**Accessibility**

The site promoter has suggested that access to the site could be provided from Trinity Road to the north. It is understood that Trinity Road has the design capacity to accommodate approximately 100 additional dwellings. At the present time however the road remains unadopted. Any increase over 100 dwellings would need to be supported by robust justification through a Transport Assessment (TA). An alternative access via Fowlers Farm has previously been rejected due to restricted visibility by the trees along Lond Road.

The site is located within close proximity of the town centre. There is a public right of way along the southern and eastern boundary and convenient pedestrian access can be achieved via Wards Road.

**Policy Constraints**

The site falls within an area of major groundwater vulnerability and part of the site is classed as Grade 2 agricultural land

**Physical Constraints**

There is an adjacent public right of way along the eastern and southern boundary of the site. The eastern PROW is likely to be affected by the proposed vehicular access arrangements. There are no other physical constraints to development.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. However, there appear to be no significant infrastructure constraints to development in this location. As part of a wider scheme the site presents the opportunity to deliver a number of strategic infrastructure improvements for the town.

**Landscape, Ecology and Heritage**

There are long views towards the area from the south with the water tower being prominent in many of these views. Development on the highest, flatter ground (within which this site falls) is and would be prominent but is capable of being screened.

The site is greenfield and will therefore have some ecological interest particularly at the field margins however there are no records of any significant constraints.

There are a number of trees running along the western boundary of the site separating it from existing residential development at Brassey Close and Rowell Way. There are however no TPOs directly affecting the site.

The site being greenfield with have ecological interest, however no significant constrains are recorded. Despite the number of trees there are no TPOs. Even being adjacent to the conservation area the site is not affected by any listed buildings or scheduled ancient monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 213		<b>Site Name and Location:</b> Rockhill Farm  <b>Site Area (Ha):</b> 2.76	
<b>Site Description</b> The site is broadly rectangular in shape, flat and relatively narrow. It is currently in agricultural use and has trees long all four boundaries with mature trees along the southern boundary to London Road which serve to effectively screen the site from view.  The site is surrounded by a mixture of different uses. To the north is an area of grazing/paddock. Land to the east is used for agricultural purposes. Immediately to the west of the site is the local plan allocation at Cromwell Park and the hospital complex. The remainder of the local plan allocation is yet to be built but is likely to comprise residential including extra care accommodation. To the south is the site of the former Parker Knoll factory which has now been developed into a small residential estate.			
<b>Suitability for housing</b> Suitable as part of a wider comprehensive scheme		<b>Suitability for employment</b> Suitable as part of a wider comprehensive scheme	
<b>Reason:</b> Good access, relatively close to town centre, flat site adjacent to existing local plan allocation for mixed-use development with potential to integrate the two sites. Outside the AONB and acceptable degree of impact in landscape terms. Potentially suitable for employment use also.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 200 homes (as part of a wider comprehensive scheme)	<b>6-10 Years</b> 600 homes (as part of a wider comprehensive scheme)	<b>11-15 Years</b> 600 homes (as part of a wider comprehensive scheme)	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable and developable			



**Accessibility**

Access to the site could either be achieved directly off the A44 London Road or potentially via the existing Local Plan allocation to the west of the site.

The site is within reasonable walking distance of the Town Centre (approx 700m from the northern edge). There is a lit walkway along the southern edge of London Road and along part of the northern edge. There are no dedicated cycle routes.

Accessibility to local bus services is good with a number of bus stops very close to the site on London Road allowing access to services to Oxford (S3).

**Policy Constraints**

There is some evidence of groundwater vulnerability and the site is classed as Grade 3a agricultural land.

**Physical Constraints**

The site is not affected by any public rights of way (PROW).

Ground conditions appear good with no evidence of instability, contamination or pollution. The site is outside the Air Quality Management Area relating to the Town Centre.

There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

The land to the south and west has recently been developed and there appear to be no obvious infrastructure constraints to further development in this location.

**Landscape, Ecology and Heritage**

The topography of the area is flat plateau, part of the high ridge on which Chipping Norton is located. The Chipping Norton Landscape Assessment (2009) identifies the site as falling within an area of medium - high landscape/visual sensitivity. The report concludes that development in the area between the Banbury Road and the London Road (within which this site falls) would have the least impact on the surrounding landscape (of all the options/locations considered). The report highlights the ability of generous planting belts to effectively screen views in this flat landscape. In this case it is considered that the visual impact of development would be relatively localised and could be mitigated through structural landscaping to define the site from the open countryside to the east.

No known records of protected species. There are some TPOs but are not considered a constraint. Not located within the AONB. Not within the Conservation Area and not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 228		<b>Site Name and Location:</b> Land north of Church Lane  <b>Site Area (Ha):</b> 1.66	
<b>Site Description</b> The site comprises an area of grazing/paddock land divided into two parcels with a boundary running east-west across the middle of the site. The site slopes down from east to west and is well treed along the northern and eastern boundaries.  The surrounding land uses are of a mixed nature including to the west of the site the remains of the castle - a scheduled monument and to the north of the site a modern housing development on Wilcox Road. To the east of the site is a mixture of residential and other uses including a new hotel development. To the south of the site is an area of predominantly residential development fronting onto Spring Street and Church Street.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Residential development in this location would have a harmful impact on the character and appearance of the Conservation Area and would impact on the setting of the Scheduled Monument directly to the west. Access is also problematic.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially viable although access from Church Lane problematic	
<b>Conclusion</b> Not suitable			

**Accessibility**

Unless the site were to come forward as part of the potential redevelopment of the land to the east, access to the site would need to be from Church Lane which would not be suitable in its current form and would require upgrading and widening which is likely to prove problematic.

The site is close to the Town Centre and represents a sustainable location in terms of pedestrian and cycle access which can be obtained along Spring Street.

There are several bus stops nearby including Over Norton Road, London Road, West Street and the A44 Worcester Road. Kingham railway station can be reached from Chipping Norton by the X8 rail bus.

**Policy Constraints**

There is evidence of groundwater vulnerability affecting the eastern part of the site. The site is also classed partly as Grade 2 agricultural land. Within Conservation Area and adjacent to scheduled monument.

**Physical Constraints**

There are no public rights of way across the site although there is a well used public right of way adjacent to the west of the site from which development would be clearly visible. The main physical constraint affecting the site is the scope to provide acceptable vehicular access.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. The main constraint is vehicular access. There are no other obvious infrastructure constraints.

**Landscape, Ecology and Heritage**

The topography of the area within which this site falls is a steeply sloping undulating valley, rising to a high gently sloping plateau. The western edge of the town is generally soft and there are important areas of open space within the town (including this site) which add to the soft edge. The area forms an important part of the setting of Chipping Norton and castle and the soft, north western edge of the town. Development in this area would not be appropriate. The area has high landscape/visual importance and sensitivity.

Although the site has no known ecological constraints, the greenfield nature of the site is such that there is likely to be some ecological interest. The site has some mature trees along the northern and eastern boundaries in particular, but there are no TPOs.

The site is located within the Conservation Area and within the setting of the scheduled monument immediately to the west.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 270		<b>Site Name and Location:</b> West End Farm, Churchill Road	
		<b>Site Area (Ha):</b> 3.01	
<b>Site Description</b>			
<p>The site comprises a broadly rectangular parcel of agricultural land that slopes gently downwards from south east to north west towards Bliss Mill which is visible from the site. The southern boundary is well treed with some trees also running along the western and northern boundaries. It is adjoined by a track running along the eastern boundary which separates the site from existing residential development to the east. The site has no significant on-site features.</p> <p>The surrounding uses are predominantly agricultural green fields (south, west and north). There is an area of existing low density residential development to the east of the site along Tilsley Road and Lords Piece Road and to the south east along Cornish Road. To the north of the site is the landmark Bliss Mill a Grade 2* listed building sitting at the bottom of the valley below the farm.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
Landscape impact, impact of development on the setting of the Bliss Mill Listed Building and the Conservation Area. Would represent major development within the AONB. Relatively remote from town centre services being on south western fringe of the town.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Access to the site would be achieved directly off Churchill Road (B4450). There are no significant constraints although the extent of the 30mph zone would probably need to be extended as appropriate.

There is an existing footway available linking the site to the town centre although this could be improved. The site is within reasonable walking distance of the town centre and other facilities including a primary and secondary school. There are no dedicated cycle routes.

There are a number of bus stops to the east of the site within comfortable walking distance. The Kingham Railbus service can be accessed from West Street also within walking distance.

**Policy Constraints**

GIS records indicate some evidence of groundwater vulnerability. The site is also classed as Grade 2 agricultural land.

Within AONB and within Conservation Area.

**Physical Constraints**

GIS records suggest some evidence of surface water flooding to the north east of site. The site is not affected directly by any public rights of way although there are some to the north from which the site can be seen across the valley.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The topography of the area within which this site falls is a steeply sloping, undulating valley. There are long views from the southern side of the valley in particular from the Churchill Road and higher land to the south and south east. Bliss Mill is a landmark in these views. The area forms part of the long views over tranquil countryside from the town. The Chipping Norton Landscape Assessment (2009) highlights the sensitivity of the skyline to change, the distinctive and vulnerable landscape pattern of the valley and the importance of the valley side landscape to the quality of views, with any changes likely to be highly visible. The area has high landscape/visual importance and sensitivity and development in this area would not be considered appropriate.

The site is not known to have any particular ecological value although as a greenfield site, will clearly have some interest, particularly the well treed boundaries of the site. There are mature trees along the southern boundary of the site along Churchill Road and less mature trees along the western and northern boundaries. There are no TPOs however.

The site is located within the Conservation Area and within the setting of Bliss Mill a Grade 2\* listed building to the north.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 282		<b>Site Name and Location:</b> Land at Junction of Walk Farm Lane and Banbury Road  <b>Site Area (Ha):</b> 0.69	
<b>Site Description</b> A small parcel of land located to the north of the Banbury Road east of the junction of the Banbury Road and the A3400. It adjoins countryside stores to the north east and another commercial enterprise to the north (motorhome sales). To the west and south are open countryside. The site is around 2km from the edge of Chipping Norton Town Centre. The site itself is flat and relatively featureless bounded by a hedgerow to both road frontages. The site is visible in distant views from the south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Isolated location and whilst in close proximity of existing commercial uses this is not considered to be an appropriate location in which to encourage further commercial use or housing development. The site has a good access onto the Banbury Road but access by public transport, walking and cycling is poor. The site is also visually prominent in views from the south albeit the existing countryside building has already had a discernible landscape and visual impact.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is an existing vehicular access to the adjoining Countrywide Stores building off the Banbury Road which could be utilised. Access by public transport is poor with no bus service easily available. The nearest premium service is the S3 which operates along the A44. There are no footways along the Banbury Road in the vicinity of the site and the road is fast thus making pedestrian and cycle access limited.

**Policy Constraints**

Adjacent to AONB.

**Physical Constraints**

No specific physical constraints to development in this location other than the relatively remote nature of the site.

**Infrastructure Constraints**

No obvious constraints to development in this location. Existing uses nearby suggesting services available.

**Landscape, Ecology and Heritage**

The site falls within an area of semi-enclosed limestone wolds (large-scale) within the Northern Valleys and Ridges landscape character area. These are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The existing countrywide building provides an opportunity to do this.

In terms of ecology there are no records of specific biodiversity constraints but as a greenfield site there will be some interest.

In heritage terms the site is not within a Conservation Area is not affected by any listed buildings and is not in close proximity of any scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 284		<b>Site Name and Location:</b> Land south of Churchill Road	
		<b>Site Area (Ha):</b> 12.37	
<b>Site Description</b>			
<p>The site comprises two open fields forming a broadly diamond shape adjacent to existing residential development at Cornish Road. The site slopes downwards from north to south towards Churchill Road. The site has an open, rural character with wide views into and out of the site.</p> <p>The land to the south, west and north is all in agricultural use. There is a farm complex (Westfield Farm) to the north of the site on the opposite side of Churchill Road.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>Development in this location would have a significant landscape impact. The site is within the AONB and whilst reasonably proximate to the Town Centre, feels remote and poorly related. Development here would not represent a logical extension to the settlement boundary, extending development unacceptably in a linear south west direction.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			



**Accessibility**

Access to the site would need to be directly from the Churchill Road (B4450). The existing 30mph speed limit must be extended past the site and will require a gateway feature/traffic calming measure(s) as vehicles approach the site along the B4450 at high speeds. The visibility requirements for this site must accord with Design Manual for Road and Bridges (DMRB). Manual for Streets (MFS) is not appropriate for this classified/fast road. The existing footway links to the site from the centre of Chipping Norton will require improving up to the site entrance i.e. widen to 2m.

The site is reasonably close to the Town Centre (approx. 800m at the closest point). There is a pedestrian route along the northern edge of Churchill Road.

There are bus stops within 200 - 300m of the closest point of the site.

**Policy Constraints**

Records suggest some evidence of groundwater vulnerability (minor) and that the site is classed as Grade 2 agricultural land (very good quality). Within AONB and adjacent to Conservation Area to the north.

**Physical Constraints**

There is a public right of way running from north east to south west close to the southern boundary of the site from which views of the site can be achieved.

Ground conditions appear good with no evidence or record of land instability, contamination or pollution.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. However there are no significant infrastructure constraints to development.

**Landscape, Ecology and Heritage**

The topography of the area is an undulating plateau, the southern end of the ridge on which Chipping Norton sits. There are long views across the valley west of Chipping Norton and the Chipping Norton Landscape assessment (2009) identifies the area as being of high landscape/visual importance and sensitivity. Development in this location is likely to have a significant landscape impact. The location and topography of the site is such that development would be visually prominent both locally and from further afield including views across the valley from the A44 Worcester Road. In particular, the West Oxfordshire Landscape Assessment (1998) highlights the importance of the avenue landscape (along the Churchill Road) to the quality of the approach and setting of the town. It also highlights the fact that the higher ground occupied by the Churchill Road (B4450) is visible from the north and sensitive to change.

The site is greenfield and will therefore have some ecological interest particularly at the field margins however there are no records of any significant constraints. There are some trees along the northern edge of the site along Churchill Road however there are no TPOs affecting the site.

The site is located adjacent to the Conservation Area immediately to the north. There are no listed buildings, scheduled monuments or other heritage assets that would be affected by development in this location.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 290		<b>Site Name and Location:</b> Land at the Pillars  <b>Site Area (Ha):</b> 3.56	
<b>Site Description</b> The site comprises two parcels of land - a rectangular shaped paddock and an adjacent triangular shaped area of land forming the curtilage of an existing dwelling and workshop buildings.  Surrounding land uses are varied. Immediately to the east of the site is the cricket club and pavillion, to the south is an area of agricultural land and the existing mixed use local plan allocation adjacent to Cromwell Park. To the west of the site is Cromwell Park Business Centre and to the north is a horticultural business. The site has a semi-rural character and the adjoining paddock forms part of the rural approach to the town.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Sensitive development in this location has the potential to integrate well with the existing town and improve the current interface between the built area and the open countryside providing an improved approach to the town. The site has the potential to form part of a wider development area including land to the south.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 100 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

### **Accessibility**

Vehicular access to the site would be achieved directly from the Banbury Road (A44) subject to the achievement of suitable visibility. This site may be considered an appropriate use of a brownfield site, provided that proposed traffic movements are similar to existing/previous levels of traffic movements. Consideration will need to be given to relocating the 40mph speed limit, to ensure that this site (and the business park and nursery in the vicinity) are brought into a 30mph area. Also, a scheme of pedestrian accessibility improvements will be required, to ensure that the access from the site to the town centre is adequate for future pedestrians, including the mobility impaired.

The closest point of the site is around 650m from the northern edge of the Town Centre at Horsefair and is therefore within reasonable walking distance. There is a footway along the Banbury Road although this is fairly narrow and not lit. Also from the site entrance to Cromwell Park the footway is on the northern edge necessitating a crossing of Banbury Road to access it. There are no dedicated cycle routes and Banbury Road is quite busy.

Access by public transport is reasonable. Banbury Road is served by the 488 to Banbury however there are no bus stops on Banbury Road. The nearest bus stops are located on London Road and Over Norton Road around 650 - 800m away. From here a number of services can be accessed including the S3 to Oxford, 50 to Stratford and X8 Kingham Rail bus.

### **Policy Constraints**

GIS records indicate some evidence of groundwater vulnerability. Part of the site is classified as Grade 3a agricultural land. Adjacent to AONB.

### **Physical Constraints**

The site is not affected by any public rights of way. Other than the existing properties which would need to be demolished there are no other physical constraints to development in this location.

### **Infrastructure Constraints**

No obvious constraints. Services to existing residential property and workshop already in place.

### **Landscape, Ecology and Heritage**

The topography of the area is a flat plateau, part of the high ridge on which Chipping Norton is located. The triangular part of the site comprising the existing dwelling and workshop buildings is well-screened both from Banbury Road and land to the south and east by mature vegetation. Small-scale development in this location provided it is sensitively designed to maintain this degree of screening is likely to have an acceptable degree of landscape impact. The Chipping Norton Landscape Assessment (2009) identifies the site as falling within an area of medium - high landscape/visual sensitivity. The report concludes that development in the area between the Banbury Road and the London Road (within which this site falls) would have the least impact on the surrounding landscape (of all the options/locations considered). The report highlights the ability of generous planting belts to effectively screen views in this flat landscape. Development on the larger paddock area of the site is likely to have a more significant landscape impact due to the more open nature of the site and the current rural approach to the town it creates. Effective landscaping could potentially serve to reduce the degree of impact.

There is an ecological alert site to the north of the site on the other side of Banbury Road. There are no records of ecological significance pertaining to the site itself although its part greenfield character and mature vegetation means there is likely to be some ecological interest. There are records of protected species in proximity to the site.

There are a number of mature trees along the southern and northern boundaries but there are no designated TPOs.

The site is not located in a Conservation Area. GIS records indicate the presence of a listed building/structure on the western site boundary (Gatepiers). There are no scheduled monuments in proximity.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 291		<b>Site Name and Location:</b> Land off Park Road <b>Site Area (Ha):</b> 1.45	
<b>Site Description</b> The site comprises a relatively square parcel of land forming part of a larger, rectangular field. It is located in an elevated position immediately to the north of Park Road to which it slopes down towards from the north east. The site forms part of an area of steeply sloping, enclosed and tranquil valley with a parkland character. Land to the north of the site comprises greenfield open space with a parkland character. Land to the east of the site comprises of a number of well-used allotment gardens and some derelict single storey buildings and to the south and west an area of low-density bungalows dating from the 1960s in Park Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is located in a sensitive, elevated position within an attractive parkland setting. Despite the physical proximity to the town centre, the topography of the site is such that pedestrian access is not as convenient as other site options.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially viable although access problematic	
<b>Conclusion</b> Not suitable			

**Accessibility**

The most likely suitable point of access would be from the existing turning head on Cleeves Avenue. There is another turning head on Marlborough Road but access at this point would be difficult due to the presence of the allotments and the well treed area to the north. The site is not considered suitable due to the steep gradients in the vicinity (gradients higher than 8 per cent slope will cause difficulties for manual wheelchair users and a gradient of 5 per cent is generally preferred). The red-line area of the site does not appear to abut Marlborough Road, therefore access from Marlborough Road does not appear feasible. Access to the site from Cleeves Avenue would need to meet necessary specifications and demonstrate no impact on the neighbouring dwelling/driveway at the end of the cul-de-sac.

The location of the site is such that it is within walking and cycling distance of the town centre, however the topography of the land means that the approach to the site along Marlborough Road and Park Road is steep and would act as a potential deterrent to walking and cycling.

The site is within walking distance of bus stops on Over Norton Road and London Road from which a number of services can be accessed including the 488 to Banbury, the 50 to Stratford, X8 to Kingham Station and S3 to Oxford. However, as noted the topography of the site means that walking to these bus stops may be difficult for some people.

**Policy Constraints**

GIS records indicate some evidence of groundwater vulnerability which would need to be taken into account if development were to come forward. Within AONB.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). The main physical constraint to development in this location is the sloping, elevated nature of the site.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There appear to be no significant infrastructure constraints to development.

**Landscape, Ecology and Heritage**

The elevated position and topography of the site are such that development in this location is likely to have a significant landscape impact both locally and in terms of wider views. This is a sensitive location within the Cotwolds AONB. The Chipping Norton Landscape Assessment (2009) identifies the site as forming part of the steep sided valley running down the western side of Chipping Norton. The area is part of the rural setting of both the town and Over Norton and part of the gap between the two settlements. The area has high landscape/visual importance and sensitivity and development within or visually affecting the area would not be appropriate. The West Oxfordshire Landscape Assessment (1998) highlights the area as being particularly vulnerable to change.

The site forms part of an ecological alert site including the Over Norton Park to the north.

There are some trees along the eastern boundary of the site. There are however no TPOs.

The site is located outside the Conservation Area and does not include or impinge upon any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 292		<b>Site Name and Location:</b> Land off Worcester Road  <b>Site Area (Ha):</b> 1.57	
<b>Site Description</b> A narrow strip of land located immediately north of the A44 Worcester Road. The site is in agricultural use and forms part of a larger field that extends to the north. The site sits in an elevated position above the valley to the south. There is an extensive hedgerow along the southern boundary with the Worcester Road with a number of large mature trees interspersed along the boundary. There is a narrow footway along the northern side of the road. To the east is the Primsdown Industrial estate, to the west open agricultural land and to the south a number of existing residential properties extending in a linear manner along the Worcester Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is located in a sensitive, elevated position within an attractive parkland setting. Despite the physical proximity to the town centre, the topography of the site is such that pedestrian access is not as convenient as other site options. Development of this site is also likely to create a precedent for further development in this location on adjoining sites 415 and 345. Also concern about loss of trees to provide a suitable access to this site in isolation.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could either be achieved direct from the Worcester Road or via the existing entrance to the industrial estate to the east (particularly if the site were to come forward as part of a wider scheme including the land to the north).

In terms of pedestrian access there is a narrow footway along the northern edge of the Worcester Road providing access towards Chipping Norton Town Centre. However the topography of the route into town is variable and likely to be challenging for some. No dedicated cycle route into town.

The town is served by a good range of bus services to Oxford, Worcester, Burford, Witney, Stratford and the X8 to Kingham Rail Station. Immediate access to public transport is however limited in the vicinity of the site.

**Policy Constraints**

Within AONB. Adjacent to Conservation Area to the south.

**Physical Constraints**

There are no TPOs affecting the site, nor any other physical constraints other than the narrow shape of the site which restricts development potential unless considered as part of a wider development including land to the north.

**Infrastructure Constraints**

No PROW or other constraints affecting the site. As a greenfield site services would need to be provided but this appears possible.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). The development would be on elevated ground and would be prominent in the landscape in views across the valley from the south and would not be seen to relate well to and form an integrated expansion of the town. Development of the western part would need to front the road to create an appropriate response to development opposite but would prejudice retention of the poplars that are distinctive landscape features.

In terms of ecology the site is not affected by any specific site designations or constraints but as a greenfield site is likely to have some biodiversity interest. There are records of protected and notable species nearby.

The site is adjacent to the Conservation Area to the south. There are no listed buildings or scheduled monuments in close proximity.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 311		<b>Site Name and Location:</b> Chipping Norton Glebe  <b>Site Area (Ha):</b> 2.26	
<b>Site Description</b> A broadly rectangular parcel of land located to the north east of part of the Primdown Industrial Estate. The site is greenfield and well vegetated including some mature tree cover. There is a public right of way along the eastern boundary. The site is surrounded primarily by agricultural land with the exception of the industrial estate to the south west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Whilst adjacent to an existing business area this site is not considered to be appropriate for further development given the sensitive location in close proximity to a scheduled monument. Access also appears to be a potential constraint to development in this location.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

The site is relatively landlocked and vehicular access would need to be provided through the existing industrial estate to the south west of the site. There is a public right of way along the eastern site boundary providing access to Church Street and Church Lane and onto the Town Centre. Access by public transport is poor with no bus services immediately available although there is a range of services available within the Town Centre within walking distance.

**Policy Constraints**

Within AONB. Adjacent to scheduled monument to east. Adjacent to Conservation Area.

**Physical Constraints**

The main physical constraint is achieving acceptable vehicular access to this relatively landlocked site.

**Infrastructure Constraints**

There is an adjoining industrial estate suggesting services could be made available.

**Landscape, Ecology and Heritage**

The site falls within the northern valleys and ridges landscape character area in particular within an area of semi-enclosed valleys and ridges. This may offer opportunities to absorb small scale development within a strong structure of trees and woodland or with other buildings.

In terms of ecology the site is not affected by any specific site designations or constraints but as a greenfield site is likely to have some biodiversity interest. There are records of protected and notable species nearby.

The site is adjacent to the Conservation Area and a scheduled monument to the south. There are no listed buildings nearby.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 345		<b>Site Name and Location:</b> Land north of Worcester Road	
		<b>Site Area (Ha):</b> 8.36	
<b>Site Description</b> A large area of elevated agricultural land to the north of the A44 Worcester Road and an industrial estate access road. The land is above the adjacent roads and rises to the north. It sits in an elevated position. The site is surrounded to the west and north by open countryside and to the east by the Owen Mumford employment premises. The site is bounded by the industrial estate access road with a landscaped embankment.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is not well integrated with the built-up area of the town, would provide relatively distant access by sustainable means of transport to services and facilities in the town and would be major development in the Cotswolds AONB effectively forming a major outlier to the main part of the settlement. Development would be harmful to the landscape and setting of the Conservation Area and of a Grade II* listed building. Development of this site would also create a precedent for adjoining land including 292 and 415.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

An existing access exists onto the A40 serving the industrial estate and could be used to serve development in this location, however the access road into the industrial estate is winding and there may be an issue with visibility.

In terms of pedestrian accessibility there is a footway along the northern edge of the Worcester Road although this is intermittent / not continuous and would require improvements. No dedicated cycle route.

The site is over 1km from the town centre along the A44 Worcester Road from the closest part of the site on the A44. The gradient of the route means walking into and back from the town centre from this site would be a challenge for some.

There is a slightly shorter pedestrian link from the northern part of the site but partially by an unmade rural right of way. There are only very limited bus services on the A44, and not every day. More services are available in the town centre.

**Policy Constraints**

Within AONB.

**Physical Constraints**

Two public rights of way within the northern part of the site. The existing landscaped embankment would need to be redeveloped to provide access into the site via the existing industrial estate access road.

**Infrastructure Constraints**

There is an adjoining industrial estate suggesting services could be made available.

**Landscape, Ecology and Heritage**

The site lies within semi-enclosed limestone wolds which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). The development would be on elevated ground and would be prominent in the landscape in views across the valley from the south and would not be seen to relate well to and form an integrated expansion of the town. Development of the western part would need to front the road to create an appropriate response to development opposite but would prejudice retention of the poplars that are distinctive landscape features. The Chipping Norton Conservation Area lies to the south of the A44 as does the Grade 2\* listed Bliss Mill. Development of the site would form an unattractive backdrop and be harmful to the historical rural setting of the Conservation Area and listed building.

In terms of ecology there are no specific designations or records of protected species affecting the site but as a greenfield site there will be some biodiversity interest including in particular mature field boundaries to the north.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 415		<b>Site Name and Location:</b> Land off Worcester Road  <b>Site Area (Ha):</b> 4.52	
<b>Site Description</b> Large area of undeveloped agricultural land located to the north of the A44 Worcester Road to the west of Chipping Norton. The site slopes up from south to north away from Worcester Road. It occupies an elevated position above the valley to the south. The southern boundary is formed by adjoining SHELAA site 292 and to the west and north are open countryside. To the east is the Primdown Industrial estate which accommodates key local employer Owen Mumford.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Within the AONB, relatively isolated from the town centre with unfavourable topography limiting the attraction of pedestrian movement between the site and the town centre. No immediate access without adjacent sites being utilised. Highly sensitive area in landscape terms and development in this location would be likely to have a harmful impact on the setting of Bliss Mill to the south.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The site is landlocked and access would need to be provided via adjoining sites 292 or 345. In this instance it would be possible to provide an access from the existing industrial estate access or direct from the A44. The County Council have indicated that access via the industrial estate would be preferable, however the access road into the industrial estate is winding and there may be an issue with visibility.

In terms of pedestrian accessibility the site is around 1.5km from the town, but has no dedicated cycle path and only an intermittent footway along the northern edge of the A44.

Worcester Road is not served by any regular bus services but a number of services including the premium S3 can be accessed from the Town Centre.

**Policy Constraints**

Within AONB. Adjacent to Conservation Area to the south.

**Physical Constraints**

The main physical constraint is achieving acceptable vehicular access to this landlocked site. Access is dependent on the adjoining land parcels.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

In terms of landscape impact the Chipping Norton Landscape assessment (2009) states that the higher ground (within which this site falls) is open, giving long views to the east and south east. It highlights that the industrial estates on the A44 are on the higher more open ground and are sometimes poorly screened. The report highlights that the skyline is very sensitive to change and in general terms this is a sensitive area. In summary it suggests that development within this area would not be appropriate with the area being characterised by high landscape/visual importance and sensitivity.

In terms of ecology there are no specific designations but there are records of protected species nearby. As a greenfield site it will inevitably have some biodiversity interest although there are no strong field boundaries.

In terms of heritage the site lies north of the Conservation Area and although there are no listed buildings immediately adjacent, Bliss Mill lies to the south and this site is within its overall setting thus having the potential to cause significant harm. There are no scheduled monuments nearby.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 420		<b>Site Name and Location:</b> Land off London Road  <b>Site Area (Ha):</b> 71.37	
<b>Site Description</b> Very large area of agricultural land located to the east of Chipping Norton and south of the London Road. The site comprises a number of individual field parcels many of which are separated by mature field boundaries. Along the western edge is a well treed area which is used for pheasant rearing. The site is generally flat but slopes gently towards the south.			
<b>Suitability for housing</b> Suitable in part as part of a wider comprehensive scheme		<b>Suitability for employment</b> Suitable in part as part of a wider comprehensive scheme	
<b>Reason:</b> The site is outside the AONB and is within relatively close proximity of the Town Centre. It enjoys good access onto the A44 and availability of the premium S3 bus service to Oxford. Whilst development would clearly have a significant landscape impact this is capable of being mitigated. Development of the whole site would be less appropriate and is in any case not all available for development. Development of the western part of the site however provides the opportunity to link up with the adjoining land to the west to provide a comprehensive strategic urban extension for the town with a range of supporting infrastructure.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 200 homes (as part of a wider comprehensive scheme)	<b>6-10 Years</b> 600 homes (as part of a wider comprehensive scheme)	<b>11-15 Years</b> 600 homes (as part of a wider comprehensive scheme)	
<b>Availability</b> Available in part (western part)		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable and developable			

**Accessibility**

In terms of vehicular access this could be taken directly from London Road (subject to the mature trees which are the subject of TPOs). If developed along with land to the west there may be other opportunities for access including Trinity Road (and potentially the A361 Burford Road if development were to be supported by an eastern link road).

The centre of the site is around 1.2km from the centre of Chipping Norton. It is therefore within walking distance of a range of services and facilities although new links would need to be provided. At present the main existing pedestrian route would be along London Road.

In terms of public transport the site is within close proximity of the premium S3 service which runs along London Road providing frequent access to Oxford.

**Policy Constraints**

Part of the site is within a Conservation Target Area.

**Physical Constraints**

A PROW crosses the entire length of the site, from London Road the north and joining the local network at Burford Road to the south west.

The existing area of woodland used for pheasant rearing would need to be relocated.

A key physical constraint to consider would be vehicular access the arrangements for which would be dependent on the scale of development.

**Infrastructure Constraints**

The scale of the site is such that a range of supporting infrastructure would need to be provided.

**Landscape, Ecology and Heritage**

The site is located on an elevated position with long distance views available from the south. Development of this scale will clearly have a significant landscape impact and would need to be carefully addressed. The Chipping Norton Landscape Assessment (2009) identifies the area as being of high local landscape / visual importance and sensitivity. The report suggests that development on the highest flatter ground would be prominent but is capable of being screened. Development on more sloping land in this area would however be more difficult to screen with planting.

In terms of ecology the site is likely to have a good degree of interest with much of the site falling within the Glyme and Dorn Conservation Target Area (CTA). There are also records of protected and notable species within the site and nearby.

The site is located outside the Conservation Area and does not impact any listed buildings or scheduled ancient monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 421		<b>Site Name and Location:</b> Land west of Walterbush Road	
		<b>Site Area (Ha):</b> 5.03	
<b>Site Description</b> A large parcel of agricultural land on the southern edge of Chipping Norton immediately adjacent to housing on Walterbush Road and Cornish Road which lies to the north and north west. The site is broadly rectangular and slopes down from north east to south west. It is visually prominent in views from the south west enjoying an elevated open character. The site forms part of a wider area of agricultural land much of which has been promoted for development. Immediately to the east is the Chipping Norton football club site with a distinctive row of tall conifers.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Whilst relatively proximate to the town centre this is a sensitive site in landscape terms and development would be visually highly prominent in views from the south west and on the approach to Chipping Norton along the Churchill Road. This would be difficult to mitigate.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

Unless adjoining land (which has also been promoted for development) were to be utilised, vehicular access would need to be achieved from Walterbush Road.

Pedestrian and cycle access is good with the site being only around 1km from the town centre and a number of potential different route options available.

Chipping Norton benefits from a range of bus services to Oxford, Banbury, Worcester and the X8 links with the Rail Station at Kingham. The site is within walking distance of a number of services although not immediately proximate to the premium S3 service to Oxford.

**Policy Constraints**

Within AONB.

**Physical Constraints**

There is a public right of way running directly through the site which would need to be taken into account through any development. No other constraints identified.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site sits in an open, elevated position with long distance views to the site from the south and south west. Views from within the site itself are available to the west across the valley. The area is defined as being of high landscape / visual importance and sensitivity although the Chipping Norton Landscape assessment (2009) acknowledges that the southern settlement edge is hard with very little softening planting unlike most of the other edges of the town.

In terms of ecology the site is not affected by any specific designations although there are records of protected and notable species nearby.

The site is not within the Chipping Norton Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 422		<b>Site Name and Location:</b> Land west of Burford Road  <b>Site Area (Ha):</b> 22.74	
<b>Site Description</b> A large area of agricultural land to the south of Chipping Norton. Comprises three separate field parcels. The site has variable topography. To the north is an area of new housing development which is currently under construction (Cotswold Gate). To the west is the football club and open countryside. To the south is open countryside and to the east is the Greystones site which comprises a mixture of different commercial and leisure uses.			
<b>Suitability for housing</b> Potentially suitable in part		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The adjoining permitted development under construction to the north confirms that this is a sustainable location for new housing albeit lying within the Cotswolds AONB. There may be scope for further housing in the area to the south although this would need to be managed very carefully in terms of landscape and visual impact which is likely to impact on the number of new homes that can be provided. The site promoter has suggested around 300 homes in addition to the 228 under construction to the north. This level of development is likely to be too significant and create a harmful, cumulative impact. There may be scope for a much smaller scheme of around 100 new homes together with improvements to local services and facilities including sports provision.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 30-50 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

The primary means of vehicular access is likely to be from the A361 Burford Road.

In terms of pedestrian and cycle access the site is within reasonably close proximity of the town centre. There is a footway along the western edge of the Burford Road and the site is close to a number of services and facilities including the school and leisure centre.

Access to public transport is reasonable with the X9 running along the Burford Road and other services including the X8, 488, 50 and S3 available within reasonable walking distance.

**Policy Constraints**

Within AONB.

**Physical Constraints**

No specific physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

Development of the scale proposed would have a significant landscape impact. The Chipping Norton Landscape assessment (2009) identifies this area as being of high landscape / visual importance and whilst some parts of the site are less elevated than others, development would clearly have a significant impact. The site promoter has suggested that confining development to the northern half of the site with the southern portion being used for open space would help to mitigate the landscape and visual impact of development. They are still however promoting around 300 homes which will inevitably have a significant impact. There is a concern that major development in this location will counteract the benefits and improvements to the settlement age provided by the residential scheme which is under construction immediately to the north.

In terms of ecology the site is not affected by any specific designations although there are records of protected and notable species nearby.

The site is not within the Chipping Norton Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 423		<b>Site Name and Location:</b> Land west of Pine Trees  <b>Site Area (Ha):</b> 0.47	
<b>Site Description</b> Small, flat strip of agricultural land along the northern edge of Worcester Road broadly rectangular in shape. Well screened behind the hedge which forms the frontage to the road. There is existing housing to the south and open countryside to the north and north east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Relatively isolated from the town centre with topography not conducive to pedestrian and cycle movements. Would create a precedent for further development north of Worcester Road. Potential access concerns in terms of visibility.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access would be provided from the Worcester Road.

In terms of pedestrian access there is a narrow footway along the northern edge of the Worcester Road providing access towards Chipping Norton Town Centre. However the topography of the route into town is variable and likely to be challenging for some. No dedicated cycle route into town.

The town is served by a good range of bus services to Oxford, Worcester, Burford, Witney, Stratford and the X8 to Kingham Rail Station. Immediate access to public transport is however limited in the vicinity of the site.

**Policy Constraints**

Within AONB.

**Physical Constraints**

There are no specific physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

Landscape impact is likely to be relatively localised due to the fact that views from the south will largely be screened by the existing residential development south of Worcester Road. The site also enjoys extensive screening the retention of a proportion of which would help to reduce the landscape and visual impact of development in this location.

In terms of ecology the site is not affected by any specific designations although there are records of protected and notable species nearby.

The site is not within the Chipping Norton Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 307 (overlaps with Site 338)		<b>Site Name and Location:</b> Land between Walterbush Road and Burford Road <b>Site Area (Ha):</b> 32.75	
<b>Site Description</b> A combination of sites 421 and 422 - see comments above.			
<b>Suitability for housing</b> Potentially suitable in part		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The adjoining permitted development under construction to the north confirms that this is a sustainable location for new housing albeit lying within the Cotswolds AONB. There may be scope for further housing in the area to the south although this would need to be managed very carefully in terms of landscape and visual impact which is likely to impact on the number of new homes that can be provided. The site promoter has suggested around 300 homes in addition to the 228 under construction to the north. This level of development is likely to be too significant and create a harmful, cumulative impact. There may be scope for a much smaller scheme of around 100 new homes together with improvements to local services and facilities including sports provision.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 30-50 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

A combination of sites 421 and 422 - see comments above.

**Policy Constraints**

A combination of sites 421 and 422 - see comments above.

**Physical Constraints**

A combination of sites 421 and 422 - see comments above.

**Infrastructure Constraints**

A combination of sites 421 and 422 - see comments above.

**Landscape, Ecology and Heritage**

A combination of sites 421 and 422 - see comments above.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 308		<b>Site Name and Location:</b> Land off Russell Way	
		<b>Site Area (Ha):</b> 0.75	
<b>Site Description</b> Small L-shaped parcel of flat agricultural land located between Banbury Road and London Road. Adjacent to health care facilities to the west, agricultural land to the east and existing residential development to the south of London Road. To the north is the Pillars (SHELAA site 290 - see above).			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Outside the AONB and conservation area. Sustainable location for new housing as demonstrated by adjoining site which has planning permission. Localised landscape impact. Access achievable from Russell Way.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 30 - 40 homes	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			



**Accessibility**

Vehicular access is proposed from Russell Way which in turn accesses onto the London Road.

The site is around 1km from the Town Centre with footways along London Road providing good pedestrian connectivity. There is also a new Aldi supermarket within close proximity.

Access by public transport is good with London Road served by the premium S3 bus service to Oxford.

**Policy Constraints**

None.

**Physical Constraints**

No specific physical constraints to development in this location have been identified.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but adjoining existing uses suggest this is not likely to be a problem.

**Landscape, Ecology and Heritage**

Landscape impact would be very localised and screened to a large extent by the permitted housing scheme to the south and existing development to the west as well as proposed development to the north.

In terms of ecology the site is not affected by any specific designations although there are records of protected and notable species nearby.

The site is not within the Chipping Norton Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



SHELAA REF: 442		<b>Site Name and Location:</b> Land north of London Road  <b>Site Area (Ha):</b> 2.50	
<b>Site Description</b> A broadly rectangular parcel of agricultural land located north of London Road. The site is relatively flat and well screened with extensive vegetation and trees along the southern and eastern site boundaries. The site is surrounded on all sides by further agricultural land and a belt of trees to the south of the London Road which is an area used for pheasant rearing.			
<b>Suitability for housing</b> Suitable as part of a wider comprehensive scheme		<b>Suitability for employment</b> Suitable as part of a wider comprehensive scheme	
<b>Reason:</b> Not within the AONB and whilst sensitive in landscape terms, not as sensitive as other areas and capable of being effectively screened due to the relatively flat topography of the site and the surrounding area. At 1.2km the site is still acceptable in terms of proximity to the town centre for walking. The site is capable of achieving good vehicular access off London Road. The site is suitable as part of a comprehensive scheme including land to the west and south. It would be suitable for either housing or employment uses.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 200 homes (as part of a wider comprehensive scheme)	<b>6-10 Years</b> 600 homes (as part of a wider comprehensive scheme)	<b>11-15 Years</b> 600 homes (as part of a wider comprehensive scheme)	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable and developable			

**Accessibility**

Access could be achieved from the London Road. Pedestrian and cycle access is reasonably good as the site is around 1.2km from the town centre and there is a footways along the southern edge of London Road. Access to public transport is good with London Road being served by the premium S3 bus service to Oxford. Other services are available from the Town Centre.

**Policy Constraints**

None.

**Physical Constraints**

The site is not affected by any public rights of way (PROW) and there are no other specific constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

In landscape terms the Chipping Norton Landscape assessment (2009) defines this area as an enclosed plateau which forms part of the high ridge on which Chipping Norton is located. The report states that the southern edge of this area along London Road is less well screened with views out between the avenue trees. This is nearer the plateau edge and development has the potential to cause visual impact on the wider landscape, though generous planted belts could be effective in screening in this flat landscape. The area is identified as having a high local and medium district landscape / visual importance and medium - high landscape / visual sensitivity.

In terms of ecology the site is not affected by any specific designations although there are records of protected and notable species nearby.

The site is not within the Chipping Norton Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 453		<b>Site Name and Location:</b> Land north west of Southcombe village	
		<b>Site Area (Ha):</b> 22.76	
<b>Site Description</b> The site comprises a large, triangular area of undeveloped, agricultural land to the west of Chipping Norton on the A44 London Road. The site comprises two main fields separated by a hedgerow. There are mature trees along the southern boundary to London Road and an well-developed western boundary of trees and vegetation. The site is surrounded on all sides by agricultural land with the exception of the golf course to the south east. There is a public right of way running across the larger southern field parcel from west to east as well as a public right of way running along the western boundary.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A large, relatively isolated site the development of which would effectively create a new village with associated supporting infrastructure. Whilst the site is reasonably close to Chipping Norton at around a mile the likelihood is that most people would drive for shopping and leisure purposes rather than walk. The site is flat and has no major constraints to development in terms of access etc. It also enjoys access to the S3 bus service to Oxford. However it is a highly sensitive area in landscape terms and development of the scale proposed would have a significant, harmful impact. Development in this location would also lead to development pressure on adjoining land to the west and north west potentially leading to development of the entire triangle of land between London Road and Banbury Road in a manner that relates poorly to the existing built form of Chipping Norton.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not Suitable			

**Accessibility**

Vehicular access could be achieved from the A44 London Road or from the A3400.

The centre of the site is around 1.6km from the Town Centre and hence within cycling distance but beyond typical walking distance. There is a footway along the southern edge of London Road.

Public transport access is good with bus stops near to the site and further to the west along London Road. London Road is served by the premium S3 bus service.

**Policy Constraints**

No specific constraints.

**Physical Constraints**

There is a public right of way running across the southern part of the site which would need to be taken into account. There are no other physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints. The scale of the proposal is such that a range of supporting infrastructure would need to be provided including potentially a new primary school.

**Landscape, Ecology and Heritage**

The site lies within the Enstone Uplands landscape character area comprising open limestone wolds (WOLA). These are identified as being very visually exposed and particularly sensitive to development. In the Chipping Norton Landscape assessment (2009) the site is identified as falling within Area E1 - this is a high, open landscape with high intervisibility. The area is defined as having high local landscape / visual importance and sensitivity.

In terms of ecology the site is not affected by any specific designations but there are records of protected and notable species very nearby.

With regard to heritage assets the site is not within the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 456		<b>Site Name and Location:</b> Land between Southcombe and Chipping Norton	
		<b>Site Area (Ha):</b> 19.17	
<b>Site Description</b> An irregularly shaped parcel of relatively flat agricultural land to the west of Chipping Norton between Banbury Road and London Road. The site comprises three individual field parcels separated by hedgerows. The southern boundary comprises mature trees along the frontage to London Road which are the subject of a number of tree preservation orders. The surrounding land is primarily agricultural but to the north west of the site is the cricket club.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A major incursion into open countryside the scale of which would be likely to have a significant impact in landscape terms despite this area being a little less sensitive than the more open land to the east. Development of the site would also lead to development pressure to the east and north east potentially leading to development of the entire triangle of land between London Road and Banbury Road in a manner that relates poorly to the existing built form of Chipping Norton. The site does not appear able to achieve access to Banbury Road and the scale is such that it would have a significant effect on local infrastructure whilst not being large enough to deliver an appropriate package of improvements e.g. a new primary school.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not Suitable			

**Accessibility**

Vehicular access should be achievable from London Road subject to impact on any protected trees. Based on the site boundary which has been submitted it does not appear possible to provide an access to Banbury Road.

In terms of pedestrian access the centre of the site is around 1.25km from Chipping Norton Town Centre and is therefore relatively accessible. There is a footway along the southern edge of London Road allowing pedestrian access.

Public transport access is good with bus stops along London Road providing access to the premium S3 bus service to Oxford.

**Policy Constraints**

Adjacent to AONB.

**Physical Constraints**

A public right of way runs along the eastern site boundary. There appears to be no way of achieving vehicular access to the Banbury Road to the north. No other specific constraints identified.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints. The scale of the proposal is such that a range of supporting infrastructure would need to be provided.

**Landscape, Ecology and Heritage**

The site falls within the Enstone Uplands landscape character area comprising semi-enclosed limestone wolds (large-scale). These areas are identified as being visually sensitive with any development having to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The Chipping Norton Landscape Assessment (2009) identifies the site as falling within Area D. This is a flat plateau, slightly sloping to the north west and south east forming part of the high ridge on which Chipping Norton is located. Overall this area is part of the soft northern / eastern approach to the town, with development well screened from the wider landscape. Generous planting belts can be effective in screening views in this flat landscape.

In terms of ecology the site is not affected by any specific designations but there are records of protected and notable species nearby.

With regard to heritage assets the site is not within the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHIPPING NORTON SITES



<b>SHELAA REF:</b> 462		<b>Site Name and Location:</b> Land adjacent to Trinity Road	
		<b>Site Area (Ha):</b> 1.96	
<b>Site Description</b> Flat rectangular site located on the eastern fringe of Chipping Norton. The site has been cleared of its previous use although areas of hardstanding remain. The site is becoming increasingly overgrown as vegetation takes hold. There is a lighting column within the site boundary but no other distinguishing characteristics or features. Surrounding land uses are mixed in terms of character and physical use. Land immediately to the east is a modern housing development built on the remainder of the former Parker Knoll factory site (which this site also forms part of). To the south is an area of undeveloped agricultural land which forms part of site 204 (see above). Immediately to the west of the site is Holy Trinity RC Primary School and a modern residential development (Coopers Square). To the north of the site is the local plan mixed use allocation to the rear of Cromwell Park (see above) which includes a primary care centre and GP surgery and will also include extra care and a small element of open market housing.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Sustainable location for development - either housing or employment. Adjacent to recent development. Within walking distance of the town centre. Relatively insensitive in landscape terms. Previously developed land with access available off London Road. The site is suitable as part of a comprehensive scheme including land to the south and north. It would be suitable for either housing or employment uses.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 80 - 100 homes	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Not available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			



**Accessibility**

Access can be gained from Trinity Road. The site is around 500m from the town centre along the A44 London Road ensuring good access on foot and cycle. There is no dedicated cycle route into the town centre but there are pavements on either side of the road.

There are a number of bus stops within very close proximity of the site on London Road. Immediately available services include the S3 to Oxford. Other services are available from the town centre within a short walk.

**Policy Constraints**

None.

**Physical Constraints**

There is a public right of way running immediately to the west of the site connecting London Road with Wards Road. There are no other physical constraints to development.

**Infrastructure Constraints**

As a previously developed site services have obviously been provided before. There are no obvious constraints.

**Landscape, Ecology and Heritage**

The landscape impact of potential residential development in this location is unlikely to be significant and is likely to be relatively localised although there are some views from distance to the south of the site (which are already affected by the adjoining residential development to the east). There are no records of protected species or significant issues with ecological concerns. There are several TPO's to the north, but none on the site. The site is outside the conservation area and is unaffected by listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## ENSTONE SITES



<b>SHELAA REF:</b> 174		<b>Site Name and Location:</b> Enstone Airfield North	
		<b>Site Area (Ha):</b> 26.24	
<b>Site Description</b> Irregular shaped parcel of land that wraps around Enstone Business Park. Comprises primarily greenfield land but with some areas of hardstanding. Forms part of the wider Enstone Airfield site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable in part	
<b>Reason:</b> The site is capable of accommodating a modest expansion of the existing business park subject to potential landscape considerations and any impact on existing or proposed airfield activities.			
<b>Likely Yield</b>			
<b>0-5 Years</b> Not known	<b>6-10 Years</b> Not known	<b>11-15 Years</b> Not known	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable - employment use			

**Accessibility**

Vehicular access could be provided from the existing business park access onto the B4030. There are no footways or cyclepaths to provide access to Church Enstone and Enstone. Access by public transport is poor and whilst the S3 is available from Enstone this is beyond comfortable walking distance for most.

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

No specific constraints identified other than any potential impact on activities within the airfield.

**Infrastructure Constraints**

Due to the current use, infrastructure is likely to be in place for services etc.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

In landscape terms the West Oxfordshire Landscape Assessment identifies that the 'brownfield site' of Enstone Airfield is potentially more tolerant of development but is in a prominent plateau location with the rural context also acting as a limiting factor. Any development of these sites would need to be set within a strong landscape infrastructure to minimise landscape and visual impacts. The introduction of urbanising influences e.g. styles of buildings, highway treatments and lighting would be potentially damaging to the rural character of the surrounding landscape.

In terms of ecology there are records of protected and notable species within the wider airfield site.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



<b>SHELAA REF:</b> 175		<b>Site Name and Location:</b> Enstone Airfield South West	
		<b>Site Area (Ha):</b> 18.67	
<b>Site Description</b> Triangular shaped parcel of land comprising open agricultural land which is relatively flat and featureless. Forms part of the wider Enstone Airfield site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Large, isolated site the development of which has the potential to create harmful landscape and visual impact. Unlike Site 174 which offers the potential to modestly expand the existing business park, this site would represent a major new development whether for housing or employment in a relatively remote and unsustainable location in terms of access by non-car modes of transport.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could be provided from the existing business park access onto the B4030 or alternatively via a new access onto the B4030.

There are no footways or cyclepaths to provide access to Church Enstone and Enstone. Access by public transport is poor and whilst the S3 is available from Enstone this is beyond comfortable walking distance for most.

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

No specific constraints identified other than any potential impact on activities within the airfield.

**Infrastructure Constraints**

Due to the current use, infrastructure is likely to be in place for services etc.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

In landscape terms the West Oxfordshire Landscape Assessment identifies that the 'brownfield site' of Enstone Airfield is potentially more tolerant of development but is in a prominent plateau location with the rural context also acting as a limiting factor. Any development of these sites would need to be set within a strong landscape infrastructure to minimise landscape and visual impacts. The introduction of urbanising influences e.g. styles of buildings, highway treatments and lighting would be potentially damaging to the rural character of the surrounding landscape.

In terms of ecology there are records of protected and notable species within the wider airfield site.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



SHELAA REF: 268		<b>Site Name and Location:</b> Enstone Airfield (north of runway)  <b>Site Area (Ha):</b> 11.33	
<b>Site Description</b> Large irregularly shaped parcel of land within Enstone Airfield comprising a mixture of open space, trees, existing airfield buildings and hardstanding. The site is located to the north of the main runway. There is a farm to the west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Large, isolated site the development of which has the potential to create harmful landscape and visual impact. Unlike Site 174 which offers the potential to modestly expand the existing business park, this site would represent a major new development whether for housing or employment in a relatively remote and unsustainable location in terms of access by non-car modes of transport.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

A number of existing site accesses could potentially be utilised. There are no footways or cyclepaths to provide access to Church Enstone and Enstone. Access by public transport is poor and whilst the S3 is available from Enstone this is beyond comfortable walking distance for most.

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

No specific constraints identified other than any potential impact on activities within the airfield.

**Infrastructure Constraints**

Due to the current use, infrastructure is likely to be in place for services etc.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

In landscape terms the West Oxfordshire Landscape Assessment identifies that the 'brownfield site' of Enstone Airfield is potentially more tolerant of development but is in a prominent plateau location with the rural context also acting as a limiting factor. Any development of these sites would need to be set within a strong landscape infrastructure to minimise landscape and visual impacts. The introduction of urbanising influences e.g. styles of buildings, highway treatments and lighting would be potentially damaging to the rural character of the surrounding landscape.

In terms of ecology there are records of protected and notable species within the wider airfield site.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



SHELAA REF: 316		<b>Site Name and Location:</b> East of The Drive  <b>Site Area (Ha):</b> 0.22	
<b>Site Description</b> A small rectangular parcel of land which is undeveloped and reasonably well vegetated. The site sits below The Drive which forms the western boundary of the site. To the north is an existing detached residential property in large grounds. To the west is low density primarily detached housing and to the east is open countryside (see Site 389).			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Whilst the site is small it makes a strong contribution towards the rural character of the area. Even small-scale development in this location is likely to have a harmful landscape impact given the sensitivity of the character area within which the site falls.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

Vehicular access could be achieved from The Drive but would require the removal of existing, mature vegetation. There is a footway along the eastern edge of the Drive providing good pedestrian access although local facilities are relatively limited.

Public transport access is good with bus stops for the S3 service to Oxford available within walking distance to the south.

**Policy Constraints**

Within Conservation Target Area.

**Physical Constraints**

No specific constraints identified.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

The size of the site means that development would have a relatively localised impact in terms of the landscape. However, the site falls within a minor valley within the Enstone Uplands landscape character area and the intimate landscape of the minor valleys has a rural, pastoral and generally unspoilt character which is very sensitive to built development. Upper, more open valley sides are particularly visually sensitive and development would be highly prominent and exposed.

The site falls within a Conservation Target Area. There are records of protected species nearby and the site is likely to have a good degree of biodiversity interest.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments. There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



<b>SHELAA REF:</b> 374		<b>Site Name and Location:</b> Land at Chapel Lane <b>Site Area (Ha):</b> 0.63	
<b>Site Description</b> An irregularly shaped parcel of land which is greenfield and comprises a paddock/grazing land. The site is relatively flat sloping gently down towards the north. The site is bordered on all sides by existing, primarily residential development. Chapel Lane wraps around the site forming the northern and southern site boundaries which comprise cotswold stone walling. The site falls within Neat Enstone.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Important open space within the village which makes a significant and positive contribution to its rural character. Development would have a significant harmful effect. Also concerns in relation to access onto Chapel Lane which is narrow and unsuitable for significant additional vehicle movements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially viable although access is an important constraint.	
<b>Conclusion</b> Not suitable			

**Accessibility**

The site can be accessed from both ends of a looping Chapel Lane. The southern end is very narrow and winding, which makes it unsuitable for intensification and HGV use during construction. The northern section of Chapel Lane is thus more preferred for access although localised carriageway widening may be required. Chapel Lane is narrow with no footways but the site is within close proximity of Oxford Road where there is a footway on the western side of the road and access to local services. There are bus stops nearby providing access to the S3 service to Oxford.

**Policy Constraints**

None.

**Physical Constraints**

Overhead cables along the west side of the site. Access is likely to be the main physical constraint.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

Landscape and visual impact would be relatively localised as the site is enclosed on all sides by development but the site comprises an important open space that makes a positive contribution to the character and rural setting of the village. Development for housing would have a significant local harm in landscape terms.

In terms of ecology, there are no specific designations affecting the site but there are records of protected species nearby as well as a Conservation Target Area to the north. The greenfield nature of the site suggests there will be some biodiversity interest.

In terms of heritage the site is not within a Conservation Area and is not affected by and listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## ENSTONE SITES



SHELAA REF: 375		<b>Site Name and Location:</b> Land off A44 <b>Site Area (Ha):</b> 3.05	
<b>Site Description</b> A large greenfield site in agricultural use which slopes downwards towards the north. Surrounded on three sides by existing development with open countryside to the north and north east. The A44 Oxford Road provides a definitive southern boundary to the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This is a sensitive site in landscape terms and development would have a significant harmful impact including long distance views to the site from the north. The site also provides an important break in the built form of the village when travelling along the A44 and the loss of the open space would harm the character of the village. There also appear to be significant constraints in terms of achieving a satisfactory vehicular access.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially viable although access appears to be a potentially significant constraint	
<b>Conclusion</b> Not suitable			

**Accessibility**

The most obvious point of access is the A44 but the County Council have advised that it is not suitable to access the site as standards of visibility cannot be achieved around this section. The A44 has hatched markings along this section making right turning movements into the site impossible. The proposed access would be too close to an existing junction with Cleveley Road. Also, the difference in gradients from the carriageway would create unsafe crossfalls. A possibility of utilising a 'no through road' section of Cleveley Road may be acceptable.

There are footways along both sides of the A44 making pedestrian access good.

Access by public transport (bus) is good with the site lying in close proximity of bus stops served by the S3 to Oxford.

**Policy Constraints**

Partially within the Conservation Target Area.

**Physical Constraints**

Access is the primary physical constraint to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

The site falls within a minor valley within the Enstone Uplands landscape character area and the intimate landscape of the minor valleys has a rural, pastoral and generally unspoilt character which is very sensitive to built development. Upper, more open valley sides are particularly visually sensitive and development would be highly prominent and exposed. In this instance the site is highly visible in long distance views from land to the north and development would have a harmful impact.

In terms of ecology the site lies partially within a Conservation Target Area and the nature of the site suggests clear biodiversity interest including the mature field boundaries to the north east. There are records of protected and notable species nearby.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



<b>SHELAA REF:</b> 376		<b>Site Name and Location:</b> Land at Clevely Road <b>Site Area (Ha):</b> 2.04	
<b>Site Description</b> A broadly rectangular parcel of agricultural land surrounded on three sides by extensive, mature trees and vegetation with residential development to the south. The site slopes from south to north away from Clevely Road and towards the River Glyme which runs immediately to the north of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development of this site would have a significant landscape impact. Satisfactory vehicular access is also likely to prove difficult given its location. The site is considered to form an important component of the setting of the village and its loss would have a harmful impact on its character. Pedestrian access is also relatively poor unless the site adjoining were to be developed.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially viable although access appears to be a potentially significant constraint	
<b>Conclusion</b> Not suitable			

**Accessibility**

In terms of vehicular access this could possibly be achieved from the B4022 Banbury Road to the east although the County Council have raised concerns that a combination of a speed limit zone, bend and the sloping character of Banbury Road render the required visibility splays unachievable. Access through adjoining site onto the A44 is also unsuitable - see above.

Pedestrian access is poor with no dedicated footways along the Banbury Road. Access by public transport (bus) is good with bus stops available on the A44 within walking distance although not immediately proximate.

**Policy Constraints**

Adjacent to Flood Zone 3. Within Conservation Target Area.

**Physical Constraints**

The main physical constraint to development is the lack of suitable vehicular access.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

The site falls within a minor valley within the Enstone Uplands landscape character area and the intimate landscape of the minor valleys has a rural, pastoral and generally unspoilt character which is very sensitive to built development.

In terms of ecology the site lies within a Conservation Target Area and the nature of the site suggests clear biodiversity interest including the mature field boundaries. There are records of protected and notable species very nearby.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



<b>SHELAA REF:</b> 378		<b>Site Name and Location:</b> Enstone Airfield	
		<b>Site Area (Ha):</b> 71.63	
<b>Site Description</b> A large flat area of land which comprises a mixture of greenfield open space and areas of hardstanding. Forms part of the wider Enstone Airfield site. The site is adjoined on all sides by open countryside and bordered to the south by the B4030 and the west by the B4022. Extensive vegetation along the western and southern site boundaries helps to screen any immediate views although the site is in an elevated plateau position with long-distance views an important consideration.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Relatively remote location with questionable sustainability credentials. The site is poorly served by public transport, walking and cycling. The scale of development would need to be such that the development effectively formed a new village. This is not considered to be an appropriate way forward and it would run contrary to the strategy of the emerging Local Plan 2031.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable - subject to transport and other infrastructure considerations given scale of potential development.	
<b>Conclusion</b> Not suitable			



**Accessibility**

Access to the site could be achieved via the existing site access or through a new access or accesses created onto the B4030 or B4022. The County Council have however raised the following concerns. Existing access would need significant upgrading for a development of this size, and a further access would be necessary, providing a link road through the development, enabling it to be served by bus. The road network in the vicinity is unsuitable for the volumes of traffic that this development would generate. Significant mitigation including road widening and junction upgrades to access the A44 are likely to be required - the feasibility of these would need to be demonstrated. Mitigation for locally affected villages would also be required. Localised improvements along the B4030 would be required for safety and capacity reasons. The transport sustainability of this site is questionable.

There are no footways or cyclepaths to provide access to Church Enstone and Enstone. Access by public transport is poor and whilst the S3 is available from Enstone this is beyond comfortable walking distance for most.

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

The main physical constraint to development is the potential transport impact of development of this scale and the associated improvements that would need to be made in the vicinity.

**Infrastructure Constraints**

Due to the current use, infrastructure is likely to be in place for services etc.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small. The playing field is leased in by OCC. A new school would be required. For 750 homes this would be a 1 form entry primary school. Any significant reduction in housing numbers could make a new school unviable, with no other apparent solution. A new school may also be able to absorb other housing sites, but this site is quite distant from other locations.

**Landscape, Ecology and Heritage**

In landscape terms the West Oxfordshire Landscape Assessment identifies that the 'brownfield site' of Enstone Airfield is potentially more tolerant of development but is in a prominent plateau location with the rural context also acting as a limiting factor. Any development of these sites would need to be set within a strong landscape infrastructure to minimise landscape and visual impacts. The introduction of urbanising influences e.g. styles of buildings, highway treatments and lighting would be potentially damaging to the rural character of the surrounding landscape.

In terms of ecology there are records of protected and notable species within the site.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



SHELAA REF: 389		<b>Site Name and Location:</b> Land east of the Drive  <b>Site Area (Ha):</b> 1.48	
<b>Site Description</b> The site has an attractive, rural character and consists of an open and undeveloped grass field which slopes downwards to the east towards a recently formed lake. The land is characterised in the West Oxfordshire Landscape Appraisal as a minor valley. The entirety of the site falls within the Conservation Target Area (CTA). The site is not visually prominent in wider views owing to the topography of the neighbouring land and boundary screening along The Drive, views from Bicester and Oxford Roads are highly limited.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development would visibly urbanise an important and highly sensitive, attractive and rural open edge of settlement space which contributes significantly to the character of the settlement of Enstone and would result in a visible coalescence of the distinct settlement areas of Neat Enstone and Church Enstone. The development would result in visual harm to the character of the immediate landscape setting, in particular how this is experienced from the existing public right of way.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could be achieved from The Drive but would require the removal of existing, mature vegetation. There is a footway along the eastern edge of the Drive providing good pedestrian access although local facilities are relatively limited.

Public transport access is good with bus stops for the S3 service to Oxford available within walking distance to the south.

**Policy Constraints**

Within Conservation Target Area.

**Physical Constraints**

There is a public right of way across the site which would need to be incorporated into the development or diverted. There are overhead cables across the site.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

Enstone CE Primary School is consistently full and could not be expanded on its current site, which is small.

**Landscape, Ecology and Heritage**

The site falls within a minor valley within the Enstone Uplands landscape character area and the intimate landscape of the minor valleys has a rural, pastoral and generally unspoilt character which is very sensitive to built development. At present the intrinsic value of the site is derived from the open nature of the setting and its rural undeveloped feel which would be lost as a result of development which would visibly urbanise this space.

There are protected species to the northern and southern perimeter of the site. There is a PROW running north to south across the western side of the site. The site is within the Conservation Target Area. There are no records of protected species within the site, although given its location, there is likely to be ecological interest on site and nearby.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## ENSTONE SITES



<b>SHELAA REF:</b> 448		<b>Site Name and Location:</b> Worths Motor Services	
		<b>Site Area (Ha):</b> 2.72	
<b>Site Description</b> A large triangular site which comprises the curtilage of two existing dwellings, a garage and coach station and three paddocks to the south. It is therefore part greenfield and part brownfield. The site is adjoined to the west by an area of woodland and to the south and east by open countryside. The A44 Oxford Road forms the eastern boundary.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable in part - continued employment use	
<b>Reason:</b> Development in this location whilst on a good bus route would not relate well to the existing built form and settlement pattern of the village extending it to the south in an illogical manner. The site is also considered to be sensitive in terms of potential landscape impact and development in this location could create a precedent for further development away from the main part of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Suitable in part - continued employment use			

**Accessibility**

There is an existing vehicular access onto the A44 which could be used. Pedestrian access is good with footways along both sides of the A44. Access by public transport is good with bus stops nearby allowing travel to Oxford via the S3 service.

**Policy Constraints**

Loss of an existing employment use.

**Physical Constraints**

Potential contamination associated with current use of the site. Also the need to remove existing structures but no significant constraints identified.

**Infrastructure Constraints**

As there are existing buildings on the site it is likely that all the main services are already available.

**Landscape, Ecology and Heritage**

The site falls within an area of semi-enclosed limestone wolds (large-scale). These are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. In this instance the site is visible in long distance views and forms an important part of the rural approach to Enstone from the south east.

In terms of ecology there are no specific designations or constraints affecting the site although there will be some biodiversity interest particularly the southern paddocks and western site boundary.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



<b>SHELAA REF:</b> 298		<b>Site Name and Location:</b> Heath Cottage Farm <b>Site Area (Ha):</b> 3.06	
<b>Site Description</b> A rectangular parcel of land in agricultural use with a collection of agricultural buildings in the south west corner and the remainder of the site comprising pasture. There are mature field boundaries on all four sides. There is an existing site access onto Worton Road which runs along the western boundary.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Relatively remote, isolated location. Sensitive landscape with views from the north east. Development would be incongruous and not relate to any existing settlement.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is an existing access onto Worton Road which could be used however Worton Road is narrow and rural in nature with no footways on either side meaning access on foot is poor. There are no bus services available nearby and as such any residents would be dependent on the use of the private car. The site is around 1.1km from the northern edge of Middle Barton and is thus poorly located in terms of access by non-car means of transport.

**Policy Constraints**

No specific policy constraints but remote, open countryside location.

**Physical Constraints**

No specific constraints identified other than the remote location of the site.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided and the remote location may present some difficulties e.g. foul water drainage. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

The site is open and elevated with distant views from the north east of the site. Development in this location would be incongruous and have a direct, harmful landscape and visual impact. The site lies within an area of open limestone wolds (WOLA) within the ironstone valleys and ridges landscape character area. These open limestone wold landscapes on elevated ridgelines are very visually exposed and particularly sensitive to development.

In terms of ecology there are no records of protected or notable species or specific designations but as a rural greenfield site there will be some biodiversity interest particularly within the mature field boundaries.

The site is not affected by any designated or undesignated heritage assets. It is not within a Conservation Area.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



SHELAA REF: 304		<b>Site Name and Location:</b> Land to the rear of South Street  <b>Site Area (Ha):</b> 3.86	
<b>Site Description</b> Large, broadly rectangular greenfield site adjacent to the southern settlement edge of Middle Barton. Gently sloping downwards from south to north. Affords good views northwards over the village and topography of the site means it is visible from the north from a number of viewpoints. Appears well-used by walkers. The area to the south is in agricultural use and continues to rise towards the south. To the north are low density residential properties lining either side of South Street. A small residential scheme adjacent to the east of the site has been constructed. The character of the area is predominantly low density residential and agricultural, typical of a small-village of this scale and character.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development of this site would have a significant landscape impact. Satisfactory vehicular access is also likely to prove difficult given the nature of the adjoining road network. The site is considered to form an important component of the setting of the village and its loss would have a harmful impact on the character of the Conservation Area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Although likely to be financially viable severe access constraints affect likely achievability	
<b>Conclusion</b> Not suitable			



**Accessibility**

Access to the site would need to be achieved from Kiddington Road running adjacent to the west of the site. However the road is narrow and although subject to speed restrictions, satisfactory access may be difficult to achieve. Access from Church Lane not considered appropriate for a potential development of this size. Sustainability/accessibility may be an issue with the site's rural location.

The Local Highway Authority has concerns over this development given the narrow road widths in the vicinity (particularly between the site and the village centre (give way/priority restrictions on Kiddington Road)), lack of pedestrian facilities and sub-standard visibility splays from Kiddington Road onto North Street. As such, the Local Highway Authority cannot support development in this location. The existing 30mph speed limit would need to be extended, along with associated highway works/infrastructure.

There are no bus stops in the immediate vicinity making public access limited. There are few walkways linking to site to the village centre.

**Policy Constraints**

Groundwater vulnerability appears to be an issue according to GIS records and would require further consideration. Also with Conservation Area and Conservation Target Area.

**Physical Constraints**

There is a public right of way running along part of the south eastern site boundary. The site is also well-used informally for walking along the southern boundary. No obvious physical constraints other than vehicular access as previously highlighted.

**Infrastructure Constraints**

Other than in relation to highways, no obvious constraints although services would need to be provided. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

Development of this site would be likely to result in significant landscape impact. The topography of the site is such that it can be seen easily from the north and from some distance. The site forms an important part of the setting of the village and would not represent a logical 'rounding off' of, or extension to the settlement boundary.

Site falls within the Glyme and Dorn biodiversity target area. No protected species recorded on site although the greenfield, arable nature of the site and the surrounding hedgerows suggests that the site will have some ecological value. There is no TPO affecting the site. The nearest TPO is to the north west of the site but would not be affected by development. The southern and western boundaries enjoy a mixture of mature and semi-mature trees.

The site is located within a Conservation Area and there are several listed buildings adjacent to the western site boundary which any development would need to have regard to in terms of setting.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



SHELAA REF: 313		<b>Site Name and Location:</b> Enstone Road  <b>Site Area (Ha):</b> 0.92	
<b>Site Description</b> The site is greenfield in character and slopes gently downwards from north to south towards the watercourse which runs along the southern boundary of the site. The site has the character of a paddock/grazing area. The site has a semi-rural character lying on the edge of the village and being greenfield in nature. The land to the south is greenfield and used predominantly for agricultural purposes. Land to the north is greenfield in character forming the grounds of Wescott Barton Lodge. To the west is a church (listed building) and farm. To the east is a public house and area of attractive low density housing.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site forms an important part of the setting of the village being located within the Conservation Area and representing a clear transition from the settlement to the surrounding countryside. Development in this location would also be likely to have a detrimental impact on the setting of a number of listed buildings. The site is also located partly within the floodplain.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable - although flood risk issues	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access to the site would most appropriately be achieved directly from Enstone Road to the north.

Enstone Road has a footway running along its southern edge and access to Middle Barton on foot is therefore good. There are no cycle routes but Enstone Road would appear reasonable for use by cyclists.

Accessibility by public transport is poor with no regular bus service serving Middle Barton. The S4 can be accessed to the east but is some distance away.

**Policy Constraints**

Part of the site is Grade 2 agricultural land. Within the Glyme and Dorn Conservation Target Area. Also within Conservation Area.

**Physical Constraints**

The very southern edge of the site is located within Flood Zone 2 and 3. There is a public right of way adjacent to the site to the east. No significant physical constraints.

**Infrastructure Constraints**

No obvious constraints although services would need to be provided. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

The landscape impact of development in this location is likely to be relatively localised due to the topography of the site and surrounding area however development is still likely to have an adverse impact in landscape terms in particular affecting the semi-rural character of the settlement edge.

Site falls within the Glyme and Dorn biodiversity target area. No protected species recorded on site although the greenfield, arable nature of the site and the surrounding hedgerows suggests that the site will have some ecological value.

The site has some mature trees along the northern, western and southern boundaries but no TPO in place.

The site is located within a Conservation Area and is adjacent to three listed buildings including St. Edward's Church.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



SHELAA REF: 355		<b>Site Name and Location:</b> Kiddington Road <b>Site Area (Ha):</b> 0.72	
<b>Site Description</b> A small rectangular parcel of land which has now become overgrown and includes a number of small outbuildings. The southern part of the site remains relatively open but the northern part is covered in more extensive vegetation. The site slopes down towards the north. It is bounded to the east by Kiddington Road and agricultural land on all sides.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Poor access onto narrow rural road. The site also relates poorly to the settlement form and is a narrow strip of land with limited scope for development. Visually sensitive to development and poor pedestrian and public transport accessibility.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable - although flood risk issues require remediation	
<b>Conclusion</b> Not suitable.			

**Accessibility**

There is an existing gated access onto Kiddington Road which could be used although this is a narrow and fast road and the site is outside the 30mph speed limit zone to the north. There are no footways along Kiddington Road and pedestrian access to the village is therefore poor.

Accessibility by public transport is poor with no regular bus service serving Middle Barton. The S4 can be accessed to the east but is some distance away.

**Policy Constraints**

Within the Glyme and Dorn Conservation Target Area. Also immediately adjacent to the Conservation Area.

**Physical Constraints**

Poor access onto narrow rural road is the main physical constraint in addition to the narrow shape of the site which limits any scope for development.

**Infrastructure Constraints**

No obvious constraints although services would need to be provided. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

The site falls within the Enstone Uplands landscape character area and in particular within an area of open limestone wolds which are very visually exposed and particularly sensitive to development. The site is visible from the public right of way to the north west.

In terms of ecology, the site falls within a Conservation Target Area but there are no records of protected or notable species on or near the site. The site has become in part overgrown and is likely to have some biodiversity interest.

The site is immediately adjacent to the Conservation Area and there is a listed building nearby to the north east.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



SHELAA REF: 402		<b>Site Name and Location:</b> Land to the north of Holliers Crescent  <b>Site Area (Ha):</b> 6.40	
<b>Site Description</b> The site comprises an irregularly shaped parcel of land in agricultural use. It slopes downwards from north to south towards the existing housing on Holliers Crescent. To the west is a sports ground, to the south existing housing and to the east and north open countryside. The site is subdivided into two parcels by a post and wire fence. Parts of the site are quite elevated above the main part of the village to the south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site occupies an elevated position above the village and is thus highly sensitive to development from a landscape perspective. Development in this location would create a skyline development that is visible from some distance and having a harmful effect that would be difficult to mitigate effectively. Public transport availability in Middle Barton is also poor.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could be provided from Holliers Crescent. From here pedestrian and cycle access into the main village centre is good.

Accessibility by public transport is poor with no regular bus service serving Middle Barton. The S4 can be accessed to the east but is some distance away.

**Policy Constraints**

No specific policy constraints.

**Physical Constraints**

Public right of way running across the site north to south and along the eastern site boundary. No other obvious constraints to development other than the capacity of Holliers Crescent to absorb additional vehicle movements.

**Infrastructure Constraints**

No obvious constraints although services would need to be provided. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

The site falls within the ironstone valleys and ridges landscape character area in particular within an area of semi-enclosed limestone wolds (large-scale). The site is thus visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The elevated nature of the site means that landscape impact is likely to be significant and difficult to mitigate effectively.

In terms of ecology there are no specific designations or records of protected or notable species. The site is close to the Conservation Target Area which lies to the east.

In terms of heritage the site is not within the Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



SHELAA REF: 407a		<b>Site Name and Location:</b> Holliers Farm <b>Site Area (Ha):</b> 29.88	
<b>Site Description</b> Large, irregularly shaped parcel of land in agricultural use. Two main parts of the site separated by a hedgerow and public right of way running north - south through the middle of the site. Surrounded on all sides by open countryside in agricultural use except to the south the boundary of the site comprising Holliers Crescent and the area of existing two-storey housing located there.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Significant incursion into open countryside and a scale of development that is too great for Middle Barton. The site also occupies an elevated position above the village and is thus highly sensitive to development from a landscape perspective. Development in this location would create a skyline development that is visible from some distance and having a harmful effect that would be difficult to mitigate effectively. Public transport availability in Middle Barton is also poor.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

Vehicular access would need to be taken from Holliers Crescent and is not possible from Worton Road to the west based on the extent of land promoted. The scale of the site is such that the number of dwellings would be likely to exceed the capacity of Holliers Crescent.

Pedestrian and cycle access into the main village centre is good via Holliers Crescent and the adjoining residential streets.

Accessibility by public transport is poor with no regular bus service serving Middle Barton. The S4 can be accessed to the east but is some distance away.

**Policy Constraints**

Part of the site falls within the Glyme and Dorn Conservation Target Area. Northern part of site would sterilise potentially important soft sand deposits - potential minerals safeguarding objection raised by the County Council.

**Physical Constraints**

The site includes a number of public rights of way which would need to be taken into account. Also the capacity of Holliers Crescent to absorb additional vehicle movements would need to be taken into consideration.

**Infrastructure Constraints**

Other than in relation to resolving highways issues, no obvious constraints although services would need to be provided. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

The site falls within the ironstone valleys and ridges landscape character area in particular primarily within an area of semi-enclosed limestone wolds (large-scale) although the north east part of the site falls within an area of open limestone wolds. The site is thus visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The elevated and open nature of the site means that landscape impact is likely to be significant and difficult to mitigate effectively.

In terms of ecology there are no specific designations or records of protected or notable species although part of the site falls within the Conservation Target Area.

In terms of heritage the site is not within the Conservation Area and is not affected by any listed buildings or scheduled monuments. There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



<b>SHELAA REF:</b> 407b		<b>Site Name and Location:</b> Medlar Tree	
		<b>Site Area (Ha):</b> 0.08	
<b>Site Description</b> A small parcel of land which is broadly rectangular and relatively flat. The site includes one mature tree with mature vegetation along the road frontage. The eastern boundary of the site is formed by the access to Medlar Tree Farm.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Potential scope for small-scale development effectively mirroring the recent housing development to the south. Would however be subject to potential loss of mature trees which is a potential constraint to development and capacity.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 3-5 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

The site is adjoined by an existing access into the farm. Visibility is good. There is a footway into the village along the southern edge of North Street.

Accessibility by public transport is poor with no regular bus service serving Middle Barton. The S4 can be accessed to the east but is some distance away.

**Policy Constraints**

No specific policy constraints although adjacent to Conservation Area.

**Physical Constraints**

No specific constraints identified.

**Infrastructure Constraints**

No obvious constraints although services would need to be provided. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

The site is small and relatively well-screened. Development is unlikely to have a significant landscape impact although regard would need to be had to the adjoining Conservation Area. No specific ecological designations or records of protected species although as a greenfield site it will have some biodiversity interest. In terms of heritage the site is adjacent to the Conservation Area but not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## MIDDLE BARTON SITES



SHELAA REF: 407c		<b>Site Name and Location:</b> Land south of North Road  <b>Site Area (Ha):</b> 0.80	
<b>Site Description</b> A sloping, irregularly shaped site that stretches from North Street to the River Dorn. The site is surrounded by a mix of different uses primarily residential.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site comprises an important area of open space within the village that makes a significant contribution to the character and appearance of the Conservation Area. Development for housing or employment use would have a harmful effect that is unlikely to be able to be mitigated.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable although flood risk is a consideration	
<b>Conclusion</b> Not suitable			

**Accessibility**

A direct access onto North Street is likely to be acceptable. Good visibility in both directions. Pedestrian accessibility improvements would be required to satisfactorily link the site to the village.

Accessibility by public transport is poor with no regular bus service serving Middle Barton. The S4 can be accessed to the east but is some distance away.

**Policy Constraints**

The southern edge of the site is located within Flood Zone 3. The site is also within the Conservation Area.

**Physical Constraints**

There is a PROW running north / south along the western edge of the site but does not present a constraint to development. Flood risk is a potential constraint.

**Infrastructure Constraints**

No obvious constraints although services would need to be provided. Middle Barton Primary School has some spare places and potential to expand. With suitable investment could accommodate up to 300 houses within the catchment area.

**Landscape, Ecology and Heritage**

The site is reasonably self-contained in terms of wider views but the open space provided by the site forms an important part of the character and appearance of the Conservation Area. Thus development in this location would have a harmful effect.

Whilst the site has no specific ecological designations or identified constraints, much of it lies within the Conservation Target Area and there are records of protected species nearby. The nature of the site including some mature vegetation suggests a good level of biodiversity interest.

The site is located within the Conservation Area and there are listed buildings to the east and west.

SHELAA Assessment Summary  
OVER NORTON SITES



SHELAA REF: 319		<b>Site Name and Location:</b> Land off Choicehill Road  <b>Site Area (Ha):</b> 4.04	
<b>Site Description</b> The site comprises a large area of greenfield land currently used for agricultural purposes and with no significant distinguishable features. The topography of the site is relatively flat however the site slopes up from south to north and as such appears elevated with views able to be achieved from a number of vantage points, in particular the bridleway running east-west to the south of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is elevated and located within a highly sensitive position in the AONB. Development of the scale proposed would have a significant detrimental impact. There are also concerns about the capacity of Choicehill Road to accommodate any significant increase in vehicle movements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site could be provided from Choicehill road, although this is narrow and not suited to taking a large number of additional vehicle movements. There is a footway along the western side of Choicehill road but access to services is limited with no local provision within the village. Chipping Norton proper is some 20 minutes walking distance from the site. There are bus stops located on Main Street, 400m from the nearest edge of the site. There is an hourly peak time service to Banbury (488) although no Sunday or evening service and an infrequent service to Stratford on Avon (50). The S3 is accessible from Chipping Norton around 1.3km away.

**Policy Constraints**

Within the Cotswolds AONB.

**Physical Constraints**

No apparent signs of contamination or pollution. There is a bridleway to the south of the site which although not a physical constraint to development of the site does mean the site is highly visible from a public viewpoint. No other significant physical constraints.

**Infrastructure Constraints**

As the site is greenfield, services will need to be introduced but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site falls within the Northern Valleys and Ridges landscape character area (WOLA) in particular within an area of semi-enclosed limestone wolds (large-scale). Elevated semi-enclosed limestone wolds landscapes are identified as being visually sensitive with any development having to be closely and sensitively integrated with existing buildings or within a strong landscape structure. In this instance, development of this site is considered likely to have a significant detrimental impact on the Cotswolds AONB due to the topography and elevation of the site with views from a number of wider vantage points including the bridleway to the south. In terms of ecology, there are no records of protected habitats or species on site. There are no TPOs affecting the site.

In terms of heritage, the Over Norton conservation area is located around 180m to the east of the site and there are no listed buildings or scheduled monuments within close proximity.

SHELAA Assessment Summary  
OVER NORTON SITES



SHELAA REF: 396		<b>Site Name and Location:</b> Land south west of Quarhill Close  <b>Site Area (Ha):</b> 0.43	
<b>Site Description</b> <p>The site slopes from north to south and is currently in agricultural use. There are no public rights of way but there is evidence of dog walking along the southern boundary from the Quarhill and Cleeves directions. The site sits behind the rear gardens of a number of existing residential properties along Quarhill Close. It is adjoined on all other sides by open agricultural land.</p>			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> <p>The site has no satisfactory vehicular access and also sitting behind existing properties does not represent a logical complement to the existing built form of the settlement. The site is also visually prominent in views from the south and development is likely to have a harmful effect on the AONB.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Uncertain achievability due to access constraints.	
<b>Conclusion</b> Not suitable			



**Accessibility**

Access to the site has been suggested from either Cleeves Close, although this is not suited to taking a large number of additional vehicle movements, or from Quarhill from a garage court which is also not suitable. Access to services is limited with no local provision within the village. Chipping Norton is some 20 minutes walking distance from the site. There are bus stops located on Main Street, 350m from the nearest edge of the site. There is an hourly peak time service to Banbury (488) although no Sunday or evening service and an infrequent service to Stratford on Avon (50). The S3 is accessible from Chipping Norton although outside comfortable walking distance.

**Policy Constraints**

Within the Cotswolds AONB.

**Physical Constraints**

There is a bridleway to the south of the site which although not a physical constraint to development of the site does mean the site is highly visible from a public viewpoint. No other significant physical constraints.

**Infrastructure Constraints**

As the site is greenfield, services will need to be introduced but there are no obvious constraints other than achieving satisfactory vehicular access.

**Landscape, Ecology and Heritage**

The site falls within the Northern Valleys and Ridges landscape character area (WOLA) in particular within an area of semi-enclosed limestone wolds (large-scale). Elevated semi-enclosed limestone wolds landscapes are identified as being visually sensitive with any development having to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

In this instance, development of this site is considered likely to have a significant detrimental impact on the Cotswolds AONB due to the topography and elevation of the site with views from a number of wider vantage points including the bridleway to the south. In terms of ecology, there are no records of protected habitats or species on site. There are no TPOs affecting the site.

There is a listed building to the south east of the site and the edge of the Conservation Area is around 150m.

SHELAA Assessment Summary  
OVER NORTON SITES



SHELAA REF: 446		<b>Site Name and Location:</b> Land east of Choicehill Road  <b>Site Area (Ha):</b> 3.38	
<b>Site Description</b> <p>Large rectangular parcel of agricultural land sub-divided into two main parcels. The site slopes gently down from north to south. The northern parcel runs parallel to Choicehill Road and comprises agricultural land with defined field boundaries. To the north is an area used for equestrian and horticultural activities, to the east and west are further areas of agricultural land. The southern parcel of land sits behind a number of existing residential properties (The Penn). There is an existing gated access from Choicehill Road into the site adjacent to Number 1 The Penn.</p>			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> <p>Taken as a whole development of this site would represent a large incursion into open countryside. Whilst the site is not as sensitive in landscape terms to long-distance views as sites 319 and 396 it is still sensitive and has the potential to cause harm in terms of the rural approach to Over Norton from the north. Development of the site in depth would be out of keeping with the existing settlement pattern and would represent a quantum of development that is too great for a settlement such as Over Norton. There may be scope for very limited frontage development along Choicehill Road effectively mirroring the development opposite but no more.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access has been suggested from Choicehill road adjacent to number 1 The Penn. This is a current access that would need to be widened necessitating the removal of the existing mature hedgerow. Public transport access is relatively poor. There are bus stops on Main Street which is around 350m from the closest edge of the site. There is an hourly peak time service to Banbury (488) although no Sunday or evening service and an infrequent service to Stratford on Avon (50). The S3 is accessible from Chipping Norton, but not considered a comfortable walking distance. There is no dedicated cycleway.

**Policy Constraints**

Within the Cotswolds AONB.

**Physical Constraints**

Overhead cables running over the site south to south west, otherwise, no obvious physical constraints to development.

**Infrastructure Constraints**

As the site is greenfield, services will need to be introduced but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The northern part of the site falls within the Northern Valleys and Ridges landscape character area (WOLA) in particular within an area of semi-enclosed limestone wolds (large-scale). Elevated semi-enclosed limestone wolds landscapes are identified as being visually sensitive with any development having to be closely and sensitively integrated with existing buildings or within a strong landscape structure. Care would therefore be needed but the site is relatively self-contained visually compared to sites 319 and 396 particularly the southern part of the site to the rear of The Penn.

In terms of ecology there are no records of protected or notable species or any other specific designation. As a greenfield site it will have some biodiversity interest including within the mature field boundaries. In terms of heritage the site is adjacent to the Conservation Area but there are no listed buildings in close proximity of the site, the nearest being 65m to the south.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 140		<b>Site Name and Location:</b> Land off Mead Lane <b>Site Area (Ha):</b> 1.87	
<b>Site Description</b> Farmland with boundaries of strong hedgerows. Quite flat and open. Open countryside to the north and east, allotments to the south and the B4449 to the west, with Eynsham village beyond.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Separated from village by busy link road. Impact on eastern urban fringe. Green Belt.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing farm access off of the B4449.

Secondary school about 1.2km and primary school about 800m. Village centre is about 700m to the west. Close to Premium Bus Route.

**Policy Constraints**

Green Belt.

Minerals Consultation Area

**Physical Constraints**

Flood Zone 2.

PROWs to south and east.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

Within the Wychwood Project Area.

No significant trees or TPOs within the site.

Development here would have a significant impact on rural outlooks and views from the village edge.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## EYNSHAM SITES



SHELAA REF: 150		<b>Site Name and Location:</b> Land north of A40  <b>Site Area (Ha):</b> 9.55	
<b>Site Description</b> Relatively flat arable fields dissected by a public right of way running from the south-west to the eastern boundary. Both parts of the site are bounded by hedgerows. The A40 forms the southern boundary and the road between Eynsham and Hanborough forms the eastern boundary.  Open countryside on 3 sides with the A40 separating the site from Eynsham, to the south.			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Divorced from Eynsham by the A40 and not suitable in isolation but lies in close proximity to Hanborough Station and the premium bus route. The merits of land north of the A40 have been considered as part of the countywide work on apportioning unmet housing need from Oxford City and it has been assessed favourably. Potential large-scale new village of around 2,200 homes.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Available		<b>Achievability</b> Achievable as part of comprehensive scheme	
<b>Conclusion</b> Developable			

**Accessibility**

Existing farm accesses from the Eynsham to Hanborough Road. Footways run alongside the A40 to the south.

Primary school about 600m and secondary school about 1.4km. The village centre is about 850-900m to the south. However, this site is separated from the village by the A40.

The Premium Bus Route runs to the south along the A40.

**Policy Constraints**

Eastern parcel of site lies within Green Belt. Minerals Consultation Area

**Physical Constraints**

Mainly Flood Zone 1 - low risk

Extreme east of site falls within Flood Zone 2.

PROW divides the site. Ground conditions appear good with no obvious signs of instability, contamination or pollution.

Potential noise-related issues associated with the A40.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

The site falls within an area of semi-enclosed flat vale farmland, which is visually sensitive and where development would be highly prominent. The A40 forms a strong physical barrier.

No significant trees or TPOs within the site.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 179		<b>Site Name and Location:</b> Land to the west of Eynsham	
		<b>Site Area (Ha):</b> 10.51	
<b>Site Description</b>			
<p>North of site comprises Bartholomew School playing fields with housing to the northeast and east. The western and north western boundary is well treed. A 5-6 metre high hedgerow to the south of the playing fields leads into the larger part of the site which is undulating. This part of the site drops by 5-10m down to Chil Brook and Chilbridge Road to the south.</p> <p>Housing to the north and east, with open countryside to the west and south, apart from farm houses and farm buildings adjacent to the south-west corner.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable as part of comprehensive scheme		Suitable as part of comprehensive scheme	
<b>Reason:</b>			
Suitable in principle for development on the southern half of the site although access is a key constraint. Could potentially come forward as part of a comprehensive scheme including sites 347 and part of 411.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
150 homes	0	0	
<b>Availability</b>		<b>Achievability</b>	
Partly available (southern half of site)		Likely to be financially viable although access is a key constraint	
<b>Conclusion</b>			
Deliverable			



**Accessibility**

There is an existing farm access off the Old Witney Road. Access too close to junction of Old Witney Rd and Witney Rd, therefore alternative vehicular access(es) required. Direct pedestrian links to school and local centre would be required and appear to be achievable.

Cycle and pedestrian access is proposed off Chilbridge Road, to the south.

A secondary school is about 350m to the east and the primary school about 1.4km. The village centre is 8-900m away.

About 3-400m from the Premium Bus Route between Carterton, Witney and Oxford

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area

**Physical Constraints**

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

Mainly Flood Zone 1 although the south-western corner falls into Zones 2 and 3.

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

The West Oxordshire Landscape Assessment (WOLA) sees this western boundary of Eynsham as a soft weak, straggly urban edge that should be protected by avoiding new housing development and by strengthening the landscape structure. In more recent years the edge has improved with a stronger structure of hedgerows, trees and woodland belts to the west and north, making the site more self-contained. The edge of the built-up area is still generally straggly when viewed from Chilbridge Road which does detract from the quality of the rural landscape and the townscape character.

A notable/protected species has been recorded to the south of the site.

There is a mature trees/hedgerow along the western boundary, particularly significant along the northwest edge, and an established hedgerow along Chilbridge Road but no TPOs on or around the site.

Site lies outside the Conservation Area. Grade 2 listed bridge on Chilbridge Road to the south.

# SHELAA Assessment Summary

## EYNSHAM SITES



SHELAA REF: 180		<b>Site Name and Location:</b> Fruitlands  <b>Site Area (Ha):</b> 1.32	
<b>Site Description</b> Heavily wooded, ex-orchard, unmanaged for many years. Until recently, this site was natural in character, with dense undergrowth criss-crossed with well trodden routes. Feels remote and isolated despite being adjacent to a housing development and close to the village centre. Site has recently been fenced to prevent public access and some vegetation removal undertaken.  Housing to the north and east, additional woodland to the west and open playing fields to the south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Loss of an important amenity space; intrusion into the soft rural edge of the village; possible likely harm to biodiversity and TPO			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Highways comment: Access from Fruitlands is suitable for only small development, 5 or 6 dwellings. Access to Old Witney Road would allow for greater development. Appropriate shops, services and transport links are available within a reasonable walking distance.

No formal access. Secondary school is about 700m to the south-east and the primary school about 1.5km away. The village centre is just over 1km away.

About 400m to the Oxford - Witney - Carterton bus route.

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area

**Physical Constraints**

Flood Zone 1 - low risk

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

The site is not affected by any public rights of way (PROW).

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

This mature woodland provides a strong landscape structure and contributes to a soft urban edge. The trees have recently been made the subject of a TPO. WOLA stresses the need to avoid further intrusions into this edge.

The site has high ecological value, with two main priority habitats: old traditional orchard and lowlands mixed deciduous woodland.

Trees on the entire site are the subject of a TPO.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 205		<b>Site Name and Location:</b> Land adjoining Wasties Motors, north of A40 <b>Site Area (Ha):</b> 3.45	
<b>Site Description</b> Relatively flat land, most of which is farmland. This site is mainly surrounded by open countryside. The built-up area of Eynsham lies south of the A40. A petrol filling station, car showroom and small employment area lies immediately to the south/west and is served by the A40.			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Divorced from Eynsham by the A40 and not suitable in isolation but lies in close proximity to Hanborough Station and the premium bus route. The merits of land north of the A40 have been considered as part of the countywide work on apportioning unmet housing need from Oxford City and it has been assessed favourably. Potential large-scale new village of around 2,200 homes.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Uncertain availability		<b>Achievability</b> Achievable as part of comprehensive scheme	
<b>Conclusion</b> Developable			

**Accessibility**

OCC comment that: 'Separate access onto A40 adjacent to the tesco/employment access would not be acceptable as too close. Access would need to be taken via the existing access road.'

OCC say: 'If bridleway to south-west of site could be used, this would provide better pedestrian / cycle access to the rest of Eynsham using existing crossing over A40. If sites 372 and 436 were also developed, it would be desirable to consider site 205 as part of the wider scheme in order to ensure proper connectivity between the three areas and the rest of Eynsham.'

Frequent bus services run along A40 to the south of the site, day and night.

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area. OCC say that although the site is partly underlain by sand & gravel, it is not an important mineral resource due to small size of site and limited extent of wider resource.

**Physical Constraints**

Flood Zone 1 - low risk

In general the ground conditions appear good with no obvious signs of instability, contamination or pollution. One corner of the field to the north of the industrial unit appears to have been used for unauthorised storage.

Bridleway runs north/south adjoining the western boundary of the site.

Noise from A40 may be an issue, so too the adjoining petrol filling station and vehicle repair /MOT uses.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

Lies within the Eynsham Vale Character Area. Local landscape character area of semi-enclosed rolling vale farmland. A40 presents a strong physical boundary separating the land to the north of Eynsham from the village. Development of this parcel of land would represent a tongue of isolated development into the open countryside.

Mature trees/hedgerows bound the site, especially along the western boundary following the bridleway.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments. There are known archaeological features in the area - predetermination evaluation may be required. The bridleway to the west of the site is thought to be a medieval road.

# SHELAA Assessment Summary

## EYNSHAM SITES



SHELAA REF: 209		<b>Site Name and Location:</b> Land to the west of Station Road  <b>Site Area (Ha):</b> 2.30	
<b>Site Description</b> Pasture sloping gradually from the NE corner down towards Chill Brook. The eastern and northern boundaries are stone walls and fairly substantial hedgerows form much of the remaining site perimeter. Sub-divided into many small paddocks.  Residential development to the north. Three isolated dwellings at the SE corner of the site with mainly open farmland to the south, beyond an irregular hedgerow.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development here would have a detrimental impact on a number of heritage assets, including the adjacent Conservation Area, and setting of Eynsham. Falls in an area of high quality floodplain pasture. The expansion of the village here would have a significant impact on the site's pastoral character.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Highways comment: Appropriate access could be achieved by a single vehicular access incorporating pedestrian provision linking to existing network. A pedestrian crossing is likely to be required.

Appropriate shops, services and transport links are available within a reasonable walking distance.

Footpaths either side of Station Road connect the site with the village. Primary school is about 1.2km north.

Frequent bus service throughout the day and night with a bus stop about 2-300m north of the site.

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

Mainly Zone 1 although the SW corner falls within Flood Zones 2.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

Falls in an area of high quality floodplain pasture. The expansion of the village here would have a significant impact on the site's pastoral character.

Notable and protected species have been recorded to the south-east of the site.

Treebelt planted along eastern boundary of the site and a number of large, mature trees to the eastern end of the north boundary, including unclipped yew trees. No TPOs.

The site is outside the Conservation Area and there are no listed buildings or scheduled monuments immediately adjoining the site but development here would affect the setting to a number of nearby listed buildings, the Conservation Area and the Abbey fishponds.

# SHELAA Assessment Summary

## EYNSHAM SITES



SHELAA REF: 210		<b>Site Name and Location:</b> Land to the east of Station Road  <b>Site Area (Ha):</b> 2.52	
<b>Site Description</b> Much of the eastern part of the site comprises existing farm buildings which have recently been converted to residential use. A small development of new houses have been constructed in the northwestern corner of the site, abutting the existing built-up area of the village. The remainder of the site is grassland sloping down to a wooded area to the south.  Residential and garden land to the north, fields and floodplain to the west and south (including the Fishponds 'linear park') , with St Peters Church and residential to the east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is floodplain pasture within the Lower Windrush Valley and Eastern Thames Fringes character area. This type of landscape is of particularly high quality and sensitive to development. Development here would also have a detrimental impact on the setting a number of heritage assets, the Conservation Area and the rural setting of Eynsham.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

Existing access off Station Road

Footpaths either side of Station Road connect the site with the village. Primary school is about 1.2km north.

Frequent bus service throughout the day and night with a bus stop about 2-300m north of the site.

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area

**Physical Constraints**

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

The undeveloped part of the site falls within floodplain pasture within the Lower Windrush Valley and Eastern Thames Fringes character area. This type of landscape is of particularly high quality and sensitive to development.

Notable and protected species have been recorded to the south of the site.

A few mature trees within the site and a TPO in the north-east corner of the site.

Listed barn on site, converted under permission 11/1187. Within Eynsham Conservation Area. The listed St Leonard's Church and graveyard lie to the northeast and immediately to the east is the site of a former abbey which is a Scheduled Monument.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 223		<b>Site Name and Location:</b> Bartholomew School detached playing field	
		<b>Site Area (Ha):</b> 0.35	
<b>Site Description</b>			
<p>Fairly level 'surplus' grassed pitch leading to more extensive playing fields to the west. Gated entrance, sitting between a play area to the east and residential to the west, leads into a grassed field bounded by hedgerow with the main playing fields adjoining the western boundary.</p> <p>Generally surrounded by residential development but with a small play area between the eastern boundary and Bartholomew Close and with larger playing fields to the west.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable as part of comprehensive scheme		Suitable as part of comprehensive scheme	
<b>Reason:</b>			
Has the potential to form part of a wider strategic urban extension to the west of Eynsham subject to availability and wider masterplanning. Sustainable location with the opportunity to deliver strategic infrastructure improvements.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	To be confirmed	To be confirmed	
<b>Availability</b>		<b>Achievability</b>	
Uncertain availability		Potentially achievable although could prejudice access to site 179	
<b>Conclusion</b>			
Developable			

**Accessibility**

Existing access from Old Witney Road.

Primary school is about 1.3km to the east with Bartholomew Secondary school about 400m in the same direction. The village centre is less than 1km away.

The Premium Bus Route between Oxford and Witney/Carterton is less than 100m from the site entrance.

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area

**Physical Constraints**

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

Flood Zone 1 - low risk

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

Unlikely to have any significant impact on this part of Eynsham's rural edge, although views of the surrounding countryside from Old Witney Road will be interrupted. WOLA suggests that semi-enclosed vale landscapes may 'offer limited opportunities to absorb small scale development with a strong structure of trees or....with other buildings'. In landscape terms it would be preferable for this site to form an open landscaped access into site 179 in order to retain the open character of this small area on Old Witney Road.

The site is greenfield and will therefore have some ecological interest particularly at the field margins however there are no records of any significant constraints.

No significant trees or TPOs within the site.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 227		<b>Site Name and Location:</b> Land adjacent to B4449 and Cassington Road <b>Site Area (Ha):</b> 0.40	
<b>Site Description</b> This corner site is bounded by high trees on all sides, with a narrow access to the field within from Cassington Road. On and off, over the years, there have been a variety of items stored on parts of the site, including trailers, caravan and portacabin. Open countryside to the north and east. A small-holding, with bungalow to the south. The built-up area of Eynsham lies on the other side of the B4449, west of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Separated from village by busy link road. Impact on eastern urban fringe. Green Belt.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

### **Accessibility**

Existing field access from Cassington Road. OCC comments that: 'Access onto B4449 undesirable due to traffic volumes and proximity to roundabout, though potentially possible, e.g. with left in and out only. Access from Cassington Road is problematic due to visibility. Footways and suitable crossing of B4449 would need to be provided.'

Secondary school about 1.3km and primary school about 700m. Village centre is about 850m to the west. OCC comment: 'Although there is an existing pedestrian refuge on the B4449, this looks narrow and would benefit from upgrading. Assuming suitable crossing of B4449, there is good pedestrian and cycle connectivity with the rest of Eynsham.'

Reasonably close to Premium Bus Route, both along A40, from village centre and stops near toll bridge.

### **Policy Constraints**

Green Belt.

Wychwood Project Area.

Mineral Consultation Area - the County Council say development here would sterilise potentially important sand and gravel deposits (potential minerals safeguarding objection)

### **Physical Constraints**

Ground conditions appear good with no obvious signs of instability, contamination or pollution, but the history of ad hoc storage on the site may require further investigation of these issues.

Flood Zone 1 - low risk.

A public footpath runs along eastern and northern boundary of the site and links into village on a right of way immediately to the west of the site on the otherside of the 'Eynsham Bypass'.

### **Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

### **Landscape, Ecology and Heritage**

Semi-enclosed flat vale farmland. Development here would have an adverse impact on rural setting of the village.

As an undeveloped site there is likely to be some ecological interest, particularly at the field margins and within the hedgerows. However, there are no records of any significant constraints.

Site bounded by mature trees but many are conifers (perhaps related to the use of this site in the past as a conifer nursery) and look somewhat incongruous in this countryside location.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments. There are known archaeological features in the area - predetermination evaluation may be required.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 347		<b>Site Name and Location:</b> Corlan Farm	
		<b>Site Area (Ha):</b> 3.11	
<b>Site Description</b> A small-holding lying to the west of the village, accessed from the single track Chilbridge Road. Two modest homes, with outbuildings, comprise the built-up element to the site; most of the site is laid to grass. Substantial hedgerow bounds site, especially along eastern boundary. Surrounded on all sides by open countryside			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Currently isolated from the settlement but has the potential to form part of a wider strategic urban extension to the west of Eynsham subject to wider masterplanning. Sustainable location with the opportunity to deliver strategic infrastructure improvements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Existing site access from Chilbridge Road. OCC comment: 'Access onto Chilbridge Lane is unsuitable. Chilbridge Lane is unsuitable due to its very narrow width and bends, with no footways.'

Secondary school 700m to the east. Primary school 1.7km away. The village centre is about 1km to the east of the site.

OCC's comments: 'Would require footpath provision along Chilbridge Road. Otherwise good connectivity with the rest of Eynsham. If sites 411, 435 and 437 were also developed, it would be desirable to consider site 347 as part of the wider scheme in order to ensure proper connectivity between the four areas and the rest of Eynsham.'

Within 600m of Premium Bus Route between Oxford and Witney/Carterton

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area. Some areas of Grade 2 agricultural land.

**Physical Constraints**

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

Southern part of the site is in Flood Zone 2 and 3

Chilbridge Road is a public bridleway. Status of road likely to be a significant constraint to development on the site.

**Infrastructure Constraints**

Primary and secondary education provision will be required in Eynsham. Early years provision may also be required.

**Landscape, Ecology and Heritage**

Semi-enclosed rolling vale farmland. While some small scale building could take place here with only limited visual impact, this is an isolated site and its development would appear incongruous within this rural setting to the village.

No known protected species onsite but hedgerows, particularly on eastern boundary, and ditch running along southern boundary, likely to be of ecological value.

Significant hedgerow trees and linear copse along eastern boundary.

The site is outside the Conservation Area. A bridge on Chilbridge Road, 180m to the east of the site, is listed. There are known archaeological features in the area - predetermination evaluation may be required.

# SHELAA Assessment Summary

## EYNESHAM SITES



SHELAA REF: 372		<b>Site Name and Location:</b> North of Eynsham, north of the A40  <b>Site Area (Ha):</b> 160.09	
<b>Site Description</b> A substantial area of predominantly agricultural land lying to the north of the A40 and between Cuckoo Lane and Lower Road. A number of farmsteads lie within the site: Acre Hill Farm, Evenlode Farm, New Wintles Farm and City Farm. A pocket of mainly business development (incl petrol filling station) at Acre Hill House on the A40. Existing landfill site at New Wintles Farm and former landfill sites. Many well-treed hedgerows, especially following the public rights of way through the site and adjoining roads.  To the west, north and east is open countryside. The village of Eynsham lies to the south of the site, south of the A40.			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Large site which is divorced from Eynsham by the A40 but lies in close proximity to Hanborough Station and the premium bus route. The merits of land north of the A40 have been considered as part of the countywide work on apportioning unmet housing need from Oxford City and it has been assessed favourably. Potential large-scale new village of around 2,200 homes.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Available		<b>Achievability</b> Achievable as part of comprehensive scheme	
<b>Conclusion</b> Developable			



### **Accessibility**

A number of existing sites access points from west and east. Direct access from A40 currently only available in area of petrol filling station.

OCC comment: 'Very concerned about traffic impact on the A40 of an access to a site of this size between already congested junctions. With sites 436 and 150, this raises the possibility of more comprehensive access arrangements, but still have concerns about scale of development. High quality ped/cycle links would need to be provided across A40.'

As the crow flies, existing primary and secondary schools are approximately 1.2km from the centre of the site. Village centre is 1.5km. OCC say: 'The most northerly parts of the site are at an inaccessible distance (2.5km) from the rest of Eynsham. Would probably require footpaths along Cuckoo Lane and road to the Hanboroughs. Suitable crossings of the A40 would also need to be considered.'

Centre of sites lies 700m from A40 and Premium Bus Route

### **Policy Constraints**

Wychwood Project Area.

Part of site is within a Mineral Consultation Area - eastern part of site is partly underlain by deposits of sand and gravel, some of which has previously been worked, which would be sterilised (potential minerals safeguarding obj

### **Physical Constraints**

Some pockets of Flood Zone 2 between A40 and New Wintles Farm. Flood Zone 3 along the northern boundary near City Farm.

Land between City Farm and New Wintles Farm has been, and continues to be, used for landfill.

Noise-related issues close to A40.

A number of footpaths and bridleways pass through the site, including the former medieval road of Spareacre Lane which runs between Acre Hill House and Cuckoo Wood Farm . A footpath/cycleway runs along the A40.

### **Infrastructure Constraints**

OCC comment that: 'Substantial traffic impact on the A40, Cuckoo Lane, and the road to the Hanboroughs, including the junctions along the A40.

Early years, primary and secondary education provision will be required in Eynsham. A development of 2-3000 hou

### **Landscape, Ecology and Heritage**

Eynsham Vale Character Area. Local landscape character areas: mainly semi-enclosed rolling vale farmland and, for the eastern section, semi-enclosed flat farmland. The site rises to the north to high ground near Acre Hill Farm. The fields are mostly of medium scale, predominantly arable, with a weak landscape structure in places - some gappy hedgerows. WOLP identifies the A40 as providing a strong physical boundary, separating the area from Eynsham and containing the built-up area. Overall the site is an area of rural transition, from rolling to flat landscapes north of Eynsham, and contributes to the rural landscape setting of the village.

Some known protected species (owl and badger) within the site. As a largely undeveloped site there is likely to be ecological interest, particularly at the field margins and within the hedgerows, including mature trees. Local wildlife site lies immediately to the north east: South Freeland Meadows is an area of unimproved natural grassland.

Significant hedgerow trees throughout site. Eynsham Wood (over 5ha) - Woodland Trust's 200th 'Woods on Your Doorstep' millennium project on the corner of A40 and Cuckoo Lane.

Grade 2 listed buildings at City Farm. There are known archaeological features in the area - predetermination evaluation may be required. The bridleway running from Acre Hill House to Cuckoo Wood Farm is thought to be a medieval road.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 411		<b>Site Name and Location:</b> Land west of Eynsham <b>Site Area (Ha):</b> 58.09	
<b>Site Description</b> A large site consisting of agricultural land, south of the A40, on the western side of the village, both to the north west and east of Chilbridge Lane. Open countryside surrounds most of site. A40 lies immediately to the north. Office and some residential properties lie on part of the northeastern boundary. School playing fields on a small section to the east. Signal House and Oasis Park business area to the southeast.			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Has the potential to form part of a wider strategic urban extension to the west of Eynsham subject to wider masterplanning. Sustainable location with the opportunity to deliver strategic infrastructure improvements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

A number of existing farm access points. A variety of possible accesses identified.

As the crow flies, secondary school lies approximately 750m from the centre of the site. Existing primary school is 1.5km and village centre is 1km.

Centre of sites lies 700m from A40 and Premium Bus Route

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area.

**Physical Constraints**

Chil Brook runs through the site with associated Flood Zones 2 and 3.

Ground conditions appear good with no obvious signs of instability, contamination or pollution. Potential noise-related issues close to A40. Former railway on southern boundary of site may have impact on ground conditions.

One main bridleway runs through the site along Chilbridge Road. One public footpath follows the route of the dismantled railway along the southern edge of the site. Another footpath connects with Twelve Acre Farm to the west.

**Infrastructure Constraints**

OCC's comments include: 'Substantial traffic impact on the A40 and the B4449 including the junctions along the A40. If sites 347, 435 and 437 were also developed, it would be desirable to consider site 411 as part of the wider scheme in order to ensure pr

**Landscape, Ecology and Heritage**

Most of site lies in Eynsham Vale Character Area. Local landscape areas: northern part of site is semi-enclosed rolling vale farmland and southern part is open rolling vale farmland. Overall there is a strong structure of hedgerows and trees, mostly large fields under arable but also some smaller-scale pattern and pasture. Some of the hedgerows are neglected and gappy in places. A small part of the site off Station Road is within the Lower Windrush Valley and Eastern Thames Fringes character area - flood plain pasture - which is more riparian in character, with strong pattern of ditches lined by willow and alder. The urban/rural edge is slightly 'straggly' in places, providing a weak landscape edge; the rural fringe tends to be mostly unspoilt albeit somewhat scruffy.

Records of a number of protected species within the site (including badger, bates, watervole and numerous birds). As an undeveloped site there is likely to be ecological interest, particularly at the field margins, within the hedgerows, including mature trees, and along watercourses.

Significant trees throughout site, particularly within field boundaries and along watercourses. Eastern field boundary near Fruitlands adjoins and contributes to the TPO covering the copse at Fruitlands.

ite adjoins Conservation Area at Chilmore Bridge, Station Road. Grade 2 listed bridge on Chilbridge Road. There are known archaeological features in the area - predetermination evaluation may be required.

# SHELAA Assessment Summary

## EYNSHAM SITES



SHELAA REF: 426		<b>Site Name and Location:</b> Land east of Eynsham Road  <b>Site Area (Ha):</b> 0.50	
<b>Site Description</b> The northern part of a paddock to the east of the B4449.  To the north, east and south is mainly agricultural land. The built-up area of Eynsham lies to the west, on the opposite side of the B4449 ('Eynsham Bypass'). A residential property lies immediately to the north, with access from Cassington Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Separated from village by busy link road. Impact on eastern urban fringe. Within Oxford Green Belt and potential minerals safeguarding objection.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access is proposed direct from the B4449. Access could also potentially be achieved from Cassington Road, through Mead Lane.

OCC says: 'Access onto B4449 is undesirable due to traffic volume and proximity to roundabout. Access via track (if this can be improved) to north onto Cassington Road may be preferable.'

Primary school is 750m, secondary school 1.2km and village centre 900m from the site. OCC comments: 'Footways and suitable crossing of B4449 would be required.'

Within 800m of Premium Bus Route between Oxford and Witney/Carterton

**Policy Constraints**

Green Belt. Wychwood Project Area. Mineral Consultation Area - the County Council say development here would sterilise potentially important sand and gravel deposits (potential minerals safeguarding objection)

**Physical Constraints**

Flood Zone 1. Land to the north and east lie within Flood Zones 2 and 3.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

There are no public rights of way passing through the site. Mead Lane to the north is a PROW. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

The County Council comments: 'There is no crossing facility to the south of Cassington Road, which would be necessary to safely cross the B4449. Assuming suitable crossing of B4449, there is good pedestrian and cycle connectivity with the rest of Eynsham.'

**Landscape, Ecology and Heritage**

Eastern Thames Fringes Character Area. Local landscape area of semi-enclosed flat vale farmland which contributes to the rural outlook from the link road, including important views of Wytham Wood.

There have been a number of badger sightings close to the site.

Western boundary edge contains a number of semi-mature trees.

The site lies just outside the Eynsham Conservation Area, the eastern boundary for which is the B4449. There are known archaeological features in the area - predetermination evaluation may be required.

# SHELAA Assessment Summary

## EYNSHAM SITES



<b>SHELAA REF:</b> 435		<b>Site Name and Location:</b> Chilbridge Farm <b>Site Area (Ha):</b> 3.91	
<b>Site Description</b> Fields lying immediately to the west of Merton Close, south of Chilbrook Road and east of the Chil Brook. Surrounded on three sides by open countryside. Merton Close housing estate lies immediately to the east.			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Has the potential to form part of a wider strategic urban extension to the west of Eynsham subject to wider masterplanning. Sustainable location with the opportunity to deliver strategic infrastructure improvements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Access is proposed from Merton Close. OCC says that this access appears acceptable.

Primary school is 1.4km, secondary school 600m and village centre 750m from the site.

OCC say that this site, although requiring a footpath along Chilbridge Road, does have good connectivity with the rest of Eynsham.

Within 400m of Premium Bus Route between Oxford and Witney/Carterton

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area

**Physical Constraints**

Chil Brook runs along the western and southern edge of the site with associated Flood Zones 2 and 3 covering much of the site area.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

One main bridleway runs through the site along Chilbridge Road.

**Infrastructure Constraints**

OCC say: ' If sites 347, 411 and 437 were also developed, it would be desirable to consider site 435 as part of the wider scheme in order to ensure proper connectivity between the four areas and the rest of Eynsham. Would require footpath along Chilbridge

**Landscape, Ecology and Heritage**

Eastern Thames Fringes Character Area. Local landscape area of floodplain pasture which is generally riparian in character, with strong pattern of water courses lined by willow and alder - such areas are particularly sensitive to development.

A number of protected bird species recorded on the Chil Brook. As a largely undeveloped site there is likely to be ecological interest, particularly at the field margins, within the hedgerows and along Chil Brook.

Hedgerow trees on boundaries - those along Chil Brook and in southern part of the site are particularly significant.

Site lies outside the Conservation Area. Grade 2 listed bridge on Chilbridge Road at the north western point of the site. There are known archaeological features in the area - predetermination evaluation may be required.

# SHELAA Assessment Summary

## EYNESHAM SITES



SHELAA REF: 436		<b>Site Name and Location:</b> Land north of the A40 <b>Site Area (Ha):</b> 28.34	
<b>Site Description</b> A substantial area of farmland, lying north of the A40, on either side of Cuckoo Lane. It wraps around the Woodland Trust's Eynsham Wood. Site includes the farmhouse and out-buildings of Evenlode Farm. Much of this site is surrounded by open countryside to the west, north and east. The built-up area of Eynsham lies south of the A40. A petrol filling station, car showroom and small employment area lies immediately to the east, served by the A40.			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Large site which is divorced from Eynsham by the A40 and is not suitable in isolation but lies in close proximity to Hanborough Station and the premium bus route. The merits of land north of the A40 have been considered as part of the countywide work on apportioning unmet housing need from Oxford City and it has been assessed favourably. Potential large-scale new village of around 2,200 homes.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Available		<b>Achievability</b> Achievable as part of comprehensive scheme	
<b>Conclusion</b> Developable			



**Accessibility**

Field access from the A40 and Cuckoo Lane. OCC comment: 'Access onto Cuckoo Lane likely to be preferable, with upgrade of Cuckoo Lane, footways, and suitable crossing of the A40, unless part of larger development alongside 372.'

Primary school is 1.6km, secondary school 1km and village centre 1.5km from Evenlode Farm.

OCC say that the most westerly parts of site are at an inaccessible distance (2km) from the rest of Eynsham.

Within 170m of Premium Bus Route between Oxford and Witney/Carterton

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area. The eastern part of the site is partly underlain by sand & gravel but is not an important mineral resource due to small size of site and limited extent of wider resource.

**Physical Constraints**

Flood Zone 1.

Ground conditions appear good with no obvious signs of instability, contamination or pollution. Potential noise-related issues close to A40

Two public bridleways run along site boundaries of the site to the east of Cuckoo Lane. A footpath/cycleway runs along the A40..

**Infrastructure Constraints**

OCC say: 'Substantial traffic impact on the A40 and Cuckoo Lane and the junctions on the A40. Footpaths along Cuckoo Lane would probably be necessary. For the western site a pedestrian crossing over A40 near Cuckoo Lane may also be desirable. If sites 372

**Landscape, Ecology and Heritage**

Eynsham Vale Character Area. Local landscape character area of semi-enclosed rolling vale farmland .The fields are mostly of medium scale, in arable and pastoral use. WOLP identifies the A40 as providing a strong physical boundary, separating the area from Eynsham and containing the built-up area. Overall the site is an area of rural transition, from rolling to flat landscapes north of Eynsham, and contributes to the rural landscape setting of the village.

As an undeveloped site there is likely to be some ecological interest, particularly at the field margins and within the hedgerows. However, there are no records of any significant constraints.

Significant hedgerow trees throughout site but particularly on eastern boundary adjoining public bridleway . Site surrounds Eynsham Wood - Woodland Trust's 200th 'Woods on Your Doorstep' millennium project on the corner of A40 and Cuckoo Lane.

The site is outside the Conservation Area and is not affected by any listed buildings, or scheduled monuments. There are known archaeological features in the area - predetermination evaluation may be required.

# SHELAA Assessment Summary

## EYNESHAM SITES



<b>SHELAA REF:</b> 437		<b>Site Name and Location:</b> Litchfield Farm	
		<b>Site Area (Ha):</b> 15.62	
<b>Site Description</b> A large field on the western side of the village, bounded by Chilbridge Road to the north and west, the Chil Brook to the east and and public footpath to the south. Surrounded by farmland. A small woodland and large pond lie beyond part of the southern boundary. Newfield Cottages lie to the west of Chilbridge Road.			
<b>Suitability for housing</b> Suitable as part of comprehensive scheme		<b>Suitability for employment</b> Suitable as part of comprehensive scheme	
<b>Reason:</b> Has the potential to form part of a wider strategic urban extension to the west of Eynsham subject to wider masterplanning. Sustainable location with the opportunity to deliver strategic infrastructure improvements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> To be confirmed	<b>11-15 Years</b> To be confirmed	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Access to the land is proposed from Chilbridge Road. The County Council say this is unsuitable due to its very narrow width and bends, with no footways

Primary school is 1.8km, secondary school 1km and village centre 1km from the site.

OCC say that a footpath will be required along Chilbridge Road but that otherwise this site has good connectivity with the rest of Eynsham.

Within 700m of Premium Bus Route between Oxford and Witney/Carterton

**Policy Constraints**

Wychwood Project Area. Mineral Consultation Area

**Physical Constraints**

Northern and eastern sections of site lie within Flood Zone 2 and 3.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

Chilbridge Road is a public bridleway. Status of road likely to be a significant constraint to development on the site. Public footway runs along southern boundary.

**Infrastructure Constraints**

OCC comment that: 'Likely traffic impact on the A40 and the B4449 including the junctions along the A40. If sites 347, 411 and 435 were also developed, it would be desirable to consider site 437 as part of the wider scheme in order to ensure proper connec

**Landscape, Ecology and Heritage**

Eynsham Vale Character Area. Local landscape character area of open rolling vale farmland - such areas are identified as being 'visually sensitive and development would be highly prominent and exposed unless integrated with strong new landscape frameworks'.

As an undeveloped site there is likely to be some ecological interest, particularly within the hedgerows and eastern boundary with Chil Brook. There are existing records of protected bird species.

Significant trees along the eastern site boundary.

Site lies outside the Conservation Area. Grade 2 listed bridge on Chilbridge Road at the north eastern point of the site. There are known archaeological features in the area - predetermination evaluation may be required.

# SHELAA Assessment Summary

## WOODSTOCK SITES



SHELAA REF: 162		<b>Site Name and Location:</b> Woodstock East  <b>Site Area (Ha):</b> 17.00	
<b>Site Description</b> Site is in agricultural use and slopes gently down from NW to SE. Generally bordered by strong hedgerows and mature trees apart from the western boundary which is formed from fencing and fairly weak hedgerows of about 1-1.5m. Site is divided by a 3-4m hedge into 2 fields, about 2/3rds of the way from north to south.  Housing estate to the west, playing fields to the north, farmland to the east, with a couple of isolated dwellings on the boundary and the A44 Oxford Road to the south, with the WHS of Blenheim Park beyond. Cherwell District lies beyond the eastern site boundary.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable (as part of a mixed use development)	
<b>Reason:</b> The site is relatively close to the town centre, access can be achieved from the A44 and development would relate well to the existing built form. Whilst there would be some landscape and heritage impacts these could be minimised and outweighed through the provision of substantial planning benefits, including affordable housing in this sustainable location.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 200 homes	<b>6-10 Years</b> 100 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Although there is an existing farm access in the north-east corner, from Shipton Road, the main highway access is proposed off the A44. The highway authority has commented that the proposed site is within the existing 50mph speed limit. There is a footway on the opposite side of the A44. However the footway on the same side of the site ends by the property known as Churchill Gate. This footway is also not lit or overlooked. There are no pedestrian crossing points in this location. Adjacent the proposed site is a public footpath as well as an agricultural gated entrance. In addition there are two gateway features located close by for Woodstock (then the 30mph limit begins). Running along the frontage of the site is a significant ditch which will require consideration; any proposal here will require SUDS and a Transport Assessment.

Existing pedestrian access onto A44 with footways alongside the road. Secondary school is about 250m north of the site and a primary school about 600-700m to the west. The town centre is less than 1km to the west.

The A44, immediately to the south, is a premium bus route running between Chipping Norton and Oxford with frequent buses, day and night

**Policy Constraints**

No other policy constraints

**Physical Constraints**

A public footpath runs alongside part of the western boundary. There are no other obvious physical constraints to development in this location

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints to development.

Woodstock CE Primary School is full and its potential to further expand is being assessed. If possible to expand it could accommodate approximately 300 houses. Otherwise, sufficient housing would be needed across Woodstock to make a new school site viable.

The Marlborough CE School. An academy, capacity 1138, admission number 180.

Expected to be willing to expand, but planning needs to be considered in conjunction with sites feeding to Gosford Hill, as some sites could feed to either school.

Additional early education places would be required, which may be through private, voluntary and independent providers as well as schools.

**Landscape, Ecology and Heritage**

Semi-enclosed limestone wolds visually exposed and sensitive to development. Any development should be accompanied by additional hedgerow trees and blocks or belts of native woodland.

Notable/protected species recorded to the north-west of the site.

WHS Blenheim Park lies to the south, separated from the site by the A44

TPOs adjacent to the SE corner of the site.

# SHELAA Assessment Summary

## WOODSTOCK SITES



<b>SHELAA REF:</b> 164		<b>Site Name and Location:</b> Woodstock Town Football Club	
		<b>Site Area (Ha):</b> 2.19	
<b>Site Description</b> Level playing field/recreation area enclosed on all sides by mature hedgerows. A pavillion and a youth centre sit to the north of the site. Residential on all sides along with school playing field to the east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site represents a sustainable location for development and is surrounded by existing residential development. However, there are significant highway concerns and as such the site is not considered suitable for residential development.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Not available		<b>Achievability</b> Likely to be financially viable however replacement pitch provision would be needed in a suitable location	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing access from the narrow Recreation Road which runs off of New Road. The Local Highway Authority has concerns about the proximity of this site to the school, the narrowness of Recreation Road and the development's likely impact on existing school-run traffic, congestion and parking. As such, the Local Highway Authority cannot support the proposal.

Existing pedestrian access from New Road. Primary school adjacent to the site and secondary school 500m to the west. Town centre is accessible via footpath and cycleway linking New Road and Oxford Road

**Policy Constraints**

Existing recreation and community uses on the site.

Loss of formal open space would need to be replaced elsewhere.

**Physical Constraints**

A public footpath runs along the eastern boundary of the site.

Access is main physical constraint to development.

**Infrastructure Constraints**

Woodstock CE Primary School is full and its potential to further expand is being assessed. If possible to expand it could accommodate approximately 300 houses. Otherwise, sufficient housing would be needed across Woodstock to make a new school site viable.

The Marlborough CE School. An academy, capacity 1138, admission number 180.

Expected to be willing to expand, but planning needs to be considered in conjunction with sites feeding to Gosford Hill, as some sites could feed to either school.

Additional early education places would be required, which may be through private, voluntary and independent providers as well as schools.

**Landscape, Ecology and Heritage**

Landscape Impact likely to be localised due to surrounding nature of existing uses and built form.

The site is mainly greenfield and will therefore have some ecological interest however there are no records of any significant ecological constraints.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## WOODSTOCK SITES



<b>SHELAA REF:</b> 360		<b>Site Name and Location:</b> Land north of Banbury Road	
		<b>Site Area (Ha):</b> 6.37	
<b>Site Description</b>			
<p>A large scale arable field, generally flat but with a gentle slope down from east to west in the western portion of the site.</p> <p>The site is bounded to the south and east by a low dry stone wall with strong hedgerow along the northern boundary and weaker hedgerow and scattered trees to the west.</p> <p>There are long distance views across the site particularly in an east west orientation.</p> <p>There are no topographical features of importance within the site.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable		Suitable (as part of a mixed-use development)	
<b>Reason:</b>			
<p>There are constraints associated with this site, including the local landscape impact, but if developed sensitively, there is the potential to deliver new housing in a sustainable location. A small element of compatible employment uses could also potentially be provided.</p> <p>Potential to form part of a wider comprehensive scheme including adjoining sites 361 and 366.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	250 homes (as part of a comprehensive scheme including sites 361 and 366)	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Developable			



### **Accessibility**

Vehicular access could be achieved from the Banbury Road. The County Council have stated that the site is situated to the north of Banbury Road and is adjacent to sites 366 and 361. Therefore need to carefully assess the residential road network to access these land parcels, both for individual sites and as group. Consideration of the number of dwellings and trips already accessed from Banbury Road, and Hensington Road (etc) Measures, such as traffic calming may be required.

Access may involve loss of parking bays, which would need to be provided within the site.

The land is located approximately half a mile from the centre of Woodstock where a range of services can be accessed by foot or cycle.

The centre of Woodstock is served by the S3 bus service linking the town with Oxford and Chipping Norton on a regular basis.

### **Policy Constraints**

Important view corridor for Blenheim WHS.

### **Physical Constraints**

Electricity pylons and overhead power lines are situated along the northern part of the site.

### **Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints to development.

Woodstock CE Primary School is full and its potential to further expand is being assessed. If possible to expand it could accommodate approximately 300 houses. Otherwise, sufficient housing would be needed across Woodstock to make a new school site viable.

The Marlborough CE School. An academy, capacity 1138, admission number 180.

Expected to be willing to expand, but planning needs to be considered in conjunction with sites feeding to Gosford Hill, as some sites could feed to either school.

Additional early education places would be required, which may be through private, voluntary and independent providers as well as schools.

### **Landscape, Ecology and Heritage**

The site is located within the Eastern Parks and Valleys Landscape Character Area and is characterised as semi-enclosed limestone wolds. Landscapes such as this are sensitive to change although there is a degree of containment afforded by vegetation at field boundaries. Any development within semi-enclosed limestone wolds should be closely related to existing development or set within a strong landscape structure.

The site is not covered by any statutory wildlife protection designations although hedgerows along field boundaries are likely to have ecological value. Open agricultural fields are likely to support and contribute towards the local biodiversity. There are records of protected species within and near the site.

The site is not covered by any statutory heritage protection designations although there are listed buildings situated in close proximity to the south west of the site. The impact of development on the setting of the Blenheim Palace WHS

should be a key consideration given the importance of views.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## WOODSTOCK SITES



<b>SHELAA REF:</b> 361		<b>Site Name and Location:</b> Green Lane, Woodstock	
		<b>Site Area (Ha):</b> 3.17	
<b>Site Description</b>			
<p>Open greenfield characterised by scrub vegetation due to horse grazing on site. The site is slightly elevated in relation to neighbouring properties to the west and slopes gently down from east to west.</p> <p>Trees and a drystone wall line the northern boundary of the site, residential development along Banbury Road to the south and a mixture of agricultural barns in the south eastern corner. The eastern site boundary is marked by a weaker hedgerow.</p> <p>There are few topographical features of importance within the site although there is a pond and mature tree in the north eastern part.</p> <p>The surrounding landuse character is open countryside to the north and east and residential to the south and west.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable		Not suitable	
<b>Reason:</b>			
<p>There are constraints associated with this site, including access and local landscape impact, but if developed sensitively, there is the potential to deliver new housing in a sustainable location.</p> <p>Potential to form part of a wider comprehensive scheme including adjoining sites 360 and 366 in order to address access constraints relating to this site in isolation.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	250 homes (as part of a comprehensive scheme including sites 361 and 366)	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Developable			

### **Accessibility**

Vehicular access to this particular site in isolation is difficult to achieve but when considered as part of a wider more comprehensive scheme including adjoining sites 360 and 366 it would be possible to provide an appropriate point of access.

The County Council have stated that this site is adjacent to sites 366 and 360. Therefore need to carefully assess the residential road network to access these land parcels, both for individual sites and as group. Consideration of the number of dwellings and trips already accessed from The Green, Brook Hill and Hensington Road (etc). Measures, such as traffic calming may be required.

The land is located approximately half a mile from the centre of Woodstock where a range of services can be accessed by foot or cycle.

The centre of Woodstock is served by the S3 bus service linking the town with Oxford and Chipping Norton on a regular basis.

### **Policy Constraints**

Important view corridor for Blenheim WHS.

### **Physical Constraints**

If developed in isolation, access is the key constraint relating to this site.

### **Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints to development.

Woodstock CE Primary School is full and its potential to further expand is being assessed. If possible to expand it could accommodate approximately 300 houses. Otherwise, sufficient housing would be needed across Woodstock to make a new school site viable.

The Marlborough CE School. An academy, capacity 1138, admission number 180.

Expected to be willing to expand, but planning needs to be considered in conjunction with sites feeding to Gosford Hill, as some sites could feed to either school.

Additional early education places would be required, which may be through private, voluntary and independent providers as well as schools.

### **Landscape, Ecology and Heritage**

The site is located within the Eastern Parks and Valleys Landscape Character Area and is characterised as semi-enclosed limestone wolds.

Landscapes such as this are sensitive to change although there is a degree of containment afforded by vegetation at field boundaries. Any development within semi-enclosed limestone wolds should be closely related to existing development or set within a strong landscape structure.

The site is not covered by any statutory wildlife protection designations although hedgerows along field boundaries are likely to have ecological value. Open agricultural fields are likely to support various protected species including owls which will hunt in the area. Ponds are included as a BAP priority habitat and should be protected

The site is not covered by any statutory heritage protection designations although there are listed buildings situated to the south of the site. The impact of development on the setting of the Blenheim Palace WHS should be a key consideration. There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## WOODSTOCK SITES



<b>SHELAA REF:</b> 364		<b>Site Name and Location:</b> Land north of Hill Rise	
		<b>Site Area (Ha):</b> 10.25	
<b>Site Description</b>			
<p>A large, relatively flat area of countryside to the north of Woodstock.</p> <p>Predominantly arable agricultural land there is a small sports pitch and a children's play area within the southern part of the site.</p> <p>Residential development adjoins the site to the west and to the south. Open countryside to the north and east with mature trees and hedgerows along field boundaries.</p> <p>There is a well-used public right of way bisecting the site from north to south.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable		Suitable (as part of a mixed use development)	
<b>Reason:</b>			
<p>Whilst the site falls within a generally sensitive landscape area this site is not considered to be particularly sensitive and whilst there will inevitably be a landscape impact it is not considered to present an insurmountable constraint to development provided any scheme in this location is designed well with appropriate mitigation.</p> <p>There is an existing public right of way running through the site which would need to be incorporated into any scheme.</p> <p>A small element of compatible employment uses could also potentially be provided. Development would also provide the opportunity to improve / reprovide the existing play area in the south of the site which is of poor quality.</p> <p>If developed sensitively, there is the potential to deliver new housing in a sustainable location.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	120 homes	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Developable			

**Accessibility**

Vehicular access would be direct from the A44 with potential secondary / pedestrian access from Rosamund Drive.

The site is around 1.5km from Woodstock centre and there are footways along the A44 allowing good pedestrian access.

There are bus stops nearby on the A44 providing good access to public transport including the S3 service to Chipping Norton / Oxford.

**Policy Constraints**

Site is located in close proximity to the Blenheim Palace WHS. A small part of the site falls within a Conservation Target Area.

**Physical Constraints**

None identified other than a public right of way bisecting the site from north to south which would need to be incorporated into any development.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints to development.

Woodstock CE Primary School is full and its potential to further expand is being assessed. If possible to expand it could accommodate approximately 300 houses. Otherwise, sufficient housing would be needed across Woodstock to make a new school site viable.

The Marlborough CE School. An academy, capacity 1138, admission number 180.

Expected to be willing to expand, but planning needs to be considered in conjunction with sites feeding to Gosford Hill, as some sites could feed to either school.

Additional early education places would be required, which may be through private, voluntary and independent providers as well as schools.

**Landscape, Ecology and Heritage**

The site is located within the eastern parks and valleys landscape character area and is characterised as open limestone wolds. Such landscapes are open and exposed in character with high intervisibility. Landscapes such as this are sensitive to change although there is a degree of containment afforded by vegetation at field boundaries. This particular part of Woodstock is identified as having a hard urban edge, visible across the open farmland to the north and east. Views out from the town's edge are relatively unspoilt so change is likely to be highly visible. Special attention should be given to 'greening' and 'softening' the approach to Old Woodstock on the A44 and between the open farmland and the built-up area.

The site is not covered by any statutory wildlife protection designations but its location adjoining Conservation Target Areas (the Glyme and Dorn CTA which lies to the west and east, and the Blenheim and Ditchley Parks which is to the west) means it has the potential to contribute to the overall biodiversity of the area.

The site is not covered by any statutory heritage protection designations although there are listed buildings and the Conservation Area south west of the site at Manor Road. The impact of development on the setting of the Blenheim Palace WHS, including the listed park wall that runs on the western side of Manor Road, would need to be a key consideration.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## WOODSTOCK SITES



SHELAA REF: 366		<b>Site Name and Location:</b> Land east of Owen Mumford  <b>Site Area (Ha):</b> 7.38	
<b>Site Description</b>  This is a large greenfield site to the east of Green Lane. The land dips relatively steeply to the western boundary but levels off to the east so the majority of the site is flat, albeit relatively elevated compared to the existing residential development to the south and west. Open countryside lies to the north and east. Immediately to the north, along Green Lane, are allotments, an electricity sub-station and a sewage treatment works.  Part of the site next to Green Lane has been developed for staff car parking for Owen Mumford. Land has also been set aside in this area for an extension to the existing cemetery.  There are few topographical features of interest within the site itself except scattered trees, hedgerows and dry-stone wall along the southern and eastern boundaries.  There is a public right of way crossing the site in a SW/NE orientation			
<b>Suitability for housing</b>  Suitable		<b>Suitability for employment</b>  Not suitable	
<b>Reason:</b>  There are constraints associated with this site, including access and local landscape impact, but if developed sensitively, there is the potential to deliver new housing in a sustainable location.  Potential to form part of a wider comprehensive scheme including adjoining sites 360 and 361 in order to address access constraints relating to this site in isolation.			
<b>Likely Yield</b>			
<b>0-5 Years</b>  0	<b>6-10 Years</b>  250 homes (as part of a comprehensive scheme including sites 360 and 361)	<b>11-15 Years</b>  0	
<b>Availability</b>  Available		<b>Achievability</b>  Achievable	
<b>Conclusion</b>  Suitable			

**Accessibility**

The site promoter has suggested that vehicular access could be taken from Green Lane although this is only likely to be acceptable for a secondary / emergency access and the primary access would need to be taken from Banbury Road as part of a wider comprehensive scheme.

The County Council have stated that this site is adjacent to sites 360 and 361. Therefore need to carefully assess the residential road network to access these land parcels, both for individual sites and as group. Consideration of the number of dwellings and trips already accessed from The Green, Brook Hill and Hensington Road (etc). Measures, such as traffic calming may be required.

The site is within walking distance of the centre of Woodstock presenting good opportunities for pedestrian and cycle access.

There are bus stops nearby including access to the S3 bus service to Chipping Norton / Oxford.

**Policy Constraints**

Important view corridor for Blenheim WHS.

**Physical Constraints**

Access is a key constraint relating to this site and therefore would need to be considered as part of a wider more comprehensive scheme.

There is a public right of way crossing the site in a SW/NE orientation.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints to development.

Woodstock CE Primary School is full and its potential to further expand is being assessed. If possible to expand it could accommodate approximately 300 houses. Otherwise, sufficient housing would be needed across Woodstock to make a new school site viable.

The Marlborough CE School. An academy, capacity 1138, admission number 180.

Expected to be willing to expand, but planning needs to be considered in conjunction with sites feeding to Gosford Hill, as some sites could feed to either school.

Additional early education places would be required, which may be through private, voluntary and independent providers as well as schools.

**Landscape, Ecology and Heritage**

The site is located within the Eastern Parks and Valleys Landscape Character Area and is characterised as open limestone wolds. Such landscapes are open and exposed in character with high intervisibility. Landscapes such as this are sensitive to change although there is a degree of containment afforded by vegetation at field boundaries.

The site is not covered by any statutory wildlife protection designations but adjoins the Glyme and Dorn Conservation Target Area and contributes to the overall biodiversity in the area, especially the hedgerows along the field boundaries.

The site is not covered by any statutory heritage protection designations. The impact of development on the setting of the Blenheim Palace WHS should be a key consideration. There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## BLADON SITES



<b>SHELAA REF:</b> 172		<b>Site Name and Location:</b> Land at Bladon Pits <b>Site Area (Ha):</b> 1.37	
<b>Site Description</b> Heavily-wooded area with a few clearings containing sheds and shipping containers. Also a couple of garages serving the terrace of bungalows to the west. The site lies about 2-3 metres higher than the A4095. Residential along the north-west boundary and a single dwelling to the south-west. Other than this, dense woodland surrounds the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The loss of many trees and the development in depth would have a significant effect on the ribbon character of the village. It would also result in an unacceptable impact on the landscape setting and character of this part of Bladon and the wider landscape. Access concerns and potential adverse biodiversity impacts.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

Access to the site runs from Grove Road along the north-eastern boundary, adjacent to the old village hall site. The highway authority have confirmed that vehicular access to the site is in poor condition, is not wide enough to permit two-way passing of vehicles, it may not be possible to make the required bellmouth, it does not provide adequate pedestrian visibility splays at the junction with the A4095, the layby immediately to the south obstructs the visibility splay when cars are parked in it and, as the access is also a public footpath/ROW, the required improvements may not be permitted.

Footpaths on both sides of Grove Road (A4095). This also forms part of the Oxfordshire Cycleway. Primary school is a little over 600m to the south-west.

242 bus service provides hourly services to and from Witney/Woodstock (no evening or Sunday service). The S3, available from Bladon roundabout about 900m to the east, provides frequent links to Oxford and Chipping Norton. Hanborough railway station is about 2.5km to the west.

**Policy Constraints**

Oxford Green Belt. Adjacent to Conservation Area.

**Physical Constraints**

A public right of way runs along the north-eastern boundary. A power cable runs across the roofs of the bungalows (nos. 62-84) into the centre of the site and then is then redirected to the south-west. Although there is no evidence of instability, contamination or pollution recorded on the site, it is unclear to what use it has been put in the past and there may be areas of contamination. Ground conditions appear reasonable.

**Infrastructure Constraints**

No obvious constraints.

**Landscape, Ecology and Heritage**

Site lies within an area of semi-enclosed limestone wolds in the Eastern Parks and Valleys landscape character area, which is characterised by a 'large-scale mosaic of woodland and farmland'. WOLA encourages the planting of large blocks of native broadleaved woodland. Any significant development within the site would necessitate the removal of many, if not all of the mature trees on the site which could have a considerable and damaging impact on the landscape character and setting of the village.

There are no specific designations/recordings on this site but this extensive wooded habitat may well be home to important or protected species.

No TPOs but the site forms part of a significant 5ha of dense woodland.

The south-west boundary abuts the Conservation Area. To the rear of Grove Road lies the Blenheim World Heritage Site and Historic Park and Garden.

# SHELAA Assessment Summary

## CASSINGTON SITES



<b>SHELAA REF:</b> C1		<b>Site Name and Location:</b> Quarry Court, Bell Lane	
		<b>Site Area (Ha):</b> 0.34	
<b>Site Description</b> Flat and level site, mainly surfaced with tarmac and containing a number of one-storey industrial buildings and structures, plus car parking. Entire site currently in use. Trees bound the site, including a large weeping willow to the south-west, along with herras fencing. Pasture and woodland to the north-west and north-east of the site. Lime Cottage to the west, Oxford Salvage storage yard to the south-east and Bell Lane to the south-west.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable - continued employment use	
<b>Reason:</b> Site is potentially suitable for development however it is not clear that the site is able to come forward as it is currently in use.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Not available		<b>Achievability</b> Possible high existing use value may make redevelopment of site unachievable	
<b>Conclusion</b> Not currently developable			

**Accessibility**

Access exists directly onto Bell Lane. The highway authority have confirmed that a Transport Statement/Assessment and Travel Plan will be required depending on the scale of the proposed development. Sustainability/accessibility may be an issue with the site's rural location.

Primary school about 400m to the south-west.

No public transport to the village itself. S2 bus service available on the A40 (1km south) offers frequent journeys to Oxford and Witney. Hanborough railway station about 5km north.

**Policy Constraints**

Oxford Green Belt.

Minerals consultation area.

Conservation Target Area and Local Wildlife site to the east.

**Physical Constraints**

Power lines within the site.

No records of contamination but with a fairly long history of business and storage use, there may well be contamination issues.

Existing buildings which would need to be removed but no significant constraint to development identified.

**Infrastructure Constraints**

As a site in existing use it is reasonable to presume services already exist.

St Peter's CE Primary School has little ability to absorb housing growth at its current size but its large site area indicates potential for expansion. However, expansion would require significant housing growth to be viable.

**Landscape, Ecology and Heritage**

Landscape impact likely to be fairly localised and residential development would provide the opportunity to improve the visual appearance of the site over the existing use.

Immediately adjacent to Local Wildlife Site and Conservation Target Area. No TPOs but the north-eastern and north-western boundaries are composed of substantial hedgerows.

The site is not located in a Conservation Area and is not affected by a scheduled monuments or any known archaeological assets. Lime Cottage immediately to the north-west of the site is a listed building.

# SHELAA Assessment Summary

## CASSINGTON SITES



<b>SHELAA REF:</b> C2		<b>Site Name and Location:</b> Oxford Salvage, Bell Lane <b>Site Area (Ha):</b> 0.46	
<b>Site Description</b> Flat and level site, mainly surfaced with tarmac and containing a number of industrial buildings and structures and a substantial area of outside storage. Entire site currently in use: builders' yard, salvage yard, scaffolders and roofers. Woodland to the north, pasture to the south-east, Bell Lane to the south-west and Quarry Court (site C1) to the north-west.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable - continued employment use	
<b>Reason:</b> Site is potentially suitable for development however it is not clear that the site is able to come forward as it is currently in use.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Not available		<b>Achievability</b> Possible high existing use value may make redevelopment of site unachievable	
<b>Conclusion</b> Not currently developable			

**Accessibility**

Access exists directly onto Bell Lane. The highway authority have confirmed that a transport Statement/Assessment and Travel Plan will be required depending on the scale of the proposed development. Sustainability/accessibility may be an issue with the site's rural location.

Primary school about 400m to the south-west.

No public transport to the village itself. S2 bus service available on the A40 (1km south) offers frequent journeys to Oxford and Witney. Hanborough railway station about 5km north.

**Policy Constraints**

Oxford Green Belt.

Minerals consultation area.

Conservation Target Area and Local Wildlife site to the east.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

No records of contamination but with a fairly long history of business and storage use, there may well be contamination issues.

**Infrastructure Constraints**

As a site in existing use it is reasonable to presume services already exist.

St Peter's CE Primary School has little ability to absorb housing growth at its current size but its large site area indicates potential for expansion. However, expansion would require significant housing growth to be viable.

**Landscape, Ecology and Heritage**

Landscape impact likely to be fairly localised and residential development would provide the opportunity to improve the visual appearance of the site over the existing use.

Immediately adjacent to Local Wildlife Site and Conservation Target Area.

No TPOs but part of the north-eastern, north-western and southern boundaries are composed of substantial hedgerows.

The site is not located in a Conservation Area and is not affected by a listed building, scheduled monument or any known heritage assets.

# SHELAA Assessment Summary

## CASSINGTON SITES



<b>SHELAA REF:</b> 367		<b>Site Name and Location:</b> Eynsham Road <b>Site Area (Ha):</b> 0.44	
<b>Site Description</b> A 'farm yard', containing two large functional agricultural buildings, occupies the eastern section of the site, with an area of rough grassland within the western section. Open countryside to the north, housing to the east and south (with windows all along the site boundary) and the large property of Manor Farm and its spacious curtilage lies to the west. A well-used public right of way runs along the eastern side of the site.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> This is a sensitive site close to the centre of the village, adjoining a Conservation Area. The western section of the site forms part of the setting to the farmhouse and should remain open. There is a significant vista from The Green looking eastwards through the site which should remain undeveloped. The number of properties that could be accommodated on this site is, therefore, severely limited.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 6 homes	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Existing footpath to school. Existing footpath/cycleway (along A40) to services in Eynsham but these are at inaccessible distance.

No public transport to the village itself. The Stagecoach S2 runs along the A40 half-hourly Monday to Saturday.

Oxfordshire County Council have stated that access can be taken from The Green on the apex of the bend in the centre of Cassington. Visibility splays would need defining depending upon if the small layby area was deconfigured, although, traffic movements through this part of the village are slower because of the double bend. There is a footway running alongside the carriageway, but not within the layby itself. The current access is wide enough to provide a 6m overall access and the traffic generated would be minimal.

**Policy Constraints**

Oxford Green Belt

Mineral Consultation Area. Underlain by sand & gravel but not an important mineral resource due to existing constraints and limited extent of wider resource.

Adjacent to Conservation Area.

**Physical Constraints**

A public footpath runs along the eastern boundary of the site

No records of contamination

**Infrastructure Constraints**

As a partly developed site surrounded by existing development it is reasonable to suggest services are available.

St Peter's CE Primary School has little ability to absorb housing growth at its current size but its large site area indicates potential for expansion. However, expansion would require significant housing growth to be viable.

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Character Area and has a landscape of semi-enclosed rolling vale farmland. The West Oxfordshire Landscape Assessment states that such areas may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

No known ecological issues but potential use of barns by protected species (e.g. records of bats in surrounding area).

Conservation Area lies immediately to the east of the site.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## CASSINGTON SITES



<b>SHELAA REF:</b> 373		<b>Site Name and Location:</b> Land north of Eynsham Road <b>Site Area (Ha):</b> 2.81	
<b>Site Description</b> The site lies to the rear of linear development of bungalows and houses on the north side of Eynsham Road. It is a flat agricultural field, bounded by weak hedgerows. The site has farmland/open countryside to the north and farm houses/holdings in large curtilages to the west and east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Numerous constraints, including the openness of the site, its location in the Green Belt, potential scale of development and impact of agricultural/landscape setting of village. Access is also a key constraint.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Not achievable	
<b>Conclusion</b> Not suitable or achievable			



**Accessibility**

Existing footpath to school. Existing footpath/cycleway (along A40) to services in Eynsham but these are at inaccessible distance.

No public transport to the village itself. The Stagecoach S2 runs along the A40 half-hourly Monday to Saturday.

No access is shown on the submission but existing field is accessed via a narrow track between 48 and 50 Eynsham Road.

Oxfordshire County Council have stated that there is no obvious access available at present for this site and some adjoining land would need to be used. It is likely that visibility splays of 43m would be able to be achieved along Eynsham Rd. Access at the western end would not be suitable, as this would either have to come off the A40 or would be too close to the signalised junction with the A40.

**Policy Constraints**

Oxford Green Belt

Mineral Consultation Area. Underlain by sand & gravel but not an important mineral resource due to existing constraints and limited extent of wider resource

**Physical Constraints**

Achieving vehicular access to the site appears to be the main physical constraint to development in this location.

**Infrastructure Constraints**

As a primarily greenfield site services would need to be provided but there do not appear to be any significant constraints.

St Peter's CE Primary School has little ability to absorb housing growth at its current size but its large site area indicates potential for expansion. However, expansion would require significant housing growth to be viable.

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Character Area and has a landscape of semi-enclosed rolling vale farmland. The West Oxfordshire Landscape Assessment states that such areas may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

No known ecological issues or specific designations although there are records of protected and notable species nearby. As a primarily greenfield site there will be some biodiversity interest.

The site is not within the Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## COMBE SITES



<b>SHELAA REF:</b> 260		<b>Site Name and Location:</b> The Orchard, Park Road	
		<b>Site Area (Ha):</b> 0.39	
<b>Site Description</b> Green field site comprised of orchard with mixture of vegetation including grassed areas and mature trees on site. The site is flat and is situated behind existing properties on Park Road. Low density linear 19th and 20th Century residential development to the north. Open playing fields wrapping round the site to the west and south. Open land extending beyond the residential curtilage of Tichfield immediately to the east and ploughed agricultural fields beyond. Clump of dense trees on the south-east boundary of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The current dwellings situated along Park Road form a linear, dispersed pattern of development which is low key in nature and sits quietly in the landscape. The site is considered to be visually exposed and development will be evident from many vantage points including the Church and from the south-east where wide spanning views are possible. The area surrounding this part of the settlement is characterised by a high landscape value and development of the site will urbanise its rural fringe. The development of the site and intensification of this part of Combe will appear incongruous against its backdrop and will harm the rural qualities of the area. In addition, the site is not well connected with the heart of the village due to limited footpaths and cycle routes and it is likely that if the site were developed, the inhabitants would be extremely reliant on car based travel.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Likely to be financially viable although access may represent a constraint to development.	
<b>Conclusion</b> Not suitable.			

**Accessibility**

Gravelled access off Park Road between residential properties to the north of the site. The highway is relatively narrow along this stretch with some on-street parking evident and there is a slight bend in the highway to the west, limited visibility.

Negligible traffic impact on the strategic highway network. Pedestrian and cycling facilities to / from the site and within the village are poor. Approximately 2km to Combe rail station.

On periphery of the village with no footpath or cycleway. Primary School within walking distance (approx. 0.4 mile - 8 minutes walk) as is the Public House (approx. 0.3 mile - 6 minutes walk) but route missing pavements in places.

Served by the Stagecoach S3 between Charlbury and Oxford, running hourly Monday to Saturday. No Sunday service

**Policy Constraints**

Within Cotswolds AONB and within Conservation Area.

**Physical Constraints**

The site access is quite constrained and the trees on the site present a physical constraint to development. There are no other physical constraints to development in this location.

**Infrastructure Constraints**

Combe CE Primary School is consistently full and has no potential to expand on site. Only modest housing development is likely to be possible to accommodate.

**Landscape, Ecology and Heritage**

The site is located in the AONB and Conservation Area. It is low key/ semi-rural in character and is on the fringe of the settlement. A number of trees are situated on the site and therefore this has a green, leafy character forming a backdrop to the village and to the rural surrounds. Development may result in an urbanising impact on the landscape and setting of the footpath to the south of the site.

Biodiversity Action Plan Habitat. Protected species Buffer. SSSI Buffer Zone (wetland 2km). Wychwood Project Area.

The site is located in a Conservation Area and is not affected by any listed buildings, scheduled monuments or any other heritage assets.

# SHELAA Assessment Summary

## COMBE SITES



<b>SHELAA REF:</b> 365		<b>Site Name and Location:</b> Stonesfield Road, Combe	
		<b>Site Area (Ha):</b> 2.65	
<b>Site Description</b>			
Greenfield site on the north western edge of the settlement, currently in agricultural use.			
The site is flat and has no topographical features of particular importance within the site. There are trees and hedgrows along the site boundary and existing residential development to the east.			
There is an area of dense woodland to the west and open countryside to the north and south. Electricity pylons cross the site in a north/south orientation.			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
Sensitive landscape with distant views to the site available from the south west. An important part of the rural approach to Combe from the west that would be lost if developed. Development would represent an unacceptable incursion into open countryside that does not relate well to the existing form of the settlement.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable.			

**Accessibility**

Access to the site could be served directly from Combe Road to the south or through Knotts Oaks to the east.

Served by the Stagecoach S3 between Charlbury and Oxford, running hourly Monday to Saturday.

**Policy Constraints**

Within Cotswolds AONB

**Physical Constraints**

Electricity pylons on site but no specific physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints.

Combe CE Primary School is consistently full and has no potential to expand on site. Only modest housing development is likely to be possible to accommodate.

**Landscape, Ecology and Heritage**

The site is located in the AONB and Conservation Area. It is low key/ semi-rural in character and is on the fringe of the settlement. A number of trees are situated on the site and therefore this has a green, leafy character forming a backdrop to the village and to the rural surrounds. Development would result in an urbanising impact on the landscape.

WOLA identifies the site as falling within the Lower Evenlode Valley landscape character area in particular within an area of semi-enclosed limestone wolds (large-scale). It is thus visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

The site is not covered by any statutory wildlife protection designations. The presence of trees on the site boundary and Nottoaks Wood to the west of the site are likely to have significant biodiversity value.

In terms of heritage the site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## FREELAND SITES



SHELAA REF: 230		<b>Site Name and Location:</b> The Close  <b>Site Area (Ha):</b> 0.62	
<b>Site Description</b> A relatively flat and level site, in use as a site for a fitness 'retreat'. A farm track runs along the western boundary, separated from the site by a hedgerow.  Surrounded by countryside apart from A4095 to the south, with Freeland village beyond.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Separated from Freeland by the A4095. Relatively isolated and remote from the facilities of Freeland and Long Hanborough			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Uncertain availability due to recent change of use.		<b>Achievability</b> Uncertain achievability due to recent change of use.	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access exists onto A4095

Footpath and cycleway runs past the site entrance, alongside the A4095. Freeland Primary School is just under 1km to the south, across the A4095. Hanborough Primary is about 1.5km to the east.

Frequent daytime bus service provided by the No.11 (Witney - Oxford. No w/end or evening service) and the No.233 (Woodstock - Burford. Broadly hourly). Hanborough railway station just under 3km to the east.

**Policy Constraints**

Wychwood Project Area.

**Physical Constraints**

A public right of way runs along the north-west boundary.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

**Infrastructure Constraints**

Freeland CE Primary School is operating at capacity and is unlikely to be able to expand on its current site. Would need to be considered in conjunction with housing and school growth in Long Hanborough village.

**Landscape, Ecology and Heritage**

Site falls within semi-enclosed limestone wolds in the Lower Evenlode Valley character area. These landscapes are visually sensitive.

Much of this site is greenfield and the hedgerow boundary is likely to support a variety of species. However, there are no records of significant constraints.

There are some significant trees along the site boundaries - particularly to the north-west - but no TPOs.

No known heritage constraints.

# SHELAA Assessment Summary

## FREELAND SITES



<b>SHELAA REF:</b> 381		<b>Site Name and Location:</b> Freeland Nursery	
		<b>Site Area (Ha):</b> 0.98	
<b>Site Description</b>			
<p>This site is in use as a garden nursery, open to the public. It comprises a series of outbuildings and a number of greenhouses, most located within a walled-garden. Customer car parking lies within the northern part of the site and there is open land in the southern part.</p> <p>This site lies within a generally well-treed/wooded area.</p> <p>A number of Eynsham Park Estate buildings lie to the west of the site, in use as stables and converted to a vets, plus a new-build employment building and some limited residential development. Freeland Nursing Home is to the south and St. Mary's Convent to the north, both in a parkland setting. Open farmland lies to the east.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable in part		Suitable - continued employment use	
<b>Reason:</b>			
<p>This site is in active use, with buildings suitable for their current use.</p> <p>This is a sensitive site, both in terms of its landscape setting (particularly the trees within and nearby) and its historical estate features. It is likely that these issues will limit the amount of development that could be accommodated on this site.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	5 - 15 homes	0	
<b>Availability</b>		<b>Achievability</b>	
Promoted as available but in current use as a garden nursery		Achievable	
<b>Conclusion</b>			
Developable in part			



**Accessibility**

Access to the site is provided from two existing access roads from Wroslyn Road, immediately to the north and south of the site.

Daytime bus service provided by the No.11 (Witney - Oxford. No w/end or evening service)

Existing footpath to school (820km), but shop and GP surgery are at an inaccessible distance (2.6km). Visibility from existing garden nursery access is poor to the south due to large tree situated in vis splay. There are other large trees on the site frontage to the south so similar issue would be present if alternative access sought.

**Policy Constraints**

Wychwood Project Area.

**Physical Constraints**

As much of the site is already developed, there may be physical constraints to re-development, not least the substantial brick walls of the walled-garden.

**Infrastructure Constraints**

Freeland CE Primary School is operating at capacity and is unlikely to be able to expand on its current site. Would need to be considered in conjunction with housing and school growth in Long Hanborough village.

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Landscape Character Area and has an estate farmland landscape which is identified as having a distinctly well-treed character, with estate features or buildings. Such areas are generally of high scenic quality and sensitive to development.

There are records of bats in this part of Freeland.

Two listed buildings are located nearby. The site is not within a Conservation Area.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## FREELAND SITES



SHELAA REF: 382		<b>Site Name and Location:</b> Grazing land at Wroslyn Road  <b>Site Area (Ha):</b> 1.88	
<b>Site Description</b> This site is located on the rural edge of the village and consists of grazing land, mainly in horse-culture use, which also extends to the south of the site. The northern and western boundary forms part of the avenue approach to Freeland House and is bounded by mature trees. Substantial mature trees also form the eastern boundary along Wroslyn Road.  Open fields lie to the east of the site. The rest of the surrounding land is a mixture of woodland/parkland and estate buildings (including Freeland Nursery - see Site 381). Freeland House (nursing home) lies to the southwest.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This is a sensitive site, both in terms of its immediate landscape setting (particularly the trees within and nearby) and its wider contribution to the soft/rural approach to Freeland.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site could be achieved from the existing avenue off Wroslyn Road.

Daytime bus service provided by the No.11 (Witney - Oxford. No w/end or evening service)

Existing footpath to school (820m), but shop and GP surgery are at an inaccessible distance (2.6km). Visibility from existing access to the south is poor due to convex bend and roadside vegetation. Visibility to the north is also problematic from site observations. If a new site access as sought further to the south from care home access, visibility may not be such a problem. Good existing footway links.

**Policy Constraints**

Wychwood Project Area

**Physical Constraints**

No specific constraints have been identified other than potential access considerations.

**Infrastructure Constraints**

Freeland CE Primary School is operating at capacity and is unlikely to be able to expand on its current site. Would need to be considered in conjunction with housing and school growth in Long Hanborough village.

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Landscape Character Area and has an estate farmland landscape which is identified as having a distinctly well-treed character, with estate features or buildings. Such areas are generally of high scenic quality and sensitive to development.

There are records of bats in this part of Freeland. The trees on this site are likely to contribute to the overall biodiversity of the area.

There are no listed buildings nearby and currently no significant archaeological constraints to this holding. The site is not within a Conservation Area.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## FREELAND SITES



<b>SHELAA REF:</b> 383		<b>Site Name and Location:</b> Stable Buildings <b>Site Area (Ha):</b> 0.84	
<b>Site Description</b> The site consists of a mainly woodland site, within which there are a number of estate buildings, all of which are in good condition and in current use, including stabling, storage and vets. Estate land/woodland lies west of the site; a convent and Freeland Nursing Home, in extensive landscape gardens, lie to the north and south; and Freeland Garden Nursery (and associated residential property) is to the east.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Suitable - continued employment use	
<b>Reason:</b> This is a sensitive site that is in active use for a variety uses, including a well-used veterinary surgery. There may be potential for very limited development, possibly as part of a wider scheme on Site 381			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 5-10 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable in part			

**Accessibility**

Access could be achieved from either of the existing accesses from Wroslyn Road.

Daytime bus service provided by the No.11 (Witney - Oxford. No w/end or evening service).

Existing footpath to school (820m), but shop and GP surgery are at an inaccessible distance (2.6km). Visibility from existing garden nursery access is poor to the south due to large tree situated in vis splay. There are other large trees on the site frontage to the south so similar issue would be present if alternative access sought.

If a new site access as sought further to the south from care home access, visibility may not be such a problem. Good existing footway links.

**Policy Constraints**

Wychwood Project Area

**Physical Constraints**

No specific constraints have been identified other than potential access considerations.

**Infrastructure Constraints**

Freeland CE Primary School is operating at capacity and is unlikely to be able to expand on its current site. Would need to be considered in conjunction with housing and school growth in Long Hanborough village.

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Landscape Character Area and has an estate farmland landscape which is identified as having a distinctly well-treed character, with estate features or buildings. Such areas are generally of high scenic quality and sensitive to development.

There are records of bats in this part of Freeland. The trees on this site are likely to contribute to the overall biodiversity of the area.

There are no listed buildings nearby and currently no significant archaeological constraints to this holding. The site is not within a Conservation Area.

# SHELAA Assessment Summary

## FREELAND SITES



<b>SHELAA REF:</b> 410		<b>Site Name and Location:</b> Cuckoo Wood Farm	
		<b>Site Area (Ha):</b> 5.35	
<b>Site Description</b>			
<p>This site of rough grazing land, is bounded on three sides by a hedgerow and a bund. On the southern boundary is the access road to the exiting show people site.</p> <p>The site is surrounded by agricultural land, with agricultural buildings to the south and the show people's site to the east. The wider landscape contains blocks of woodland and strong hedgerow features.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable in part - for travelling show people		Not suitable	
<b>Reason:</b>			
<p>While this is a sensitive site in the open countryside, it adjoins an existing site for show people which provides the opportunity for shared supporting facilities. With substantial landscaping the visual impact of the development can be minimised. The site is close to the A40, allowing access onto the road network for transporting the show equipment. The public footpath to the east of the site is used by existing residents to access facilities in Eynsham.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
3 (pitches)	3 (pitches)	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable and developable in part			

**Accessibility**

Access can be achieved from the existing access road off Cuckoo Lane although the County Council have raised some concerns stating that speeds are very high and the vis splay to the north probably won't be deliverable for those speeds.

Of particular concern would be that a larger than normal proportion of vehicles using the access would be large/slow vehicles, further increasing risk to road users. Frequency of use of the access would be a relevant issue.

Limited bus service along Cuckoo Lane.

**Policy Constraints**

Wychwood Project Area

**Physical Constraints**

A public bridleway runs north/south along the western boundary.

There is evidence of a small pocket of tipping in the southern part of the site.

**Infrastructure Constraints**

Freeland CE Primary School is operating at capacity and is unlikely to be able to expand on its current site. Would need to be considered in conjunction with housing and school growth in Long Hanborough village.

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Landscape Character Area and has a semi-enclosed rolling vale farmland landscape which is identified as having limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

While there are no specific biodiversity designations on the site itself, this area in generally has high biodiversity value. An area of Ancient Woodland lies 150m to the north. There is a Local Wildlife 220m to the east which is important for its unimproved natural grassland.

There are currently no significant archaeological constraints to this holding. The site is not within a Conservation Area.

# SHELAA Assessment Summary

## FREELAND SITES



<b>SHELAA REF:</b> 450		<b>Site Name and Location:</b> Wroslyn Road Industrial Estate	
		<b>Site Area (Ha):</b> 1.00	
<b>Site Description</b>			
<p>The 17 industrial units, and associated car parking, occupies the entire site. It is bounded by substantial hedgerows and trees.</p> <p>Agricultural land lies to the north, west and south of the site, with a ribbon of residential development to the east, running along Wroslyn Road. The field to the north has planning approval for housing development.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Suitable - continued employment use	
<b>Reason:</b>			
<p>Sustainable and successful communities are those that have a range of nearby services and facilities and have a mix of both residential and employment uses.</p> <p>The provision of local employment sites is a valuable resource which, once lost, is difficult to replace. This site is in active use as an industrial estate.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Suitable - continued employment use			



**Accessibility**

Existing vehicular and pedestrian access is from Wroslyn Road. There is a pavement on the eastern side of Wroslyn Road, running both north to the A4095 and south to the facilities in Freeland.

The site is 250m from the cycleway that runs along the A4095.

Daytime bus service provided by the No.11 (Witney - Oxford. No w/end or evening service)

**Policy Constraints**

Wychwood Project Area

**Physical Constraints**

Although the site is in B1 use, there may be some potential contamination.

**Infrastructure Constraints**

Freeland CE Primary School is operating at capacity and is unlikely to be able to expand on its current site. Would need to be considered in conjunction with housing and school growth in Long Hanborough village.

As a site in existing use services appear to be available.

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Character Area which has a strong landscape structure, particularly distinguished by extensive areas of woodland and well-treed in character.

While there are no formal environmental designations on the site, the onsite trees contribute to the overall biodiversity value of the area.

The site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

SHELAA Assessment Summary  
 LONG HANBOROUGH SITES



SHELAA REF: 166		<b>Site Name and Location:</b> Land west of Long Hanborough (south of Millwood End)  <b>Site Area (Ha):</b> 13.05	
<b>Site Description</b> An undulating field gently rising to the west and from both road frontages. The western part of the frontage to the A4095 is low lying and contains a belt of trees. Other boundaries are largely defined by field hedges.  There is residential development to the north and east and open countryside to the south and west. There is woodland further away to the north west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to landscape setting and separate identities of village and Freeland and to setting of Conservation Area. Relatively distant from village facilities and currently insufficient capacity at primary school.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

### **Accessibility**

Two road frontages. To A4095 there is a wide verge and footway onto a fast straight road outside traffic calming and 30mph limit. However, adequate vision splays could be created. The frontage to Millwood End is to a narrow lane without footways or kerbs where on-road parking takes place. This road is unsuitable for any material increase in traffic. Highways recommend single vehicular access incorporating pedestrian provision linking to existing network; vehicular access to Millwood End is not acceptable. Junction would require minimum of right turning lane with pedestrian refuge/uncontrolled crossings incorporated. Also Junction will need to give due consideration to potential development south of Witney Road –stagger or alternate form of junction may be required.

A footway along the A4095 provides a continuous link to the centre of the village and to Freeland but relatively remote from village centre (min. c880m) and school (min. c940m).

The main bus route is along the A4095 for a number of day and evening services including 11 (hourly Oxford-Witney but no w/end service) and 233 (broadly hourly Woodstock-Burford) with stops adjacent to the south west corner of the site (on the edge of Freeland) and some 150m from the south eastern corner. The 233 service also stops at the railway station to the east of the village. A broadly hourly rail service to/from Oxford.

### **Policy Constraints**

Wychwood Project area.

Cotswolds AONB lies immediately to the north as does the Conservation Area.

### **Physical Constraints**

Flood Zone 1 - low risk

PROWs cross site and run along western boundary. No physical problems evident from site inspection, except for standing water in the woodland belt adjacent to the A4095.

Ground conditions appear to be good with no evidence of instability, contamination or pollution. The former uses are unlikely to have contributed to any environmental degradation of the site.

### **Infrastructure Constraints**

As a greenfield site services would need to be provided. A service centre with a range of services and facilities but current lack of capacity at the Primary School is a constraint to additional family housing.

Oxfordshire County Council say: 'Hanborough Manor CE Primary School. Feasibility study into expansion is underway. It is expected that the school could expand in line with approximately 300 houses including those recently permitted, but only once additional site area is secured for the school.

Will require relocation of 30 mph and other speed reduction measures. Range of shops services and public transport are available although bus stops/shelters etc are likely to be required.

### **Landscape, Ecology and Heritage**

Within semi-enclosed limestone wolds of Lower Evenlode Valley where landscapes are visually sensitive and any development would need to be closely integrated with existing buildings or within a strong landscape structure (WOLA). Partly enclosed in wider landscape by topography, adjacent development and woodland to north. However, site forms part of a green wedge north and south of the A4095 which provides a landscaped setting for and gap between Long Hanborough and Freeland. Development of the whole site would wholly erode this narrow gap and cause a coalescence of the settlements: a smaller development would be less harmful. Development would also harm the open countryside setting and quiet rural character of the Conservation Area.

The site is greenfield and as a result will have some ecological interest. There are no records of any significant interest. No formal designation. Potential interest likely within uncultivated parts. Records of protected species in close proximity to site.

Trees only on and adjacent to site boundaries, particularly to the A4095, but not protected.

Adjacent to Conservation Area to north. Development would intrude into important views out of the CA identified in the Conservation Area Character Appraisal.

SHELAA Assessment Summary  
 LONG HANBOROUGH SITES



<b>SHELAA REF:</b> 169		<b>Site Name and Location:</b> Oliver's Garage, Main Road	
		<b>Site Area (Ha):</b> 0.88	
<b>Site Description</b> Working garage site with a variety of workshops, structures and hard surfaces and with residential properties at the rear. Residential properties on all sides of site.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable - continued employment use	
<b>Reason:</b> The site is a suitable location for residential development and comprises previously developed land. It is currently in use and thus not immediately available but it is reasonable to assume it could become available in the medium term.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 25 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Vehicular access with good visibility on Main Road exists.

Footways along main road to village centre (min. c70m) and school (min. c130m).

Close to a bus stop on the A4095 for 233 (currently broadly hourly Woodstock- Burford) service. This service also stops at Hanborough railway station to east of village. A broadly hourly rail service to/from Oxford.

**Policy Constraints**

Wychwood Project area.

Loss of existing employment use.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

Not registered as contaminated land but potentially underground fuel tanks and oil contamination.

Flood Zone 1 - low risk

**Infrastructure Constraints**

A service centre with a range of services and facilities but the lack of capacity at the Primary School is a constraint to additional family housing. (See OCC comments for Site 166) The site is already partly developed and services are available.

**Landscape, Ecology and Heritage**

Within the built-up area of the village and well screened from the countryside by topography and trees.

No formal ecological designation and extent of built development and extensive activity not conducive to biodiversity interest. Records of protected species in close proximity to the site.

Tree-lined hedgerow along the southern boundary of the site which forms a substantial buffer with Riely Close to the south. Landscaping belt within centre of site associated with residential properties.

The site is outside the Conservation Area and is not affected by any scheduled monuments. A Grade 2 listed building lies immediately to the west of the site.

# SHELAA Assessment Summary

## LONG HANBOROUGH SITES



SHELAA REF: 225		<b>Site Name and Location:</b> Tuckwells Pit, Church Road  <b>Site Area (Ha):</b> 8.97	
<b>Site Description</b> Former quarry with belt of trees on quarry walls adjacent to eastern boundary. The remainder is much lower flat land with a stream and public footpath along the western boundary. Some small agricultural buildings within the site.  Residential development to north and east (part) and open countryside to west, south and east (part).			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development would cause harm to the landscape and would be poorly integrated with the settlement. Harmful to the setting of the village, the character of the countryside and impact on geological features of the site.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access from Church Road exists at southern end of site and could serve development of the site: wide verge onto straight road and potential relocation of speed limit and traffic calming feature southwards. Any other new access through quarry walls along eastern margin would be harmful to geological interest of SSSI.

OCC Transport say: 'Likely traffic impact on the strategic highway network (A4095 and A44).'

Footpath along Church Road gives direct access to village centre (min c820m) and school (min. c600m) from existing access - a circuitous route from northern part of site.

About 630m to 233 bus (broadly hourly Woodstock-Burford) service on A4095. The latter service also stops at Hanborough railway station to east of village. A broadly hourly rail service to/from Oxford.

**Policy Constraints**

Wychwood Project area. Grade 3b agricultural land. Local geological site. Part of site of national importance as a SSSI.

**Physical Constraints**

PROW on western boundary.

SSSI and steep quarry walls along eastern and northern boundaries.

Zone 1. Western boundary in or adjacent to 1 in 200 rainfall event area.

Ground conditions appear to be good with no evidence of instability, contamination or pollution. The former uses are unlikely to have contributed to any environmental degradation of the site.

**Infrastructure Constraints**

As a greenfield site services would need to be provided. A service centre with a range of services and facilities but the lack of capacity at the Primary School is a constraint to additional family housing. (See OCC comments for Site 166)

**Landscape, Ecology and Heritage**

Within semi-enclosed rolling vale farmland of Eynsham Vale which may offer limited opportunities to absorb small-scale development within a strong structure of trees or woodland or with other buildings (WOLA). Some encroachment onto gap between Long Hanborough and Church Hanborough. Existing adjacent development and good tree screen on eastern boundary and low lying position screen from north and east but conspicuous from open land to south and in particular to west.

Site is classed as a local geological site and has some biodiversity value although likely to be confined to eastern tree belt and vicinity of western stream.

Trees and shrubs on eastern boundary but not protected and need not be affected.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## LONG HANBOROUGH SITES



SHELAA REF: 310		<b>Site Name and Location:</b> Land off Pigeon House Lane, Church Hanborough <b>Site Area (Ha):</b> 1.51	
<b>Site Description</b> Sloping field, laid to pasture with well-established boundary hedgerows which include a number of substantial, mature trees. Bounded by agricultural land on all sides, except to the north east where there is low density residential properties in large gardens and the village church.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Church Hanborough is not a sustainable village, with very few services and facilities. Access to nearby facilities is dependent on the private car. This is a sensitive site, contributing to the rural setting of the village, including its historic character.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

OCC state: 'Pigeon House Lane is too narrow for vehicles to pass, with vegetation and banks close to road. Creating a suitable access would significantly change the character of this lane.'

OCC Transport say: 'Although a footpath exists between Church Hanborough and Long Hanborough, this is unlit and of a sufficient distance (1.75km) that renders this site inaccessible.'

There is no public transport serving the village, the nearest being in Long Hanborough some 1.75km away.

**Policy Constraints**

Wychwood Project Area. Within Conservation Area.

**Physical Constraints**

No known physical constraints although achieving a satisfactory vehicular access would be difficult.

Flood Zone 1 - low risk.

**Infrastructure Constraints**

Church Hanborough has limited services and facilities.

In terms of primary education, the village looks to Long Hanborough and, for secondary, to Bartholomew School in Eynsham. See OCC's comments for site 166.

**Landscape, Ecology and Heritage**

The site is in the Eynsham Vale Landscape Character Area, with a semi-enclosed rolling vale farmland type which is characterised by well-drained, productive land often in small-scale fields around settlements and having strong hedgerows, trees and woodland.

There are no formal ecological designation on the site but the relationship of this land to the surrounding countryside and substantial hedgerows, suggest that there will be biodiversity value within the site.

The site lies within a Conservation Area and there a number of listed buildings nearby, including St Peter and St Paul Church which is Grade I listed.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## LONG HANBOROUGH SITES



<b>SHELAA REF:</b> 314		<b>Site Name and Location:</b> Land at Myrtle Farm <b>Site Area (Ha):</b> 2.53	
<b>Site Description</b> A field that slopes down gently from east to west and from south to north, particularly at the northern end where the gradient is more pronounced. There is a mix of fences, hedges and trees on the southern boundary, a post and rail fence on the western boundary, a c1.5m hedge on the eastern boundary and a maturing landscaping belt (planted in 1996) on the northern boundary. Residential development to west and south (also including Church and graveyard), Cooperative supermarket and associated parking/servicing area and grassed amenity area to east and open countryside to north			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Provided the development is designed to retain the countryside view to the north and to protect and enhance the landscape belt to the north, this is a suitable site for development in a central location within the village. In recent years the character of this site and the surrounding area has changed (from when it was assessed at the previous Local Plan Inquiry). Housing development has taken place immediately to the west, a supermarket has been constructed to the east, the landscape belt to the north has matured to provide a soft screen and the former gravel pit to the west has been removed.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 50 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Vehicular access from Swan Lane via Corn Hyde but visibility is poor at the junction of Corn Hyde and Swan Lane. Existing road network could accommodate further development. Range of shops, services and public transport available although a direct pedestrian route to Main Road would be desirable.

No footway connection along Swan Lane but a segregated pedestrian/cycle path provides safe and direct access along Main Road, the village centre (min. c 460m) and school (min. c 520m). A less circuitous route from the eastern part if access could be secured through the Coop site.

Approx 100m to 233 (hourly Woodstock-Burford) service on A4095 which also stops at Hanborough railway station to east of village. A broadly hourly rail service to/from Oxford.

**Policy Constraints**

Wychwood Project area.

Grade 3a agricultural land.

Outside but close to the AONB.

**Physical Constraints**

Ground conditions appear to be good with no evidence of instability, contamination or pollution.

Flood Zone 1 - low risk.

Underlain by sand & gravel but not an important mineral resource due to part sterilisation by existing development and limited extent of wider resource

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there do not appear to be any obvious constraints. A service centre with a range of services and facilities but the lack of capacity at the Primary School is a constraint to additional family housing. (See OCC comments for Site 166)

**Landscape, Ecology and Heritage**

Within open valley side farmland of Lower Evenlode Valley which is visually sensitive and where development would be highly prominent and exposed (WOLA). The village is historically a linear development along a ridge which still affords views from Main Road (and along Churchill Way) over the grounds of Christ Church to countryside beyond. These views are framed by the Church and buildings of Myrtle Farm (and to a lesser extent from recent development in Corn Hyde). Without careful design/layout, development of the site would compromise those views.

The site is greenfield and as a result will have some ecological interest, most likely associated with the boundary hedgerows. There are no formal biodiversity designations.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## LONG HANBOROUGH SITES



<b>SHELAA REF:</b> 333		<b>Site Name and Location:</b> Land south west of Hanborough Station <b>Site Area (Ha):</b> 5.80	
<b>Site Description</b> Gently undulating farmland with fields bordered by hedgerows. There is a stone wall along the Main Road frontage behind a wide roadside verge with some trees and shrubs. A railway cutting to the north east with industrial and residential development beyond. Agricultural land, woodland and one residential curtilage beyond the other site boundaries.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to landscape and the character and setting of the village. Poorly integrated with the built-up area of the village and relatively distant from services and facilities in the village centre			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access exists on Main Road from where a reasonable degree of visibility can be secured although somewhat constrained by the horizontal and vertical alignment of the road.

There is a footway and cycleway on the north side of the road which gives access to the school (1km) and village centre (c1 .1km) but none on the south side. The site is c350 metres from Hanborough railway station (and hourly services to Oxford/London/Worcester) and is c350 metres from Hanborough Business Park.

The 233 (hourly Woodstock-Burford) services pass along the A4095 with stops to the west and at the railway station. There is a broadly hourly rail service to/from Oxford.

**Policy Constraints**

AONB lies immediately to the north east of the site.

Wychwood Project area.

**Physical Constraints**

Flood zone 1 - low risk

Ground conditions appear to be good with no evidence of instability, contamination or pollution

There is a public right of way crossing the southern part of the site

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there do not appear to be any obvious constraints. The village is a service centre with a range of services and facilities but the lack of capacity at the Primary School is a constraint to additional family housing. (See OCC comments for Site 166)

**Landscape, Ecology and Heritage**

Within semi-enclosed rolling farmland landscape where there may be limited opportunities to absorb small-scale development within a strong structure of trees and woodland (WOLA). However the site forms part of a green gap with land to the north of Main Road between the eastern edge of the village and the railway cutting and industrial development around the station. Development on the road frontage would erode this gap and development in depth would be out of keeping with the linear development at the edge of the existing village and would impact upon the setting of Pinsley Wood.

The site is greenfield and as a result will have some ecological interest, most likely associated with the boundary hedgerows. There are no formal biodiversity designations.

No trees within the body of the site and those of significance on the boundaries could be accommodated within any development.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## LONG HANBOROUGH SITES



SHELAA REF: 419		<b>Site Name and Location:</b> Land north of A4095  <b>Site Area (Ha):</b> 1.81	
<b>Site Description</b> Part of a swathe of countryside that runs parallel to the railway line cutting, this field slopes from the railway along its northeastern boundary up to the edge of the village to the south west. Mainly in use for horsti-culture.  The A4095 forms the southern boundary of the site which is delineated by a Cotswold stone wall.  A Thames Water pumping station lies in the south eastern corner of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This is a sensitive location adjoining an internationally/nationally recognised site of environmental importance. It forms part of the rural setting to the village and contributes the green gap that runs alongside the railway line both north and south of the A4095.  While close to the railway station and an area of employment, the site is some distance from the services and facilities in the centre of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site is proposed to make use of the existing field access direct onto the A4095.

A footpath/cycleway runs along the northern edge of the A4095 which provides a connection into the village and its services and facilities.

The site is on the threshold of accessibility to the village centre which is just over 1km away.

OCC Transport state: 'Likely that suitable visibility could be provided. However, concerns over additional cumulative impact on the A4095. Shared use footway/cycleway would need to be suitably accommodated.'

Close to a bus stop on the A4095 for 233 (currently broadly hourly Woodstock- Burford) service. Close to Hanborough railway station which has an approximate hourly service to/from Oxford.

**Policy Constraints**

Abuts AONB to the north east.

Wychwood Project Area.

**Physical Constraints**

Ground conditions appear to be good with no evidence of instability, contamination or pollution.

Flood Zone 1 - low risk

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there do not appear to be any obvious constraints. The village is a service centre with a range of services and facilities but the lack of capacity at the Primary School is a constraint to additional family housing. (See OCC comments for Site 166)

**Landscape, Ecology and Heritage**

The site is in the Lower Evenlode Valley Character Area, with a semi-enclosed valley side farmland landscape type. This sloping, valley-side landform is characterised by low intervisibility along the valley but with prominent views from within and across the valley.

The site contributes to the green gap with land to the south of Main Road between the eastern edge of the village and the countryside beyond (for the north of the A4095) and the railway cutting and industrial development around the station (south of the A4095). Development in this area would erode this important gap.

The site is greenfield and as a result will have some ecological interest, most likely associated with the boundary hedgerow. There are no formal biodiversity designations.

A substantial treeline follows the railway cutting (which is periodically cut back). There are some isolated trees within the site.

The site is outside the Conservation Area and is not affected by any known scheduled monument. A listed building lies immediately to the south of the site.

The site adjoins the Cotswolds AONB and a Nature Improvement Area to the north east. Just over 300m to the north east lies the Blenheim World Heritage Site, Blenheim Park SSSI and a Grade 1 Historic Park and Garden.

SHELAA Assessment Summary  
 LONG HANBOROUGH SITES



SHELAA REF: 449		<b>Site Name and Location:</b> Land south west of Hanborough Station  <b>Site Area (Ha):</b> 22.51	
<b>Site Description</b> Open countryside/farmland to the south of the village and adjoining the significant woodland of Pinsley Wood to the south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to landscape and the character and setting of the village. Significant adverse impact upon Pinsley Wood.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable, provided vehicular access can be established	
<b>Conclusion</b> Not suitable			



**Accessibility**

Vehicular access could be achieved through the existing access to the adjoining site (Site 333) on Main Road from where a reasonable degree of visibility can be secured although somewhat constrained by the horizontal and vertical alignment of the road.

There is a footway and cycleway on the north side of the road which gives access to the school (1km) and village centre (c1 .1km) but none on the south side. The site is c350 metres from Hanborough railway station (and hourly services to Oxford/London/Worcester) and is c350 metres from Hanborough Business Park. A public footpath running through the site, enters Main Road 200m to the west of the potential vehicular access.

The 233 (hourly Woodstock-Burford) services pass along the A4095 with stops to the west and at the railway station. There is a broadly hourly rail service to/from Oxford.

**Policy Constraints**

AONB lies immediately to the north east of the site.

Wychwood Project area

**Physical Constraints**

Flood zone 1 - low risk

Ground conditions appear to be good with no evidence of instability, contamination or pollution

There is a public right of way crossing the eastern part of the site.

No direct vehicular access.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there do not appear to be any obvious constraints. The village is a service centre with a range of services and facilities but the lack of capacity at the Primary School is a constraint to additional family housing. (See OCC comments for Site 166)

**Landscape, Ecology and Heritage**

Within semi-enclosed rolling farmland landscape where there may be limited opportunities to absorb small-scale development within a strong structure of trees and woodland (WOLA). However this large site forms part of the rural setting to the village, contributing to the overall character. It also provides a valuable setting to Pinsley Wood, visually and ecologically. It contributes to the green gap with land to the north of Main Road between the eastern edge of the village and the railway cutting and industrial development around the station. Development on the road frontage would erode this gap and development in depth would be out of keeping with the linear development at the edge of the existing village.

The site is greenfield and as a result will have some ecological interest, most likely associated with the hedgerows and the site's relationship with the adjoining woodland. There are a number of recorded priority and protected species within and adjoining the site, including amphibians, such as Great Crested Newts. The adjoining Pinsley Wood is an Ancient Woodland and Local Wildlife Site.

The site is outside the Conservation Area. One listed buildings lies immediately to the north.

# SHELAA Assessment Summary

## NORTH LEIGH SITES



SHELAA REF: 315		<b>Site Name and Location:</b> Woodstock Road <b>Site Area (Ha):</b> 1.59	
<b>Site Description</b> This narrow field lies within the open countryside between Witney and North Leigh, with access from the A4095 along a rough track. It is bounded by hedgerows and surrounded by agricultural land.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This site currently lies in an isolated location in the open countryside between Witney, New Yatt and North Leigh. As a greenfield site in such a position, this is not a sustainable location for development. There are also potential access constraints to development and the narrow linear nature of the land parcel restricts the scope for quality design and layout.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Potentially achievable although access likely to be a constraint.	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing access is from a track that leads off the A4095.

The site lies in the open countryside but is close to the cycleway that runs along the A4095. The nearest bus stop is 400m away to the east for the 11 (limited service Witney - Oxford, no evenings or weekends) and the 233 (currently broadly hourly Woodstock - Burford) which also goes to Hanborough Railway Station.

**Policy Constraints**

Wychwood Project Area. Conservation Target Area.

**Physical Constraints**

Achieving an acceptable vehicular access to the site may be a potential constraint

**Infrastructure Constraints**

As this site is some distance from any other development, the availability of essential onsite infrastructure / services is likely to be limited. The site lies approximately 0.6km from the edge of the built-up area of Witney.

**Landscape, Ecology and Heritage**

The site lies within the Wychwood Uplands Landscape Character Area and has a semi-enclosed limestone wolds (small scale) landscape which is identified as being gently rolling farmland, occupying the elevated limestone plateau and dipslope, with a strong structure of dry-stone walls and hedgerows with frequent mature hedgerow trees. Such a landscape is visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

The site is within the Wychwood and Lower Evenlode Conservation Target Area. There are records of protected and notable species within the area. 300m to the south lies Cogges Wood which is an Ancient Woodland and Local Wildlife Site.

There are no known heritage assets in this area but the adjoining track appears to be an historic route to New Yatt.

# SHELAA Assessment Summary

## NORTH LEIGH SITES



<b>SHELAA REF:</b> 318		<b>Site Name and Location:</b> Rear of 75 Park Road	
		<b>Site Area (Ha):</b> 1.75	
<b>Site Description</b>			
<p>An arable field that gently slopes down to the north west. Well-established hedgerows form the field boundary. A field gate into the site and stone walls in a poor state of repair. The route of the public footpath running through the site has recently been fenced by a post and wire fencing.</p> <p>Agricultural land lies to the north of the site. There is commercial development to the east (part bounded by Leylandi hedgerow), along with a wooded area and gardens of the residential properties in Park Road. Residential development lies to the west (bungalow cul de sac of Wilcote View) and to south along either side of access from Park Road. The overall character is rural in nature - a tongue of countryside stretching into village.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>This site is an important area of open space, contributing to the rural nature of this part of the village and providing a valuable Green Infrastructure link to both the countryside beyond and to the copse immediately to the east of site and the woodland to the northeast. It provides a soft landscape setting for the well-used public right of way. Unless severely restricted in scale, development here would erode the site's character.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

The highway authority has no objection in principle with the site's proposed vehicular access subject to further detail.

There are pavements on both sides of Park Road. A footpath/cycleway runs along A4095 to Witney and Long Hanborough.

Close to a bus stop for the 11 (limited service Witney - Oxford, no evenings or weekends) and the 233 (currently broadly hourly Woodstock - Burford) which also goes to Hanborough Railway Station.

**Policy Constraints**

Parts of North Leigh are visible from the Cotswolds AONB (1.7km away)

Wychwood Project Area.

Conservation Target Area.

**Physical Constraints**

A well used public footpath runs from Park Road northwards through site and beyond through valley to Church Road. There are no other obvious physical constraints.

Flood Zone 1 - low risk

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

OCC comments (prior to appeal having been allowed in November 2016 for up to 76 dwellings on land west of the village): North Leigh CE Primary School is operating at its permanent capacity. But has a temporary classroom on site. Including the temporary capacity the school could accommodate about 100 houses. Any increased demand for places from in catchment would require expansion of permanent accommodation on site.

**Landscape, Ecology and Heritage**

This is a semi enclosed Limestone Wolds landscape. The elevated parts of this landscape are visually sensitive and any development needs to be closely and sensitively integrated with existing buildings or within a strong landscape structure. This site can be seen from across the valley, including from the AONB, albeit within the context of the built-up area of the village. The northern part of the field is especially sensitive, reading as part of the countryside beyond.

There is no formal designation or intrinsic features evident within the site, although as a greenfield site there will be biodiversity interest, particularly within the peripheral hedgerows and trees. The site lies within the Wychwood and Lower Evenlode Conservation Target Area.

There are no TPOs but the boundary hedgerows and adjoining trees and woodland are important features.

There are no known heritage assets within or close to the site.

# SHELAA Assessment Summary

## NORTH LEIGH SITES



<b>SHELAA REF:</b> 344		<b>Site Name and Location:</b> Land adjoining A4095 <b>Site Area (Ha):</b> 7.85	
<b>Site Description</b> Grassland in four fields separated by hedges. Most of the land rises up gently from the south west corner but then slopes more steeply down to the north eastern boundary. There are trees and hedges along the site boundaries .  Residential to the north and west; recreation land to the north east and estate woodland to the south/east of the A4095.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b>  Development has the potential to integrate well with the form of the village and the road and footpath network. It would be close to the primary school and has reasonable access to public transport and other village facilities. There would, however, be a landscape impact; special care would need to be taken of the rural setting of the Eynsham Hall woodland, the village and the A4095. This limits the extent of the developable area  Because of the sensitivities of the site, only limited development could be accommodated on this site, most likely restricted to the north eastern part, where the impact of road noise would be limited, and where supplementary landscaping along the main road would help soften the built-form and add to local biodiversity. The land is not of high quality for agriculture. The potential has been recognised in the past by a Local Plan Inspector.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 20 - 30 homes	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable in part			

### **Accessibility**

The site has a frontage to the A4095 with an existing Thames Water (TW) access and an agricultural access at the western end. A further access to a TW pumping station and recreation land lies just to the east. There are some constraints to visibility on the road because of its vertical alignment and high speeds on the road. There is also a frontage to Windmill Road from where good visibility could be secured.

There are footways on both sides of Windmill Road but no cycleways. The site is very close to the primary school.

Bus stops in Common Road and Park Road for the 11 service (limited service Witney - Oxford, no evenings or weekends) and the 233 service (currently broadly hourly Woodstock - Burford) which also goes to Hanborough Railway Station.

### **Policy Constraints**

Wychwood Project Area.

Conservation Target Area.

### **Physical Constraints**

There are no obvious physical constraints.

Flood Zone 1 - low risk.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

### **Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

OCC comments (prior to appeal having been allowed in November 2016 for up to 76 dwellings on land west of the village): North Leigh CE Primary School is operating at its permanent capacity. But has a temporary classroom on site. Including the temporary capacity the school could accommodate about 100 houses. Any increased demand for places from in catchment would require expansion of permanent accommodation on site.

### **Landscape, Ecology and Heritage**

This is a semi enclosed Limestone Wolds (smaller scale) landscape. The elevated parts of this landscape are visually sensitive and any development needs to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The site adjoins estate woodland of Eynsham Park and housing development to the north and west screen the site in the wider landscape. However, the site contributes to the rural setting of the estate woodland and village and the A4095. The effects of development on these settings could be addressed by keeping built development away from the A4095 frontage and by supplementing the roadside planting.

The site lies within the Wychwood and Lower Evenlode Conservation Target Area and Eynsham Hall Park nearby includes ancient woodland, an ecological alert site, a local wildlife site and many protected species records. Biodiversity interest will be largely associated within the peripheral hedgerows and trees.

There are no TPOs but there are trees and hedgerows, principally on the boundaries, that are of intrinsic merit and landscape significance.

There are no known heritage assets on the site but the land forms part of the rural setting of a Park and Garden of Special Historic Interest to the south of the A4095 which forms the grounds of a listed building at Eynsham Hall.

# SHELAA Assessment Summary

## NORTH LEIGH SITES



SHELAA REF: 356		<b>Site Name and Location:</b> Land north of New Yatt Road  <b>Site Area (Ha):</b> 1.89	
<b>Site Description</b> This site, which consist of two fields with substantial hedgerows/trees, is bounded by New Yatt Road to its south (with farmland beyond), agricultural land to the west, residential development to the east and Green Lane to its north (also with farmland beyond). Part of the land to the south has planning approval for residential development. The site has a field access from New Yatt Road in the south western corner.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site lies beyond the village limits and will not integrate well or appear as an organic evolution of built form. Development here would be incongruous in and would significantly erode a key part of the rural gap between North Leigh and New Yatt.  Achieving acceptable vehicular access would result in extensive removal of tree and hedge cover that currently contributes in a positive way to the rural approach to the settlement, with this land reading as part of the agricultural setting of the village.  There are also possible significant biodiversity constraints.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Potentially achievable although access likely to be a constraint.	
<b>Conclusion</b> Not suitable			



**Accessibility**

Two options for access to and from the site are at Green Lane to the north or New Yatt Road to the south. The current planning application shows vehicular access direct from New Yatt Road, with pedestrian access using Green Land.

The existing vegetation along New Yatt Road, especially on the western side of the proposed access, is extremely well established and dense and will need clearing to achieve acceptable visibility splays. OCC Highways question the ability to achieve adequate visibility splays.

There are currently no footways along the site frontage or between the site frontage and Green Lane to the east. It is not until you reach the eastern side of Green Lane, that pedestrians can join the 1.5m footway towards Common Road, after which, footways are provided on both sides of the carriageway.

OCC say that the village shop and a GP surgery are at an inaccessible distance.

North Leigh is serviced by two bus services: the 11 (limited service Witney - Oxford, no evenings or weekends) and the 233 (currently broadly hourly Woodstock - Burford) which also goes to Hanborough Railway Station.

**Policy Constraints**

Wychwood Project Area.

Conservation Target Area.

**Physical Constraints**

Lack of an acceptable vehicular access is a potential constraint.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

OCC comments (prior to appeal having been allowed in November 2016 for up to 76 dwellings on land west of the village): North Leigh CE Primary School is operating at its permanent capacity. But has a temporary classroom on site. Including the temporary capacity the school could accommodate about 100 houses. Any increased demand for places from in catchment would require expansion of permanent accommodation on site.

**Landscape, Ecology and Heritage**

The site lies within the Wychwood Uplands Landscape Character Area and has a semi-enclosed limestone wolds (small scale) landscape which is identified as being gently rolling farmland, occupying the elevated limestone plateau and dipslope, with a strong structure of dry-stone walls and hedgerows with frequent mature hedgerow trees. Such a landscape is visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

The site is within the Wychwood and Lower Evenlode Conservation Target Area. The current planning application has identified that the biodiversity richness and importance of the site, including the presence of lowland meadow grassland priority habitat in the western field and substantial hedgerows and trees.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## NORTH LEIGH SITES



<b>SHELAA REF:</b> 379		<b>Site Name and Location:</b> North Leigh Nursery <b>Site Area (Ha):</b> 0.42	
<b>Site Description</b> This site is in use as a garden centre (associated with Freeland Nursery) and consists of a series of greenhouse style buildings, with extensive outdoor storage/sales areas and car parking (shared with nearby homes). An industrial estate lies to the north, with residential properties to west and woodland/parkland to the east and south.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable - continued employment use	
<b>Reason:</b> As a brownfield site, with development to the north and west and few constraints, this site has potential for re-development, including for a mixed-use scheme. However, it is in existing use and provides a useful local facility and employment; the potential is, therefore, likely to be only in the longer term. Access is also an important consideration.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 15 - 20 homes	
<b>Availability</b> Promoted as available but currently in use		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

The existing access to the site from Park Road could be used. New access from Nursery Road and/or direct from the A4095 could also be investigated.

The County Council have stated that access direct onto A4095 would be unacceptable given the volume and speed of traffic on the main road and the very close proximity of the access for the adjacent business/office park development (Nursery Road). Access onto the Nursery Road itself would be problematic due to how close it would need to be to the sharp bend on the road. Adequate visibility does not appear to be possible.

Existing footpath to school, but shop and GP surgery are at an inaccessible distance.

**Policy Constraints**

Wychwood Project Area.

Conservation Target Area.

**Physical Constraints**

Although this is a site that has been 'previously developed' it is unlikely that the uses will have resulted in instability, contamination or pollution.

**Infrastructure Constraints**

An existing use on the site therefore services available.

OCC comments (prior to appeal having been allowed in November 2016 for up to 76 dwellings on land west of the village): North Leigh CE Primary School is operating at its permanent capacity. But has a temporary classroom on site. Including the temporary capacity the school could accommodate about 100 houses. Any increased demand for places from in catchment would require expansion of permanent accommodation on site.

**Landscape, Ecology and Heritage**

The site lies within the Wychwood Uplands Landscape Character Area and has a semi-enclosed limestone wolds (small scale) landscape (see Site 356). As this site is already developed and surrounded on two sides by development, it does not contribute significantly to the wider landscape setting of the village.

While there are some boundary trees (one of which is protected by a TPO), most of this site is covered by hard-standing and is likely to have little biodiversity value. There may be some use of the buildings by owls/bats, particularly because of the proximity of substantial woodland.

The site lies within the Wychwood and Lower Evenlode Conservation Target Area.

Eynsham Park, immediately to the south of the A4095, is an Historic Park and Garden.

# SHELAA Assessment Summary

## STANDLAKE SITES



<b>SHELAA REF:</b> 158		<b>Site Name and Location:</b> Malthouse Farm	
		<b>Site Area (Ha):</b> 6.44	
<b>Site Description</b>			
<p>This is a large site of mainly farmland, stretching from Abingdon Road to Aston Road, at the rear of residential properties which have developed in a linear form along these roads. The site comprises a number of separate fields, the internal boundaries of which are generally weak but there are significant hedgerows and trees around the site and some within it, particularly around Yew Tree Farm and Lancott Lane.</p> <p>Current uses include: farmland / paddocks / livery / B8 storage units</p> <p>The site is surrounded on three sides by housing: most are detached properties in well-landscaped grounds, of various ages and styles, including traditional thatched properties and modern (post-war) houses and bungalows. Land to the south of the site is in agricultural use, with lakes in former gravel pits beyond.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>The site makes an important contribution to the rural character of this part of the village. The northern part of the site provides a significant green gap, separating the outlier of Brighthampton from the main part of the village. The overall village character is linear in nature: development of this site would be in-depth, thus inappropriate, and some distance from the main village services and facilities.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

### **Accessibility**

Access to the former Malthouse Farm is from Aston Road. Access to part of the northern section of the site is from Lancott Lane.

A footway adjoins one side of the A415. High Street is over a 1km from site and village primary school 2km away.

Bus stops near to site for the 15 service (Witney -Abingdon) and 19 service (Witney-Carterton). No evening or Sunday service.

The County Council states that: Creation of an access onto Lancott Lane would require removal of trees, and visibility is interrupted by traffic sign and telegraph poles. Traffic often queues through Standlake going north, due to the traffic lights across the Thames, so this may cause increased waiting times for right turners into the site. The access from Aston Road is wide enough to accommodate a 5.5m carriageway with 1.8m footways. However, it is unlikely that the required visibility could be achieved to the south. There are no connecting footways along Aston Road at this point. Traffic generation would be minimal, with journeys going north or south onto the A415.

### **Policy Constraints**

The site falls within the Lower Windrush Valley Project Area and part within a Mineral Consultation Area. GIS records indicate evidence of ground water vulnerability which would need to be taken into account.

Underlain by sand & gravel but not an important mineral resource due to small size and existing constraints.

### **Physical Constraints**

There are no obvious physical constraints to development in this location. Ground conditions appear good with no signs of instability, contamination or pollution.

The site is not affected by any rights of way.

### **Infrastructure Constraints**

Standlake CE Primary School was recently expanded to PAN 24. Unlikely to be possible to expand further on current site. Capacity could now meet needs of around 100 new homes.

### **Landscape, Ecology and Heritage**

An open, rural site lying in semi-enclosed flat vale farmland. Development would erode this rural character. The Local Plan 2011 Inquiry Inspector concluded that development at Malthouse Farm 'would appear as an inappropriate incursion into the open countryside on this edge of settlement location' and that development off Lancott Lane 'would detract from the rural character of the village.' Appeal Inspectors have identified the importance of the northern section of the site, along Abingdon Road, as valuable open space - a 'green interlude' - performing a useful function in providing an undeveloped and rural setting for the village and, as a substantial gap between development, helping to give Brighthampton a distinct identity from Standlake.

The site is not known to have any significant ecological interest but the presence of trees and hedgerows and the absence of cultivation on part of the site is likely to have increased biodiversity value.

There are no TPO trees on the site but the large number of trees/hedgerows within site and along boundaries individually and collectively contribute to the area's rural character and appearance.

There are known archaeological remains within the site - Anglo-Saxon Burial Ground is identified on OS map. Predetermination evaluation may be required. A number of listed buildings adjoin the site.

# SHELAA Assessment Summary

## STANDLAKE SITES



<b>SHELAA REF:</b> 184		<b>Site Name and Location:</b> Land at Downs Road <b>Site Area (Ha):</b> 2.11	
<b>Site Description</b> This is a north-eastern section of a large, flat field that runs from The Downs almost to Abingdon Road. There is a weak hedge along The Downs but some mature trees and hedgerow along northern/north-western edge. An open fence runs along the church car park on south-eastern boundary. There is no western boundary on the ground.  The built-up area of the village lies to the southeast, with the parish church and its car park immediately adjoining the site. Agricultural land to the southwest and northeast. A residential outlier of mainly linear development lies to the northwest along The Downs. Much of the surrounding area contains lakes, created in former sand and gravel pits.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this area of open countryside would have a detrimental impact on the setting of the church, would erode the rural character of this part of the village and would be contrary to the Sequential Test in relation to flood risk.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Satisfactory vehicular access could be achieved from The Downs. Existing access to church car park could be used.

A footway adjoining The Downs allows access to primary school (350m away) and village centre.

Bus stops in village for the 15 service (Witney -Abingdon) and 19 service (Witney-Carterton). No evening or Sunday service.

The County Council states that: Access would be off Downs Road, just adjacent to the Church car park. There is currently a hedgerow, but it is sporadic in places and could accommodate an access with a 4.8m carriageway and 1.5m footways. Tactile crossing point to provide pedestrian access to the opposite footway. 43m vis splays can be achieved according to manual for streets and the verge is relatively wide.

**Policy Constraints**

The site falls within the Lower Windrush Valley Project Area and a Mineral Consultation Area. GIS records indicate evidence of ground water vulnerability which would need to be taken into account.

Underlain by sand & gravel but not an important mineral resource due to small size and existing constraints.

**Physical Constraints**

There are no obvious physical constraints to development in this location, with no obvious signs of instability, contamination or pollution. The site is, however, within an historic landfill site buffer.

The site is not affected by any public rights of way.

Approximately half the site identified as Flood Zone 2 and 3.

**Infrastructure Constraints**

See Site 158

**Landscape, Ecology and Heritage**

A relatively open site lying in a semi-enclosed flat vale landscape, the development of which (particularly the southern part of the site) would erode the character of this part of the village.

The site is not known to have any significant ecological interest but the presence of trees and hedgerows, and records of protected species nearby, are likely to add to biodiversity value of site.

There are no TPO trees on the site but the trees/hedgerows here individually and collectively contribute to the rural character and appearance

There are listed buildings at the adjoining Church Mill and the nearby parish church.

The holding contains cropmarks that may be of national importance. This holding should not be considered.

# SHELAA Assessment Summary

## STANDLAKE SITES



<b>SHELAA REF:</b> 272		<b>Site Name and Location:</b> Land adjoining Church Mill Close, The Downs <b>Site Area (Ha):</b> 2.91	
<b>Site Description</b> The site comprises of a flat field within the River Windrush Valley floodplain, bounded in part by mature hedgerows. This is a rural, mainly open site affording views eastwards from The Downs across the open countryside of the river valley. Part of the site lies to the rear of a row of 1950/60s houses and bungalows on The Downs (Church Mill Close). Church Mill, in extensive landscaped grounds, lies to the south and the River Windrush flows along the eastern boundary of the site. To the north is a former gravel haul route, north of which lies suburban terraced and semi-detached housing in Heyford Close.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Almost all of the site is in flood risk zone 2/3, plus the site is open and rural in nature, contributing to the character of this part of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			



**Accessibility**

Satisfactory vehicular access could be achieved from The Downs.

A footway adjoining The Downs allows access to primary school (400m away) and village centre.

Bus stops in village for the 15 service (Witney -Abingdon) and 19 service (Witney-Carterton). No evening or Sunday service.

The County Council states that: There is currently an access at the south eastern corner of the site, which is likely to provide sufficient vis splays, however, the tree/hedge to its northern side will likely need removing or chopping into considerably, to provide an access road of sufficient width. There is also an access into the field further north, which may be suitable; however, more hedge would need to be removed here. There are existing footways along this stretch of the road. The Lane opposite Martins Lane would appear to be wide enough to fit an access in.

**Policy Constraints**

The site falls within the Lower Windrush Valley Project Area and a Mineral Consultation Area. GIS records indicate evidence of ground water vulnerability which would need to be taken into account.

Underlain by sand & gravel but not an important mineral resource due to small size and existing constraints.

**Physical Constraints**

There are no obvious physical constraints to development in this location, with no obvious signs of instability, contamination or pollution. The site is, however, within an historic landfill site buffer.

The site is not affected by any public rights of way.

The bulk of the site is in Flood Zone 2 and 3.

**Infrastructure Constraints**

See Site 158

**Landscape, Ecology and Heritage**

A relatively open site lying in a semi-enclosed flat vale landscape, the development of which (particularly the southern part of the site) would erode the character of this part of the village.

The site falls within a Biodiversity Action Plan Area, a Conservation Target Area and there are records of protected species on and adjoining the site.

There are no TPO trees on the site but the trees here individually and collectively contribute to the rural character and appearance.

There are listed buildings at the adjoining Church Mill and the nearby parish church.

The holding contains cropmarks. A predetermination evaluation may be required.

# SHELAA Assessment Summary

## STANDLAKE SITES



SHELAA REF: 300		<b>Site Name and Location:</b> Land at High Street <b>Site Area (Ha):</b> 0.60	
<b>Site Description</b> This site is a small parcel of land, covered in scrub and succession trees, with substantial hedgerow boundaries, containing mature/semi-mature trees. The site is surrounded on by predominantly domestic uses which, in this part of the High Street, consist mainly of large properties in well-established, well-vegetated grounds, giving a soft, rural character to the village. The north-western side of the High Street is bounded mainly by hedgerows and large trees, whereas the south-eastern side has stonewalls, railings and buildings immediately abutting the footway. There are also mixed uses in this area: The Black Horse PH and associated car park and offices in Linden House are opposite the site and immediately to the northeast of the site is a telephone exchange.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Key issue appears to be whether satisfactory access can be achieved without undermining the site's contribution to the rural character of this part of the village. Important to retain boundary trees.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Achieving acceptable access likely to be a significant constraint. Visibility to the NE from the site is poor, to the SE is better. Mature trees along site frontage make an important contribution to the character of this part of the village. OCC Highways say: 'Site access will be dependent on provision of appropriate vision splays, which would be likely to include a noticeable loss of trees. Access position will need to ensure appropriate separation from opposite access/estate road. Footway to be provided with appropriate tactiles and crossing(dropped kerb) to existing footway network'.

There is a pavement on one side of High Street. There is no separate cycleway.

Access from the A415 looks possible, with sufficient visibility. Would probably advise extending the 30mph limit. There is no footway connecting to the site - this would be necessary to provide safe pedestrian access to the village.

**Policy Constraints**

The site falls within the Lower Windrush Valley Project Area. GIS records indicate evidence of ground water vulnerability which would need to be taken into account.

**Physical Constraints**

The main physical constraint affecting the site is likely to be the achievement of acceptable vehicular access. There are no other obvious physical constraints to development in this location.

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

**Infrastructure Constraints**

See Site 158

**Landscape, Ecology and Heritage**

Semi-enclosed flat vale landscape is identified as offering limited opportunities to absorb small-scale development within a strong structure of trees (WOLA). This site is well-screened by substantial trees, most within the site's boundaries. These trees add considerably to the character of this part of the village.

The site is not known to have any significant ecological interest but the presence of trees and absence of cultivation in recent years is likely to have increased its biodiversity value.

There are no TPO trees on the site but there are many significant trees here which individually or collectively contribute to the rural character and appearance of this part of the High Street.

There are a number of listed buildings adjoining and opposite site.

# SHELAA Assessment Summary

## STANDLAKE SITES



SHELAA REF: 343		<b>Site Name and Location:</b> Land at Standlake  <b>Site Area (Ha):</b> 40.12	
<b>Site Description</b> The site comprises large, mainly flat, fields to the north and south of Martins Lane. There are hedgerows on most boundaries but some to the southern fields are undefined.  Other than an outlier of residential development on Downs Road, the immediate area surrounding the site is mainly farmland and woodland, with a lake lying to the south of Martins Lane. There is residential development further to the south adjoining the A415, Standlake Arena to the north and to the west an industrial estate.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site comprises high quality agricultural land most of which is some distance from the main built-up area of the village and where development would not relate well to it. This would be accentuated by the only potential vehicular access being remote from the centre of the village. Pedestrian access from the northern part of the site would be distant from village facilities. A major development would be out of scale with the existing village and its facilities.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

### **Accessibility**

As this is a large site there a number of possible locations where vehicular access can be achieved, including from the A415 and Downs Road. Pedestrian and cycle connections can also be established.

There are no footways along the A415 in the vicinity of the site or along The Downs/Downs Road frontage, although there is a footway on the other side of the southern part of that site frontage. Croft Lane/ Martin's Lane provides access eastwards and westwards as does Horne Way on the southern site boundary which also links to a narrow footpath southwards into the village. The northern boundary of the site is some 1.5km from the primary school. There are no cycleways.

Bus stops in village for the 15 service (Witney -Abingdon) and 19 service (Witney-Carterton). No evening or Sunday service.

The County Council states that: Likely traffic impact on the strategic highway network - particularly on the A415. No existing footpath along The Downs until 40m north of Heyford Close, but it is likely that provision would be viable given the scale of the development. At furthest point from Standlake it is 1.6km from the shop and school - an inaccessible distance. Large site with potential for access from A415 with adequate vis splays, but would need to consider linkage with parking layby and track off the the northeast. The form of junction will need to be considered carefully, given the traffic generation and flows on the A415. Access from Downs Road is potentially difficult, as the national speed limit starts just after the entrance to Underdown Farm, so would therefore require 215m vis splays to the north, and the gradient affects visibility to the south. I would also have concerns about the forward visibility for right turners into the site with this gradient. The hedgerow is very established and would need removing in places to make way for any access. No footway apart from on the opposite side of the road at the very north eastern corner, so may need to consider adding one along Downs Rd into the village. Traffic generation would place pressure onto junctions with A415 at the southern end of Standlake and at Downs Rd to the northwest.

### **Policy Constraints**

The site falls within the Lower Windrush Valley Project Area. GIS records indicate evidence of minor ground water vulnerability which would need to be taken into account. The site is recorded as being Grade 1 agricultural land.

Mineral consultation area.

Would sterilise potentially important sand and gravel deposits - potential minerals safeguarding objection.

### **Physical Constraints**

Croft Lane/Martin's Lane (public bridleway) crosses the site, a public footpath forms part of the eastern boudary and there are electricity cable and poles along The Downs.

Flood Zone 1

Ground conditions appear good with no obvious signs of instability, contamination or pollution, although there is a record of contamination of adjacent land south of Croft Lane/Martin's Lane.

### **Infrastructure Constraints**

The County Council state that: 'This scale of housing development could not be accommodated without a new school, which would need significantly higher housing growth to be viable - could have potential if cumulative growth in the village and immediate surrounding area reached around 700 homes.

### **Landscape, Ecology and Heritage**

Semi-enclosed flat vale landscape is identified as offering limited opportunities to absorb small-scale development within a strong structure of trees (WOLA). This site itself is open but is not conspicuous in the wider landscape because of the local topography and adjacent woodland and boundary trees. However, development would appear isolated and poorly related to the village of Standlake.

There are no formal ecological designations but the boundary trees and hedges and adjoining lake/ponds (including the lake in the disused lake to the south of Croft Lane/Martin's lane which is within a Conservation target Area) suggest the site may have biodiversity interest.

There are no TPO trees on the site. Some trees along site boundaries, particularly along south western boundary.

There may be archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## STANDLAKE SITES



SHELAA REF: 353		<b>Site Name and Location:</b> Land at the Downs  <b>Site Area (Ha):</b> 5.55	
<b>Site Description</b> This a single, relatively flat, field, bounded by hedgerows, the eastern one of which along Martins Lane is more substantial and contains semi-mature trees.  Residential properties lie to the north east and south east of the site. The other two sides consist of agricultural land (included within Site 343).			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> While there is a small outlier of housing on the eastern side of Downs Road, this area is generally one of open fields, forming part of the rural setting and character of the village. The site lies beyond the main built-up area of the village, over a km from the High Street.  Development here would compromise the rural setting, be detached from the main part of the village and be of an inappropriate scale.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could be achieved from Downs Road. There is an existing footway on Downs Road.

Bus services: the 15 service (Witney -Abingdon) and 19 service (Witney-Carterton). No evening or Sunday service.

The County Council states that: access from Downs Road appears possible, with sufficient visibility. There are telegraph poles along this stretch of the road, which may need relocating. Martins Lane is wide enough to provide a 5.5m access and 1.8m footways, however, the ability to make improvements to this access may be restricted as it is a Public Right of Way ( 360/9). There is a considerable treeline along the western side of the lane at present. Existing footway opposite that could be connected to with a tactile crossing.

**Policy Constraints**

The site falls within the Lower Windrush Valley Project Area and a Mineral Consultation Area.

Would sterilise potentially important sand and gravel deposits - potential minerals safeguarding objection - but potential mineral working area would be limited by existing housing to north east / southeast.

**Physical Constraints**

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

Martins Lane runs along the south eastern boundary of the site and is a public bridleway.

**Infrastructure Constraints**

See Site 158

**Landscape, Ecology and Heritage**

The site lies within the Lower Windrush Valley and Eastern Thames Fringes Character Area and has a semi-enclosed flat vale farmland landscape which is identified as offering limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

There are no formal ecological designations but the boundary trees and hedges and nearby lake/ponds (including the lake in the disused lake to the south of Croft Lane/Martin's lane which is within a Conservation target Area) suggest the site may have biodiversity interest.

There are no TPO trees on the site but hedgerow trees within site boundaries, particularly along south eastern boundary, are an important feature.

The holding is within an area of archaeological potential. A predetermination evaluation may be required.



# SHELAA Assessment Summary

## STANDLAKE SITES



<b>SHELAA REF:</b> 394		<b>Site Name and Location:</b> Land west of Witney Road, Brighthampton <b>Site Area (Ha):</b> 1.93	
<b>Site Description</b> This site lies to the west of the A415 and consists of the eastern end of a large agricultural field, together with smaller fields/paddocks next to Manor Farm. The surrounding landuses are predominantly agricultural in character, with a row of houses/bungalows running along the eastern side of the A415.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Brighthampton is a rural outlier to Standlake and lies some distance from the main part of the village where many of the services and facilities are located, including the primary school which is well over 2km from the site. Development here would compromise the rural setting and be isolated from the main part of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The County Council states that: no existing footpath, 2.3km to services in Standlake. Slightly shorter if links through site no. 343. Access from the A415 looks possible, with sufficient visibility. Would probably advise extending the 30mph limit. There is no footway connecting to the site - this would be necessary to provide safe pedestrian access to the village.

**Policy Constraints**

The site falls within the Lower Windrush Valley Project Area and a Mineral Consultation Area.

Development here would sterilise potentially important sand and gravel deposits - potential minerals safeguarding objection.

**Physical Constraints**

A public bridleway runs next to the northern boundary of the site (along Calais Lane)

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

**Infrastructure Constraints**

See Site 158

Footway connections would need to be provided.

**Landscape, Ecology and Heritage**

The site lies within the Western Thames Fringes and has a semi-enclosed flat vale farmland landscape which is identified as offering limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

The site is not known to have any significant ecological interest but the presence of boundary trees and hedgerows means there is likely to be biodiversity value. There are records of bats on the site and in the area.

A TPO covers the southern section on the site (and incorporates further land to the west).

Manor Farm, adjoining the site to the south, is a Grade II Listed Building.

# SHELAA Assessment Summary

## STANDLAKE SITES



<b>SHELAA REF:</b> 403		<b>Site Name and Location:</b> Land north of Calais Road	
		<b>Site Area (Ha):</b> 26.83	
<b>Site Description</b> This site lies to the west of the A415, south of the Lakeside Industrial Estate and Cotswold Farm. It consists of a large agricultural field, bounded by hedgerows and trees which are intermittent in places. Other than the industrial uses to the north, this site is surrounded by countryside/agricultural land.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> This is a large greenfield site in the open countryside which is not an appropriate location for development. Existing land suitable for additional employment uses lies within Lakeside Industrial Estate. This agricultural field forms part of the rural setting of Standlake/Brighthampton and is detached from the main parts of the built-up area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access could be achieved from Witney Road. There is no footway on either side of Witney Road adjoining the site.

Bus services: the 15 service (Witney -Abingdon) and 19 service (Witney-Carterton). No evening or Sunday service.

The County Council states that: Likely traffic impact on the strategic highway network - particularly on the A415. No existing footpath, but it is likely that provision would be viable given the scale of the development. Inaccessible distance to Standlake - 2.4km to services. Slightly shorter if links through site no. 343.

Access would be directly from the A415 and its point would need to be carefully selected given the sites location on a bend. Visibility is more likely to be achievable towards the southern end of the site. It may be worth considering the type of access for right hand turners into the site, as this can be a busy road in peak times, with traffic that often gets grouped together because of the traffic lights at the River Thames crossing further south. There are no footways to connect into and the site would feel quite detached from the rest of the village. Calais Lane is a PRow 360/8, which means it is likely to be considered unsuitable for access to this site. The traffic impact of this site would be significant.

**Policy Constraints**

The site falls within the Lower Windrush Valley Project Area and a Mineral Consultation Area.

Development of this site would sterilise potentially important sand and gravel deposits - potential minerals safeguarding objection.

**Physical Constraints**

A public bridleway runs next to the southern boundary of the site (along Calais Lane).

Ground conditions appear good with no obvious signs of instability, contamination or pollution.

**Infrastructure Constraints**

Likely to be highway/traffic related infrastructure requirements.

**Landscape, Ecology and Heritage**

The site lies within the Western Thames Fringes and has a semi-enclosed flat vale farmland landscape which is identified as offering limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

The site is not known to have any significant ecological interest but the presence of boundary trees and hedgerows means there is likely to be biodiversity value, especially along Calais Lane. There is a record of barn owls on the site.

The holding contains cropmarks that may be of national importance. This holding should not be considered without predetermination evaluation.

# SHELAA Assessment Summary

## STANDLAKE SITES



<b>SHELAA REF:</b> 458		<b>Site Name and Location:</b> Land at Abingdon Road, south of A415	
		<b>Site Area (Ha):</b> 1.35	
<b>Site Description</b>			
<p>This predominantly level arable land forms part of a larger field lying to the south of the A415. It is bound in part by well-established hedgerows and ditches. There is no boundary to the south west.</p> <p>To the north west lies the Mulberry Bush School (an independent residential special school) which is accessed off Shifford Lane. Immediately to the north east is the A415, on the north side of which is a ribbon of housing development on the village edge. South west and south east is open countryside, with Langley's Lane (an old haul route) running south from the A415.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>The location of this greenfield site on the southern side of the A415 would not allow easy/safe access to the village services and facilities which are on the north eastern side of the A415. In addition, the substantial area of Flood Zone 2 and 3 presents a significant constraint.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Direct vehicular access is proposed from the A415. The site is within the 30mph speed limit but this is at the edge of the village and vehicular speeds and volume can be high. The site is close to an existing cross roads. There is no current footway along this part of the A415 and crossing this busy road (to access the village services and facilities which are to the north east of the site) would not be easy.

Bus services: the 15 service (Witney -Abingdon) and 19 service (Witney-Carterton). No evening or Sunday service.

**Policy Constraints**

Lower Windrush Valley Policy Area and Mineral Consultation Area

**Physical Constraints**

Ground conditions appear good with no signs of instability, contamination or pollution. The site is not affected by any rights of way. However, the site does lie within a substantial area of Flood Zone 2 and 3.

**Infrastructure Constraints**

See Site 158

Likely to be highway/traffic related infrastructure requirements. Footway connections would need to be provided.

**Landscape, Ecology and Heritage**

The site lies within the Western Thames Fringes and has a semi-enclosed flat vale farmland landscape which is identified as offering limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

The site is not known to have any significant ecological interest but the presence of boundary trees and hedgerows means there is likely to be biodiversity value, especially as the site adjoins the Lower Windrush Conservation Target Area to the south and south east and lies close to Dunster Meadow Local Wildlife Site, east of Langley's Lane.

There are no known heritage constraints.

SHELAA Assessment Summary  
STANTON HARCOURT SITES



SHELAA REF: 332		<b>Site Name and Location:</b> Main Road Stanton Harcourt  <b>Site Area (Ha):</b> 1.70	
<b>Site Description</b> <p>A generally flat parcel of farmland slightly below the adjacent road. There is a utilitarian storage building close to the road frontage and an existing vehicular access in the south west corner. There are mature trees and hedgerows along the site boundaries and an existing vehicular access in the south west corner.</p> <p>To the north is undeveloped grassland and the former Fox Public House; to the north east is residential development in Foxburrow Close; to the south is woodland and Flexney's House and its grounds; to the west is residential development in Flexney's Paddock and farmland. The land provides an area of very rural character which is an extension of countryside to the north and west.</p> <p>It complements the historic woodland and housing to the south and contrasts with the more urban character of development to the west and north-east.</p>			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> <p>Development of any part of this unspoilt meadow would be harmful to the landscape and character of the area, the character and appearance of the Conservation Area and setting of the adjacent listed building. The loss of any of the trees on the site would cause further harm and likely to be necessary to secure safe access.</p> <p>The site forms part of the rural gap between Stanton Harcourt and Sutton.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The existing access has limited visibility to the south but the road frontage is within the existing 30mph speed restriction area and safe access could be provided at some point although potentially with the loss of frontage trees.

There is only a footway on the northern section of the road frontage which extends northwards and none to the south of the site. On the other side of Main Road there is a footway leading into the village but it does not immediately adjoin the carriageway for much of its length, but follows the frontages of properties either side of Flexney's paddock. The primary school is about 400m from the site.

There is no bus service in the village.

**Policy Constraints**

Mineral Consultation Area. Within Conservation Area.

**Physical Constraints**

A sewer pipe crosses the north eastern corner of the site. The land has major groundwater vulnerability which would need to be taken into account in designing development. No other physical constraints are apparent.

Ground conditions appear to be good with no evidence of instability, contamination or pollution.

**Infrastructure Constraints**

No significant constraints. Primary education capacity is a consideration as Stanton Harcourt CE Primary School is a small school and the building design makes significant expansion challenging. Some expansion of the school is thought to be possible with additional accommodation, but the school's small site (its playing field is leased in) limits the scope of expansion. Solutions which provided some facilities off-site could be acceptable to release pressure on the main site, and would also provide more space for wrap-around care, and offer the potential for the school to extend its age range to 2-year-olds. It is thought that the school could expand in line with the typical pupil generation expected from around 100 homes, possibly more depending on the options offered for expanding the school's facilities.

**Landscape, Ecology and Heritage**

The site is unspoilt floodplain pasture which is of particularly high quality and sensitive to development (WOLA).

There are no ecological designations affecting the site but the land, and in particular its trees, may be of ecological interest particularly because of their proximity to an area of woodland.

There are no TPOs affecting the site but the trees on the site boundaries and one within the site are protected by their location in a Conservation Area and make a significant contribution to public amenity.

Within Conservation Area and adjacent to Grade II listed building at Flexney's House to the south.



SHELAA Assessment Summary  
STANTON HARCOURT SITES



SHELAA REF: 351		<b>Site Name and Location:</b> Land at Sutton <b>Site Area (Ha):</b> 11.95	
<b>Site Description</b> <p>This site of agricultural land wraps around the B4449 on the curve at the rear of pockets of farm buildings/homes along this road. At the northern end are a group of former Council houses. The Protected Area for Road Improvements lies along the western edge of the site.</p> <p>The site is surrounded by open fields, with isolated groups of buildings on the eastern side, next to the B4449.</p>			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> <p>Stanton Harcourt has a limited range of services and facilities, including a lack of public transport. The existing built-up area of Sutton is some distance from these facilities. And this greenfield site is further isolated, being on the periphery of Sutton, west of the B4449 .</p> <p>This is a large site, out of proportion to the size of Sutton, and would not reflect the linear character of the village's existing form.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Uncertain availability		<b>Achievability</b> Uncertain achievability due to availability	
<b>Conclusion</b> Not suitable			

**Accessibility**

Potential access to the site could be at the junction to its south and northern end of the site (if the bypass goes ahead) or a new access to the north of the site past the ex council houses could be created. None currently specified.

The County Council as highway authority have highlighted likely traffic impact on the strategic highway network - particularly junctions at B4449 and A415 and B4449 and B4044/Oxford Road. Also no footpaths linking Sutton to Stanton Harcourt and from nearest point (rndbt on B4449) the site is 1km from shop and school. Constraints in delivery of necessary mitigation.

Access from the B4449 at the southern end of the site is likely to provide insufficient visibility due to the bend in the road and the national speed limit. Access at the northern end onto Eynsham Road, inbetween the end of the houses and University Cottages, may be achievable within visibility guidelines. Currently, there are no footways in close proximity to the site and there is a strip of hedge that would need to be removed. The traffic generated would create added pressure on the B4449 towards the bottleneck of the Swinford Toll Bridge during peak times.

No bus service through Stanton Harcourt/Sutton.

**Policy Constraints**

Mineral Consultation Area. Adjacent to Conservation Area.

**Physical Constraints**

Ground conditions appear to be good with no evidence of instability, contamination or pollution  
Public footpath dissects site, running east/west.

**Infrastructure Constraints**

See assessment for Site 332

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Character Area and has a landscape type of open rolling vale farmland which is characterised by an open, expansive landscape of large-scale, cultivated fields with tightly clipped hedges and few hedgerow trees. This landscape is visually sensitive and development would be highly prominent and exposed unless integrated within strong new landscape frameworks.

There are no specific ecological designations affecting the site.

The site abuts the Conservation Area and the listed building at Nicolls' Farm.

# SHELAA Assessment Summary

## STANTON HARCOURT SITES



<b>SHELAA REF:</b> 354		<b>Site Name and Location:</b> Former Airfield Site, Land off Main Street	
		<b>Site Area (Ha):</b> 8.61	
<b>Site Description</b>			
Former WWII Stanton Harcourt Airfield which contains a number of airfield buildings, some redundant, others in low-key use for agriculture and industrial activity.			
The site is bounded by: open countryside (and a graveyard) to the east with some residential properties closer to the village; sports fields to the south; former gravel workings/tipping to the west and industrial units; agricultural land to the north, plus the village centre.			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable		Suitable	
<b>Reason:</b>			
As a partly brownfield site within and on the edge of the village, development on at least part of this site has been given serious consideration. This is a sensitive site, with numerous environmental assets on or nearby, but provided these features are appropriately protected and enhanced, there are no over-riding physical or policy constraints; some limited form of development could be accommodated on this site.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
50 homes	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable			

**Accessibility**

The County Council state that: There is an existing access that is sufficiently wide but is a Public Right of Way, which may restrict the extent to which it could be improved. Visibility is substandard, as the access is in national speed limit. No footway along the site to connect into, however, a tactile crossing could be provided to reach the footway going on the other side of the road. Traffic impact would be minimal, but may add to existing bottleneck at Swinford Toll Bridge.

No bus service through the village.

**Policy Constraints**

Mineral Consultation Area. Adjacent to Conservation Area.

**Physical Constraints**

As a site that has been previously developed, a more detailed assessment will be needed of ground conditions will be required, in particular potential contamination or pollution.

A public footpath dissects the site, roughly in half, running east/west. Another footpath lies to the west of the site and runs due south.

**Infrastructure Constraints**

See assessment for Site 332

**Landscape, Ecology and Heritage**

The site lies within the Lower Windrush Valley and Eastern Thames Fringes Character Area; the southern part of the site has a landscape type of floodplain wetlands which is characterised by flat, low-lying land, with structure and visual enclosure provided by developing scrub and tree cover. This landscape type is identified as being sensitive to development.

Part of site covered by SSSI. Conservation Target Area, Local Wildlife Site and protected and notable species in area immediately to the west.

Site lies to the south of a Conservation Area. There are a number of listed buildings lining Main Street, north west of the site. A Scheduled Monument lies to the west.

The holding contains cropmarks. A predetermination evaluation may be required.

# SHELAA Assessment Summary

## STANTON HARCOURT SITES



<b>SHELAA REF:</b> 384		<b>Site Name and Location:</b> Land west of Eynsham Road, Sutton	
		<b>Site Area (Ha):</b> 0.38	
<b>Site Description</b>			
<p>This site is located in an outlier to Sutton, where a collection of farms, associated buildings and some cottages/former Council houses line the B4449.</p> <p>The site is part of the road frontage of a large agricultural field which extends to the west and to the rear of the properties along the B4449. A row of ex-Council houses lie to the north. Nicolls' Farm is to the south and University Farm to the east.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>Stanton Harcourt has a limited range of services and facilities, including a lack of public transport. The existing built-up area of Sutton is some distance from these facilities. And this greenfield site is further isolated, being on the periphery of Sutton, west of the B4449 .</p> <p>This land is one of a series of gaps along the B4449 and contributes to the rural character of the area.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Site could be directly accessed from the B4449.

The County Council state that: No footpaths linking Sutton to Stanton Harcourt and from nearest point (bus stop on B4449) is 1.6km from shop and school. Constraints in delivery of necessary mitigation.

This site is in the 30mph limit, and an access along the site boundary with sufficient visibility is likely to be achievable, though it would mean the relocation of the bus stop, shelter and layby. Traffic impact negligible.

No bus service through Stanton Harcourt/Sutton.

**Policy Constraints**

Mineral Consultation Area. Adjacent to Conservation Area.

**Physical Constraints**

Ground conditions appear to be good with no evidence of instability, contamination or pollution.

A powerline crosses the site.

**Infrastructure Constraints**

See assessment for Site 332

**Landscape, Ecology and Heritage**

The site lies within the Lower Windrush Valley and Eastern Thames Fringes Character Area. It comprises a flat field of improved grassland, bounded by a weak, fenced boundary to the east and to the north and a strong tree-lined southern boundary of mature trees.

There are records of protected and notable species close to the site.

A Conservation Area abuts the site to the south and east. A listed building at Nicolls' Farm lies immediately to the south.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## STANTON HARCOURT SITES



<b>SHELAA REF:</b> 413		<b>Site Name and Location:</b> Land north west of Stanton Harcourt	
		<b>Site Area (Ha):</b> 13.30	
<b>Site Description</b>			
<p>This substantial site comprises agricultural land which lies between the existing village edge at Blackditch and the B4449.</p> <p>The site is roughly triangular in shape, with roads forming two of the edges (B4449 and Main Road) which have open countryside beyond, and the southern edge consisting of housing accessed off Blackditch which is softened by well-established planting to the rear of the properties.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>This is a large site within a Conservation Area which also forms part of the rural setting to the village. Development of the entire site would be harmful to the character and appearance of this area and the village. There may be some potential for very limited development in the southern part of the site, adjoining existing housing at Blackditch.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Vehicular access can be achieved from the B4449 and Main Road.

The County Council state that: Likely traffic impact on the strategic highway network - particularly junctions at B4449 and A415 and B4449 and B4044/Oxford Road. Existing footpaths to all local services (except GP surgery).

There appears to be three possible accesses into the site from the B4449 already, however, the most northerly one does not provide sufficient visibility. There may be a requirement to widen the road to add a ghost right turn into the site. No footways are accessible from this side of the site. Access from Main Road is difficult with the national speed limit starting just beyond the Fox pub, given the bend of the road. Extension to the 30mph limit may be possible here. Again, no footpaths along Main Rd and well established hedge along boundary.

No bus service through the village.

**Policy Constraints**

Mineral Consultation Area. Within Conservation Area.

**Physical Constraints**

Ground conditions appear to be good with no evidence of instability, contamination or pollution. There does appear to be an issue with drainage in the southern part of the site, where there is vegetation often associated with boggy ground.

A public footpath crosses the site, running east/west between Main Road and the B4449.

**Infrastructure Constraints**

See assessment for Site 332

**Landscape, Ecology and Heritage**

The site lies within the Eynsham Vale Character Area and has a landscape type of open flat vale farmland which is characterised as being distinctively flat and low-lying, with a weak landscape structure with few trees, low or gappy hedges, open ditches and fences. This landscape is identified as being visually sensitive, where development would be highly prominent and exposed unless integrated within strong new landscape frameworks.

There are no records of protected and notable species within to the site but this greenfield site is likely to have some biodiversity value, including within the peripheral hedgerows and those within the site, many of which are well-maintained, in good condition and contain semi-mature/mature trees.

The site lies within a Conservation Area.

The holding contains cropmarks. A predetermination evaluation may be required.



SHELAA Assessment Summary  
STANTON HARCOURT SITES



SHELAA REF: 414		<b>Site Name and Location:</b> Butts Piece  <b>Site Area (Ha):</b> 4.56	
<b>Site Description</b> <p>This site is mainly in agricultural/horticultural use, with some farm buildings and a water tower associated with the former airfield.</p> <p>The northern part of the site is surrounded by residential properties in Blackditch and The Green. To the west lies industrial buildings and, to the south, part of the former WWII airfield (Site 354).</p>			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> <p>The majority of this site, especially the northern part, provides a valuable contribution to the character of the area and gives an open vista from the centre of the village through to the open countryside beyond. Development would harm the character and appearance of the Conservation Area and adversely affect this site's role as open green space within a network of Green Infrastructure.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access can be achieved from Blackditch.

The County Council state that: At the apex of the bend on Main Road, the PRow 362/14 joins a possible access for pedestrians. Access from Blackditch is likely to provide sufficient visibility, though the existing access may need alterations to the stone wall and hedge row on either side. There are footways on both sides of Blackditch. Existing Bury Mead oppsite will need to be taken into account. Traffic generated by this site would add to the bottleneck at Swinford Toll.

No bus service through the village.

**Policy Constraints**

Mineral Consultation Area. Within Conservation Area.

**Physical Constraints**

Ground conditions appear to be good with no evidence of instability, contamination or pollution.

No public rights of way within the site.

**Infrastructure Constraints**

See assessment for Site 332

**Landscape, Ecology and Heritage**

The site lies within the Lower Windrush Valley and Eastern Thames Fringes Character Area; the southern part of the site has a landscape type of floodplain wetlands which is characterised by flat, low-lying land, with structure and visual enclosure provided by developing scrub and tree cover. This landscape type is identified as being sensitive to development.

There are no records of protected and notable species within to the site but this greenfield site is likely to have some biodiversity value, including within the peripheral hedgerows and trees abd building within the site. The site forms part of the network of Green Infrastructure that runs through the centre of the village, incorporating Parsonage House to the north and the former gravel pits to the south.

The whole sites is within a Conservation Area and has a number of listed buildings adjoining it.

The holding contains cropmarks. A predetermination evaluation may be required.

# SHELAA Assessment Summary

## WOOTON SITES



<b>SHELAA REF:</b> 152		<b>Site Name and Location:</b> Adj Marriott Close <b>Site Area (Ha):</b> 3.57	
<b>Site Description</b> Partly wooded and partly pasture. A relatively level site, sloping slightly upwards to the north. Part of the submitted site now includes 8 affordable homes at the northern end of Marriott Close. Adjoins and wraps around existing residential area to the east and south. Open countryside (agricultural) to the north and east. Highway to the south with fairly substantial trees and shrubs forming the south-west boundary.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Potentially suitable for a very limited number of dwellings as an extension of the recent RES site (subject to avoiding unreasonable loss of existing trees).			
<b>Likely Yield</b>			
<b>0-5 Years</b> 5 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

A footpath runs alongside the southern edge of the road into the village to the west at Church Street. This includes Wootton by Woodstock Primary School. At its nearest point the site is around 200m from Church Street and at the furthest point around 440m.

Direct access from Milford Lane is more suitable than from Marriot Close. A pedestrian footpath would have to be put in to link the site to the village. Speed limit zone would require to be extended north of the proposed access along Milford Lane. Adequate vis splay looks possible, with removal of vegetation.

No public transport to Wootton itself. The Stagecoach S3 runs along the A44, offering a broadly hourly service between Chipping Norton and Oxford, but walking distance to the nearest stop is beyond what is generally considered acceptable limits. Housing numbers unlikely to generate any improvement or diversion.

**Policy Constraints**

Adjacent to Conservation Target Area. Within Conservation Area.

**Physical Constraints**

Extensive tree coverage on part of the site.

**Infrastructure Constraints**

Wootton by Woodstock CE (VA) Primary School is on a very constrained site with no scope for expansion. Playing field is remote public field within village. The school has no Hall and the on-site playground is very tight. Pupil numbers have recently fallen; some housing could be beneficial.

**Landscape, Ecology and Heritage**

The site falls within open limestone wolds in the Eastern Parks and Valleys landscape character area where the West Oxfordshire Landscape Assessment (WOLA) notes that the principal factors that may threaten the quality of landscape are, amongst others, the removal of natural vegetation cover and the loss of semi-natural broadleaved woodland. It would be difficult to achieve any significant development here without the loss of at least some of the mature trees.

No specific ecological protection designations associated with the site but the copse of trees on the south-west boundary is likely to offer good biodiversity interest. A number of trees on the south east corner of the site are the subject of TPOs.

The site is located within the Wootton Conservation Area. There are no immediate listed buildings (although there are some around 125m to the west). The site is not affected by any scheduled monuments.

There are no significant archaeological constraints associated with this site.

# SHELAA Assessment Summary

## WOOTON SITES



<b>SHELAA REF:</b> 173		<b>Site Name and Location:</b> Land at Hordley Farm <b>Site Area (Ha):</b> 0.67	
<b>Site Description</b> The site consists of agricultural buildings forming part of Hordley Farm. The site is situated in a remote location away from the village centre. Surrounding land is primarily farmland so is rural in character. There are large agricultural fields to the north, south and east of the site. The Glyme valley is situated to the west with flood meadow and vegetation associated with the watercourse. River Glyme is within 60 metres of the site.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Suitable in part	
<b>Reason:</b> The site is in a relatively isolated rural location but there may be scope for limited conversion of existing traditional buildings to residential. The modern farm buildings would not be suitable. There would also be scope for a small-scale office conversion or combination of office and residential.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 5 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

There are concerns that this is not a sustainable location due to poor / non existing pedestrian and cycling accessibility to local facilities. The site is a considerable distance from the village and it is unlikely suitable walking routes to local amenities could be safely provided.

No public transport to Wootton itself. The Stagecoach S3 runs along the A44, offering a broadly hourly service between Chipping Norton and Oxford, but walking distance to the nearest stop is beyond what is generally considered acceptable limits. Housing numbers unlikely to generate any improvement or diversion.

**Policy Constraints**

Adjacent to Conservation Target Area. Within Conservation Area.

**Physical Constraints**

No specific constraints identified.

**Infrastructure Constraints**

Wootton by Woodstock CE (VA) Primary School is on a very constrained site with no scope for expansion. Playing field is remote public field within village. The school has no Hall and the on-site playground is very tight. Pupil numbers have recently fallen; some housing could be beneficial.

**Landscape, Ecology and Heritage**

The site is located within the eastern parks and valleys landscape character area and is characterised as semi enclosed limestone wolds (large scale). The Eastern Parks and Valleys contains large areas of high quality, unspoilt and valued landscape with a rural and attractive character.

Large-scale semi-enclosed limestone wolds landscapes are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or contained within a strong landscape structure.

There are no statutory wildlife protection designations associated with the site although the proximity to a watercourse and woodland suggest a good level of biodiversity interest with protected species identified west of the site. The Glyme and Dorn Valleys CTA is located immediately to the west of the site.

The site is located within the Wootton Conservation Area and there is a listed building around 70m to the south west.

There are no significant archaeological constraints associated with this site.

# SHELAA Assessment Summary

## WOOTON SITES



<b>SHELAA REF:</b> 176		<b>Site Name and Location:</b> Land in Wootton <b>Site Area (Ha):</b> 0.50	
<b>Site Description</b> A long but shallow allotment site, fairly flat and level adjacent to Milford Lane but sloping down to the south towards the Glyme valley. Wootton Place and garden across Milford Lane to the north. Pasture to the south and east and existing residential properties to the west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Narrow plot unlikely to create satisfactory form of development. It is also considered that development in this location would have a detrimental landscape impact and harmful impact on the character of this part of Wootton. The site is sensitive to long distance views from the south. It would also result in the loss of existing allotments although it is acknowledged that these could be replaced if a suitable site were to be made available.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

No public transport to Wootton itself. The Stagecoach S3 runs along the A44, offering a broadly hourly service between Chipping Norton and Oxford, but walking distance to the nearest stop is beyond what is generally considered acceptable limits. Housing numbers unlikely to generate any improvement or diversion.

**Policy Constraints**

Land is currently in use as allotments and their loss would be an important policy consideration. Also within Conservation Area and adjacent to Conservation Target Area.

**Physical Constraints**

The site is not directly affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Wootton by Woodstock CE (VA) Primary School is on a very constrained site with no scope for expansion. Playing field is remote public field within village. The school has no Hall and the on-site playground is very tight. Pupil numbers have recently fallen; some housing could be beneficial.

**Landscape, Ecology and Heritage**

The site falls within open limestone wolds in the Eastern Parks and Valleys landscape character area. Without additional tree planting along the southern boundary, development here could have a significant impact on views towards Wootton from the south. More importantly, it would result in the loss of views across the uninterrupted countryside to the south.

There are no statutory ecological protection designations associated with the site. The Glyme and Dorn Valleys CTA is located immediately to the south of the site.

The site is located within the conservation area with listed buildings situated to the north and west. Development in this location could have a detrimental impact on the setting of these listed buildings.



# SHELAA Assessment Summary

## WOOTON SITES



<b>SHELAA REF:</b> 251		<b>Site Name and Location:</b> Balliol Farm Buildings	
		<b>Site Area (Ha):</b> 0.54	
<b>Site Description</b>			
<p>The site is comprised of a collection of agricultural buildings to the north of Wootton, situated in a rural agricultural setting of rolling fields, with mature trees and hedgerow vegetation along the site boundaries.</p> <p>The existing buildings occupy a prominent position in views across the valley from the south. The site slopes fairly steeply from north down to the south with a 5m height difference at each end of the site.</p> <p>The surrounding land is very rural in character.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Suitable in part		Suitable in part	
<b>Reason:</b>			
Potentially suitable for very small-scale sympathetic conversion of existing traditional farm buildings to residential and/or business use.			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
2 - 3 homes	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable			

**Accessibility**

No public transport to Wootton itself. The Stagecoach S3 runs along the A44, offering a broadly hourly service between Chipping Norton and Oxford, but walking distance to the nearest stop is beyond what is generally considered acceptable limits. Housing numbers unlikely to generate any improvement or diversion.

**Policy Constraints**

Within Conservation Area and adjacent to Conservation Target Area.

**Physical Constraints**

None identified.

**Infrastructure Constraints**

Wootton by Woodstock CE (VA) Primary School is on a very constrained site with no scope for expansion. Playing field is remote public field within village. The school has no Hall and the on-site playground is very tight. Pupil numbers have recently fallen; some housing could be beneficial.

**Landscape, Ecology and Heritage**

The site falls within open limestone wolds / minor valleys in the Eastern Parks and Valleys landscape character area.

Open limestone wolds are particularly exposed and sensitive to development.

There are no statutory wildlife protection designations associated with the site although the proximity to a watercourse and vegetation suggest biodiversity interest with protected and notable species recorded to the north and south of the site. The Glyme and Dorn Valleys CTA is located immediately to the east of the site.

The site is located within the Wootton conservation area but there are no listed buildings or scheduled monuments in close proximity to the site.

There are no significant archaeological constraints associated with this site.

# SHELAA Assessment Summary

## WOOTON SITES



SHELAA REF: 252		<b>Site Name and Location:</b> Adj West End Barn <b>Site Area (Ha):</b> 0.18	
<b>Site Description</b> Site occupies an elevated position at the top of the steep southern slope of the Glyme Valley. The access to West End barn crosses the site which is comprised of scrub grassland and vegetation. The site is reasonably flat to the north and west but slopes away to the east to the road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Very poor site access. Small, awkwardly shaped plot limits any real potential. Unsustainable location. Site is visible in long distant views and development would cause significant landscape harm.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Existing track access from site is unlikely to provide acceptable visibility. There is also an existing road (Top Lane) opposite which would create a cross roads junction, which, combined with the gradient and curve of the road, creates a potential safety hazard. A Public Right of Way along the site boundary needs to be taken account of.

No public transport to Wootton itself. The Stagecoach S3 runs along the A44, offering a broadly hourly service between Chipping Norton and Oxford, but walking distance to the nearest stop is beyond what is generally considered acceptable limits. Housing numbers unlikely to generate any improvement or diversion.

**Policy Constraints**

Within Conservation Area and adjacent to Conservation Target Area.

**Physical Constraints**

None identified.

**Infrastructure Constraints**

Wootton by Woodstock CE (VA) Primary School is on a very constrained site with no scope for expansion. Playing field is remote public field within village. The school has no Hall and the on-site playground is very tight. Pupil numbers have recently fallen; some housing could be beneficial - 40 houses maximum.

**Landscape, Ecology and Heritage**

The site falls within open limestone wolds / minor valleys in the Eastern Parks and Valleys landscape character area.

Open limestone wolds are particularly exposed and sensitive to development.

There are no statutory wildlife protection designations associated with the site although the presence of historic buildings and proximity to a watercourse and vegetation suggest that protected species are likely to be present in the vicinity. The Glyme and Dorn Valleys CTA is located to the north of the site.

The site is located within the Wootton Conservation Area but there are no listed buildings directly affecting the site.

There are no significant archaeological constraints associated with this site.

# SHELAA Assessment Summary

## BURFORD SITES



<b>SHELAA REF:</b> 461		<b>Site Name and Location:</b> Burford Cottage Hospital, Burford	
		<b>Site Area (Ha):</b> 0.29	
<b>Site Description</b> The site is in a raised prominent position on Sheep Street to the west of Burford town centre. The site covers 0.25 ha. The hospital building which was built in 1902 dominates the site and although it is not listed, represents a historic building of interest within the conservation area. The building is currently being used by a charitable organisation specialising in dementia care and training. The cottage hospital is situated on Sheep Street which is one of the primary thoroughfares linking into Burford Town centre. As such, this route marks a transition between the built up centre and the open countryside to the west. The hospital building more or less marks the extent of the built up area to the west. The surrounding buildings are primarily residential with substantial proportions and a historic character. Priory Wood to the north also contributes to the historic character and adds to the semi-rural feel of this part of the town.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Previously developed site, suitable for conversion to residential use although currently in active health care use.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0		<b>11-15 Years</b> 15 homes
<b>Availability</b> Not available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

The site is within close proximity to Burford town centre and therefore benefits from a wide range of services and facilities within 5 minutes walk of the site. The site has established access from two points fronting onto Sheep Street. The highway itself is wide enough for 2 cars to pass comfortably although substantial on street parking closer to the town centre has a narrowing effect on the highway. There is parking currently available in front of the hospital building for approximately 10 vehicles. There is footpath access along the northern side of Sheep Street but no dedicated cycle lane. Town centre bus services can be accessed within 10 minutes walk of the site which travel to various destinations including Witney, Oxford, Gloucester and the surrounding villages.

**Policy Constraints**

Redevelopment would represent the loss of a community facility. The site is located within Flood Zone 1.

**Physical Constraints**

The main physical constraint will be the adaptability of the building itself to be converted to residential accommodation and potentially the capacity of the land in front of the building to accommodate residential car parking.

There are no records of contamination or pollution on site.

**Infrastructure Constraints**

The site already benefits from existing service provision.

Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages.

**Landscape, Ecology and Heritage**

The site is located within the Conservation Area and AONB. Conversion of the existing building is unlikely to result in detrimental landscape impacts and there is potential for enhancement by removing the incinerator chimney from the skyline.

There are records of protected species both on the site and in close proximity to the site. Any proposal for redevelopment would have to be accompanied by a detailed ecological survey.

There are trees along the northern boundary and within the grounds to the south of the site but no TPOs.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site.

# SHELAA Assessment Summary

## BURFORD SITES



<b>SHELAA REF:</b> 143 and 144		<b>Site Name and Location:</b> Land between Frethern Close and Orchard Rise, Burford	
		<b>Site Area (Ha):</b> 5.53	
<b>Site Description</b> The site is approx. 5.6 ha in size and this is a greenfield site on the eastern edge of Burford. It is currently in agricultural use. The site is surrounded on three sides by existing residential development including Orchard Rise to the north, Frethern Close/Wysdom Way to the south and Barns Lane to the west. The site sits in a fairly elevated position being on the 125m/130m AOD contour and sloping down towards the north east corner and the Witney Road. The site forms an open area of land with limited vegetation on the site although there is a mixture of small trees and shrubs around the site boundary.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is considered to be suitable for development subject to overcoming access constraints and provided development is designed to read as part of the existing settlement edge.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 85 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

There are a number of potential access options although primary vehicular access would be taken from the north east corner onto the Witney Road, subject to the gradient issues being suitably addresses. Secondary vehicular accesses may also be achieved from Frethern Close/Wysdom Way to the south and Barns Lane to the west, although the narrow nature of this route would mean a very limited number of dwellings could be served from here. Town centre facilities are within 10 minutes walk and bus services can also be accessed within 10 minutes walk, linking Burford with Witney, Woodstock, Kingham and surrounding villages.

**Policy Constraints**

The site is located within Flood Zone 1 and is not affected by a PROW.

**Physical Constraints**

There are electricity pylons which cut across the north east corner of the site. There are no records of contamination or pollution on site.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages.

**Landscape, Ecology and Heritage**

The site is located within the Conservation Area and AONB (the vast majority of Burford sits within the AONB) and therefore the impacts on heritage and the landscape are important considerations which should be carefully assessed as part of any future planning application. Whilst views of the site can be achieved from the north east development if designed sensitively would read as part of the existing built form of the town.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. As a greenfield site there will be some ecological interest but there are no records of any protected species and there is limited vegetation on the site.



# SHELAA Assessment Summary

## BURFORD SITES



<b>SHELAA REF:</b> 145		<b>Site Name and Location:</b> Land off Sheep Street, Burford	
		<b>Site Area (Ha):</b> 19.65	
<b>Site Description</b> The site is comprised of an extensive area of open countryside to the west of Burford (19.95 ha in total). The site is bounded by the A40 to the south and Sheep Street to the north with Tanners Lane and the western extent of the built up area of the town to the east of the site. The land is fairly typical of the high quality Cotswolds landscape with gently rolling agricultural fields and groups of trees at the field margins and long distance views of the surrounding countryside, particularly to the north and west. Burford School and fields are located to the south of the site. Housing exists in the north eastern corner. Agricultural land expands along the length of the western side.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Large incursion into open countryside. Access problematic. Impact on landscape and open countryside. There are no direct links with the Town Centre.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The site is located next to the A40 and close to the B4425. However, Tanners Lane is very narrow and difficult to pass in places. The junction of Tanners Lane onto the A40 is very difficult at peak times. A national cycle route runs past the northern edge of the site. Town centre bus services can be accessed within 10 minutes walk linking the Town with Witney, Oxford, Gloucester and surrounding villages.

**Policy Constraints**

The site is located within Flood Zone 1. A PROW runs from Tanners Lane to Sheep Street.

**Physical Constraints**

There is a phone mast next to the site entrance.

Amenity impacts from the A40 are likely to be moderate.

There are no records of contamination or pollution on site.

**Infrastructure Constraints**

Development on the scale of this site would require significant infrastructure investment. Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages.

**Landscape, Ecology and Heritage**

The site lies adjacent to the Conservation Area and within the AONB. It is situated within an open valley side farmland landscape which is characterised by its open and visually exposed character and prominent views across the landscape. The landscape impact of developing this site would be mitigated to some extent by the gentle slope of the land towards the A40. However, the crest of the northern boundary of the site would be highly visible from the AONB.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. The site is considered to be of limited ecological value with no trees or hedgerows on site.

# SHELAA Assessment Summary

## BURFORD SITES



SHELAA REF: 146		<b>Site Name and Location:</b> Land off Shilton Road, Burford  <b>Site Area (Ha):</b> 7.06	
<b>Site Description</b> Large, flat, open grassland, potentially used for grazing, enclosed by post and wire fence with small shrubs and trees and broken down dry stone wall on the boundary. Site is enclosed to the north and west by trees but is more open to the south west with longer distance views of the surrounding countryside.  Residential development to the north, golf club to the west and open countryside to the south and south west. The site is outside of the conservation area and the historic character of this part of the town is less well defined, particularly with the garden centre opposite the site. Site lies outside of the Cotswolds AONB.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Isolated location and physically segregated from the rest of Burford by the A40. Poor access to services and facilities. The site is not within easy walking distance to the Town Centre and is likely to have an impact on the existing infrastructure, in particular health and transport.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Site access could be provided from the B4020 however subsequent access onto the A40 for journeys eastwards is likely to be difficult at peak times without changes to the current arrangement. Site is within 15 mins walk of the town centre. There is a footpath on only one side of Shilton Road and pedestrians would be required to cross the A40 to access town centre amenities. There is a significant safety issue with crossing the A40 on foot.(approx 1100 metres from the site). Town centre bus services can be accessed within 10-20 minutes walk and bus services can be accessed within 10-20 minutes walk linking the Town with Witney, Woodstock, Kingham and surrounding villages.

**Policy Constraints**

The site is located within Flood Zone 1. A PROW runs along the western boundary of the site.

**Physical Constraints**

There is an electricity pylon at the current site entrance. Minimal effect on existing amenity. Amenity of future occupants likely to be acceptable but limited by poor access to the town centre. There are no records of contamination or pollution on site.

**Infrastructure Constraints**

Site is more remote from the town although development in close proximity to the site, particularly the garden centre would suggest that there is existing local infrastructure provision.

**Landscape, Ecology and Heritage**

The site is located outside the Conservation Area and AONB. Landscape impact would be most significant to the south and south west of the site as the countryside opens out with limited vegetation to screen any development. The landscape structure in this location is weaker which suggests that there may be opportunities to strengthen this through new planting. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. There is limited ecological value associated with this site. There are no trees or hedgerows on the site and no protection designation.

There are records of protected species in proximity to the site.

The site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## BURFORD SITES



<b>SHELAA REF:</b> 160		<b>Site Name and Location:</b> Land off Tanners Lane, Burford	
		<b>Site Area (Ha):</b> 0.64	
<b>Site Description</b> The site is a vacant plot of grassland within the AONB and adjacent to the Conservation Area. The site is situated to the south of the existing housing on Tanners Lane and totals 0.58 ha. The northern half of Tanners Lane has large detached residential properties built at a low density on both sides of the lane. The southern half of Tanners Lane is predominantly open land (to the west is agricultural land and recreational and community use is located to the east).			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A modest scale of development could be capable of being successfully mitigated in terms of landscape and visual impact but would be subject to overcoming access constraints.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 6 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Tanners Lane is inadequate in width to accommodate significant volumes of additional traffic, being partly single lane carriageway at its southern end and lacking a footway over its entire length. Any development may require an upgraded junction from Tanners Lane to the A40. There are a range of highways constraints which would need to be overcome before the site would be deemed suitable for new development. Town centre bus services can be accessed within 10 minutes walk linking the Town with Witney, Woodstock, Kingham and surrounding villages (Services 233 and V25).

**Policy Constraints**

The site is located within Flood Zone 1. Within AONB.

**Physical Constraints**

There may be additional physical constraints such as water mains associated with the reservoir on the neighbouring site. There is likely to be minimal impact on existing amenity and the living conditions of future occupants is likely to be acceptable. There are no records of contamination or pollution on the site.

**Infrastructure Constraints**

The site lies alongside a covered reservoir and a large water main may need to be diverted. Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages. Burford School (secondary) is an academy and is likely to offer potential to expand if necessary.

**Landscape, Ecology and Heritage**

The site lies adjacent to the Conservation Area and within the AONB. It sits within the open valley side farmland landscape which is characterised by its open and visually exposed character and prominent views across the landscape. The western rural fringe is attractive and unspoilt with mature vegetation helping to soften the edge. The site contributes to the setting of the town and the conservation area. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. Hedgerows will provide some biodiversity value but there is no formal protected status on site.

# SHELAA Assessment Summary

## BURFORD SITES



SHELAA REF: 161		<b>Site Name and Location:</b> Land off Sheep Street to the west of the town, Burford  <b>Site Area (Ha):</b> 19.94	
<b>Site Description</b> This expansive site which is 19.94 ha. is located on the western side of Burford to the south of Sheep Street and to the west of Tanners Lane. The site is outside the Burford Conservation Area but within the AONB and the site forms a tranquil area located next to Priory Wood. A GP surgery is located near to the north eastern corner of the site and a low density housing development is located to the north east. A public footpath runs through the site and the northern edge of the site is within walking distance of the town centre. Burford School and fields are located to the south of the site and agricultural land expands along the length of the western side.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development of site would result in unacceptable impacts on the character of the settlement and the surrounding countryside, harming the landscape qualities of the AONB. Access to the site is also severely constrained and may not be possible to achieve and the overall site is not well integrated with the Town Centre.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site could potentially be provided from three points including Tanners Lane on the eastern side of the site, the A40 at the southern edge of the site, or via Sheep Street. However, Tanners Lane is narrow, particularly at the southern end and access via the A40 at the southern edge of the site would be dangerous. More than one access point may be required due to the size of the site and any development may require an upgraded junction from Tanners Lane to the A40. There are a range of highways constraints which would need to be overcome before the site would be deemed suitable for new development. There is no footpath on Tanners Lane and no dedicated cycle access. There is a PROW that crosses the northern part of the site and the town centre is within 10-15 mins walk. Town centre bus services can be accessed within 10 minutes walk linking the Town with Witney, Woodstock, Kingham and surrounding villages (Services 233 and V25).

**Policy Constraints**

The site is located within Flood Zone 1. Within AONB.

**Physical Constraints**

Footpath 6 (PROW) crosses the site. Development of this scale would have a significant impact on the amenity of existing occupants. There are no records of contamination or pollution on site.

**Infrastructure Constraints**

Development on the scale of this site would require significant infrastructure investment. Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages. Burford School (secondary) is an academy and is likely to offer potential to expand if necessary.

**Landscape, Ecology and Heritage**

The site lies adjacent to the Conservation Area and within the AONB. It is located within the open valley side farmland landscape which is characterised by its open and visually exposed character and prominent views across the landscape.

Development of the site would a result in a significant landscape impact within the AONB, particularly to the north and north-west, due to the elevated position and sloping nature of the site.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. Hedgerows will provide some biodiversity value but there is no formal protected status on site. There are records of protected species in proximity of the site.



# SHELAA Assessment Summary

## BURFORD SITES



SHELAA REF: 161a		<b>Site Name and Location:</b> Land south of Sheep Street, Burford <b>Site Area (Ha):</b> 3.39	
<b>Site Description</b> This is an open area of agricultural land, gently sloping down from the southern edge to Sheep Street and to an area of woodland. The site has an enclosed feel due to the slope of the land, the area of woodland to the west and residential development to the east. Residential development to the east of the site is comprised of large houses and open land to the south of the site is currently used for agricultural purposes.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Sustainable location for development. Access possible off Sheep Street. Reduced scale of development to mitigate impact of development.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 25 homes	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Developable			

**Accessibility**

Access to the site could be provided directly from Sheep Street which has moderate capacity to support additional new traffic even with on street parking. Some of the surrounding roads in the vicinity of the site are narrow and therefore quite constrained. Access will require visibility splays appropriate to vehicular speed as Sheep Street is narrow. Footway provision will be required to link to existing network and extension of street-lighting will be necessary. There is a pavement on one side of Sheep Street and PROW along the southern site boundary towards the town centre. The town centre is within 10 minutes walk (approx. 500 metres from the Town Centre and Burford Primary School). Town centre bus services can be accessed within 10 minutes walk linking the Town with Witney, Woodstock, Kingham and surrounding villages (Services 233 and V25).

**Policy Constraints**

The site is located within Flood Zone 1. Within AONB.

**Physical Constraints**

There is a PROW along the southern site boundary. There is likely to be some impact on adjoining properties which would need to be taken into account. Amenity of future occupants is likely to be good. There are no records of contamination or pollution on site.

**Infrastructure Constraints**

As a greenfield site, services would need to be provided but there are no obvious constraints. Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages. Burford School (secondary) is an academy and is likely to offer potential to expand if necessary.

**Landscape, Ecology and Heritage**

The site lies adjacent to the Conservation Area, within the AONB and forms part of the setting of Burford Priory. Priory Wood is located adjacent to the northern boundary of the site, separated by Sheep Street. The site lies within an open valley side farmland landscape which is characterised by its open and visually exposed character and prominent views across the landscape.

The slope of the land down towards Sheep Street restricts long distance views of the site from the surrounding countryside and the area of woodland to the west of the site also screens views of the site.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. Trees along the northern site boundary will have ecological value but the site has no official protected status. There are records of protected species to the north of the site within Priory Wood.

# SHELAA Assessment Summary

## BURFORD SITES



<b>SHELAA REF:</b> 358		<b>Site Name and Location:</b> Land adjacent to Tanners Lane and A40, Burford	
		<b>Site Area (Ha):</b> 2.00	
<b>Site Description</b> The site is 2.05 ha. and forms a large greenfield site which is partly occupied by allotments on its southwestern corner and forms an informal recreation area. Site access is via Tanners Lane and it is surrounded by recreation grounds to its east and north. A path runs through the northern edge of the site connecting the play areas and the village centre to the Children's Nursery and Cadets Units located at the northern end of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site would result in the loss of a community facility and access onto the site is constrained. Harmful landscape impact on loss of an important area of open space that makes a positive contribution to the setting of the town.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Primary vehicular access is likely to be located off the A40 with secondary access from Tanners Lane. Access from the A40 would add additional turning movements to the strategic road network, resulting in highway safety issues.

Tanners Lane is narrow and constrained and does not benefit from footways. If access were created onto the A40, the road would need widening to create a right turn lane, with a footway provided on the site. Pedestrian links runs through the site for access to the allotments, children and youth facilities adjacent to the site and Burford School via a pedestrian footway across the A40.

Burford is currently served by the Stagecoach 233, hourly during the majority of the day between Burford and Woodstock, no evening or Sunday service.

**Policy Constraints**

The site is located within Flood Zone 1. Within AONB.

**Physical Constraints**

The site is not affected by a PROW. There are no records of contamination or pollution on site

**Infrastructure Constraints**

Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages. Burford School (secondary) is an academy and is likely to offer potential to expand if necessary.

**Landscape, Ecology and Heritage**

The site lies within Burford Conservation Area and the AONB. The site forms an open area of land to the north of the A40 which is bounded by vegetation. The site forms an important part of the approach to Burford and development would be visually prominent and harmful.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. There are no known archaeological constraints to this holding.

The site is within the Conservation Area but not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## BURFORD SITES



<b>SHELAA REF:</b> 433		<b>Site Name and Location:</b> Fields to the north of Burford School, Burford	
		<b>Site Area (Ha):</b> 3.22	
<b>Site Description</b> The site is an area of agricultural land in the open countryside. The A40 runs along the southern end of the site and Tanners Lane runs along the eastern end of the site. The covered reservoir abuts the northern boundary of the site. Potential access to the site would be from Tanners Lane or more likely direct from the A40. Surrounding landscape can be described as largely within the open countryside although the site is also adjacent to recreation fields and Burford School to the south of the A40.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development on the site would result in significant landscape harm and access constraints mean it is unlikely that safe access could be provided. The site also relates very poorly to the existing town and would create a precedent for further development in this location.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access would be direct from the A40 which would add additional turning movements to the strategic road network and create safety hazards. Access from Tanners Lane would require development of Site 161 and this is narrow and constrained without footways. There is no pedestrian or cycle access across the site except via Tanners Lane.

Town centre bus services can be accessed from The Hill linking the Town with Witney, Woodstock, Kingham and surrounding villages (Services 233 and V25).

**Policy Constraints**

The site is located within Flood Zone 1. Within AONB.

**Physical Constraints**

Minimal effect on existing amenity. Amenity of future occupants likely to be acceptable. There are no records of contamination or pollution on site.

**Infrastructure Constraints**

Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including surrounding villages. Burford School (secondary) is an academy and is likely to offer potential to expand if necessary.

**Landscape, Ecology and Heritage**

The site lies outside but adjacent to the Burford Conservation Area and within the AONB. The site is an open area of agricultural land with minimal tree coverage other than along boundaries. The boundaries consist of light trees coverage, hedgerows and low dry stone walling. The land gently slopes up as it moves away from the A40 and it is prominently located within a wider area of open space.

The site falls within an area of open limestone wolds within the Shilton Downs landscape character area. These are very visually exposed and sensitive to development.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no known archaeological constraints to this holding.

# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 256		<b>Site Name and Location:</b> Charlbury Quarry, Quarry Lane/Ditchley Road, Charlbury.	
		<b>Site Area (Ha):</b> 2.28	
<b>Site Description</b> This 2.02 ha. site is a former quarry with worked areas below the adjacent land levels. The site can be accessed via Quarry Lane and Ditchley Road. There is a bank with trees along the Ditchley Road frontage and much of the remainder of the site contains young trees and shrubs. There is residential development to the south and west, sporadic residential development to the north and countryside to the east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development on this site would cause access difficulties and harm to character of area, AONB and Conservation Area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Potentially achievable subject to access	
<b>Conclusion</b> Not suitable			

**Accessibility**

Whilst the site abuts two road frontages, significant improvement works would be needed to provide access. To access Quarry Road, which is a rural unmade bridleway, improvements would be outside the highway boundary and improvements necessary to access Ditchley Road would be harmful to amenity. As such, the local highways authority does not support the proposal given the unsatisfactory access arrangements.

There are no footways along the Ditchley Road frontage or immediately to the west of the site, (although there is a footway from Elm Crescent to The Slade) and the road at this point has a narrow carriageway. The site is min. c660m to the town centre (Coop supermarket) and 470m to the school. It is within about 300m (in The Slade) from hourly (S3) Oxford/Chipping Norton and (X9) Witney/Chipping Norton bus services.

**Policy Constraints**

The site is located within Flood Zone 1.

It also falls within the Wychwood Project Area and Minerals Consultation Area. The Ditchley Quarry Geological SSSI is 100m to the east.

**Physical Constraints**

Topography of quarried land and lower parts could present drainage difficulties. The site is not registered as contaminated but has been formerly quarried and is a historic landfill site. Access is constrained partly by the uneven land levels as the land rises from the junction of Quarry Lane with Ditchley Lane.

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

The site is within the Conservation Area and the AONB. It is identified as a 'semi-enclosed' limestone wold and it is a 'brownfield site' in the Lower Evenlode Valley. The site is not conspicuous in the wider landscape but severe local impact is likely to result from works to Ditchley Road which is narrow and densely vegetated.

The site has a number of trees present but there are no TPOs.

Part of site within Blenheim and Ditchley CTA and there is a record of protected species on the site. There are no national or European designations (SSSI, NNR, SAC, Scheduled Monument) which affect the site, however recent planting and natural regeneration is likely to result in local wildlife interest.



# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 312		<b>Site Name and Location:</b> Land off Pound Hill, Charlbury.	
		<b>Site Area (Ha):</b> 6.54	
<b>Site Description</b> This site forms the side of a valley which is undulating but generally rises to the north and south from the Wigwell Brook (which forms part of the southern boundary). The land is also generally higher than the road, particularly to the south of the stream. There are trees and shrubs along the road frontage and along the stream. Housing and a burial ground are located to the south of the site and open countryside surrounds the site to the east, west and north.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development on this site would be harmful to the character of the Conservation Area, setting of Charlbury, the landscape of the AONB and biodiversity. In addition, it is poorly integrated with the settlement and there are severe access constraints which would be difficult to overcome.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Potentially achievable subject to access constraints	
<b>Conclusion</b> Not suitable			

**Accessibility**

The site is adjacent to the B4026 which has quite steep gradients and a pronounced bend. Land levels impede vision from any access south of the stream and existing vegetation currently limits visibility. Given the lack of visibility, this site is considered to be unsuitable for housing development of the scale proposed.

The site is on the edge of Charlbury and there are no footways along the road frontage. Footpaths would be difficult to provide in parts and would require substantial engineering.

The site is approximately 1km to the rail station which has a broadly hourly rail service to/from Oxford. Charlbury is also served by the S3 (hourly Oxford/Chipping Norton) bus service and the Pulhams X9 to Chipping Norton/Witney.

**Policy Constraints**

The site is located within Flood Zone 1 and the Wychwood Project Area. Within the AONB.

**Physical Constraints**

A PROW crosses the eastern part of site and utility cables and poles are located along the road frontage.

The site is not registered as contaminated and there is no evidence on site.

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

The site is located within the Conservation Area and AONB. It sits in a minor valley landscape which is of particularly high quality and sensitive to development. The northern edge of the town currently provides a very rural approach to the town and development on this site would create a very conspicuous intrusion into the countryside.

The site is within an area of high ecological value, forming part of the North Evenlode Valleys CTA which includes a Local Wildlife Site to the north. There are records of Meadow Clary on the site and of protected species in close proximity. However, no national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site.

There are known archaeological features in the area and therefore any development is likely to require a predetermination evaluation.

The site has a number of trees present but there are no TPOs. Development would necessitate the removal of much of the roadside vegetation, eroding the rural character of the area.

# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 359a		<b>Site Name and Location:</b> Land to the west of Hixet Wood, Charlbury. <b>Site Area (Ha):</b> 0.53	
<b>Site Description</b> The site is a large area of green space to the rear of several properties along Hixet Wood and Park Street (consisting of 0.54 ha). The land includes a stream, pond and dense vegetation. The site is surrounded by predominantly residential use as it is within the centre of Charlbury. There is no direct access to this land from the adjoining roads.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development on the site would result in the removal of thick vegetation, severely harming the character of the Conservation Area and street scene. Also significant access constraints in terms of vehicle movements along Hixet Wood.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access would be off Sheep Street/Hixet Wood, however these are very narrow roads and there is a lot of on-street parking. In addition, the footways are intermittent and improvements would be necessary.

The site is approximately 1km to the rail station. Charlbury is also served by the S3 (hourly Oxford/Chipping Norton) and X9 (to Chipping Norton and Witney) bus services with the closest stop available on Church Street.

**Policy Constraints**

The site is located within Flood Zone 1. Within the AONB. Within Conservation Area.

**Physical Constraints**

There is likely to be moderate impact on the existing occupants due to its proximity to existing residents and its position to the rear.

Access is a potential physical constraint to development.

Loss of trees.

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

The site is located within the Conservation Area and AONB. There are numerous trees on the site and in particular along the stream and pond. The site provides an important area of green space within the centre which also creates an attractive backdrop within the wider area. Development of the site would harm the character of this part of the town and necessitate the removal mature vegetation.

There are known archaeological features in the area and a predetermination evaluation may be required. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site.

# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 359b		<b>Site Name and Location:</b> Land to the east of Hixet Wood, Charlbury. <b>Site Area (Ha):</b> 0.54	
<b>Site Description</b> The site consists of 0.53 ha which lies within Charlbury Town Centre and is surrounded predominantly by residential uses. It consists of two cottages and a large area of garden land, which is bordered by stone walls along Hixet Wood Road. The access to the site is off a private road from Hixet Wood Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Due to the land levels and the attractive nature of this open site, development would severely harm the character of the Conservation Area and street scene. In addition, the living conditions of the residents within Lee Place Cottages would be unduly harmed due to the loss of outdoor amenity space and overlooking.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Unlikely to be achievable due to access constraints as a result of the land level variation between the road and site.	
<b>Conclusion</b> Not suitable and potentially unachievable			

**Accessibility**

Access would be off Sheep Street/Hixet Wood, however these are very narrow roads and there is a lot of on-street parking. Although it may be possible to achieve access, it would be necessary to remove a large portion of wall to gain visibility and extensive engineering works would need to be undertaken. The footways in the area are intermittent and improvements would be necessary.

The site is approximately 1km to the rail station. Charlbury is also served by the S3 (hourly Oxford/Chipping Norton) and X9 (to Chipping Norton and Witney) bus services with the closest stop available on Church Street.

**Policy Constraints**

Within the AONB. Within Conservation Area.

**Physical Constraints**

Access is a potential physical constraint to development.

Loss of trees.

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

The site is located within the Conservation Area and the AONB. It is also within the town centre and surrounded by residential uses. The land is situated on higher ground to the adjacent road and is bordered by an attractive dry stone wall. There is limited vegetation on the site which consists mainly of rough grass. Overall the site provides an attractive open area within an historic part of Charlbury and its sits prominently in the street scene. Development would erode the attractiveness of area due to the enviably loss of dry stone walling and the need for heavy engineering works to level of the site.

There are known archaeological features in the area and a predetermination evaluation may be required. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site.

# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 369		<b>Site Name and Location:</b> Land North of Little Lees, Charlbury. <b>Site Area (Ha):</b> 2.08	
<b>Site Description</b> The site is 2.09 ha. and lies to the north of Little Tees. It consists of largely improved grassland and a strip of woodland that runs through the eastern end of the site. PROW adjoins eastern and northern boundaries.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Sustainable location for development with acceptable impact in terms of landscape and deliverable access arrangements.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 22 homes	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Access to the site is off Little Lees. Woody Lane runs along the eastern boundary of the site, which is a track Site is easily accessible via Woody Lane (track) and Little Lees. Public footpaths adjoin the eastern and northern boundaries and residential development on Lees Heights and Little Lees lies immediately to the west and south of the site S3 (hourly Oxford/Chipping Norton) bus service available in Charlbury

**Policy Constraints**

The site is located within Flood Zone 1.

**Physical Constraints**

Some impact on the existing occupants. Amenity of future occupants likely to be good. PROW adjoins the eastern and northern boundaries of the site

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

AONB. This site comprises an area of semi-improved grassland and to the eastern part of the site there is coniferous plantation woodland with an area of dense scrub. Therefore all trees would need adequate protection to safeguard and protect the trees. Landscape and visual impact – the site is greenfield on the edge of the settlement and located within the Cotswolds AONB and Conservation Area. The landscape and visual impact of the development are therefore vitally important considerations. Given its location within the AONB and Conservation Area, the landscape and visual impact of the proposal should therefore be given careful consideration. The land consists of semi-improved grassland, coniferous plantation woodland, dense scrub and scattered scrub. The site is preserved for its ecological value and considered to be priority habitat classified as a lowland meadow. It is a priority habitat within the UK Biodiversity framework and Oxfordshire BAP, reptiles and their habitats are protected under national and European legislation. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site.



# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 429		<b>Site Name and Location:</b> Land north of Jeffersons Piece, Charlbury <b>Site Area (Ha):</b> 1.76	
<b>Site Description</b> This is a greenfield site of around 1.7 ha on the northern edge of Charlbury. It sits on relatively high ground (135m AOD) sloping down to the north towards a small valley. It abuts an area of existing residential development at Jeffersons Piece with open countryside to the north and two detached properties to the north east. To the east of the site are several large residential curtilages.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The development of this site will have a limited impact on the environment and landscape. It has no significant environmental constraints and is well-screened from wider views. Access is a key consideration to be addressed.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 40 homes	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Access is achievable via Hundley Way which is a private road although this may not be suitable for a significant increase in vehicle movements due to its width. There is however the potential to achieve vehicular access into Jeffersons Piece subject to the redevelopment/relocation of an existing set of single storey garages.

The S3 (hourly Oxford/Chipping Norton) and X9 (to Witney and Chipping Norton) bus services are available in Charlbury.

**Policy Constraints**

The site is located within Flood Zone 1. Within the AONB. Within Conservation Area.

**Physical Constraints**

PROW runs along the edge of the site. Minerals and Waste - Underlain by limestone but not an important mineral resource in this location and constrained by adjoining existing development.

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

The site is within the Cotswold AONB and is also within the Charlbury Conservation Area and therefore the landscape and visual impacts of the proposal should be given careful consideration. The site is within a 'semi-enclosed' limestone wold. It forms a paddock at the edge of the settlement in the Lower Evenlode Valley. There are no known significant archaeological constraints to this holding and no national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site.

# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 443		<b>Site Name and Location:</b> Land South of Shilson Lane, Charlbury. <b>Site Area (Ha):</b> 0.89	
<b>Site Description</b> The site lies to the west of Grammar School Road and to the south of Shilson Lane and totals 0.89 ha. Houses along Park Street and Shilson Lane are immediately to the north of the site and open countryside is located to the west and south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development would harm the landscape qualities of the AONB and the character of the built environment whichin the Conservation Area. The site forms an important part of the rural approach along Grammar School Hill.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Development is likely to have a negligible traffic impact on the strategic highway network, however the road network throughout Charlbury is very narrow and footways are intermittent.

Access could be taken directly off Grammar School Hill and/or Shilson Lane. It may be possible to provide sufficient visibility at the northern end of site although this would be likely to necessitate the removal of a large section of dry stone wall.

Suitable crossing point(s) to the footway on the opposite side of the road would need to be provided.

The site is approximately 1km to the rail station. The S3 (hourly Oxford/Chipping Norton) and X9 (to Witney and Chipping Norton) bus services are available in Charlbury and the closest bus stop is situated on Church Street.

**Policy Constraints**

The site is located within Flood Zone 1. Within the AONB. Within Conservation Area.

**Physical Constraints**

The site is not affected by a PROW. It is not registered as contaminated and there is no evidence on site.

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

The site is within the Conservation Area and the AONB. The land slopes gently up to the south and is contained by a well preserved dry stone wall. The site contains little in the way of vegetation and as a result offers attractive views across the valley to the River Evenlode. There are known archaeological features in the area and therefore a predetermination evaluation may be required. There are no national or European designations (SSSI, NNR, SAC, Scheduled Monument) which affect the site.

# SHELAA Assessment Summary

## CHARLBURY SITES



<b>SHELAA REF:</b> 444		<b>Site Name and Location:</b> Land South Of Grammar School Hill, Charlbury <b>Site Area (Ha):</b> 1.59	
<b>Site Description</b> The site lies to the south west of Charlbury. It consists of largely improved grassland and is bounded by Grammar School Hill to the north and Fawler Road to the south. There is a dense belt of trees along its northern, eastern and southern boundaries and a strip of land The site is on the edge of the settlement and is predominantly surrounded by open countryside.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development would significantly harm the character of the AONB and the setting of Cornbury Park which is a Registered Park and Garden.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Development of the site is considered to result in negligible traffic impact on the strategic highway network. Access could be taken off the B4022 and/or Grammar School Hill. The Road network throughout Charlbury is very narrow and footways are intermittent.

The site is relatively close to the railway line so noise impacts from this line should be considered. The site is approximately 1.5km to the rail station which has a broadly hourly rail service to/from Oxford. Charlbury is also served by the S3 (hourly Oxford/Chipping Norton) bus service and the Pulhams X9 to Chipping Norton/Witney.

**Policy Constraints**

The site is located within Flood Zone 1. Within the AONB. Within Conservation Area.

**Physical Constraints**

No specific constraints identified.

**Infrastructure Constraints**

Charlbury CE Primary School is currently full. It may have potential to expand but this needs to be assessed further given the constrained nature of the site.

**Landscape, Ecology and Heritage**

Close to Grim's Dyke and within the AONB. The site lies within the Cotswold AONB. It is adjacent to the Registered Park and Garden of the Cornbury Estate located to the south of Rushy Bank. There are known archaeological features in the area. Predetermination evaluation may be required. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site. Location within the AONB and Conservation Area, the landscape and visual impact of the proposal should therefore be given careful consideration.

# SHELAA Assessment Summary

## ASCOTT UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 265		<b>Site Name and Location:</b> Land off London Lane, Ascott-under-Wychwood	
		<b>Site Area (Ha):</b> 1.11	
<b>Site Description</b> This site is 1.11ha in size and it forms several parcels of agricultural land, bordered by trees and hedgerows. The surrounding land uses include agricultural to the south-west and south east, playing fields to the north-east and low density residential development to the north and south. London Lane runs to the west of the site boundary.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Ascott-under Wychwood offers limited services and is also extremely limited in terms of public transport. Therefore, this is not considered to be a sustainable location for medium to large scale housing development. In addition, development on the site would harm the semi-rural, loose knit character of this part of the village and would harm the wider landscape character of the AONB.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

London Lane on which access to the site would be taken is currently relatively narrow and material upgrades are likely to be necessary.

The site is close to the village centre of Ascott-under-Wychwood which offers a basic level of services including a village shop along the High Street and an independent school on The Green. A footpath runs along the eastern edge of London Lane, although footpath provision is intermittent and there is no street lighting evident along this stretch.

Ascott-under-Wychwood Station is located approximately 300m from the site which is located to the northern end of London Lane and this provides services to Oxford although there is only one peak-hour train per day in each direction during weekdays.

The village has recently suffered cuts in bus services but it is served by the V23 service which operates on Thursdays only.

**Policy Constraints**

The site is located in Flood Zone 1. Within AONB.

**Physical Constraints**

Ground conditions appear good with no obvious signs of instability, contamination or pollution. The site is not affected by a PROW.

**Infrastructure Constraints**

Wychwood CE Primary School is located on Milton Road in Shipton-under-Wychwood and is the catchment school for this site. As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site is located within the Cotswolds AONB on the edge of the village. It is relatively well enclosed by trees and hedgerows although wider views are possible where gaps in the boundary vegetation are evident.

The site sits within the open valley-side farmland which is characterised by predominately large scale fields under arable cultivation with a weak landscape structure and few trees/ hedgerows, resulting in an open, visually exposed landscape which is prominent in views. (WOLA).

Listed buildings at 4 & 6 High Street are located within close proximity to the north of the site.

The land on which the site sits is not subject to any statutory protection designations. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity. Any ecological value likely to be associated with vegetation on the site boundary.



# SHELAA Assessment Summary

## ASCOTT UNDER WYCHWOOD SITES



SHELAA REF: 412a		<b>Site Name and Location:</b> The Cowshed, High Street, Ascott-under-Wychwood  <b>Site Area (Ha):</b> 0.57	
<b>Site Description</b> This site is 0.57 ha in size and is located beyond the built up area of the village, surrounded by open countryside. As such is it reasonably prominent within the wider area. A large vacant agricultural building currently sits on this site, along with hardstanding which covers the majority of the site area. A cluster of trees is located on the eastern corner.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Redevelopment of the site for housing or employment purposes (other than low-key agricultural related business use) is not considered to be suitable due to the harm that would be created to the character of the landscape and AONB and the setting of the village. Due to the constrained nature of this section of road, this would be unable to serve a material increase in traffic.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable, subject to access	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access would be taken directly off the High Street, however this section of road is extremely narrow and has the appearance of a rural country lane. As such, necessary upgrades would be undesirable on this stretch of road.

The site is approximately 600m from the village centre of Ascott-under-Wychwood which offers a basic level of services including a village shop along the High Street and an independent school on The Green. However, there is no footpath provision from the site (with limited ability to provide one due to the narrow width of the road) and there is no street lighting.

Ascott-under-Wychwood Station is located approximately 800m from the site and this provides services to Oxford although there is only one peak-hour train per day in each direction during weekdays.

The village has recently suffered cuts in bus services but it is served by the V23 service which operates on Thursdays only. The closest stop is located approximately 600m from the site and there is limited accessibility to this due to the lack of footpaths.

**Policy Constraints**

The site is located in Flood Zone 1. Within AONB.

**Physical Constraints**

Development on the site is likely to result in minimal impacts on the amenity of neighbouring residents due to the separation distance. The living conditions of future residents is likely to be good although there are limited services within the vicinity of the site or public transport options available.

There is the possibility of contamination due to the former uses on the site. The site is not affected by a PROW.

**Infrastructure Constraints**

Wychwood CE Primary School is located on Milton Road in Shipton-under-Wychwood and is the catchment school for this site. As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site is situated within the AONB and is widely visible within an open area of countryside.

The site sits within the open valley-side farmland which is characterised by predominately large scale fields under arable cultivation with a weak landscape structure and few trees/ hedgerows, resulting in an open, visually exposed landscape which is prominent in views. (WOLA)

The land on which the site sits is not subject to any statutory protection designations. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity. Any ecological value likely to be associated with vegetation on the eastern corner of the site.

# SHELAA Assessment Summary

## ASCOTT UNDER WYCHWOOD SITES



SHELAA REF: 412b		<b>Site Name and Location:</b> The Dutch Barns, High Street, Ascott-under-Wychwood  <b>Site Area (Ha):</b> 0.25	
<b>Site Description</b> The site is located on the edge of the village and is 0.25 ha in size. Two small agricultural buildings are located within the site boundary and trees are located on its northern boundary. Although there is some residential development in close proximity to the site, the area is very rural in character. The site is predominantly surrounded by open countryside with the exception of its south-west boundary where it adjoins a low density complex of historical stone buildings of architectural merit.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Redevelopment of the site for housing or employment purposes (other than low-key agricultural related business use) is not considered to be suitable due to the harm that would be created to the character of the landscape and AONB and the setting of the village. Due to the constrained nature of this section of road, this would be unable to serve a material increase in traffic.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable, subject to access	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access would be take directly off the High Street, however this section of road is extremely narrow and has the appearance of a rural country lane. As such, necessary upgrades would be undesirable on this stretch of road.

The site is approximately 600m from the village centre of Ascott-under-Wychwood which offers a basic level of services including a village shop along the High Street and an independent school on The Green. However, there is no footpath provision from the site (with limited ability to provide due to the narrow width of the road) and there is no street lighting.

Ascott-under-Wychwood Station is located approximately 800m from the site and this provides services to Oxford although there is only one peak-hour train per day in each direction during weekdays.

The village has recently suffered cuts in bus services but it is served by the V23 service which operates on Thursdays only. The closest stop is located approximately 600m from the site and there is limited accessibility to this due to the lack of footpaths.

**Policy Constraints**

The site is located in Flood Zone 1, although Flood Zone 2 extends up to the site boundary on its north-western side. Within AONB.

**Physical Constraints**

Development on the site is likely to result in minimal impacts on the amenity of neighbouring residents due to the separation distance. The living conditions of future residents is likely to be good although there are limited services within the vicinity of the site or public transport options available.

There is the possibility of contamination due to the former uses on the site. The site is not affected by a PROW.

**Infrastructure Constraints**

Wychwood CE Primary School is located on Milton Road in Shipton-under-Wychwood and is the catchment school for this site. As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site is situated within the AONB and is widely visible within an open area of countryside.

The site sits within the open valley-side farmland which is characterised by predominately large scale fields under arable cultivation with a weak landscape structure and few trees/ hedgerows, resulting in an open, visually exposed landscape which is prominent in views. (WOLA)

The land on which the site sits is not subject to any statutory protection designations. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity. Any ecological value likely to be associated with vegetation on the northern edge of the site.

# SHELAA Assessment Summary

## ASCOTT UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 412c		<b>Site Name and Location:</b> The Paddock, High Street, Ascott-under-Wychwood	
		<b>Site Area (Ha):</b> 0.94	
<b>Site Description</b> The site is 0.94 ha in size and is located beyond the built up limits of the village. It forms a reasonably large strip of agricultural land surrounded by open countryside which is situated in the AONB. Trees and hedgerows form the south-western boundary of the site and a large agricultural building is located immediately to the north on an adjacent site. The south-eastern boundary extends out into the open countryside and this part of the site is particularly exposed partly due to its weak boundary treatment.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Redevelopment of the site for housing or employment purposes is not considered to be suitable due to the harm that would be created to the character of the landscape and AONB and the setting of the village. Due to the constrained nature of this section of road, this would be unable to serve a material increase in traffic. The site is particularly exposed and development would create an extremely harmful intrusion into the countryside.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable, subject to access	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access would be take directly off the High Street, however this section of road is extremely narrow and has the appearance of a rural country lane. As such, necessary upgrades would be undesirable on this stretch of road.

The site is approximately 600m from the village centre of Ascott-under-Wychwood which offers a basic level of services including a village shop along the High Street and an independent school on The Green. However, there is no footpath provision from the site (with limited ability to provide due to the narrow width of the road) and there is no street lighting.

Ascott-under-Wychwood Station is located approximately 800m from the site and this provides services to Oxford although there is only one peak-hour train per day in each direction during weekdays.

The village has recently suffered cuts in bus services but it is served by the V23 service which operates on Thursdays only. The closest stop is located approximately 600m from the site and there is limited accessibility to this due to the lack of footpaths.

**Policy Constraints**

The site is located in Flood Zone 1. Within AONB.

**Physical Constraints**

Development on the site is likely to result in minimal impacts on the amenity of neighbouring residents due to the separation distance. The living conditions of future residents is likely to be good although there are limited services within the vicinity of the site or public transport options available.

The site is affected by two PROW, one of which runs along with length of the site.

**Infrastructure Constraints**

Wychwood CE Primary School is located on Milton Road in Shipton-under-Wychwood and is the catchment school for this site. As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site is situated within the AONB and is widely visible within an open area of countryside.

The site sits within the open valley-side farmland which is characterised by predominately large scale fields under arable cultivation with a weak landscape structure and few trees/ hedgerows, resulting in an open, visually exposed landscape which is prominent in views. (WOLA)

The land on which the site sits is not subject to any statutory protection designations. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity. Any ecological value likely to be associated with vegetation on the boundaries.

# SHELAA Assessment Summary

## CHADLINGTON SITES



SHELAA REF: 302		<b>Site Name and Location:</b> Land at Brookend, Chadlington  <b>Site Area (Ha):</b> 3.63	
<b>Site Description</b> This site comprises a broadly L-shaped parcel of open agricultural land. There is a brook along the western edge of the site where the site dips, beyond which is open countryside. Housing is located to the east and Green End/ Brook End runs to the south-east of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is remote from the village centre and development in this location is considered to be unsustainable. In addition, development will harm the character of this semi-rural area and wider landscape which falls within the AONB being prominent in long-distance views and falling within a sensitive open wolds landscape.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Considering potential access, the existing gated access on Bull Hill could provide a suitable access point whereas access off Cross Lane may only be acceptable for a couple of dwellings. The pedestrian walkway into the village would need to be upgraded to approx. 1.8m minimum.

Chadlington is currently served by the Pulhams X9 between Witney and Chipping Norton and there is a limited service to Chadlington on the S3 between Oxford and Chipping Norton.

**Policy Constraints**

Nature Improvement Area. Within AONB. Conservation Target Area to the north.

**Physical Constraints**

No specific physical constraints identified although a public right of way runs along the western edge of the site.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

Chadlington CE Primary school is full and does not have capacity to expand. However a history of non-catchment pupils indicates modest in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

This site is located within the AONB. The land slopes up from Bull Hill to the south and is prominent in views from the south. The West Oxfordshire Landscape Assessment (WOLA) identifies the site as falling within an area of open limestone wolds. Where elevated such landscapes are very visually exposed and particularly sensitive to development.

The site is within a wider Nature Improvement Area but there are no site specific ecological designations. There are records of protected and notable species nearby and a Conservation Target Area to the north. As a greenfield site there will inevitably be some biodiversity interest in particular along the mature western field boundary.

The site is not within a Conservation Area but there are a number of Listed Buildings along Brook End and the setting of these buildings is an important consideration. There are no significant archaeological constraints to this holding.



# SHELAA Assessment Summary

## CHADLINGTON SITES



<b>SHELAA REF:</b> 317		<b>Site Name and Location:</b> Land north of Church Road, Chadlington	
		<b>Site Area (Ha):</b> 3.00	
<b>Site Description</b> A large field which slopes up gently to the north and east behind a grass verge and hedge on the Church Road frontage. There is open countryside to the north, south and east (part) and residential development to west and east (part).			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development will unduly alter the character of this part of the village and harm the landscape qualities of the AONB.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The site fronts onto a straight section of Church Road and due to the wide verge, safe access(es) could be created. Church Road is wide enough to accommodate the proposed development traffic.

In terms of pedestrian accessibility, the site is quite remote to services given its edge of village location. Whilst there is a footpath, it is very narrow and the remoteness of the location means that walking to services in the village centre may be unattractive. Pedestrian infrastructure needs to be put in place from the site and footways exist to the west of Quarry Road to which connection could be made.

Chadlington is currently served by the Pulhams X9 between Witney and Chipping Norton and there is a limited service to Chadlington on the S3 between Oxford and Chipping Norton.

**Policy Constraints**

Nature Improvement Area. Within AONB. Conservation Target Area to the west.

**Physical Constraints**

Contamination has been recorded in the south-east corner of the site. The site is not affected by a public right of way. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

Chadlington CE Primary school is full and does not have capacity to expand. However a history of non-catchment pupils indicates modest in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

The site is located within the AONB and within the open limestone wolds of the Enstone Uplands which are very visually exposed and particularly sensitive to development (WOLA). It is considered that development would erode the character of the countryside that extends northwards from the centre of the village. It is also situated on a very elevated and prominent site and adjacent development would offer limited screening or mitigation of the landscape impact. Whilst adjacent to development, the site is above land in Quarry Close and development to the east is mainly low profile and screened from the south by a belt of trees.

The site is within a wider Nature Improvement Area but there are no site specific ecological designations. There are records of protected and notable species nearby and a Conservation Target Area to the west. As a greenfield site there will inevitably be some biodiversity interest. There are no TPOs or trees of merit affecting this site.

The site is not within a Conservation Area and is not within close proximity of any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## CHURCILL SITES



<b>SHELAA REF:</b> 377		<b>Site Name and Location:</b> Land at Churchill Farm, Kingham Road, Churchill <b>Site Area (Ha):</b> 0.85	
<b>Site Description</b> The site consists of an existing farm yard. Dilapidated agricultural outbuildings sit on the site. The site is on the edge of the village with existing residential development to the north and east and open countryside extending to the south and west.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable - agricultural use	
<b>Reason:</b> The site is potentially suitable for limited development as it is on brownfield land and is well located within the village. However this will need to be sympathetic to its edge of village location, the Conservation Area and the AONB.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 10 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

There is an existing farm access to the site from Kingham Road and limited development is not considered to create highway safety concerns in principle. The existing access is narrow and would need to have an overall width of 6.0m (4.2m vehicles, 1.8m pedestrians) as a minimum. Visibility to required standards is achievable. There is a footway on the northern side of Kingham Road.

Churchill is served by the V9, V20, V25 and X8 services to Chipping Norton, Witney, Burford, Carterton and Kingham Station.

**Policy Constraints**

Within Cotwolds AONB and adjacent to Conservation Area.

**Physical Constraints**

Two public rights of way run across the site (east to west and north to south).

There may be some potential for contamination due to existing use.

**Infrastructure Constraints**

As the site is in existing use this suggests services are available. Kingham Primary School is consistently oversubscribed. However a history of non-catchment pupils indicates some in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

The site is situated within the AONB and the Upper Evenlode Valley which has a highly attractive and unspoilt rural character and is particularly sensitive to development (WOLA). The site itself forms a large back land site on the edge of the conservation area.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity.

The site adjoins the Conservation Area but is not affected by any listed buildings or scheduled monuments.

There are known archaeological features in the area. Predetermination evaluation may be required.

# SHELAA Assessment Summary

## CHURCILL SITES



<b>SHELAA REF:</b> 387		<b>Site Name and Location:</b> Land north west of Badgers Bank, Churchill <b>Site Area (Ha):</b> 0.90	
<b>Site Description</b> A large field to the rear of housing along Hastings Hill. The site is situated along a valley face sloping east to west towards the valley at Sarsden Halt. Agricultural land is situated immediately to the north of the site. A public right of way runs through the middle of the site north - south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development is likely to harm the character of the village and the landscape within the AONB. The site sits to the rear of established housing along Hastings Hill and development will constitute backland development which will harm the linear and low key character of this part of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable subject to access	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is no direct access to the site, although there is a PROW between 10 Hastings Hill and Oakengates which dissects the site. The site promoter has suggested that pedestrian and vehicular access could be achieved via the stub of land that connects the site to Hastings Hill. This would allow for a shared surface drive to serve up to 5 dwellings. Visibility to the south east is potentially truncated by a bend. Hastings Hill is a narrow road which may be unsuitable for a material increase in traffic movements. There is an existing footpath along Hastings Hill but not on both sides of the road along the entire stretch.

Churchill is served by the V9, V20, V25 and X8 services to Chipping Norton, Witney, Burford, Carterton and Kingham Station.

**Policy Constraints**

Nature Improvement Area. Cotswolds AONB. Conservation Area.

**Physical Constraints**

Public right of way running across the site. No other physical constraints apart from access.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but no specific constraints identified. Kingham Primary School is consistently oversubscribed. However a history of non-catchment pupils indicates some in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

The site falls within the AONB and Conservation Area. It is also situated within the Upper Evenlode Valley which is a highly attractive and unspoilt rural character and particularly sensitive to development (WOLA). There are no formal designations but the greenfield nature of the site suggests there is likely to be some biodiversity interest. There is no TPO or trees of merit.

Within the Conservation Area but not affected by any listed buildings or scheduled monuments.

There are known archaeological features in the area and therefore a predetermination evaluation may be required.

# SHELAA Assessment Summary

## CHURCILL SITES



SHELAA REF: 400		<b>Site Name and Location:</b> Land at Junction Road, Churchill  <b>Site Area (Ha):</b> 1.19	
<b>Site Description</b> The site forms a large farm yard (1.2 ha.) which houses a substantial steel agricultural building. The site slopes down towards the Sars Brook to the east and is adjacent to agricultural land to the south and east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harm to the character and setting of the village and landscape character of the AONB. Would also create a potential precedent for further development to the south. Development of this site for housing or employment would not represent a logical complement to the existing built form of the village extending it southwards into open countryside.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is an existing farm access to the site from Junction Road, which is the main road running to the village from the south-west.

There are no footways adjacent to the site but there are some intermittent ones further north along Junction Road.

Churchill is served by the V9, V20, V25 and X8 services to Chipping Norton, Witney, Burford, Carterton and Kingham Station, however this site is remote from existing bus stops.

**Policy Constraints**

Cotswolds AONB. Adjacent to Conservation Area.

**Physical Constraints**

No specific constraints identified other than removal of existing agricultural building.

**Infrastructure Constraints**

As a primarily greenfield site services would need to be provided but no specific constraints identified. Kingham Primary School is consistently oversubscribed. However a history of non-catchment pupils indicates some in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

Within the AONB and the Upper Evenlode Valley which is a highly attractive and unspoilt rural character and particularly sensitive to development (WOLA). Semi-enclosed Valley Side Farmland have distinctive sloping, and convex, valley-side landform. The site afford long reaching views across the countryside to the south and east of the site. It lies outside the Conservation Area however the site is situated within the setting of a Grade II Listed Building which lies to the north.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity. No TPO or trees of merit.

Adjacent to Conservation Area and close to listed building. Not affected by any scheduled monument.

There are known archaeological features in the area and therefore a predetermination evaluation may be required.



# SHELAA Assessment Summary

## FINSTOCK SITES



<b>SHELAA REF:</b> 267		<b>Site Name and Location:</b> Land at Witney Road, Finstock <b>Site Area (Ha):</b> 7.60	
<b>Site Description</b> The site consists of a large agricultural field (7.6 ha. in total) located between the main built-up area of the village to the east and ribbon development to the west. It also backs on to Finstock Primary School grounds to its east. It lies behind a wide verge adjacent to the High Street and a boundary defined by a stone wall and shrubs. The land rises steeply from the High Street and flattens out to relatively high lying ground adjacent to Witney Road where the frontage is defined by a belt of shrubs and young trees. The land lies between the main built-up area of the village to the east (from which the High Street frontage is separated by the part of the field that is not promoted for development) and a ribbon of development along High Street to the west and in part to the south. Agricultural land lies to the north, north- west and in part to the south. The omitted part of the field is also in agriculture.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harmful to the landscape and character of village and Conservation Area and a disproportionately large extension of the village. The harm would be mitigated but not overcome by a smaller development limited to the lower or eastern parts of the site.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The High Street which runs to the south could provide vehicular access to the site although any access would have a steep gradient. There is an existing farm access to the site off the High Street and Witney Road.

There are footways along the High Street but there is no continuous roadside footway into the village, nor is there street lighting. In addition, there are no footways or street lighting along Witney Road. There is a path which connects Witney Road to the site along the rear of the school grounds. This path connects with the track leading to the farm across the site and down to the High Street. The path from Witney Road to the site could be upgraded to provide a pedestrian route to the village centre/school (c100m).

There is a bus layby adjacent to the site on the High Street and it is served by the X9 (hourly Witney-Charlbury- Chipping Norton) service.

Finstock Station is on the Cotswold Line from Oxford to Herford but the station is located some distance from the village itself and there are limited services with just one train in each direction per day.

**Policy Constraints**

Within the Wychwood Project Area. The land is deemed to be Grade 3b (moderate quality) agricultural land. Adjacent to the AONB. Within Conservation Area and within Conservation Target Area.

**Physical Constraints**

The land is not registered as contaminated and there is no apparent evidence of contamination. A PROW crosses the site and runs along part of the western and eastern boundaries. There are no TPOs but some trees on site boundaries.

**Infrastructure Constraints**

None known, subject to site assessments. As the land rises relatively steeply from the High Street, access to the site would be dependant upon site analysis.

**Landscape, Ecology and Heritage**

The site is adjacent to the AONB and lies within the Conservation Area. It is situated within semi-enclosed limestone wolds of Wychwood Uplands, which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

Development on this site would have an impact on the landscape character of the area and in particular on the High Street which would be significant due to the land form as the site lies on higher ground.

In addition, regard should be had to the village character which consists of important areas of open space. Many of these gaps form an enriching feature of the village-scape, and contribute significantly to Finstock's rural character (Conservation Area Character Appraisal).

There are no national or European designations (SSSI, NNR, SAC, Scheduled Monument) which affect the site, however the site is situated within the Wychwood and Lower Evenlode CTA and there are records of protected species in close proximity to the site.

# SHELAA Assessment Summary

## FINSTOCK SITES



SHELAA REF: 341		<b>Site Name and Location:</b> Crown Field, east of School Road, Finstock  <b>Site Area (Ha):</b> 0.95	
<b>Site Description</b> The site forms a field which is 0.95 ha. in size. It is located immediately to the rear of the Post Office, 54 /56 School Road and is situated on the edge of the village. It is located on the junction with School Road and Charlbury Road and is bounded by dense hedges along all its boundaries except School Road. The land comprises grassland and slopes down gently to the east although is relatively flat. There is no direct access onto the site but there is a field access from School Road between a residential property and the village war memorial. The surrounding land uses are primarily residential with some commercial (shop and pub). Land to the north east is open countryside in agricultural use.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Harmful to the landscape setting and character of the village and Conservation Area and it is not clear that safe vehicular access could be created without unacceptable harm to the character and appearance of the area and setting of Finstock Manor House which is listed.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access would need to be provided from the Charlbury Road or School Road the former of which would require the removal of trees and vegetation and sight lines appear challenging. There is a footway on the west side of School Road. From this point there is convenient access to the village shop and school. There are bus stops nearby in Church Road for bus services, including the X9 (hourly Witney-Charlbury-Chipping Norton) service.

Finstock Station is on the Cotswold Line from Oxford to Herford but the station is located some distance from the village itself and there are limited services with just one train in each direction per day.

**Policy Constraints**

Within the Wychwood Project Area. Within a Conservation Target Area. Within the AONB and within a Conservation Area.

**Physical Constraints**

The land is not registered as contaminated and there is no apparent evidence of contamination.

There are no rights of way but there is a well-used informal path from the field access to the northern corner of the site.

**Infrastructure Constraints**

There is an electricity substation in the north western corner of the site and associated infrastructure on the site.

**Landscape, Ecology and Heritage**

The AONB washes across the site and it is situated within smaller scale semi-enclosed limestone wolds of the Wychwood Uplands which are visually sensitive (WOLA). The existing tree belts provide substantial enclosure of the site with only limited views over the valley to higher land to the east. If access were to be taken from Charlbury Road there would be significant loss of boundary trees and shrubs and a greater local landscape impact on views from the road.

The site is within the Conservation Area and provides an attractive landscape setting for the historic part of the village. There is a locally listed building at 54 School Road to the south of the existing site access and a Grade II\* listed building at Finstock Manor House to the north-west.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity with no records of protected species. The site does however fall within the Wychwood and Lower Evenlode CTA. There are no TPOs on the site but there are a significant number of trees within the site, some of which are of individual merit, and others of which have group value in the landscape.

# SHELAA Assessment Summary

## FULBROOK SITES



SHELAA REF: 401		<b>Site Name and Location:</b> Land to the east of Fulbrook  <b>Site Area (Ha):</b> 2.69	
<b>Site Description</b> A large area of greenfield land on the edge of the village. It is currently used for agricultural purposes. Surrounding land uses include mainly agricultural and residential (to the south-west). The site is elevated and slopes upwards to the east away from the A361.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Prominent, elevated site the development of which would have a detrimental impact on the landscape and harm the AONB as well as the setting of the village. It would also not represent a logical complement to the existing built form of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site would be off the A361 Burford to Chipping Norton. This is a busy road with limited visibility where the road bends. Safe access may be complicated by the change in land levels between the road and the site. There is a footpath along the A361 on the northern edge of the site. The village is served by the V12 (Fridays only to Chipping Norton) and the V25 (Wednesdays only to Witney).

**Policy Constraints**

Within the Cotswolds AONB. A small proportion of the western part of the site is within a Conservation Target Area. Designated flood zone to the west of the site.

**Physical Constraints**

Access and the sloping nature of the site are the main physical constraints to development.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This site is situated within the AONB and it lies within the open valley side farmland landscape which is characterised by its open and visually exposed character and prominent views across the landscape. Development of the site would result in a significant landscape impact on the AONB, particularly to the north and north-west due to the elevated position and sloping nature of the site.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity, although there are records of protected species in proximity of the site.

The site is not within a Conservation Area and is not affected by any scheduled monuments.

# SHELAA Assessment Summary

## KINGHAM SITES



<b>SHELAA REF:</b> 182		<b>Site Name and Location:</b> Land south of Station Road, Kingham	
		<b>Site Area (Ha):</b> 1.66	
<b>Site Description</b> The site consists of a flat open area of grassland on the western edge of Kingham and appears agricultural in nature with part of the site currently being utilised as an allotment. The site is located to the south of Kingham and extends along Station Road which runs across the top of the site. The site is disjointed from the main part of the settlement although newer residential development is located in the New Road area just off Station Road. The site is largely surrounded by open countryside along with sporadic development. St Andrew's Church and grounds stand opposite contributing to the historic character of the area and any development should consider the setting of this important site. Any new development on the site would result in the loss of open space between the main built up area of Kingham and development to the south west off Station Road. There is a mixture of trees of varying ages along the southern and eastern edges of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development on this site would encroach into an important area of open space and would also have an unacceptable impact on the character and setting of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Uncertain availability		<b>Achievability</b> Potentially achievable in financial terms although recent change of use suggests development unlikely	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site could be provided from Station Road at the junction with the British Legion Club. There is safe access by foot to the centre of Kingham but no dedicated access for cycles. The site is situated adjacent to the X8 bus route which provides regular direct access to Kingham railway station (with links to Oxford) and Chipping Norton.

**Policy Constraints**

Within AONB. Adjacent to Conservation Area.

**Physical Constraints**

The dry stone wall running along the highway forms part of the historic fabric of the settlement and should be retained. There are trees running along the south eastern edge of the site but limited vegetation on the site.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There are however no obvious infrastructure constraints.

Kingham Primary School is consistently oversubscribed. However a history of non-catchment pupils indicates some in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

The site is within the AONB and adjacent to the Conservation Area. The site stands at the top of a valley increasing the visibility of the land from the surrounding countryside which is within the Cotswolds AONB. There is likely to be significant detrimental landscape impacts as a result of developing this site which will particularly affect views from the rolling countryside to the east and south east of the site.

As an open area of grassland, there appears to be limited biodiversity value. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

The site is not affected by any listed buildings or scheduled monuments.



# SHELAA Assessment Summary

## KINGHAM SITES



SHELAA REF: 323		<b>Site Name and Location:</b> Land adjacent to Kingham railway station, Kingham <b>Site Area (Ha):</b> 3.97	
<b>Site Description</b> This site forms an agricultural field, which is adjacent to a recently permitted car parking area for Kingham Station. The site sits within the open countryside and is therefore surrounded by green field land on all sides, apart from the railway station (and associated car parking to the east). The north eastern end of the site lies within Flood Zone 2 and 3.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is too isolated from the existing settlement framework and is therefore considered to be wholly unsustainable. Development in this location would represent a significant incursion into the open countryside and would result in a detrimental impact on the Cotswolds AONB.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site could be provided directly from the main highway (Station Road). There is footpath access along one side of Station Road linking the site with Kingham and Bledington, although the various amenities at Kingham are not within convenient walking distance. The site lies close to Kingham railway station which provides direct access to Hereford, Oxford and London Paddington. There are also a number of bus routes linking the site with other towns and villages in West Oxfordshire and beyond.

**Policy Constraints**

The western boundary of the site lies adjacent to Flood Zone 3 and this extends within the site boundary into the north west corner. Within the Cotswolds AONB.

**Physical Constraints**

Detrimental impacts on future residents may arise from proximity to the railway line and the business activities on the neighbouring site to the east.

In terms of other constraints, there is a line of electricity pylons which cross the site, part of the site along the western boundary is affected by significant flood risk associated with the River Evenlode and there is one mature tree on the southern boundary of the site and one within the site itself; however neither of these are subject to TPOs.

**Infrastructure Constraints**

Physical infrastructure provision in this locality is likely to be more limited due to the isolated nature of the site.

Kingham Primary School is consistently oversubscribed. However a history of non-catchment pupils indicates some in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

This site is within the AONB. The site occupies an open and prominent position within the Cotswolds AONB. Development in this location is likely to have a detrimental, long distance landscape impact. The semi enclosed clay wolds landscape offers an element of containment for development with the presence of trees and hedgerows in the landscape, although any significant development in this location will represent a significant incursion into the open countryside. The site has no designation or protected status but is likely to have some biodiversity interest.

The site is not subject to any protected heritage designations and contains no listed buildings.

# SHELAA Assessment Summary

## KINGHAM SITES



<b>SHELAA REF:</b> 336		<b>Site Name and Location:</b> Land adjacent to British Legion Club, Kingham <b>Site Area (Ha):</b> 3.00	
<b>Site Description</b> Part of a larger field in arable use . The land is flat and the eastern boundary undefined. The site adjoins residential curtilages and a telephone exchange to the north and west; the village road and church grounds beyond and British Legion Club building to the south, and open farmland to the east.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A limited amount of development in the north western part of the site could be well integrated with the existing village and not harmful to the landscape or the setting of the conservation area. This would effectively maintain the building line of the existing properties in Orchard Way/Fowlers Road. Development of the wider site is likely however to have a more significant potentially harmful impact and would lead to further pressure for development of the adjoining site 182.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 10-15 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

There are opportunities for vehicular access from Station Road/Church Street and/or Orchard Way and Fowlers Road. There is good visibility at the former although a difficult manoeuvre for vehicles turning right into the site because of a sharp bend in the road. Some modification would need to be made to the footway on Fowlers Road but that road takes little traffic and a safe access could be provided.

There is a footpath leading from the site to facilities within the village.

Access off Church Road would need to be carefully placed in order to achieve suitable visibility and would need to be accompanied by a footway linking to village pedestrian network.

There are footways along Fowlers Road providing easy access into the village although a small section of footway is missing on the north side of Church Road/Station Road. There is a footway on the south side of Church Road to the south of the site but it is on a bank and set back. The site is about 700m from the village school. There are stops nearby for hourly bus services (X8) to Chipping Norton and Kingham station (which provides direct access to Hereford, Oxford and London Paddington) and more limited services to other destinations.

**Policy Constraints**

Within AONB. Adjacent to Conservation Area.

**Physical Constraints**

Low voltage electricity lines cross the site close to its southern boundary. There are no records or evidence of any contamination, pollution or instability

There are currently no significant archaeological constraints to this holding. There is no TPO or trees of particular merit. Misshapen trees adjacent to Fowlers Road would need to be removed for access in that direction.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There are however no obvious infrastructure constraints. Low voltage electricity lines cross the site close to its southern boundary.

Kingham Primary School is consistently oversubscribed. However a history of non-catchment pupils indicates some in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

The site falls primarily within an area of semi-enclosed clay wolds (smaller scale) which on the immediate fringes of the larger settlements is potentially more tolerant of development if it conforms to existing field pattern, is sensitively designed and does not significantly alter settlement form (WOLA). The site adjoins the built-up area of the village on two sides with the Royal British Legion building and there are hedges along nearby sections of the fields other boundaries.

The site is within the AONB. The site is not subject to any protected heritage designations and contains no listed buildings but the adjoining land to the west lies within the Kingham Conservation Area.

The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident but as a greenfield site will have some biodiversity interest.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## KINGHAM SITES



SHELAA REF: 408		<b>Site Name and Location:</b> Land south of Fowler's Road, Kingham  <b>Site Area (Ha):</b> 1.15	
<b>Site Description</b> This site is a large rectangular field extending beyond Fowlers Road towards Cornwell Brook. The site is surrounded by agricultural land to the east and south and by existing residential development to the north west. To the north is a site which has been permitted for residential development.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Unlike the permitted scheme to the north, development of this site would extend the built form of the village beyond the current building line created by the properties in Orchard Way / Fowlers Road. This would result in an unacceptable form of development that relates poorly to the existing settlement pattern and represents an incursion into open countryside.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to this site has to be gained through either plot 277 or plot 336. For access via plot 336, see comments on plot 336 above. For access via plot 277, see plans relating to existing consent. Traffic impact will be minimal. Negligible traffic impact on the strategic highway network. There is a footpath leading from the site to facilities within the village. Currently served by the Pulhams X8 "Railbus", future uncertain, but has a broadly hourly rail service seven days a week. Future uncertainty due to bus subsidy cuts to take effect from July 2016. Bus operators are considering to run some routes commercially but not yet confirmed.

**Policy Constraints**

Within Cotswolds AONB.

**Physical Constraints**

No specific constraints identified.

**Infrastructure Constraints**

No specific constraints identified.

Kingham Primary School is consistently oversubscribed. However a history of non-catchment pupils indicates some in-catchment housing growth could be accommodated with a possible knock-on effect to other nearby schools.

**Landscape, Ecology and Heritage**

The site is within an area of semi-enclosed clay wolds (smaller scale) which on the immediate fringes of the larger settlements is potentially more tolerant of development if it conforms to existing field pattern, is sensitively designed and does not significantly alter settlement form (WOLA). However in this instance development would significantly extend the current built form into open countryside.

The site is not subject to any protected status or designation. Any biodiversity value is likely to be limited to the boundaries of the existing built-up area. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

The site is not within the Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are currently no significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## LEAFIELD SITES



<b>SHELAA REF:</b> 214		<b>Site Name and Location:</b> Land at Fairspear Road, Leaffield	
		<b>Site Area (Ha):</b> 0.28	
<b>Site Description</b> The site consists of 0.33ha of greenfield land in agricultural use and is located on the edge of the village, immediately adjacent to the end of a row of semi-detached houses fronting Fairspear Road. Surrounding the site is agricultural land to the north and north-east, Fairspear Road to the west and housing fronting Fairspear Road to the south.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Potentially suitable for small-scale frontage development effectively extending the line of existing development along Fairspear Road. Provides an opportunity to improve the approach to the village from the north west.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 5 homes	<b>6-10 Years</b> 0		<b>11-15 Years</b> 0
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Suitable in part and deliverable			

**Accessibility**

The Highways Authority considers that this development will have negligible impact on the highway network. Access would be taken from Fairspear Road which is within the 30mph zone at this point. The speed limit and kerb build out would need to be moved further north up Fairspear Road to accommodate the development. There is a footway on the north side of Fairspear Road giving pedestrian access to the village facilities.

**Policy Constraints**

Adjacent to Conservation Area. Scheduled monument immediately to the west. Most of the site falls within a Conservation Target Area. Within the AONB.

**Physical Constraints**

There are no TPO trees on the site and the site is not affected by a PROW.

**Infrastructure Constraints**

Leaffield CE Primary School is a small school on a very constrained site and is unable to expand. Therefore this school has limited ability to absorb additional housing growth. No other specific constraints identified.

**Landscape, Ecology and Heritage**

This site is located within the AONB and adjacent to the Conservation Area. It falls within semi-enclosed limestone wolds (smaller scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

A Scheduled Monument is located to the west of the site and any development may affect the setting of the monument.

The site sits adjacent to Leaffield Woodlands which is an important community asset and is part of the Community Woodland Millennium Project.

Adjacent to the Conservation Area.



# SHELAA Assessment Summary

## LEAFIELD SITES



SHELAA REF: 306		<b>Site Name and Location:</b> Land at The Ridings, Leaffield  <b>Site Area (Ha):</b> 0.05	
<b>Site Description</b> The site forms a narrow strip of greenfield land along The Ridings. It lies outside the Leaffield Conservation Area. There is a farm to the south, existing residential properties to the north and open countryside to the east and west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Due to the location of the site and its proportions, development would appear incongruous and an intrusion into the open countryside.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Potentially not achievable due to physical constraints presented by the narrow shape of the site.	
<b>Conclusion</b> Not suitable			

**Accessibility**

The site sits on a reasonably straight section of The Ridings which extends south from the village.

Access to the site would be from The Ridings which is a relatively narrow road with no pedestrian footways and little scope for provision without the loss of stone walling and without impacting on the setting of the countryside. In any case, the site is distant from village facilities and therefore walking to facilities would not be an attractive option. The closest bus services are the V21, V23 and V26 which can be accessed in the centre of the village for services to Witney and Chipping Norton.

**Policy Constraints**

Adjacent to Conservation Area. Within the AONB.

**Physical Constraints**

The narrow shape of this site presents a physical constraint to development.

**Infrastructure Constraints**

Leaffield CE Primary School is a small school on a very constrained site and is unable to expand. Therefore this school has limited ability to absorb additional housing growth. No other specific constraints identified.

**Landscape, Ecology and Heritage**

This site is located within the AONB and adjacent to the Conservation Area to the north. Within semi-enclosed limestone wolds (smaller scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

# SHELAA Assessment Summary

## LEAFIELD SITES



SHELAA REF: 340		<b>Site Name and Location:</b> Land east of Greenwich Lane, Leafield  <b>Site Area (Ha):</b> 0.55	
<b>Site Description</b> The site comprises a relatively narrow rectangular strip of land in agricultural use. The site forms part of a large flat arable field with a stone wall along Leafield Road behind a wide grass verge. There is field access on the north-west corner and the stone wall continues along Greenwich Lane. The site sits opposite a narrow ribbon of houses along Leafield Road. Housing is also located to the west, allotments to the east and open countryside extends to the south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is relatively distant from village facilities and would extend further into the countryside, harming the character of the village and the AONB.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Development on this site is likely to have a negligible impact on the highway network.

The site is located on a straight stretch of Leaffield Road largely within the 30mph speed limit area. There is a chicane half way along the site frontage and there is scope for safe access from Leaffield Road. If access were taken from Lower End, good visibility should be achievable, however the speed limit and kerb buildout may need to be moved further east along Lower End to accommodate the development.

The site is located on the edge of the village where the pedestrian and cycle facilities are poor. There is only a footway on one side of the road into the centre of the village and an additional footway would be necessary, however the site is distant from the primary school and village centre (c1km).

The closest bus services are the V21, V23 and V26 which can be accessed off Lower End for services to Witney and Chipping Norton.

**Policy Constraints**

Within Cotswolds AONB. A very small part of the site falls within the Conservation Target Area.

**Physical Constraints**

There are no trees within the site and only limited vegetation on the road frontages. There is evidence of minor groundwater vulnerability.

A telegraph pole is located close to the north-west corner of the site and low voltage electricity lines are situated on/ beyond the southern boundary. The land is not registered as contaminated land and there is no apparent evidence of contamination.

**Infrastructure Constraints**

Leaffield CE Primary School is a small school on a very constrained site and is unable to expand. Therefore this school has limited ability to absorb additional housing growth. No other specific constraints identified.

**Landscape, Ecology and Heritage**

This site is located within the AONB. Within semi-enclosed limestone wolds (smaller scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA). The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

There would appear to be scope for a strong landscape structure to be created (the southern boundary does not reflect any existing features) but anything other than a frontage development at the western end of the site (opposite existing terraced properties) would be visually obtrusive and an incongruous intrusion into the countryside. Leaffield Conservation Area lies to north and west. The Wychwood and Lower Evenlode Conservation Target Area extends into the south east corner.

There are no known significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## LEAFIELD SITES



SHELAA REF: 409		<b>Site Name and Location:</b> Land off Greenwich Lane, Leaffield  <b>Site Area (Ha):</b> 0.80	
<b>Site Description</b> The site is 0.8 ha in size and is greenfield land currently in agricultural use. The site forms a large paddock which lies to the rear of a row of cottages along Greenwich Lane. The site is surrounded by open countryside to the east, west and south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is distant from the village centre and does not relate well to the established built up area of development. Development on this site would harm the setting of the village and the landscape. In addition the site is served by a narrow track which is not capable of accommodating residential development of the scale proposed. Development may also set a harmful precedent for future development along Greenwich Lane which could create further harm.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Not achievable	
<b>Conclusion</b> Not suitable or achievable			

**Accessibility**

The site is located on the edge of village where the pedestrian and cycle facilities are poor. There is only footway access on one side of the road into the centre of the village and therefore improvements would be necessary. Access would need to be taken from Greenwich Lane which is a very narrow single track road with no apparent scope for widening or installing a passing arrangement. The closest bus services are the V21, V23 and V26 which can be accessed off Lower End for services to Witney and Chipping Norton.

**Policy Constraints**

Within Cotswolds AONB.

**Physical Constraints**

Achieving satisfactory access is the main physical constraint to development in this location.

**Infrastructure Constraints**

Leaffield CE Primary School is a small school on a very constrained site and is unable to expand. Therefore this school has limited ability to absorb additional housing growth. No other specific constraints identified.

**Landscape, Ecology and Heritage**

This site is located within the AONB and within semi-enclosed limestone wolds (smaller scale) which are visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure (WOLA).

The Leaffield Conservation Area lies immediately to the north of the site and the Wychwood and Lower Evenlode Conservation Target Area lies to the east. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident. There are no known significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## MILTON UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 141		<b>Site Name and Location:</b> Land at Church Road, Milton-under-Wychwood	
		<b>Site Area (Ha):</b> 1.41	
<b>Site Description</b> The site is 1.4 ha. in size and is in agricultural use with some equestrian and other related uses evident on the site. The site is located immediately to the rear of detached houses fronting Church Road and to the north of the recreation ground. Hedgerows are located within the site and along part of the southern boundary.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development would not integrate well with the existing pattern of development and would harm the rural open character of the area. Views across and into the site are relatively prominent and therefore development would harm the landscape qualities of the AONB.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicle access would be taken from Church Road and the wider traffic impact is likely to be minimal. Site access would need to be assessed as part of any planning application to ensure this is of a suitable width with good visibility. As part of the approved scheme under ref: 14/1759/FUL, a 4.8m access road was sought by the Highways Department at the County Council.

The amenities of Milton can be reached on foot within 10 minutes. However, pedestrian accessibility improvements would be required to satisfactorily link the site to the village. The site is well located for access to the Primary School, however a pedestrian crossing may be required.

Milton is currently served by the V12, V19, V20 and V21 bus services (within 10 - 15 mins walk) providing access to Burford, Witney and Chipping Norton.

**Policy Constraints**

The site falls within Flood Zone 1 although it is in close proximity to Zones 2 and 3 associated with the Littlestock Brook. The site is also within the Wychwood project area and is also within the Cotswolds AONB.

**Physical Constraints**

No evidence or sign of instability, contamination or pollution. Electricity pylons run along the eastern boundary. There are no trees on site, although there are some mature trees and hedgerows around the site boundary.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There are however no obvious infrastructure constraints.

Wychwood CE Primary School could accommodate up to 100 new homes across the Wychwoods.

**Landscape, Ecology and Heritage**

Land rises to the east making the site more prominent in the landscape with potential for detrimental impacts on the AONB.

The site sits within the semi enclosed clay wolds (large scale) landscape which is visually sensitive. Any development would need to be closely integrated with existing buildings and development.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

Trees and young hedgerows around site boundary will provide some biodiversity value but there is no wildlife protection designation on site.

The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.



# SHELAA Assessment Summary

## MILTON UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 249		<b>Site Name and Location:</b> Land off Lyneham Road, nr Heath Farm, Milton-under-Wychwood <b>Site Area (Ha):</b> 2.14	
<b>Site Description</b> The site is 2.1 ha in size and consists of agricultural fields surrounded by open countryside. To the east is a copse of trees and Lyneham Road runs to the north, from the south-west to the north-east. Hedgerows run along the boundaries of the site but there is very little vegetation within the site area itself.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in an isolated and unsustainable location and development would seriously harm the setting of the AONB due to its rural and elevated position.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

This site is in a remote location and there are few sustainable transport options. Lyneham Road is single track with limited passing opportunities and limited scope for widening. In addition, visibility to the south west is truncated by the crest of the hill.

The site is around 1.5km from the village and is not served by a footway to the village, with limited scope for introducing one. In any case, the site is located beyond comfortable walking distance of nearby facilities. As such pedestrian accessibility to the village is extremely poor.

**Policy Constraints**

Within the Cotswolds AONB. The site is also within the Wychwood project area.

**Physical Constraints**

There is no evidence or sign of instability, contamination or pollution. There is a PROW running along the north-eastern boundary of the site.

There are no TPOs situated on or adjacent to the land.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There are however no obvious infrastructure constraints.

Wychwood CE Primary School could accommodate up to 100 new homes across the Wychwoods.

**Landscape, Ecology and Heritage**

The site is located in a prominent and elevated position within the AONB. The site sits within the semi enclosed clay wolds (large scale) landscape which is visually sensitive. Any development would need to be closely integrated with existing buildings and development. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

There are no records of significant archaeological constraints relating to this holding.

# SHELAA Assessment Summary

## MILTON UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 352		<b>Site Name and Location:</b> Land at Green Lane, Milton-under-Wychwood. <b>Site Area (Ha):</b> 0.83	
<b>Site Description</b> The site is 0.8 ha. and comprises agricultural land which includes an element of equestrian activity. Residential development is located along Green Lane. To the south of the site is an area of public open space (village green).			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Prominent site position and long distance views of the surrounding countryside mean that development would harm the landscape qualities of the AONB and the setting of the village as there are views across to the site over the recreation ground. It would also urbanise Green Lane which has a semi-rural appearance due to its narrow dimensions and the low density pattern of development located along this lane. Would also lead to inevitable development pressure for adjoining Sites 141 and Site 438.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access from Church Lane could be achieved via Site 141 or alternatively access to Green Lane could be achieved via Site 438.

The amenities of Milton can be reached on foot within 10 minutes, however pedestrian accessibility improvements would be required to satisfactorily link the site to the existing village network. Milton is currently served by the V12, V19, V20 and V21 bus services (within 10 - 15 mins walk) providing very infrequent access to Burford, Witney and Chipping Norton.

**Policy Constraints**

Within the Cotswolds AONB. The site is also within the Wychwood project area.

**Physical Constraints**

There is no evidence or sign of instability, contamination or pollution. There are no trees on site, although there are some mature trees and hedgerows around the site boundary.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There are however no obvious infrastructure constraints.

Wychwood CE Primary School could accommodate up to 100 new homes across the Wychwoods.

**Landscape, Ecology and Heritage**

This site is located within the AONB. Trees and young hedgerows around the site boundary will provide some biodiversity value but there is no wildlife protection designation on the site. The site sits within the semi enclosed clay wolds landscape which is visually sensitive and any development would need to be closely integrated with existing buildings as the weak landscape structure in this area makes the land particularly sensitive to new development. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident. There are no known significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## MILTON UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 438		<b>Site Name and Location:</b> Land at Green Lane, Milton-under-Wychwood <b>Site Area (Ha):</b> 1.47	
<b>Site Description</b> The site is 1.5 ha and consists of agricultural land. It sits adjacent to an extra care housing scheme allowed in 2012 (and now completed), agricultural land to the north, the recreation ground to the south-west and housing to the south.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Whilst adjacent to existing development, the site is considered to be sensitive due to its openness and rural appearance which would harm the setting of the village, in particular Green Lane and views across the recreation ground, and the landscape qualities of the AONB. Access would also necessitate highway upgrades to Green lane which would further harm its low-key character.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Development on the site is considered to result in negligible traffic impact on the strategic highway network.

Access would be via Green Lane which is a narrow single track with no pedestrian provisions for its entire length. Significant improvements would be required to Green Lane including pedestrian accessibility improvements to satisfactorily link the site to the village.

Milton is currently served by the V12, V19, V20 and V21 bus services providing very infrequent access to Burford, Witney and Chipping Norton.

**Policy Constraints**

The site is in Flood Zone 1 although it is in close proximity to Zones 2 and 3 associated with the Littlestock Brook. The site also falls within the Wychwood project area and Cotswolds AONB.

**Physical Constraints**

There is no evidence or sign of instability, contamination or pollution. There are no evident physical constraints but there are PROWs along two boundaries and across the site. No TPOs on the site and only limited trees largely along the northern boundary.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There are however no obvious infrastructure constraints.

Wychwood CE Primary School could accommodate up to 100 new homes across the Wychwoods.

**Landscape, Ecology and Heritage**

This site is located within the AONB and is within close proximity to Grade II Listed Building 'Heath Farm House'. The land is now partly enclosed by new development to the south east. The site sits within the semi enclosed clay wolds (large scale) landscape which is visually sensitive and any development would need to be closely integrated with existing buildings or within a strong landscape structure (WOLA).

The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident although as a greenfield site there will be some biodiversity interest. .

There are no known significant archaeological constraints to this holding.

# SHELAA Assessment Summary

## MILTON UNDER WYCHWOOD SITES



SHELAA REF: 459		<b>Site Name and Location:</b> Land to the rear of Church Road, Milton-under-Wychwood  <b>Site Area (Ha):</b> 2.35	
<b>Site Description</b> This site submission is a combination of Sites 141 and 352 - see descriptions above.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development would not integrate well with the existing pattern of development and would harm the rural open character of the area. Views across and into the site are relatively prominent and therefore development would harm the landscape qualities of the AONB and the setting of the village as there are views across to the site over the recreation ground. It would also urbanise Green Lane which has a semi-rural appearance due to its narrow dimensions and the low density pattern of development located along this lane.  Would also lead to inevitable development pressure for adjoining Site 438.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The inclusion of the whole site area (including Sites 141 and 352) would allow access to be provided from Church Road. The existing access is narrow and would need to be widened to an overall width of 6.0m as a minimum. In addition, in order to provide good visibility, removal of obscuring vegetation would be required.

The amenities of Milton can be reached on foot within 10 minutes. However, pedestrian accessibility improvements would be required to satisfactorily link the site to the village. The site is well located for access to the Primary School, however a pedestrian crossing may be required.

Milton is currently served by the V12, V19, V20 and V21 bus services (within 10 - 15 mins walk) providing very infrequent access to Burford, Witney and Chipping Norton.

**Policy Constraints**

The site falls within Flood Zone 1 although it is in close proximity to Zones 2 and 3 associated with the Littlestock Brook. The site is also within the Wychwood project area and is also within the Cotswolds AONB.

**Physical Constraints**

No evidence or sign of instability, contamination or pollution. Electricity pylons run along the eastern boundary. There are no trees on site, although there are some mature trees and hedgerows around the site boundary.

**Infrastructure Constraints**

The site is greenfield and services would therefore need to be provided. There are however no obvious infrastructure constraints.

Wychwood CE Primary School could accommodate up to 100 new homes across the Wychwoods.

**Landscape, Ecology and Heritage**

Land rises to the east making the site more prominent in the landscape with potential for detrimental impacts on the AONB.

The site sits within the semi enclosed clay wolds (large scale) landscape which is visually sensitive. Any development would need to be closely integrated with existing buildings and development.

The site is outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

Trees and young hedgerows around site boundary will provide some biodiversity value but there is no wildlife protection designation on site.

The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.



# SHELAA Assessment Summary

## SIPTON UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 183		<b>Site Name and Location:</b> North of Ascott Road, Shipton-under-Wychwood	
		<b>Site Area (Ha):</b> 0.92	
<b>Site Description</b> The site area is 0.95 ha. and consists of an enclosed area of grassland surrounded by trees and scrub. The site, on the eastern side of the town is surrounded by trees and woodland and lies adjacent to Ascott Road. The site falls completely within the Conservation Area and the historic nature of the locality is emphasised by the historic buildings to the north and west of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this part of the village would not 'read' as part of the existing developed area and would harm the setting of the village. Also loss of trees to create vehicular access onto Ascott Road.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Ascott Road is capable of accommodating development of the scale proposed and access to the site could be taken off this road, although this would result in the felling of trees which are an important element of the character of the area. There is a pavement on one side of Ascott Road providing access to the centre of the village. Bus routes operate from Ascott Road and High Street within 5 mins walk of the site (services V12, V19, V20 and V23), linking the village with Burford, Witney and Chipping Norton.

**Policy Constraints**

The site is located within Flood Zone 1 although maps indicate that this was a flood affected in 2007.

**Physical Constraints**

Mature trees on the site boundary and neighbouring the site but no TPOs. The site is not affected by any public rights of way (PROW). Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This site is located within the AONB and lies within the Conservation Area. It is also adjacent to a Historic Building and Parks and Garden known as 'The Japanese Garden and New House'. Development may also affect the setting of a Listed Building to the north of the site. However, the site is well enclosed so landscape impacts are likely to be relatively localised. Trees and shrubs surrounding the site are likely to be of some biodiversity value. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

# SHELAA Assessment Summary

## SIPTON UNDER WYCHWOOD SITES



SHELAA REF: 248		<b>Site Name and Location:</b> Land south of Milton Road, Shipton-under-Wychwood  <b>Site Area (Ha):</b> 3.33	
<b>Site Description</b> This site is 3.33 ha in size and forms a relatively flat area of pasture land, currently used for grazing sheep. It is situated between the school and the local industrial estate and extends around the back of the school. There is a mixture of vegetation comprising mature trees and hedgerows around the edge of the site. The site is on the western boundary of the village with open countryside to the south and west. The site is in a prominent location presenting a gap in the street scene and offering views to the countryside beyond Shipton. Adjacent to the site on the eastern boundary is the Wychwood Business Centre which is comprised of a number of small, modern business units.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Suitable	
<b>Reason:</b> Relatively localised landscape impact, provides an opportunity to deliver additional parking for the school. Development in this location would relate well to the existing built form of the settlement. Suitable for residential development and potentially small-scale employment use as extension to adjoining business premises.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 44 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

Development could be accessed via Milton Road, subject to appropriate access arrangements.

The site is within close proximity of a range of community services and facilities associated with both Milton and Shipton. The majority of these services, including the post office, school and convenience store are within 10-15 mins walk. There is a pavement on one side of the road but no dedicated cycle access to the village centres.

There are bus stops within 5 mins walk of the site (services V12, V19, V21), linking the village with Burford, Witney and Chipping Norton.

**Policy Constraints**

Within Conservation Area and Cotswolds AONB.

**Physical Constraints**

There may be moderate amenity impacts on potential residents arising from activities at the school and the business park.

There are mature tree on the site boundary but none on the site. The site is not affected by any public rights of way (PROW). Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This site is located within the AONB and the Conservation Area. The land slopes down to the west away from the site placing the site in a prominent position although any potential landscape impact would be mitigated by the vegetation on the site boundary which includes Beech and Hawthorne.

The trees on the south and west boundary of the site form a strong landscape edge which would help to screen development from the wider countryside. Hedgerows and trees around site boundary have some biodiversity value although the site has no formal protected status. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no formal designation or intrinsic features of biodiversity are evident.

# SHELAA Assessment Summary

## SIPTON UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 348		<b>Site Name and Location:</b> Land North of Milton Road, Shipton-under-Wychwood	
		<b>Site Area (Ha):</b> 0.40	
<b>Site Description</b> The site is 0.4 ha in size and lies between existing dwellings lining Milton Road and a track leading up to the Biomass Barn, Wychwood Solar Farm and Sewerage Works. It forms an open area of grassland and sits within a larger area of open space, beyond which there is housing to the south and east. Wychwood Primary School lies opposite the site to the south of Milton Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Loss of an important area of open space which would lead to coalescence of the two settlements, and erosion of the open rural character of the area. The loss of this open space would have a harmful impact on the setting of the Shipton-Under-Wychwood Conservation Area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access would be taken off Milton Road which also serves Wychwood C of E Primary School opposite the site, the sewage works and existing housing along Milton Road. As such, large scale development could lead to excessive traffic movements.

There is a bus stop within 5 mins. walk of the site (services V12, V19, V21), linking the village with Burford, Witney and Chipping Norton.

**Policy Constraints**

A small part of the site falls within Flood Zone 2. Also within Conservation Area and Cotswolds AONB.

**Physical Constraints**

The amenity of future occupants could be prejudiced by the sewage works to the north. Trees are situated along the boundary, but there are no TPOs.

The site is not affected by any public rights of way (PROW).

Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This site is located within the AONB but outside the Conservation Area. Land rises to the east making the site more prominent in the landscape with potential significant detrimental impacts on the AONB.

The site sits within the semi enclosed clay wolds (large scale) landscape which is visually sensitive and any development would need to be closely integrated with existing buildings or within a strong landscape structure. The area is characterised by large scale rolling farmland with moderate intervisibility. The weak landscape structure in this area makes the land particularly sensitive to new development.

Ancient Bruern Woods is located 1.6 km from the site, however the site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument).

# SHELAA Assessment Summary

## SIPTON UNDER WYCHWOOD SITES



<b>SHELAA REF:</b> 405		<b>Site Name and Location:</b> Land North of Milton Road, Shipton-under-Wychwood	
		<b>Site Area (Ha):</b> 4.10	
<b>Site Description</b> The site is 4.1ha in size and is located at the rear of the dwellings along Milton Road. The Sewerage Works, Solar Farm and Biomass Barn lie to the north. The character of the site and its surrounding area is predominantly pasture land and unspoilt countryside. There are numerous trees and hedges on the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is located to the rear of houses along Milton Road and therefore this would form backland development which is not consistent with the established linear patten of development. In addition, the site consists of a large number of trees, which provides an important backdrop to the settlement. Achieving satisfactory vehicular access is highly problematic unless the adjoining land to the west is utilised as has been suggested by the site promoter.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Not achievable	
<b>Conclusion</b> Not suitable or achievable			

**Accessibility**

There is no vehicular access directly to the site and access would need to be taken from adjoining land.

The site is within close proximity of a range of community services and facilities and the majority of these services, including the post office, school and convenience store are within 10-15 mins walk.

There is a bus stop within 5-10 mins walk of the site (services V12, V19, V21), linking the village with Burford, Witney and Chipping Norton.

**Policy Constraints**

Within Conservation Area and Cotswolds AONB.

**Physical Constraints**

Dense vegetation covers this site. The site is not affected by any public rights of way (PROW). Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This site is located within the AONB and Conservation Area. Land rises to the east making the site more prominent in the landscape with potential significant detrimental impacts on the AONB.

The site sits within the semi enclosed clay wolds (large scale) landscape which is visually sensitive and any development would need to be closely integrated with existing buildings or within a strong landscape structure. This area is characterised by large scale rolling farmland with moderate intervisibility. The weak landscape structure in this area makes the land particularly sensitive to new development.

Ancient Bruern Woods is located 1.6 km from the site and the site itself is covered in dense vegetation.

The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) with no formal designations, although barn owls have been reported on the site which are a protected species.



# SHELAA Assessment Summary

## STONESFIELD SITES



<b>SHELAA REF:</b> 135		<b>Site Name and Location:</b> Land west of North Farm, Stonesfield	
		<b>Site Area (Ha):</b> 1.76	
<b>Site Description</b> The site covers 1.76 ha. and forms a flat, featureless paddock. The site boundaries comprise of trees, shrubs and hedges along the north, south and west sides and a ranch fence to the curtilage of North Farm to the east. The site surroundings consist of flat farmland to the north and east (beyond North Farm); an open playing field to the south with farmland and housing beyond, and residential development at Bishops Meadow to the west. Planning permission has been approved (subject to S106 Agreement) for 13 dwellings to the north of Farley Lane and to the north-west of the site.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Suitable in part	
<b>Reason:</b> The site is relatively self-contained and modest residential development could be assimilated into the landscape without creating undue harm, subject to achieving suitable access. May also be suitable for small-scale business use although not promoted for such use and access again would be a key consideration as well as impact on adjoining occupants depending on the nature of any proposed use.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 10 - 15 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Although likely to be financially viable, access limitations may prevent the site coming forward.	
<b>Conclusion</b> Deliverable			

**Accessibility**

Village roads and some approach roads are narrow and unsuitable for a material increase in traffic. There is no road frontage to the site with access only onto Farley Lane which is an unmade bridleway to the north. Farley Lane is particularly narrow with no apparent scope to widen without the removal of an entire length of hedgerow and the County Council are unlikely to support the upgrading of Farley Lane to allow vehicular access.

Pedestrian accessibility improvements would be required to satisfactorily link the site with the village (particularly along The Ridings) where the footway is intermittent.

The site is around 670m to the village centre (shop) and 770m to the primary school via roads without footways or street lighting. In terms of accessibility by public transport, the site is a minimum of some 500m from the S3 bus service (hourly Oxford-Chipping Norton) and V26 (Monday, Tuesdays and Fridays) but in part via roads without footways.

**Policy Constraints**

The site is within the AONB and Wychwood project area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no TPOs or significant trees. Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This site is located within the AONB but outside the Conservation Area and is not affected by any listed buildings or scheduled monuments. This part of the District is within the open limestone wolds of the Lower Evenlode Valley where landscapes are very visually exposed and particularly sensitive to development (WOLA). The site itself is in a relatively flat open landscape and development may form quite a conspicuous intrusion into the countryside. No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity.

# SHELAA Assessment Summary

## STONESFIELD SITES



SHELAA REF: 229		<b>Site Name and Location:</b> Land north east of Stonesfield  <b>Site Area (Ha):</b> 6.25	
<b>Site Description</b> The site covers 6.25 ha. and forms a field that slopes gently down to the south and east from the backs of houses on Greenfield Crescent. This site is largely enclosed by low hedges.  In terms of surrounding land uses, there is an open playing field and Charity Farm to the north, farmland to the east and south (in part beyond farm buildings) and low profile residential development to the west.			
<b>Suitability for housing</b> Suitable in part		<b>Suitability for employment</b> Suitable in part	
<b>Reason:</b> Planning permission has been granted for 37 houses on land to the south of Woodstock Road (15/03097/RES). Development on this site should be considered in the context of this neighbouring residential development and is now considered to form a logical extension to this part of the village. Potential for around 50 homes with provision of significant open space to mitigate the impact of development. Also potentially suitable for small-scale employment use potentially as part of a mixed-use scheme.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 50 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

There is likely to be some traffic impact within Stonesfield from development of this scale as village roads and some approach roads are narrow.

Site access would lie in current 60mph speed limit and therefore the 30mph speed limit would need to be extended to the north-east, as well as the relocation of the chicane. Depending on where access would be, removal of verge trees (north side) may be needed. Careful attention will be required to the location of the site access in relation to the recently consented access for Charity Farm site to the south. Visibility is very good in both directions and the County Council have confirmed that vision splays would be achievable.

Pedestrian accessibility improvements would be required to satisfactorily link the site to the village such as a connection to the existing footway on the north side of Woodstock Road so it extends further west. A roadside footway and lighting could link to an existing footway to the west of the site. The site is min. c480m to the village centre (shop) and 510m to the primary school.

The site is around 300m from the S3 (hourly Oxford-Chipping Norton) and V26 (Monday, Tuesdays and Fridays) bus services.

**Policy Constraints**

The site is within the AONB and Wychwood project area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no TPOs or significant trees. Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site is located within the AONB but outside the Conservation Area and is not affected by any listed buildings or scheduled monuments. This area is within open limestone wolds of Lower Evenlode Valley where landscapes are very visually exposed and particularly sensitive to development (WOLA). The site forms a relatively flat open landscape and is prominent on the approach to village along Woodstock Road.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and there are no formal designations or intrinsic features of biodiversity.

# SHELAA Assessment Summary

## STONESFIELD SITES



<b>SHELAA REF:</b> 241		<b>Site Name and Location:</b> Land to the rear of Brook Lane, Stonesfield	
		<b>Site Area (Ha):</b> 2.01	
<b>Site Description</b> The site covers 1.9 ha. and forms a field subdivided into a number of parcels. Situated on the site is a stone wall and new stable building. A row of tall mature trees lies on the northern boundary, beyond which there is agricultural land. There is also open agricultural land to the south and east and low profile housing to the west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Inappropriate access and limited capacity of local roads for a material increase in traffic.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Although likely to be financially viable, access limitations are likely to prevent the site from coming forward.	
<b>Conclusion</b> Not suitable			

**Accessibility**

Oxfordshire County Council as highway authority have commented that the site is an unsuitable location for in excess of 50 new dwellings in transport terms because of poor access and the inability of the local road network to serve this number of new dwellings.

Two access options have been promoted, the first via a private road off Church Street and the second via Brook Lane by demolishing an existing dwelling. The former is very narrow with very poor forward visibility and no segregated footway and the latter is via an unmade bridleway with poor visibility at its junction with Churchfields. Neither option is considered suitable for increased vehicular use and the approach roads are unsuitable for additional vehicular traffic.

The site is around 470m to the village centre (shop) and 330m to the school but access is through narrow unlit roads without footways. The S3 bus service (hourly Oxford-Chipping Norton) and V26 (Monday, Tuesdays and Fridays) are a minimum of some 400m from the site.

**Policy Constraints**

The site is within the AONB and Wychwood project area. Also adjacent to the Conservation Area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no TPOs and only significant trees on northern boundary. Ground conditions appear good and there is no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

The site lies within the semi-enclosed limestone wolds of the Lower Evenlode Valley where landscapes are visually sensitive and any development would need to be closely integrated with existing buildings or within a strong landscape structure (WOLA).

The site is located within the AONB but outside the Conservation Area and it is not affected by any listed buildings or scheduled monuments.

The site is partially screened by trees to the north and low rise development to the west but is more conspicuous from lower lying land to the south and east.

No national or European designations (SSSI, NNR, SAC, Scheduled Monument) affect the site and no formal designations or intrinsic features of biodiversity are evident.

# SHELAA Assessment Summary

## STONESFIELD SITES



SHELAA REF: 264		<b>Site Name and Location:</b> Land adjoining Springwell, The Ridings, Stonesfield  <b>Site Area (Ha):</b> 1.10	
<b>Site Description</b> The site is part greenfield and part previously developed. The land consists of agricultural land (pasture, orchard and poultry raising) and light industrial uses.  It covers 1.1 ha. and slopes down to the south west behind buildings fronting onto The Ridings. The site includes a light industrial workshop and yard in the south east corner. There is open agricultural land to the north and west of the site, adjoining development at The Ridings to the east and south. The south eastern part is currently developed and close to existing buildings.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Suitable in part - continuation of existing use	
<b>Reason:</b> Harm to landscape, poor access and village roads not suitable for a material increase in traffic.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Potentially achievable in terms of viability but existing use value may be an issue for a limited development.	
<b>Conclusion</b> Not suitable			

**Accessibility**

Village roads and some approach roads are narrow and unsuitable for a material increase in traffic. Two potential accesses have been considered; one to the south and one to the north, both of which have limited visibility and neither of which are considered suitable for intensification due to proximity and inter-visibility with existing junctions.

The site is located around 300m to the village centre (shop) and 400m to the school but there are no footpath connections. The site is adjacent to a bus stop on The Ridings which serves the S3 (hourly Oxford-Chipping Norton) and V26 (Monday, Tuesdays and Fridays) bus services.

**Policy Constraints**

The site is within the AONB and Wychwood project area. Also adjacent to (and partially within) the Conservation Area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). No TPOs or significant trees affect the site. Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a mainly greenfield site, services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This part of the District is within the minor valleys of the Lower Evenlode Valley which are of particularly high quality and sensitive to development (WOLA). Development on the sloping land would be conspicuous in the landscape and harmful to the setting of the Conservation Area, however the south east corner is well related to the built-up area of the village.

The site is located within the AONB and partially within the Conservation Area. It is not affected by any listed buildings or scheduled monuments.

The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) but is within the Biodiversity Action Plan Habitat area.



# SHELAA Assessment Summary

## STONESFIELD SITES



SHELAA REF: 362		<b>Site Name and Location:</b> Combe Road, Stonesfield  <b>Site Area (Ha):</b> 4.41	
<b>Site Description</b> The site covers 4.4 ha. and the main parcel forms a rectangular shaped piece of land along Combe Road. It extends beyond Charity Farm away from the village. The site forms part of an ancient Roman Villa and is adjacent to a disused quarry. Akeman Road, (Roman Road) runs along the path to the south of the site. Surrounding the site is open agricultural land rising slightly away from Combe Road and low stone walls are situated along its boundary with Combe Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is in an exposed location and development would form a harmful intrusion into the open countryside.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is likely to be traffic impact within Stonesfield from development of this scale as village roads and some approach roads are narrow and unsuitable for a material increase in traffic. Potential access to the site would be off Combe Road which has very clear visibility in both directions. Consideration should be given to a vertical/horizontal deflection at entry due to the high speeds of vehicles entering the village. A 30 mph speed limit and the village entry treatment would need to be relocated to the south.

Pedestrian accessibility improvements would be required to satisfactorily link the site with the village and connections to an existing footway would be necessary. The site is around 550m to the village centre (shop) and 600m to the school along footways on Woodstock Road.

The S3 (hourly Oxford-Chipping Norton) and V26 (Monday, Tuesdays and Fridays) bus services are approx. 50m from the site.

**Policy Constraints**

The site is within the AONB and Wychwood project area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). No TPOs or significant trees affect the site. Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This site lies within the open limestone wolds of the Lower Evenlode Valley where landscapes are very visually exposed and particularly sensitive to development (WOLA). The site forms a relatively flat open landscape which is prominent on the approach to the village along Woodstock Road and is generally quite conspicuous.

The southern half of the site falls within a Scheduled Ancient Monument which is associated with the Roman Villa immediately to the south and therefore there is potential for archaeological remains within the Nature Improvement Area. Part of the site is also within the Biodiversity Action Plan Habitat area.

The AONB washes across the site but it is situated outside the Conservation Area.

# SHELAA Assessment Summary

## STONESFIELD SITES



<b>SHELAA REF:</b> 363		<b>Site Name and Location:</b> Laughton Hill, Stonesfield	
		<b>Site Area (Ha):</b> 0.58	
<b>Site Description</b> The site covers 0.56 ha. and lies within the Conservation Area. It wraps around houses on Laughton Hill leading from The Ridings and is adjacent to Lower Farm. Agricultural land is located to the north. Immediately west is a small row of residential properties and beyond those, open countryside.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Poor access and a narrow strip of land that limits scope for development. The site currently comprises an area of undeveloped land that forms an important part of the rural approach to Stonesfield and development in this location would ham the character of the Conservation Area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Potentially achievable in terms of viability but access problematic	
<b>Conclusion</b> Not suitable			

**Accessibility**

Development on the site is considered likely to result in negligible traffic impact on the strategic highway network but would have more significant impacts within the village itself as the village roads and some approach roads are narrow and unsuitable for a material increase in traffic. Potential access would be located off a junction set back off Laughton Hill by a few metres resulting in poor visibility.

Local facilities are within walking and cycling distance, however, pedestrian and cycling routes are poor.

The site is min c400m to the village centre (shop) and 500m to the school along footways on Woodstock Road. A minimum of some 400m from S3 (hourly Oxford-Chipping Norton) and V26 (Monday, Tuesdays and Fridays) bus services.

**Policy Constraints**

The site is within the AONB and Wychwood project area. Also within the Conservation Area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). No TPOs or significant trees affect the site. Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints.

**Landscape, Ecology and Heritage**

This area is situated within the open limestone wolds of the Lower Evenlode Valley where landscapes are very visually exposed and particularly sensitive to development (WOLA). The site is situated within a relatively flat open landscape and development could form quite a conspicuous intrusion into the countryside. The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument), however part of the site is within the Biodiversity Action Plan Habitat area.

The site is located within the AONB and the Stonesfield Conservation Area.

# SHELAA Assessment Summary

## STONESFIELD SITES



SHELAA REF: 440		<b>Site Name and Location:</b> Land to the south and east of Charity Farm, Stonesfield  <b>Site Area (Ha):</b> 1.01	
<b>Site Description</b> The site covers 1.3 ha. and is situated on the eastern edge of the village. There are two large agricultural buildings situated on the site. Part of the land adjoins Woodstock Road running to the north. The surrounding land is mainly in agricultural use, however planning permission has been granted for 37 houses immediately to the south-west.			
<b>Suitability for housing</b> Suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is immediately adjacent to the recent approval for 37 houses at Charity Farm and this site should be considered in the context of this permission. As a result, it is considered to form a logical extension to the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 15 homes	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Deliverable			

**Accessibility**

The site is considered to result in negligible traffic impact on the strategic highway network, however village roads and some approach roads are narrow and unsuitable for a material increase in traffic.

Access could be served off Woodstock Road where visibility is very good in both directions. The road is narrowed by chicanes at the entrance into the village and this is due to be moved east as part of the adjoining permitted development although this may need to be moved further east to allow access to this site.

The site is around 480m to the village centre (shop) and 510m to the school. Pedestrian accessibility improvements would be required to satisfactorily link the site to the village and a roadside footway and lighting could link to an existing footway to the west of the site.

In terms of public transport, the site is around 300m from the S3 (hourly Oxford-Chipping Norton) and V26 (Monday, Tuesdays and Fridays) bus services.

**Policy Constraints**

The site is within the AONB and Wychwood project area.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). No TPOs or significant trees affect the site. Ground conditions appear good with no evidence or record of land instability, contamination or pollution. There are no other obvious physical constraints to development in this location

**Infrastructure Constraints**

As a greenfield site services would need to be provided but there are no obvious constraints. The adjoining site is currently under construction for residential development.

**Landscape, Ecology and Heritage**

This area is situated within the open limestone wolds of the Lower Evenlode Valley where landscapes are very visually exposed and particularly sensitive to development (WOLA). The site is situated within a relatively flat open landscape and is prominent on the approach to the village along Woodstock Road.

The site is not covered by a national or European designation (SSSI, NNR, SAC, Scheduled Monument) and no intrinsic features of biodiversity are evident.

The site is located within the AONB but outside the Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## TACKLEY SITES



<b>SHELAA REF:</b> 217		<b>Site Name and Location:</b> Land south of Medcroft Road and Rousham Road. <b>Site Area (Ha):</b> 0.38	
<b>Site Description</b> Rough pasture fenced on two sides with a 3-bar wooden fence and with stone walls and fairly weak hedges bounding the remainder. Although generally level, the site is fairly uneven. North-east and north-west boundaries formed by Medcroft and Nethercote Roads, with residential beyond. Allotments and paddock to south-west and south-east			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Loss of an important open space would have a significant impact on the character of this part of the village. Access may be an issue this close to the junction of Medcroft and Nethercote Roads.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Nethercote Road is narrow, with many parked cars along one side, and would not be suitable to serve a large development. However, 12 dwellings would be acceptable served from the potential site access indicated on the plan (an access any closer to the junction with Medcroft Road would be unacceptable due to interaction with movements here). Access would need to be widened for two way traffic.

Footpaths available running alongside Medcroft and Nethercote Roads. The Primary School is about 300-400m away.

Served by the Stagecoach S4 between Banbury and Oxford, running hourly Monday to Saturday and four times on Sunday. Last journey from Banbury and Oxford departs early evening, and housing numbers unlikely to generate any improvement. Does have a rail service running roughly two-hourly throughout the day Monday to Saturday, no service on Sunday.

**Policy Constraints**

Within Conservation Area. No other specific policy constraints.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Tackley CE Primary School - current permanent capacity is full; additional capacity could be provided if necessary, in line with housing growth.

**Landscape, Ecology and Heritage**

This is a large open space on the corner of two roads and is likely to offer important views through the village into Tackley Water Gardens.

There are no records of protected species on the site.

The site is located within a Conservation Area. The site does not include any listed buildings but there are several listed buildings immediately adjacent.



# SHELAA Assessment Summary

## TACKLEY SITES



SHELAA REF: 218		<b>Site Name and Location:</b> Land north of Medcroft Road and Rousham Road. <b>Site Area (Ha):</b> 0.25	
<b>Site Description</b> Flat, level pasture. Peripheral site with ribbon residential development across Rousham Road to the NW and SE. Barn conversions to residential to SW. Open countryside to NW			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Impact on character of conservation area and approach to village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is existing access off Nethercote Road or access could be provided from Medcroft Road, to the south-east.

Good access on foot and cycle. Primary school about 420m.

Served by the Stagecoach S4 between Banbury and Oxford, running hourly Monday to Saturday and four times on Sunday. Last journey from Banbury and Oxford departs early evening, and housing numbers unlikely to generate any improvement. Does have a rail service running roughly two-hourly throughout the day Monday to Saturday, no service on Sunday.

**Policy Constraints**

Within Conservation Area. No other specific policy constraints.

**Physical Constraints**

The site is not affected by any public rights of way (PROW). There are no other obvious physical constraints to development in this location.

**Infrastructure Constraints**

Tackley CE Primary School - current permanent capacity is full; additional capacity could be provided if necessary, in line with housing growth.

**Landscape, Ecology and Heritage**

This site forms part of a very open rural approach to the village and offers important views to the south. Its development would have a significant detrimental impact on this part of the conservation area.

There are no records of protected species on the site.

Within Conservation Area and adjacent to a number of listed buildings.

There are Roman remains in the area. A predetermination evaluation may be required.

# SHELAA Assessment Summary

## TACKLEY SITES



<b>SHELAA REF:</b> 335a		<b>Site Name and Location:</b> Land west of Ball Lane	
		<b>Site Area (Ha):</b> 0.36	
<b>Site Description</b>			
<p>Site is an open grassland which slopes down from west to east to Ball Lane. The site is undeveloped and contains few features other than two trees and two wooden pylons.</p> <p>A post and wire fence separates the site from the road.</p> <p>Residential development is located to the south, east and north (single property) and open countryside to the west.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>Poor access. Sensitive in landscape terms and the current open space provided by the site makes an important contribution to the historic, rural character and setting of the settlement.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not suitable			

**Accessibility**

Access could potentially be served directly onto Ball Lane. The left side visibility on site egress is of concern due to the gradient and bending approach towards the village. Extension of the speed limit zone may need to be considered. There is no footway to provide safe access on foot to the village.

Served by the Stagecoach S4 between Banbury and Oxford, running hourly Monday to Saturday and four times on Sunday. Last journey from Banbury and Oxford departs early evening, and housing numbers unlikely to generate any improvement. Does have a rail service running roughly two-hourly throughout the day Monday to Saturday, no service on Sunday.

**Policy Constraints**

Adjacent to Conservation Area. No other specific policy constraints.

**Physical Constraints**

There are pylons present on the site but no other specific physical constraints identified.

**Infrastructure Constraints**

Tackley CE Primary School - current permanent capacity is full; additional capacity could be provided if necessary, in line with housing growth.

**Landscape, Ecology and Heritage**

The site extends to open countryside from the western edge of the village and is characterised as Estate Farmland in the West Oxfordshire Landscape Assessment (WOLA). Such landscapes are of high scenic quality and are sensitive to development.

There are no statutory wildlife protection designations associated with the site although blocks of woodland and nearby historic buildings may support protected species.

The site is located adjacent to the Conservation Area and there are listed buildings immediately to the south and the east of the site.

# SHELAA Assessment Summary

## TACKLEY SITES



SHELAA REF: 335b		<b>Site Name and Location:</b> Land east of Ball Lane  <b>Site Area (Ha):</b> 0.63	
<b>Site Description</b> The site largely comprises a grassed paddock with unused land containing mature willows along Lower Hades Road and parts of the rear gardens of properties fronting The Green and Ball Lane.  The land is generally surrounded by residential properties but there are allotment gardens to the north and a public house to the east.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Important open space which contributes to the character of the village and makes an important contribution to the Conservation Area.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access would need to be provided from either Medcroft Road or Lower Hades Road although the latter would require removal of mature trees.

Good pedestrian access to services and facilities with a footway running along Medcroft Road.

Served by the Stagecoach S4 between Banbury and Oxford, running hourly Monday to Saturday and four times on Sunday. Last journey from Banbury and Oxford departs early evening, and housing numbers unlikely to generate any improvement. Does have a rail service running roughly two-hourly throughout the day Monday to Saturday, no service on Sunday.

**Policy Constraints**

Within Conservation Area. No other specific policy constraints.

**Physical Constraints**

A footpath crosses the southern part of the site from Medcroft Road to Ball Lane. No other specific physical constraints.

**Infrastructure Constraints**

Tackley CE Primary School - current permanent capacity is full; additional capacity could be provided if necessary, in line with housing growth.

**Landscape, Ecology and Heritage**

Development would not necessarily have a material effect on the wider landscape being on relatively low lying land within the built-up area of the village (although there are some wider views available). However, the open space and trees makes a significant contribution to the character and appearance of the village, conservation area and historic rural setting of (including parts of the curtilages of) adjacent listed buildings.

In terms of ecology, there are no formal designations and ecological interest is likely to be confined to the unmaintained land and trees adjacent to Lower Hades Road.

The site is located within a Conservation Area and is close to listed buildings at 8, 10 and 12 Ball Lane.

# SHELAA Assessment Summary

## TACKLEY SITES



<b>SHELAA REF:</b> 390		<b>Site Name and Location:</b> Land to the east of Ball Lane	
		<b>Site Area (Ha):</b> 0.90	
<b>Site Description</b> The site largely comprises a grassed paddock with unused land containing mature willows along Lower Hades Road and parts of the rear gardens of properties fronting The Green and Ball Lane. The land is generally surrounded by residential properties but there are allotment gardens to the north and a public house to the east. There are allotments situated to the north of the site with a number of trees on the northeastern boundary.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Important open space which contributes to the character of the village and makes an important contribution to the Conservation Area. Would also involve the loss of existing allotments.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Access to the site could be served from Lower Hades Road or Medcroft Road.

Good pedestrian access to services and facilities with a footway running along Medcroft Road.

The village is served by the Stagecoach S4 between Banbury and Oxford, running hourly Monday to Saturday and four times on Sunday. Last journey from Banbury and Oxford departs early evening, and housing numbers unlikely to generate any improvement. Does have a rail service running roughly two-hourly throughout the day Monday to Saturday, no service on Sunday.

**Policy Constraints**

Within Conservation Area. Development of the northern part of the site would involve the loss of allotments.

**Physical Constraints**

There are a number of trees on the north east boundary.

**Infrastructure Constraints**

Tackley CE Primary School - current permanent capacity is full; additional capacity could be provided if necessary, in line with housing growth.

**Landscape, Ecology and Heritage**

Development would not necessarily have a material effect on the wider landscape being on relatively low lying land within the built-up area of the village (although there are some wider views available). However, the open space and trees makes a significant contribution to the character and appearance of the village, conservation area and historic rural setting of (including parts of the curtilages of) adjacent listed buildings. It would also result in the loss of the existing allotments which would need to re-provided.

In terms of ecology, there are no formal designations and ecological interest is likely to be confined to the unmaintained land and trees adjacent to Lower Hades Road.

The site is located within a Conservation Area and is close to listed buildings at 8, 10 and 12 Ball Lane.



# SHELAA Assessment Summary

## TACKLEY SITES



<b>SHELAA REF:</b> 391		<b>Site Name and Location:</b> Land to the west of Ball Lane	
		<b>Site Area (Ha):</b> 0.31	
<b>Site Description</b> The site forms part of the rising agricultural land / open countryside to the north west of the village. A large scale, open, arable field with hedgerows along the southern and eastern boundaries. The land rises steeply to the north west. There are no topographical features of interest within the site although it helps to define the rural character of Tackley.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Sensitive, elevated and sloping site which provides an important rural approach to the village. Development would have a significant harmful landscape and visual impact.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

The left side visibility on site egress is of concern due to the gradient and bending approach towards the village. Extension of the speed limit zone may need to be considered.

Near existing footpath (unlit) along northern side of allotments, which provides useful connection to the rest of the village.

Served by the Stagecoach S4 between Banbury and Oxford, running hourly Monday to Saturday and four times on Sunday. Last journey from Banbury and Oxford departs early evening, and housing numbers unlikely to generate any improvement. Does have a rail service running roughly two-hourly throughout the day Monday to Saturday, no service on Sunday.

**Policy Constraints**

Adjacent to Conservation Area. No other specific policy constraints.

**Physical Constraints**

Hedgerow at site boundary. Pylon in south east corner of the site. Public right of way running along southern site boundary.

**Infrastructure Constraints**

Tackley CE Primary School - current permanent capacity is full; additional capacity could be provided if necessary, in line with housing growth.

**Landscape, Ecology and Heritage**

The site is characterised as semi-enclosed limestone wolds (large scale). Such landscapes are visually sensitive. This site forms part of a very open rural approach to the village and offers important views to the south. Its development would have a significant detrimental impact on the setting of the Conservation Area.

In terms of ecology, the land is not subject to any statutory wildlife protection designations but there are records of protected species in close proximity. Hedgerows along the site boundaries are likely to have some biodiversity value.

The site is located outside of the conservation area and there are no listed buildings located in direct proximity to the site.

# SHELAA Assessment Summary

## OTHER RURAL SITES



<b>SHELAA REF:</b> 181		<b>Site Name and Location:</b> Bradwell Grove <b>Site Area (Ha):</b> 0.27	
<b>Site Description</b> Flat area of grassland situated to the north east of Bradwell Village. Land is flat with residential development to the west, an area of car parking to the south and the A361 highway to the east. There are trees along the western boundary and a plantation woodland to the north. Bradwell Grove is an isolated rural village surrounded by open countryside.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Bradwell Grove is not considered to be a sustainable location for new residential development. Whilst the small-scale of the site and the existing vegetation means that landscape impact would be relatively localised, new residents in this location would be dependent on the private car to reach most services and facilities.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Site access could potentially be provided from the south of the site subject to repositioning of garages.

There are no services and facilities located within Bradwell Grove itself. The nearest service centre is Burford to the north. There are no footpaths linking the village along the A361 with Burford.

The village is not linked by any public transport to surrounding service centres.

**Policy Constraints**

No specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

None other than access.

**Infrastructure Constraints**

There are no community services and facilities located within Bradwell Grove and no sustainable access to nearby service centres.

Any development could be served by existing utilities infrastructure.

**Landscape, Ecology and Heritage**

Vegetation around the site boundaries would mitigate any landscape impact on the wider countryside. Impacts would be localised with the loss of an attractive greenspace on the edge of the village.

There are no statutory wildlife or heritage protection designations associated with the site although there are Tree Preservation Orders in place adjacent to the east of the site.

Vegetation within the site and around the site boundary, particularly the plantation woodland to the north is likely to have ecological value.

The site is not within a Conservation Area and is not affected by any listed buildings or scheduled monuments.

# SHELAA Assessment Summary

## OTHER RURAL SITES



<b>SHELAA REF:</b> 309		<b>Site Name and Location:</b> Land north of Station Road, Black Bourton	
		<b>Site Area (Ha):</b> 1.38	
<b>Site Description</b>			
<p>Site is a large rectangular plot extending in a north westerly direction away from Station Road and existing development fronting onto the main road.</p> <p>There appears to be some existing agricultural development situated within the site.</p> <p>The southern portion of the site adjacent to the road is covered with mixed young trees and hedgerow vegetation.</p> <p>The western site boundary is flanked by tall coniferous trees. The site is flat and is reasonably well contained by vegetation on the site boundary</p> <p>The area is very agricultural / rural in character with some sparse residential development arranged along Station Road.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Not suitable	
<b>Reason:</b>			
<p>Relatively isolated location and development of this site would be a form of backland development out of keeping with the existing properties along Station Road. The narrow nature of the plot also restricts the potential ability to create a high quality design and layout.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Not Suitable			

**Accessibility**

Access would need to be taken from B4020 Station Road which is within a 40mph speed limit. Subject to speed surveys it may be possible to achieve appropriate visibility to the west but this would require removal of obscuring vegetation. Existing pedestrian footway on north side of Station Road provides access to village centre. Traffic impact likely to be minimal.

Existing footpath to school, although this is 1.35km away along an unlit road through open countryside. Other services in other settlements at an inaccessible distance and without continuous footpaths.

**Policy Constraints**

No specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

No specific constraints identified.

**Infrastructure Constraints**

Black Bourton has issues with surface water drainage and much of the parish is not connected to the local sewerage network. There are very limited local services and facilities within the village and shares some, such as the village hall with neighbouring Alvescot. There is a pub, church and recreation park but other necessary local facilities such as primary school are located in nearby Alvescot. Residents are likely to be dependant on private transport to meet their day to day needs.

**Landscape, Ecology and Heritage**

The site is characterised as semi-enclosed flat vale farmland within the Bampton Vale Landscape Character area.

Development in this location is unlikely to have significant landscape impact although it would affect the rural character and local pattern of development in Black Bourton

The site is not subject to any statutory wildlife protection designations although there are records of protected species in close proximity to the site. Ecological impacts are likely to be associated with the loss of vegetation from the site.

The site is located outside of the conservation area and there are no listed buildings or scheduled monuments in close proximity of the site.

# SHELAA Assessment Summary

## OTHER RURAL SITES



SHELAA REF: 350		<b>Site Name and Location:</b> Land at Little Tew  <b>Site Area (Ha):</b> 0.45	
<b>Site Description</b> An L-shaped parcel of land located to the north of Enstone Road in the small village of Little Tew. The site comprises a mixture of residential curtilage in the northern part of the site and paddock / grazing land in the southern part. There is some extensive vegetation including mature trees along the eastern site boundary. The site is adjoined to the south by agricultural land and on all other sites by low density residential properties including a number of listed buildings to the north east and east. There is a public right of way running close to the southern boundary of the site.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A small sensitive site in an unsustainable location that is poorly served by public transport and has very limited local services and facilities. Development would be likely to cause harm to the character and appearance of the Conservation Area and has the potential to impact harmfully on the setting of nearby listed buildings.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is an existing road to the north of the site from which vehicular access could be achieved. The road also has an existing pedestrian footway along the southern edge to facilitate access to the village. The village has very limited facilities including a church but has no shops or public house.

Acces by public transport is poor with no regular bus service available within the village or nearby.

**Policy Constraints**

No specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

No specific constraints identified other than the mature trees on site a number of which would probably need to be removed to allow for development to occur.

**Infrastructure Constraints**

The village has very limited facilities including a church but has no shops or public house.

As a greenfield site services would need to be provided but the site adjoins existing residential uses and there do not appear to be any major constraints.

**Landscape, Ecology and Heritage**

In landscape terms the site lies within the ironstone valleys and ridges landscape character area (WOLA) in particular falling witin an area of semi-enclosed valleys and ridges. These areas may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings. In this instance appropriate mitigation should be able to be provided and the impact of development is likely to be relatively localised.

In terms of ecology the site is not affected by any specific designations although there is a record of a protected species within the site boundary which appears consistent with the extensive vegetation that exists on the eastern part of the site.

The site lies within the Conservation Area and is proximate to a number of listed buildings. It is not affected by any scheduled monuments.



# SHELAA Assessment Summary

## OTHER RURAL SITES



SHELAA REF: 380a		<b>Site Name and Location:</b> Land at Church End, South Leigh  <b>Site Area (Ha):</b> 0.79	
<b>Site Description</b> A small rectangular parcel of agricultural land located west of Church End in South Leigh. The site sits in a relatively elevated position and slopes from north to south and from west to east towards Church End. The surrounding land uses are primarily agricultural although immediately to the north is South Leigh Village Hall and a number of adjoining existing residential properties.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> A small sensitive site in an unsustainable location that is poorly served by public transport and has very limited local services and facilities.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Vehicular access would be provided from Church End, a lightly trafficked 30mph rural single track road. Visibility is okay in both directions. The access would run over an existing drainage ditch. Church End is a narrow single track road with limited passing places and no footways.

Local services and facilities are very limited with no village shop, school or GP surgery.

Access to public transport is poor with no regular bus service available.

**Policy Constraints**

No specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

No specific physical constraints to development identified.

**Infrastructure Constraints**

The village has very limited facilities.

As a greenfield site services would need to be provided but the site adjoins existing residential uses and there do not appear to be any major constraints.

**Landscape, Ecology and Heritage**

The site falls within the Eynsham Vale landscape character area (WOLA) in particular within an area of semi-enclosed rolling vale farmland. Such areas may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

In terms of ecology the site is not affected by any specific designations.

The site is not within a Conservation Area. There are a number of listed buildings nearby, the settings of which would need to be taken into account. The site is not affected by a scheduled monument.

# SHELAA Assessment Summary

## OTHER RURAL SITES



<b>SHELAA REF:</b> 380b		<b>Site Name and Location:</b> Land south of Chapel Road, South Leigh <b>Site Area (Ha):</b> 0.78	
<b>Site Description</b> A small, broadly rectangular parcel of grassland located immediately to the south of Chapel Road in South Leigh. The site slopes gently from north to south away from Chapel Road. The surrounding land is primarily agricultural although there are a number of existing residential properties to the west fronting onto Chapel Road.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Would continue the run of existing development along Chapel Road but this is an unsustainable location that is poorly served by public transport and has very limited local services and facilities.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Only one vehicular access would be required due to the size of any potential development in this location. It is assumed that access would be taken from Chapel Road. This is a two-way road and at this point is within a 30mph speed limit with acceptable visibility in both directions. No footways to link in to and pedestrian access is thus poor. This is compounded by the lack of local services and facilities.

There is no regular bus service and as such access by public transport is poor.

**Policy Constraints**

No specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

No specific physical constraints to development identified.

**Infrastructure Constraints**

The village has very limited facilities.

As a greenfield site services would need to be provided but the site adjoins existing residential uses and there do not appear to be any major constraints.

**Landscape, Ecology and Heritage**

The site falls within the Eynsham Vale landscape character area (WOLA) in particular within an area of semi-enclosed rolling vale farmland. Such areas may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

In terms of ecology the site is not affected by any specific designations.

The site is not within a Conservation Area. There are a number of listed buildings nearby including one immediately to the west and south, the settings of which would need to be taken into account. The site is not affected by a scheduled monument.

# SHELAA Assessment Summary

## OTHER RURAL SITES



SHELAA REF: 380c		<b>Site Name and Location:</b> Land south of Station Road, South Leigh  <b>Site Area (Ha):</b> 0.96	
<b>Site Description</b> A small thin parcel of land immediately south of Station Road. The site falls across two separate field parcels both of which are in agricultural use. To the south and west is open, agricultural land. To the north is a run of existing residential development fronting onto Station Road. The site is relatively flat although slopes gently down from south to north.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Would continue the run of existing development along Station Road but this is an unsustainable location that is poorly served by public transport and has very limited local services and facilities.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Proposed development will be accessed from Station Road, in a 30mph speed limit with reasonable visibility in both directions. There is a footway on the northern side of Station Road. However there is a lack of local services and facilities and thus development in this location is likely to be dominated by car use.

There is no regular bus service and as such access by public transport is poor.

**Policy Constraints**

No specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

No specific physical constraints to development identified.

**Infrastructure Constraints**

The village has very limited facilities.

As a greenfield site services would need to be provided but the site adjoins existing residential uses and there do not appear to be any major constraints.

**Landscape, Ecology and Heritage**

The site falls within the Eynsham Vale landscape character area (WOLA) in particular within an area of semi-enclosed rolling vale farmland. Such areas may offer limited opportunities to absorb small-scale development within a strong structure of trees and woodland or with other buildings.

In terms of ecology the site is not affected by any specific designations although there are records of protected species nearby.

The site is not within a Conservation Area. There are no listed buildings in the immediate vicinity and the site is not affected by any scheduled monuments.

# SHELAA Assessment Summary

## OTHER RURAL SITES



<b>SHELAA REF:</b> 395a		<b>Site Name and Location:</b> Land at Hardwick Village	
		<b>Site Area (Ha):</b> 0.56	
<b>Site Description</b>			
<p>Flat rectangular site comprised of a mixture of historic and more modern agricultural buildings in the central portion of the site and hardstanding to the east. The western part of the site is effectively scrubland.</p> <p>The site is situated between a narrow local road and the River Windrush which runs adjacent to the north of the site. The site falls partly within Flood Zone 3 - high risk.</p> <p>Site boundaries are marked with a mixture of post and rail fencing and mixed low level vegetation. The wall of a historic barn building forms the southern boundary adjacent to the highway.</p> <p>In terms of surrounding land uses, land to the north is in agricultural use whilst to the south and west are a number of existing residential properties.</p>			
<b>Suitability for housing</b>		<b>Suitability for employment</b>	
Not suitable		Suitable	
<b>Reason:</b>			
<p>Residential development in this location would not comply with the locational policies of the Local Plan due to the isolation of the settlement and the absence of services and facilities within the locality.</p> <p>An employment or tourism use would normally be sought before considering residential development within existing agricultural unit.</p>			
<b>Likely Yield</b>			
<b>0-5 Years</b>	<b>6-10 Years</b>	<b>11-15 Years</b>	
0	0	0	
<b>Availability</b>		<b>Achievability</b>	
Available		Achievable	
<b>Conclusion</b>			
Deliverable - employment			

**Accessibility**

Services and facilities are likely to be accessed in Witney, Ducklington and Stanton Harcourt which are beyond convenient walking distance.

There is no existing footpath to anywhere to access services.

Access is currently at the eastern end of the site, which is already wide enough to accommodate an overall 6m access (including footways). Very wide verge to the west, although a tree may need to be removed to achieve 43m visibility splay. Another suitable access in the centre of the site, but tree to the east compromises the visibility splay. Third access just to the west of the western most building, but would need hedge removal/cutting to achieve vis splays to the west. There is barely any footway through Hardwick village and what there is is narrow (unsuitable for buggy access).

Currently served by the Stagecoach X15, two-hourly Monday to Saturday between Witney and Abingdon, no Sunday service, and the Stagecoach 19 twice a day, Monday to Saturday. Future of both uncertain, and housing numbers insufficient to support any improvement.

**Policy Constraints**

Site located in the minerals consultation zone.

No other specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

There are existing buildings on the site some of which (the traditional buildings) are likely to be capable of conversion whilst the modern element would need to be removed.

The northern part of the site is located in flood zones 2 and 3 associated with the River Windrush.

There are some electricity pylons within the site.

**Infrastructure Constraints**

The village has very limited facilities. Whilst services would need to be provided there do not appear to be any significant constraints.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses

**Landscape, Ecology and Heritage**

The site is reasonably well contained and currently accommodates a number of existing agricultural buildings. Development in this location is unlikely to have a significant wider landscape impact although the existing buildings on the site are agricultural buildings in a rural setting.

The site is located within the Hardwick Conservation Area but there are no listed buildings on site or within direct proximity.

There are no statutory wildlife protection designations associated with site although the north eastern corner of the site is covered by the Windrush Valley conservation target area. The Windrush Corridor and vegetation around the site boundary, as well as old buildings may support protected species or exhibit some ecological value.



# SHELAA Assessment Summary

## OTHER RURAL SITES



<b>SHELAA REF:</b> 395b		<b>Site Name and Location:</b> Land at Hardwick Village <b>Site Area (Ha):</b> 0.11	
<b>Site Description</b> Area of waste land to the south of the local road in the centre of the hamlet with scrub vegetation and gravel surface. There is a collection of delapidated storage buildings on the site. The ground is flat and there are residential properties adjoining the site both to the east and west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location would not comply with the locational policies of the Local Plan. It is too isolated from services and facilities. Development would not be allowed unless there was an essential operational need for new housing.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

There is an existing site access which could be utilised.

Services and facilities are likely to be accessed in Witney, Ducklington and Stanton Harcourt which are beyond convenient walking distance.

There is no existing footpath to anywhere to access services.

Currently served by the Stagecoach X15, two-hourly Monday to Saturday between Witney and Abingdon, no Sunday service, and the Stagecoach 19 twice a day, Monday to Saturday. Future of both uncertain, and housing numbers insufficient to support any improvement.

**Policy Constraints**

Minerals consultation zone.

No other specific constraints although the isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

Some existing buildings on site that would need to be removed but no significant constraints.

**Infrastructure Constraints**

The village has very limited facilities. Whilst services would need to be provided there do not appear to be any significant constraints.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses

**Landscape, Ecology and Heritage**

The site is relatively well contained with buildings both to the east and west of the site so any landscape impact would be localised.

The site is situated within the Hardwick Conservation Area but there are no listed buildings in direct proximity to the site.

The site is not covered by any statutory wildlife protection designations although delapidated storage buildings may house protected species, especially bats.

# SHELAA Assessment Summary

## OTHER RURAL SITES



SHELAA REF: 395c		<b>Site Name and Location:</b> Land at Hardwick Village  <b>Site Area (Ha):</b> 0.08	
<b>Site Description</b> Area of waste land to the south of the local road in the centre of the hamlet. Site is quite heavily vegetated, particularly along the northern boundary, adjacent to the road.  There is a collection of delapidated storage buildings on the site.  The ground is flat and there are residential properties adjoining the site both to the east and west.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location would not comply with the locational policies of the Local Plan. It is too isolated from services and facilities. Development would not be allowed unless there was an essential operational need for new housing.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

A new vehicular access would need to be created onto the adjoining road to the north of the site.

Services and facilities are likely to be accessed in Witney, Ducklington and Stanton Harcourt which are beyond convenient walking distance.

There is no existing footpath to anywhere to access services.

Currently served by the Stagecoach X15, two-hourly Monday to Saturday between Witney and Abingdon, no Sunday service, and the Stagecoach 19 twice a day, Monday to Saturday. Future of both uncertain, and housing numbers insufficient to support any improvement.

**Policy Constraints**

The isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

Site located in the minerals consultation zone.

There is an overhead power line along the northern boundary of the site.

**Physical Constraints**

There are overhead power lines crossing the site.

**Infrastructure Constraints**

The village has very limited facilities. Whilst services would need to be provided there do not appear to be any significant constraints.

Ducklington CE Primary School currently has few spare places. It may have potential to expand but this has not been assessed. If so, it could accommodate up to around 300 houses

There are very limited services and facilities available locally. As a greenfield site, whilst services would need to be provided, there do not appear to be any significant constraints.

**Landscape, Ecology and Heritage**

The site is relatively well contained with buildings both to the east and west of the site so any landscape impact would be localised.

The site is situated within the Hardwick Conservation Area but there are no listed buildings in direct proximity to the site.

The site is not covered by any statutory wildlife protection designations although delapidated storage buildings may house protected species, especially bats.

Vegetation on the site and boundary may have some ecological value.

# SHELAA Assessment Summary

## OTHER RURAL SITES



<b>SHELAA REF:</b> 399		<b>Site Name and Location:</b> Land north of PD Hook Hatcheries, Cote <b>Site Area (Ha):</b> 4.66	
<b>Site Description</b> Large, flat, rectangular plot of agricultural land to the east of the small hamlet of Cote. There are no topographical features of importance within the site. Bounded on all sides by low hedgerow with a narrow lane to the west and a hatchery to the south. Open countryside location although with existing housing to the west.			
<b>Suitability for housing</b> Not Suitable		<b>Suitability for employment</b> Not Suitable	
<b>Reason:</b> Large site which is completely out of scale for the small hamlet of Cote and the development of which would be out of keeping with the current built form of the settlement. The site is highly sensitive in landscape terms being open and expansive with long-distance views from the north. The location of the site is also relatively poor in terms of access to services and facilities including public transport.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not Suitable			

**Accessibility**

Access could be served directly onto the existing highway to the un-named road to the west of the site. This is within a 30mph speed limit and adequate visibility could be achieved.

There are no pedestrian footways and no facilities within walking distance. This is considered to be an unsustainable location for this quantum of housing. Traffic impact would be minimal.

No village shop, primary school or GP surgery.

No footpath connectivity for 50m north until Cote Road (B4449). Scale of development unlikely to make necessary improvements viable. All services at an inaccessible distance.

Currently no public transport through village but on B4449 - Aston is served by the Stagecoach 18, hourly during the day Monday to Saturday between Bampton and Oxford, and the Stagecoach 19, hourly during the day Monday to Saturday between Witney and Carterton. No evening or Sunday service. Housing numbers would be insufficient to support a diversion.

**Policy Constraints**

The isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

Underlain by sand & gravel but not an important mineral resource due to existing constraints and limited extent of wider res

**Physical Constraints**

There are no physical constraints associated with the site although noise and odour from the adjoining hatchery would be a consideration.

**Infrastructure Constraints**

The village has very limited facilities. Whilst services would need to be provided to serve this undeveloped, greenfield site, there do not appear to be any significant constraints.

Aston & Cote CE Primary School. Pupil numbers fluctuate. Significant housing growth would be difficult to accommodate.

**Landscape, Ecology and Heritage**

The site falls within the Western Thames Fringes landscape character area (WOLA) and in particular forms part of a wider area of open flat vale farmland. These areas are characterised as remote and tranquil with limited intrusion by people or buildings and also high intervisibility. Such areas are visually sensitive and any development would be highly prominent and exposed unless integrated within strong new landscape frameworks. The site feels particularly open with long range views, particularly to the north.

In terms of ecology, the site is not subject to any specific constraints or designations. As a greenfield site there will be some biodiversity interest including the well-established field boundaries.

The site is not within a Conservation Area and not affected by any scheduled monuments. There is a listed building close to the north west corner of the site, the setting of which would need to be taken into account.

# SHELAA Assessment Summary

## OTHER RURAL SITES



SHELAA REF: 445		<b>Site Name and Location:</b> Land west of Holyrood Church, Shilton  <b>Site Area (Ha):</b> 2.69	
<b>Site Description</b> Elongated, irregularly shaped parcel of land to the south west of Shilton village comprised of rough grazing land. Predominantly flat, greenfield site with a mixture of trees and hedgerows around the site boundary. Site extends into the open countryside to the south and west away from the village. A low density grouping of historic properties, including Holyrood Church adjoin the north eastern site boundary. A number of these are listed.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> Development in this location would be detrimental to the historic and rural character of Shilton village, in what is a relatively unsustainable location. The landscape is highly sensitive as identified in the Carterton Landscape Assessment (2009) and development of this site would have a significant, harmful impact that is unlikely to be able to be mitigated without causing harm to the setting of the village.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not Suitable			

**Accessibility**

There are very limited services and facilities located within Shilton Village. Most services and facilities are available in nearby Carterton to the south east.

The 233 bus service operates along the B4020 on the eastern side of the village linking the area with Carterton and Burford.

Vehicle access would have to be taken from un-named road between The Hill and the B4477. This is subject to 60mph speed limit and visibility could be achievable subject to removal of obscuring vegetation, the ownership of which is unclear. There are no pedestrian provisions, and it is difficult to see how adequate provision linking to village centre could be made. Negligible likely traffic impact.

**Policy Constraints**

Adjacent to Conservation Area.

The isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

None other than access.

**Infrastructure Constraints**

The village has very limited facilities. Whilst services would need to be provided to serve this undeveloped, greenfield site, there do not appear to be any significant constraints.

Burford Primary School is full and has limited scope to expand. Initial assessment is that it could expand broadly in line with 100 new homes across the catchment area including Burford village.

**Landscape, Ecology and Heritage**

Development in this location would represent an incursion into the open countryside and would be contrary to the historic settlement pattern of Shilton. The site falls within Area D1 as identified in the Carterton Landscape Assessment (2009). This comprises a plateau with a generally weak landscape structure and high intervisibility and no direct connection with Carterton. It is part of the setting of Shilton. The report suggests that the integrity of the agricultural setting of Shilton would need to be maintained with no development on the north facing slope south of Shilton, to maintain the open fields around the village.

The site is not subject to any statutory wildlife protection designations although vegetation around the site boundary is likely to have some ecological value. There are records of protected and notable species nearby.

The site is located adjacent to the Shilton Conservation area and the listed Holyrood Church is situated to the north east of the site. There are no scheduled monuments nearby.



# SHELAA Assessment Summary

## OTHER RURAL SITES



SHELAA REF: 455		<b>Site Name and Location:</b> Land at Lew Lodge <b>Site Area (Ha):</b> 1.10	
<b>Site Description</b> Heavily vegetated, greenfield sitem, comprised of private amenity land to the south of Lew Lodge. The site is isolated and is situated on the single track Mount Owen Road . Te site is flat and is surrounded on all sides by mature trees and hedgerows. There are a large number of trees within the site boundary also. The site is surrounded by open countryside with Lew Lodge and Mount Owen Farm the only residential buildings in the vicinity.			
<b>Suitability for housing</b> Not suitable		<b>Suitability for employment</b> Not suitable	
<b>Reason:</b> The site is too isolated to be considered suitable for residential development. The loss of vegetation from this site would have detrimental landscape and ecological impacts.			
<b>Likely Yield</b>			
<b>0-5 Years</b> 0	<b>6-10 Years</b> 0	<b>11-15 Years</b> 0	
<b>Availability</b> Available		<b>Achievability</b> Achievable	
<b>Conclusion</b> Not suitable			

**Accessibility**

Site is very remote from the rest of Bampton (over 1km) with no scope for suitable pedestrian connection based on a development of this scale.

There is no public transport serving the site or within walking distance.

**Policy Constraints**

The isolated location of the site would be contrary to the locational policies of both the adopted and emerging Local Plans.

**Physical Constraints**

The site is heavily vegetated and there is an overhead power line running along the western boundary of the site.

**Infrastructure Constraints**

The site is isolated from any community infrastructure.

The nearest provision is at Bampton.

Whilst services would need to be provided to serve this undeveloped, greenfield site, there do not appear to be any significant constraints.

**Landscape, Ecology and Heritage**

The site is located within a flat, low lying and open landscape. The site is currently occupied by agricultural buildings which read as part of the rural landscape.

The site is within the Bampton Vale landscape character area and is characterised by open rolling vale farmland. Landscapes of this type are characterised by high intervisibility between parcels of land due to the weak landscape structure of low clipped hedgerows.

The site is heavily vegetated and although not covered by any statutory wildlife protection designations, the vegetation is highly likely to support protected species and have ecological value.