

# **Sequential Test and Exception Test (Flooding)**

**June 2017 – (updated February 2018)**

**Strategic Sites**

**Cherwell Local Plan Part 1 Partial Review -  
Submission**

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## 1.0 Introduction

- 1.1 This Sequential Test (and Exception Test) document considers the flood risk for potential strategic development options and their wider sustainability informing the allocation of sites for new homes to meet some of Oxford's unmet housing needs in the Council's Partial Review of Local Plan Part 1. It focuses on strategic sites in south Cherwell and is informed by the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (PPG).
- 1.2 This document replaces the Sequential Test produced in June 2017 following the production of an updated Level 2 Strategic Flood Risk Assessment which will inform the Examination of the Partial Review. The Partial Review includes three potential allocation sites which the Environment Agency has identified could potentially be impacted by fluvial flooding in the future. The Environment Agency has requested a more robust assessment of fluvial flood risk at the sites to provide confidence that the proposed land uses at the sites are likely to be deliverable, in respect to climate change. The aim of the Level 2 SFRA addendum, therefore, is to provide a clarification of the fluvial flood risk posed to the three potential allocation sites, resulting from potential climate change. The Environment Agency did not have any comments on the June 2017 Sequential Test but recommended that it be updated to take into account the SFRA Addendum. The overall outcome and conclusions of the sequential test are unchanged.
- 1.3 This document is linked to the Proposed Submission Local Plan Part 1 Partial Review Sustainability Appraisal (SA) June 2017 and SA Addendum (February 2018), other planning considerations relating to site selection and policy development for the Partial Review. Evidence gathering has been undertaken throughout the plan making process and representations received, including from the Environment Agency, have been taken into account.
- 1.4 In south Cherwell there is capacity to in theory accommodate new homes to help meet Oxford's unmet housing need on promoted sites wholly in flood zone 1. However, the Council's evidence base for the Partial Review shows that some sites are less sustainable and suitable and development of these sites will not best provide wider sustainability benefits to the community and/or deliver the Plan Vision and Objectives. Selected sites score positively in this regard despite the flood risk in some locations. None of these selected (allocated) sites have significant areas of land in flood zone 3 within their boundaries and 'more vulnerable' land uses are directed to flood zone 1. The Council's policies avoid the allocation of residential developable areas outside flood zone 1 and/or contain policy wording to direct more vulnerable development to areas outside Flood Zone 2 and 3. The Council's selected sites for development are:
  - 20A Begbroke Science Park, including Yarnton Nurseries
  - 22 Land North West of London-Oxford Airport, near Woodstock
  - 25 Land East of Marlborough School, Woodstock
  - 38 North Oxford Triangle, Kidlington
  - 39A Frieze Farm, Woodstock Road, Oxford
  - 49 Land at Stratfield Farm, Oxford Road, Kidlington
  - 51 Land to West of A44/Rutten Lane, North of Cassington Road
  - 123 Land to South of A34, North of Linkside Avenue, Wolvercote
  - 126 Seedlake Piggeries, Yarnton
  - 178 Land south east of Kidlington and west of the A34
  - 202 Land adjacent to Bicester Road, Gosford, South East Kidlington

## 2.0 Methodology

- 2.1 The requirements in the NPPF mean that the Council is required to undertake a sequential test to, alongside other evidence, inform the allocation of sites in the Partial Review. For the sequential test all the sites are assessed in this document in terms of their flood risk and wider sustainability.

The NPPF states:

*'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.'*

*'Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:*

- Applying the sequential Test
- If necessary, applying the Exception Test

*'The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.'*

*'If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:*

*-it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared;*

*-and a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.'*

*'Both elements of the test will have to be passed for development to be allocated or permitted'.*

- 2.2 The PPG on Flood Risk and Coastal Change sets out guidance on the sequential, risk-based approach to the location of development. The PPG has informed this document and the preparation of the proposed submission Partial Review of the Local Plan. It states that this general approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. It states that the aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible.

### **The Sequential Test**

- 2.3 A diagram (Diagram 2: Application of the Sequential Test for Local Plan preparation) is shown in the PPG and it sets out the main requirements of the sequential test as follows:

*"The Sequential Test ensures that a sequential approach is followed to steer new*

development to areas with the lowest probability of flooding. The flood zones as refined in the Strategic Flood Risk Assessment for the area provide the basis for applying the Test. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding). Where there are no reasonably available sites in Flood Zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2 (areas with a medium probability of river or sea flooding), applying the Exception Test if required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 (areas with a high probability of river or sea flooding) be considered, taking into account the flood risk vulnerability of land uses and applying the Exception Test if required.

Within each flood zone, surface water and other sources of flooding also need to be taken into account in applying the sequential approach to the location of development.

As some areas at lower flood risk may not be suitable for development for various reasons and therefore out of consideration, the Sequential Test should be applied to the whole local planning authority area to increase the possibilities of accommodating development which is not exposed to flood risk.

A local planning authority should demonstrate through evidence that it has considered a range of options in the site allocation process, using the Strategic Flood Risk Assessment to apply the Sequential Test and the Exception Test where necessary. This can be undertaken directly or, ideally, as part of the sustainability appraisal. Where other sustainability criteria outweigh flood risk issues, the decision making process should be transparent with reasoned justifications for any decision to allocate land in areas at high flood risk in the sustainability appraisal report”.

### **The Exception Test**

- 2.4 The Exception Test, as set out in paragraph 102 of the Framework, is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. The PPG sets out the main requirements of the exception test as follows:

*Essentially, the two parts to the Test require proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.*

*Evidence of wider sustainability benefits to the community should be provided, for instance, through the sustainability appraisal. If a potential site allocation fails to score positively against the aims and objectives of the sustainability appraisal, or is not otherwise capable of demonstrating sustainability benefits, the local planning authority should consider whether the use of planning conditions and/or planning obligations could make it do so. Where this is not possible the Exception Test has not been satisfied and the allocation should not be made.*

*Wider safety issues need to be considered as part of the plan preparation. If infrastructure fails then people may not be able to stay in their homes. Flood warnings and evacuation issues therefore need to be considered in design and layout of planned developments. In considering an allocation in a Local Plan a level 2 Strategic Flood Risk Assessment should inform consideration of the second part of the Exception Test.*

## **Evidence**

### Flooding

- 2.5 The Council has completed a Level 1 SFRA (May 2017) for the District considering sites across the District and a Level 2 SFRA (May 2017) and Addendum (February 2018) for some sites in south Cherwell. These documents have informed the Sequential Test and Exception test (and the Submission Plan policies directly, including informing a sequential approach to the location of more vulnerable uses) and are available on the Council's website <http://www.cherwell.gov.uk/index.cfm?articleid=11183>. The site selection process also informed the Level 2 SFRA as an iterative process.
- 2.6 The Level 1 SFRA identifies five main sources of flood risk: flooding from rivers and watercourses, sewer flooding, overland flooding, groundwater flooding and flooding from man-made and artificial sources. The predominant risk of flooding within the Cherwell is due to flooding from rivers and watercourses. Cherwell District falls within four major river catchments being: The River Thames, The River Great Ouse, The River Cherwell and The Warwickshire Avon Catchment. In order to present the best available flood information, SFRA Flood Zones were derived using a variety of existing sources of data, and have been mapped with an allowance for climate change. These are contained within Appendix B of the Level 1 SFRA.
- 2.7 The different flood zones in the PPG are set out below:

#### **Zone 1 Low Probability Definition**

Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)

#### **Zone 2 Medium Probability Definition**

Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map)

#### **Zone 3a High Probability Definition**

Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map)

#### **Zone 3b The Functional Floodplain Definition**

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency.  
(Not separately distinguished from Zone 3a on the Flood Map)

### 3.0 Sequential Test Methodology

- 3.1 The following tables (tables 1, 2 and 7) form part of the sequential test and provide a summary account of a sites flood risk and wider sustainability in the context of potential development. These have been updated to take into account the level 2 SFRA Addendum (February 2018), including the addition of an exception test for site 39a Frieze Farm, Woodstock Road, Kidlington. The sites in the tables are promoted sites considered by the Council as 'options' for development. A map in the SA report (figure 9.1) shows the location of the site options. Only sites of 2 hectares and above have been considered for the Partial Review. Some of these sites are allocated in the Partial Review to deliver 4,400 homes and associated uses such as schools and shops.
- 3.2 The tables form part of a sequential process which considers whether the capacity of sites allows for the development requirements to be accommodated within sites wholly in flood zone 1 through to sites where a significant proportion of the site is located within flood zone 3. Other sources of a flooding are also considered in addition to flood zone location. The theoretical capacity of sites is shown in the site assessment tables in the SA at Chapter 9 but the assessment is further informed by the Council's HELAA (2018).
- 3.3 Policy ESD6 of the Adopted Cherwell Local Plan states '*Development will only be permitted in areas of flood risk when there are no reasonable available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding.*' The Council's sustainability appraisal considers flood risk as one factor, (albeit an important one) amongst many in determining the location new development. Taking direction from the NPPF requirements above, the Council has taken the same approach in this document. It is also considered whether sites would best help deliver the Plan Vision and Objectives, which are built on principles of sustainability, such as encouraging the use of sustainable modes of transport by locating development in close proximity to Oxford.
- 3.4 In terms of site selection, opportunities associated with development are considered including those relating to water courses and the delivery of sites in relation to site promotion is also important. The Council's policies in the Partial Review avoid the allocation of developable areas outside flood zone 1 and set out important measures relating to flood risk.
- 3.5 Appendix 1 of this document also sets out the Council's full assessment of sites which is taken from section 10 of the June 2017 Sustainability Appraisal. This supplements the assessment tables below. The Council's Sustainability Appraisal Addendum (February 2018) assesses proposed changes to the proposed Submission Partial Review, including those related to flood risk.

#### Scope

- 3.6 The sequential test (and exception tests) only considers sites in south Cherwell (Areas A and B). These areas have been selected by the Council due to positive effects identified, including in the SA report, mainly relating to the opportunity for the provision of new homes in close proximity to Oxford allowing access to Oxford through affordable sustainable modes of transport. Areas of search covering the whole District were considered in the SA and the reasons for not selecting these areas for development is set out in chapter 7 of SA report. The SA also assesses if the quantum of growth (4,400 homes as recommended by the Growth Board) is sustainable at the same as assessing other options. In the context of delivering 4,400 homes, high flood risk does not restrict development in any of the Council's Area of Search in principle due to the large areas they cover compared to the land covered by

areas outside flood zone 1. It is therefore not one of the main factors that determined the proposed strategic location of development in the Partial Review.

- 3.7 The production of a sequential test which focuses on the selection of the most sustainable and suitable development sites in areas A and B was therefore considered a proportionate and the most valuable approach for the Partial Review.
- 3.8 Proposals in the Partial Review are considered to be 'more vulnerable uses' for the purposes of the sequential test. Less vulnerable and water compatible uses are also proposed such as areas of open space. Water compatible uses (a golf course) and possibly associated 'less vulnerable uses' are proposed at Frieze Farm (site 39A).
- 3.9 The Partial Review Sustainability Appraisal and other evidence provide further information about the options for development and the sustainability effects.

### ***Assessment Process***

- 3.10 The tables below show the flood risk associated with each site option and where the development of each site would be inconsistent with wider sustainability objectives as defined by the objectives in SA framework. This is shown by an 'x' or double 'xx' (depending upon the significance of the impact) and is informed by the site matrices in the Local Plan Sustainability Appraisal (see chapters 9 and 10 and appendix 6). In relation to flood risk an 'x' identifies where a part of the site is in flood zone 3 and an 'xx' where a significant proportion of the site is within flood zone 3. The table also identifies where a level 2 SFRA was required. Development of any of the promoted sites in some way (but to a varying extent) would be consistent with wider sustainability objectives and further information is provided in appendix 1.
- 3.11 As the Council's proposed site red-line boundaries contain areas of higher fluvial flood risk exception tests have been undertaken. The first part of the Exception Test is addressed in the site tables below (tables 3, 4, 5 and 6) and sets out the positive sustainability effects identified in the SA. Areas and sources of flood risk such as canals and rivers were included within site red line boundaries in the Partial Review in order to provide opportunities for enhancement and mitigation. The second part of the exception test (referred to in the government guidance above) is addressed in the Council's level 2 SFRA and Addendum.

## 4.0 Site Assessment

4.1 South Cherwell will need to accommodate 4,400 dwellings to 2031.

### Step 1 – Where are the potential strategic sites for development in south Cherwell?

- 14 Land North of The Moors, Kidlington
- 19 Shipton on Cherwell Quarry
- 20 Begbroke Science Park
- 20A Begbroke Science Park
- 21 Land off Mill Lane/ Kidlington Road, Islip
- 22 Land North West of London-Oxford Airport, near Woodstock
- 23 Land at junction of Langford Lane/A44, Begbroke
- 24 Begbroke Lane, North East Field, Begbroke
- 25 Land East of Marlborough School, Woodstock
- 27 Land North of The Moors and East of Banbury Road, Kidlington
- 29 Land at Shipton on Cherwell
- 30 Oil Storage Depot, Bletchingdon Road, Islip
- 32 Land adjoining 26 & 33 Webbs Way, Kidlington
- 34 South of Sandy Lane, Begbroke
- 38 North Oxford Triangle, Kidlington
- 39 A Frieze Farm, Woodstock Road, Oxford
- 41 Land at Drinkwater, Oxford
- 48 Land South of Solid State Logic Headquarters
- 49 Land at Stratfield Farm, Oxford Road, Kidlington
- 50 Land North of Oxford
- 51 Land to West of A44/Rutten Lane, North of Cassington Road
- 55 Land off Bletchingdon Road, Islip
- 74 Land at no.40 and to the rear of 30-40 Woodstock Road East, Begbroke
- 75 Land adjacent to The Old School House, Church Lane, Yarnton
- 91 Land South of Station Field Industrial Park, Kidlington
- 92 Knightsbridge Farm, Yarnton
- 118 London Oxford Airport, Kidlington
- 122 Land to South of A34, adjacent to Woodstock Road, Wolvercote
- 123 Land to South of A34, North of Linkside Avenue, Wolvercote
- 124 Land to West of A44, North of A40, Wolvercote
- 125 Land at Gosford Farm, Gosford
- 126 Seedlake Piggeries, Yarnton
- 167 Land adjacent to Oxford Parkway, Banbury Road, Kidlington
- 168 Loop Farm, Wolvercote
- 177 Loop Farm (2) , Wolvercote
- 178 Land east of Kidlington and west of A34
- 181 Land off Mill Street/Mill Lane, Islip

- 194 Land off Langford Lane, Kidlington
- 195 Kidlington Depot, Langford Lane, Kidlington
- 202 Land adjacent to Bicester Road, Gosford, Kidlington
- 209 Land at Islip
- 210 Land at Hampton Poyle

## Step 2 – Which sites are located wholly in Flood Zone 1 (lower probability of Flooding)?

Table 1		Flooding	SRFA Level 2 required and undertaken	Flooding Assessment in Sustainability Appraisal Matrix	Building Sustainable and affordable homes	Improving Health and well being	Reducing Poverty and Social exclusion	Reducing Crime	Creating Vibrant Communities	Accessibility to services and facilities	Conserving and Enhancing Biodiversity	Protecting and enhancing the Landscape	Protecting and Enhancing the historic environment	Reducing air Pollution and Congestion	Improving Water Quality	Efficient Use of Land	Sustainable Resource Consumption	Sustainable Waste Management	Creating Employment Opportunities	Creating Economic Growth
Area A																				
PR23	Land at junction of Langford Lane/A44, Begbroke			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x			xx	x	x		xx	x	x	x	
PR24	Begbroke Lane, North East Field, Begbroke			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x			x	x	x		xx	x	x	x	
PR48	Land South of Solid State Logic Headquarters			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site					x		x	x	x	xx		xx	x	x	x	

				contains areas susceptible to surface water, groundwater and sewer flooding incidents.																
PR51	Land to West of A44/Rutten Lane, North of Cassington Road, surrounding Begbroke Wood		Yes	A few small watercourses flow through the site. This site is on greenfield land outside of flood zone 3. However, it should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.				x		x	xx	xx	x		xx	x	x	xx		
PR74	Land at no.40 and to the rear of 30-40 Woodstock Road East, Begbroke			This site is on greenfield land outside of flood zone 3. However it should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.				x			x		x		xx	x	x	x		
PR75	Land adjacent to The Old School House, Church Lane, Yarnton			This site is on greenfield land outside of flood zone 3. However it should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.				x		x	x	x	x		x	x	x	x		

PR118	London Oxford Airport, Kidlington			This is a mixed greenfield and previously developed land, but the majority of this site is greenfield land outside of flood zone 3. However it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas					X			XX	X			XX	X	X	XX	
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				susceptible to surface water, groundwater and sewer flooding incidents.																
PR122	Land to South of A34, adjacent to Woodstock Road, Wolvercote			A small watercourse follows the southern edge of the site. This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	x	x	xx		xx		x		
PR123	Land to South of A34, North of Linkside Avenue, Wolvercote			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x		x	xx		xx		x		
PR126	Seedlake Piggeries, Yarnton		Yes	A small watercourse runs through the centre of the site. This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	xx		x		xx	x	x	x	
PR167	Land adjacent to Oxford Parkway, Banbury Road, Kidlington			A small watercourse follows the southern edge of the site. This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell					x			xx	x	xx		x	x	x		

				Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.															
PR178	Land east of Kidlington and west of the A34			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					X		X	X	X	XX		X	X	X	
PR194	Land off Langford Lane, Kidlington			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					X			XX				XX	X	X	X
PR195	Kidlington Depot, Langford Lane, Kidlington			The site is on brownfield land outside food zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					X			XX						X	
<b>Area B</b>																			
PR21	Land off Mill Lane/ Kidlington Road, Islip			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment					X	XX	X	X	X	XX		XX	X	X	X

				Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.																
PR22	Land North West of Oxford Airport, near Woodstock			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to groundwater and sewer flooding incidents.					x		x	x	xx			xx		x	xx	
PR25	Land East of Marlborough School, Woodstock			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	xx				xx		x	xx	
PR30	Oil Storage Depot, Bletchingdon Road, Islip			A small watercourse touches the northern tip of the site. This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x	xx	x	x	x	xx		xx	x	x	x	
PR55	Land off Bletchingdon Road, Islip			This site is on greenfield land outside of flood zone 3. However, it should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains areas susceptible to groundwater and sewer					x	xx	x	x	x	xx		xx		x	x	

				flooding incidents.																
PR181	Land off Mill Street/Mill Lane, Islip			This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains areas susceptible to groundwater and sewer flooding incidents.					x	xx	x	xx	x	xx		xx	x	x	x	

**With reference to all sources of flooding, should all the required development be located on sites wholly in Flood Zone 1 in south Cherwell?**

**No** - As set out in the NPPF and guidance, residential development is compatible with flood zone 1 and the total capacity of the sites above in flood zone 1 allows for the housing requirements (4,400 homes) to in theory be accommodated on these sites in south Cherwell. However the summary account above and information in appendix 1 demonstrates that development on some sites above would be inconsistent with a number of the sustainability objectives (SA objectives) including in relation to effects on landscape, biodiversity, and the historic environment, despite sites being located in flood zone 1. Some sites would also not contribute as effectively towards meeting the Plan Vision and objectives and NPPF requirements, which is also explained in appendix 1. Considering the above account and appendix 1, sites 22, 25, 51, 123, 126 and 178 are proposed to be allocated for residential development in the Partial Review. The Council has considered revising site boundaries to those promoted, however site delivery is important. Sites 51 and 126 have been included within the Council's Level 2 SFRA for further assessment but the SFRA concludes that the sites are considered to pass the Sequential Test and are suitable on the basis of fluvial flood risk for all the proposed land use vulnerability classifications. The SFRA however recommends other measures are taken forward including a Surface Water Management Plan incorporation of attenuation SuDS techniques and consideration of limited sewer capacity.

Due to sites being less suitable and/ or sustainable other sites that are not wholly in flood zone 1 are needed to meet the housing requirements.

**Step 3 – Which sites are located mostly in Flood Zone 1 with small areas in Flood Zones 2 and/or 3?**

Table 2		Flooding	SRFA Level 2 required and undertaken	Flooding Assessment in Sustainability Appraisal Matrix	Building Sustainable and affordable homes	Improving Health and well being	Reducing Poverty and Social exclusion	Reducing Crime	Creating Vibrant Communities	Accessibility to services and facilities	Conserving and Enhancing Biodiversity	Protecting and enhancing the Landscape	Protecting and Enhancing the historic environment	Reducing air Pollution and Congestion	Improving Water Quality	Efficient Use of Land	Sustainable Resource Consumption	Sustainable Waste Management	Creating Employment Opportunities	Creating Economic Growth
Area A																				
PR14	Land North of The Moors, Kidlington	x		The river Cherwell sits close to the north eastern corner of the site. This site is on greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, ground water and sewer flooding incidents.					x		x	x	x	x		xx	x	x	x	
PR20	Begbroke Science Park	x	Yes	Rowel Brook runs through the northern tip of the site and the Oxford Canal follows its north eastern edge. The site is on greenfield land and is mainly outside of flood zone 3 (less than 25% of the site is within Flood Zone 3). However, it should be					x			x	x	x		xx	x	x	x	

				noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2, is susceptible to surface water and groundwater flooding and sewer flooding incidents.																
PR20 A	Begbroke Science Park (including Yarnton nurseries)	x	Yes	Rowel Brook runs through the northern tip of the site and the Oxford Canal follows its north eastern edge. The site is on greenfield land and is mainly outside of flood zone 3 (less than 25% of the site is within Flood Zone 3) However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2, is susceptible to surface water and groundwater flooding and sewer flooding incidents.					x		x	x	x	x		xx	x	x	x	
PR27	Land North of The Moors and East of Banbury Road, Kidlington	x		The Oxford Canal runs along the western edge of the site and the river Cherwell sits close to the northern edge of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 5% of the site is within Flood Zone 3). However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood					x		x	xx	x	x		xx	x	x	x	

				zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.																
PR32	Land adjoining 26 & 33 Webbs Way, Kidlington	x		The site is on greenfield land and is mainly outside of flood zone 3 (less than 20% of the site is within Flood Zone 3). However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.				x		x	x	x	x		xx	x	x	x		
PR34	South of Sandy Lane, Begbroke	x	Yes	A culverted waterway follows the eastern edge of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 20% of the site is within Flood Zone 3). However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.				x		x	xx	x	x		xx	x	x	x		
PR38	North Oxford Triangle, Kidlington	x	Yes	The site is on greenfield land and is mainly outside of flood zone 3 (less than 5% of the site is within Flood Zone 3).				x		x	x	xx	xx		xx	x	x			

				However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.																
PR39a	Frieze Farm, Woodstock Road, Oxford	x	Yes	The Oxford Canal runs along the western edge of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 1% of the site is within Flood Zone 3). It should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, ground water and sewer flooding incidents.					x		x	xx	x	xx		xx	x	x	x	
PR41	Land at Drinkwater, Oxford	x		The Oxford Canal runs through the northern third of the site and follows the western edge of the rest of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 5% of the site is within Flood Zone 3). It should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible					x		x	xx	x	xx		xx	x	x		

				to surface water, groundwater and sewer flooding incidents.																
PR49	Land at Stratfield Farm, Oxford Road, Kidlington	x		The Oxford Canal follows the western edge of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 5% of the site is within Flood Zone 3). It should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	x	x	xx		xx	x	x	x	
PR50	Land North of Oxford	x		A watercourse follows the eastern edge of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 20% of the site is within Flood Zone 3). It should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	x	xx	xx		xx	x	x		

PR91	Land South of Station Field Industrial Park, Kidlington	x		The Oxford Canal follows the western boundary of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 5% of the site is within Flood Zone 3). It should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water,					x		x	xx	x	x		xx	x	x	x	
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				groundwater and sewer flooding incidents.																
PR92	Knightsbridge Farm, Yamton	x		A watercourse follows the south eastern edge of the site. This is a mixed greenfield and previously developed land, but the majority of this site is greenfield land outside of flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	xx	x	xx		x	x	x	x	
PR124	Land to West of A44, North of A40, Wolvercote	x		The Oxford Canal forms the western edge of the site and a small watercourse follows the southern edge of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 5% of the site is within Flood Zone 3). However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	xx	x	xx		xx	x	x		
PR168	Loop Farm,	x		Approximately 20% of the site lies on					x		x	xx	x	xx		x	x	x	x	

	Wolvercote			greenfield land designated as flood zone 3. Kingsbridge Brook forms the western edge of the site and the Oxford Canal forms the eastern edge of the site. It should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible																
PR177	Loop Farm, Wolvercote	x		The Oxford Canal follows the western edge of the site. A small section to the north west of the site, representing around 12% of the site lies within flood zone 3. It should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	xx	x	xx		xx	x	x		
PR202	Land adjacent to Bicester Road, Gosford, Kidlington	x		The site is on greenfield land and is mainly outside of flood zone 3 (less than 10% of the site is within Flood Zone 3). It should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area					x		x		x	xx		x	x	x		

				contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.															
Area B																			
PR19	Shipton on Cherwell Quarry	x		The river Cherwell flows along the north, east and southern edges of the site. Furthermore, the site contains a number of lakes. This site is on brownfield land and approximately 14% of the site's eastern and northern areas are in flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the site contains areas susceptible to surface water, groundwater and sewer flooding incidents.					x	xx	xx	xx	x	xx			x		xx
PR29	Land at Shipton on Cherwell	x		The River Cherwell flows close to the easternmost edge of the site. The site is on greenfield land and is mainly outside of flood zone 3 (less than 5% of the site is within Flood Zone 3). However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to groundwater					x	xx	x	xx	x	xx			x		x

				and sewer flooding incidents.																
PR209	Land at Islip, Islip	x		<p>The site is on greenfield land and is mainly outside of flood zone 3 (less than 3% of the site is within Flood Zone 3).</p> <p>It should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.</p>					x	x	xx	xx	x	x		xx	x	x		
<p><b>With reference to all sources of flooding, should the development requirements be located on areas of land in flood zone 1 within promoted sites containing areas of flood zone 2 and/or 3?</b></p> <p><b>Yes</b> - Considering the above account, appendix 1 and other evidence, sites 20 A, 38, 49 and 202 are proposed to be allocated for residential development in the Partial Review. Site 39a is proposed for a golf course. Sites 20A, 38, 39a and 202 will require an exception test as the site red line boundary contains areas outside flood zone 1.</p>																				

Table 3	Begbroke Science Park (Site 20 A) – Exception Test
<p><b>Flood Risk</b></p> <p>The SFRA Level 2 Addendum states that the further work undertaken provides reasonable confidence that if a <math>\geq 1\%</math> AP event plus a 35% climate change allowance was modelled, the flood extent would unlikely extend significantly further across site PR8 than the extent of existing Flood Zone 2 (currently applied by CDC as a proxy for this event) as the additional water would likely disperse across the lower levels of the wider floodplain outside of the site boundary. The SFRA Addendum concludes that the latest climate change allowances would not be likely to extend into the area of the site allocated to accommodate residential development in site PR8. The SFRA Level 2 recommends that no land raising or built development is permitted inside the combined modelled Flood Zone 2 (applied as a proxy for Flood Zone 3 +CC) and Flood Zone 3 envelope which extends into the north eastern corner of the site.</p> <p>Even though the site contains areas of higher flood risk Policy PR8 seeks to fulfil the recommendations of the Level 1 and Level 2 SFRA.</p>	
<p><b>Sustainability</b></p>	
SA Objective	
To ensure high and stable levels of employment so everyone can benefit from the economic growth of the district and Oxford.	Good accessibility to employment is important for developing and strengthening the relationship between labour and workplace ensuring economic growth in Oxford and Oxfordshire. This site scored 'amber' in relation to criteria 4 (Access to Oxford jobs by walking and public transport) and 'green' in relation to criteria 5 (Access to Oxford jobs by road).
To sustain and develop economic growth and innovation, an educated/ skilled workforce and support the long term competitiveness of the district and Oxford.	The increased provision of affordable housing in Oxfordshire will make it easier for the County to retain and grow its skilled workforce, which is likely to have an indirect minor positive effect on this objective in Oxford and for the Oxfordshire economy. Furthermore, there are likely to be indirect minor positive effects in the short term on economic growth in Oxford and Cherwell including as a result of the increased rates of construction associated with the new developments.
To improve accessibility to all services and facilities.	<p>This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 2 -Proximity to current sustainable transport services and infrastructure that serve Oxford). The site within 500m of a premium bus route. This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 3 -Proximity to current sustainable transport services and infrastructure that serve Cherwell).</p> <p>This site's east boundary is located adjacent to Kidlington which contains a number of services and facilities including shops, banks, restaurants, a public library, one secondary school and several primary schools. In addition, the site's north west boundary lies directly adjacent to Begbroke which contains a village hall and one public house. Furthermore, the east boundary of the site lies directly adjacent to Yarnton, which includes one primary school, a shop and a village hall. There is an opportunity to link to existing services and facilities.</p>
To reduce air pollution (including greenhouse gas emissions) and road congestion	This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 2 - Proximity to current sustainable transport services and infrastructure that serve Oxford). The site within 500m of a premium bus route. This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 3 - Proximity to current sustainable transport services and infrastructure that serve Cherwell).

To improve the health and well-being of the population & reduce inequalities in health	This site is within 800m of three healthcare facilities, the closest being Yarnton Medical Practise approximately 294m to the south of the A44 (Woodstock Road West) and the furthest Gosford Hill Medical Centre is approximately 526m to the east of the A4260 (Oxford Road). The site is also located in close proximity to a number of open spaces and public rights of way which may encourage new residents to make use of these facilities as part of a more physically active and healthier lifestyle. There are a number of amenity greenspace features located within 800m of the site including Croxford Gardens Amenity Greenspace, Yarnton Pitches, The Phelps Amenity Greenspace, Lyne Road Amenity Greenspace and Cassington Road Amenity Greenspace, Yarnton. Nearby sports facilities, include Little Marsh Playing Field, Yarnton Park, Kidlington Football Club, Ron Groves Park and Begbroke Sports and Social Club. There are several public footpaths which intersect the site around the northern and southern areas of the site. There are two and a cycle route approximately 224m to the east and 44m to the west of the site. These routes may encourage residents to partake of more active modes of transport.
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**Conclusions** - The site will provide wider sustainability benefits to the community in relation to the provision of new homes, employment, economic growth, access to services and facilities, reducing air pollution, and improving health and well-being.

Land to the east of the A44 near Begbroke Science Park provides the opportunity to meet Oxford's needs in close association with the expansion of one of the University of Oxford's key economic assets. There is the potential to integrate with and capitalise upon sustainable transport improvements associated with the Oxford Transport Strategy and the A44/A4260 Corridor Study and to improve connectivity with Kidlington.

The existing Local Plan provides for a small scale Green Belt Review, to be undertaken through a separate Local Plan Part 2, to help meet high value employment needs in an area of search centred on the Science Park. The A44 corridor between north Oxford and Woodstock has an economic function of mutual interest to Cherwell and Oxford. Development in this location would capitalise on the existing relationships in this area between the two authority areas. London-Oxford Airport and the Langford Lane commercial area are nearby.

Development would result in a significant reduction of the Green Belt between Begbroke, Yarnton and Kidlington but there is an opportunity to create a distinctive neighbourhood while retaining the identity of existing settlements and maintain a strategic gap to the west of Kidlington.

The Oxford Canal corridor provides a landscape setting to the area, an interface between Kidlington and Begbroke/Yarnton and connectivity with Oxford. There are environmental assets and land available in the area that provide the opportunity for net gains in biodiversity and the provision of significant public open space of benefit to the wider community. From a landscape perspective, there is medium capacity for development with necessary consideration of specific constraints such as Rowel Brook and the Oxford Canal, a Conservation Area. The Science Park is among a number of urban influences. Development could be achieved while protecting the canal corridor and other historic assets. A development approach could be achieved that protects and enhances important environmental assets.

Table 4	North Oxford Triangle, Kidlington (Site 38) - Exception Test
<b>Flood Risk</b>  The SFRA Level 2 states that development should ideally be restricted to outside the modelled Flood Zone 3 envelope to create 'blue corridors' which provide public open space/recreation areas near watercourses. Even though the site contains areas of higher flood risk Policy PR6 seeks to fulfil the recommendations of the Level 1 and Level 2 SFRA.	
<b>Sustainability</b>	
SA Objective	
To ensure high and stable levels of employment so everyone can benefit from the economic growth of the district and Oxford	Good accessibility to employment is important for developing and strengthening the relationship between labour and workplace ensuring economic growth in Oxford and Oxfordshire. This site is within easy access of more than 20,000 Oxford jobs by walking/cycling or public transport and more than 75,000 Oxford jobs by road (i.e. scored 'Green' in both ITP's assessments of 'access to jobs').
To sustain and develop economic growth and innovation, an educated/skilled workforce and support the long term competitiveness of the district and Oxford.	The increased provision of affordable housing in Oxfordshire will make it easier for the County to retain and grow its skilled workforce, which is likely to have an indirect minor positive effect on this objective in Oxford and for the Oxfordshire economy. Furthermore, there are likely to be indirect minor positive effects in the short term on economic growth in Oxford and Cherwell including as a result of the increased rates of construction associated with the new developments.
To improve accessibility to all services and facilities.	<p>This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 2 -Proximity to current sustainable transport services and infrastructure that serve Oxford). The site partially falls within 500m of a premium bus route. This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 3 -Proximity to current sustainable transport services and infrastructure that serve Cherwell).</p> <p>This site is located directly adjacent to Cutteslowe which lies outside of the Cherwell District administrative boundary; however, the area contains a number of services and facilities including a primary school, a community centre and a doctor's surgery. There is an opportunity to link to existing services and facilities.</p>
To reduce air pollution (including greenhouse gas emissions) and road congestion	This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 2 - Proximity to current sustainable transport services and infrastructure that serve Oxford). The site partially falls within 500m of a premium bus route. This site is directly linked to sustainable transport routes (i.e. scored 'green' in ITP's criteria 3 - Proximity to current sustainable transport services and infrastructure that serve Cherwell).
To improve the health and well-being of the population & reduce inequalities in health	The site is located in close proximity to a number of open spaces and public rights of way which may encourage new residents to make use of these facilities as part of a more physically active and healthier lifestyle. There are a number of amenity greenspace features within 800m of this site including Stratfield Brake Sports Ground and Stratfield Brake. Nearby sports facilities include, Oxfordshire Sports Partnership, Spirit Health Club and Banbury Road North Sports Ground. There are two which intersect the site public footpaths within 800m of the site and several more within 800m of the site. There is also a cycle path which intersects the central area of the site. These routes may encourage residents to partake of more active modes of transport.

**Conclusions** - The site will provide wider sustainability benefits to the community in relation to the provision of new homes, employment, economic growth, access to services and facilities, reducing air pollution, and improving health and well-being. Appendix 1 provides further information.

The northern fringe of Oxford includes neighbourhoods either side of the A4165 Oxford/Banbury Road– the main arterial route into north Oxford from Kidlington to the north. The site comprises land either side of the A4165 and to the east of the railway.

#### *East of the A4165*

To the east is the residential area of Cutteslowe an inter-war development. Cutteslowe extends southward to the A40. To the south of the A40 are the Sunnymead and Summertown areas of Oxford in which are a wide range of services and facilities including Primary and Secondary Schools and a neighbourhood centre. The edge of Cutteslowe marks the boundary between Oxford and Cherwell. To the north and east is open agricultural land leading eastwards, to the Grade II\* Listed St. Frideswide Farmhouse (and Listed wall) and on into the River Cherwell valley, and northwards, to the Oxford Parkway Railway Station, Water Eaton Park and Ride and the A34 trunk road. There are train and regular bus services into central Oxford. This transport infrastructure and the existing built-up area of Oxford are strong urbanising influences. The fields to the east of the A4165 are large with weak boundaries, creating an open, exposed landscape but becoming more intricate further into the Cherwell Valley beyond St. Frideswide Farmhouse. There are views out to the wider countryside and higher ground across the valley. The village of Islip (to the east) and Oxford's John Radcliffe Hospital (south-east) are prominent. The southernmost edge of Cherwell to the south of the A34 has the perception of being part of Oxford. The existing urban environment of the Cutteslowe and Wolvercote areas, the heavily urbanising influence of the Park and Ride, new railway station and other transport infrastructure contribute to this.

The area's immediate relationship with Oxford provides a sustainable opportunity to create a new gateway neighbourhood with direct access to central Oxford, Summertown, to employment opportunities including at Northern Gateway and to services and facilities nearby within Oxford. In this location, sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. There is a clear opportunity to integrate with the existing north Oxford communities.

Development in this area would result in the loss of agricultural land some landscape and heritage impact and the loss of/harm to Green Belt. The benefits of developing in this area would outweigh the adverse effects. Development would result in a considerable reduction in the settlement gap between Oxford and Kidlington and will also weaken the justification for retaining the Green Belt status of the Park and Ride site. However, there is a clear opportunity to provide an urban extension for Oxford with very high levels of sustainability in transport terms and that results in a community integrated with Oxford and with access to potential jobs and amenities.

Development could be provided while avoiding the more sensitive landscape of the Cherwell Valley (restricting the easterly extent of development), planning for a soft urban edge to the east and protecting the Grade 2\* Listed St Frideswide Farmhouse and the existing public rights of way.

#### *West of the A4165*

West of the road is the heavily treed and historic North Oxford Golf Club. It comprises some 31 hectares of land and, the Council is advised, operates with the benefit of a rolling lease from the University colleges. In this area are residential neighbourhoods built during the second half of the 20th century, Jordan Hill Business Park, Wolvercote Cemetery and a Recreation Ground. Immediately to the west is the Oxford-Bicester railway line over which is a footbridge connecting to a relatively small area of agricultural land between the railway and the A34. That land connects to Oxford's Northern Gateway development area immediately to the south. National Cycle Network Route 51 runs along the A4165. The southernmost edge of Cherwell to the south of the A34 has the perception of being part of Oxford. The existing urban environment of the Cutteslowe and Wolvercote areas, the heavily urbanising influence of the Park and Ride, new railway station and other transport infrastructure contribute to this.

The area's immediate relationship with Oxford provides a sustainable opportunity to create a new gateway neighbourhood with direct access to central Oxford, Summertown, to employment opportunities including at Northern Gateway and to services and facilities nearby within Oxford. In this location, sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. There is a clear opportunity to integrate with the existing north Oxford communities. Although development would result in the loss of a golf course, some landscape and heritage impact and the loss of/harm to Green Belt, the benefits of developing in this area far outweigh the adverse effects. The historic golf course presently provides a recreation facility for Oxford. It comprises an important buffer feature on the urban edge, limiting perception of the city, and helps to maintain the gap with Kidlington. However, the existing urbanising influences and the clear opportunity to develop a consolidated new neighbourhood to the north of Oxford, with the opportunity for connectivity to the Northern Gateway development site, to the potential development land to the east of Oxford and to the Oxford Parkway railway station, outweigh the loss of this area as a buffer.

Table 5	South East Kidlington (Site 202) - Exception Test
<p><b>Flood Risk</b></p> <p>The SFRA Level 2 Addendum states that the further work undertaken provides reasonable confidence that if a larger 1% AP +35% CC event was modelled, the flood extent would unlikely extend further across the area of site allocated for residential development than the existing Flood Zone 2 (currently applied by CDC as a proxy outline for this event) and the additional water would likely disperse across the lower levels of the wider floodplain outside of the site boundary. The SFRA Level 2 Addendum recommends that no land raising or built development is permitted inside the combined modelled Flood Zone 2 (applied as a proxy for Flood Zone 3 +CC) and Flood Zone 3 envelope which extends into the north eastern corner of the site.</p> <p>Even though the site boundary contains areas of higher flood risk, Policy PR7a clearly directs residential development and other more vulnerable uses to Flood Zone 1 within the site and seeks to fulfil the recommendations of the Level 2 SFRA.</p>	
<p><b>Sustainability</b></p>	
<p>To ensure high and stable levels of employment so everyone can benefit from the economic growth of the district and Oxford.</p>	<p>Good accessibility to employment is important for developing and strengthening the relationship between labour and workplace ensuring economic growth in Oxford and Oxfordshire. This site is within easy access of more than 20,000 Oxford jobs by walking/cycling or public transport and more than 75,000 Oxford jobs by road (i.e. scored 'Green' in both ITP's assessments of 'access to jobs')</p>
<p>To sustain and develop economic growth and innovation, an educated/ skilled workforce and support the long term competitiveness of the district and Oxford.</p>	<p>The increased provision of affordable housing in Oxfordshire will make it easier for the County to retain and grow its skilled workforce, which is likely to have an indirect minor positive effect on this objective in Oxford and for the Oxfordshire economy. Furthermore, there are likely to be indirect minor positive effects in the short term on economic growth in Oxford and Cherwell including as a result of the increased rates of construction associated with the new developments.</p>
<p>To improve accessibility to all services and facilities.</p>	<p>The site is in in close proximity to sustainable transport routes (i.e. scored 'Amber' in ITP's criteria 2 -Proximity to current sustainable transport services and infrastructure that serve Oxford). The site is within 2.5km of a railway station and within 500m of a premium bus route.</p> <p>This site is in close proximity to sustainable transport routes (i.e. scored 'Amber' in ITP's criteria 3 - Proximity to current sustainable transport services and infrastructure that serve Cherwell). Although separated from Kidlington by the Bicester Road this site is located directly adjacent to Kidlington which contains a number of services and facilities including shops, banks, restaurants, a public library, one secondary school and several primary schools.</p>
<p>To reduce air pollution (including greenhouse gas emissions) and road congestion</p>	<p>The site is in in close proximity to sustainable transport routes (i.e. scored 'Amber' in ITP's criteria 2 - Proximity to current sustainable transport services and infrastructure that serve Oxford). The site is within 2.5km of a railway station and within 500m of a premium bus route.</p> <p>This site is in close proximity to sustainable transport routes (i.e. scored 'Amber' in ITP's criteria 3 - Proximity to current sustainable transport services and infrastructure that serve Cherwell).</p>
<p>To improve the health and well-being of the population &amp; reduce inequalities in health</p>	<p>The site is located within 800m of a healthcare facility (Gosford Hill Medical Centre), several sports faculties, areas of open space, a number of PRow and a cycle path. These facilities are likely to encourage new residents to make use of these facilities as part of a more physically active and healthier lifestyle. As such, a significant positive effect is likely on this SA objective.</p>

## Conclusions -

The site will provide wider sustainability benefits to the community in relation to the provision of new homes, employment, economic growth, access to services and facilities, reducing air pollution, and improving health and well-being. Appendix 1 provides further information.

The site lies immediately north of site 178, to the south of an affordable housing scheme developed to the east of Bicester Road to the north of small cemetery and allotments. From a landscape perspective, there is high capacity for residential development due to the site's relative containment by the existing mature hedgerow boundaries and the potential to be perceived as an extension to the residential area immediately to the north. The site is within close proximity to Oxford and sustainable transport routes into the city. Development could be integrated with the existing built up area of Kidlington near to Oxford and avoiding traffic through Kidlington centre.

Development would best achieve sustainable development through a consolidated, well designed approach with site 178. Development would result in the loss of Green Belt land but sports pitches, shown to be required by the Kidlington Framework Masterplan, could be provided within the Green Belt and would assist in retaining a permanent gap within the built up area of Oxford (having regard to the conclusions on site 38). They would be accessible from existing sports facilities nearby Stratfield Brake and would represent a positive use of land within the Green Belt. The Council considers that the land should be taken forward for residential development but as part of a consolidated approach with site 178.

Table 6	Frieze Farm, Woodstock Road, Kidlington - (Site 39 A) – Exception Test
<b>Flood Risk</b>	
<p>The SFRA Level 2 Addendum states that the further work undertaken provides reasonable confidence that if a <math>\geq 1\%</math> AP event plus a 35% climate change allowance was modelled, the flood extent would unlikely extend significantly further across site PR6C than the extent of existing Flood Zone 2 (currently applied by CDC as a proxy for this event, as the additional water would likely disperse across the lower levels of the wider floodplain outside of the site boundary. The SFRA Addendum concludes that the latest climate change allowances would not be likely impact on the Golf Course allocation. The Level 2 SFRA recommends that no land raising or built development is permitted inside the combined modelled Flood Zone 2 (applied as a proxy for Flood Zone 3 +CC) and Flood Zone 3 envelope in the north west corner of the site.</p> <p>Even though the site contains areas of higher flood risk Policy PR6C seeks to fulfil the recommendations of the Level 1 and Level 2 SFRA.</p>	
<b>Sustainability</b>	
<p>The site comprises land mainly to the north of the A34 and the Frieze Way roundabout approaching the Peartree interchange. A strip of land to the south of the A34 and west of the railway is also included.</p> <p>If developed for open space the site could provide wider sustainability benefits to the community in relation to; creating and sustaining vibrant communities, access to services and facilities, conserving and enhancing biodiversity, protecting the historic environment, reducing flood risk and improving the efficient use of land.</p> <p>Residential development would be segregated from Oxford and separated from Kidlington and Yarnton. Development would breach the A34 and be perceived as a freestanding development and a new highly urbanising influence between Oxford and Cherwell. The relatively exposed and elevated nature of the site to the south would result in residential development being highly visible from the north. Central and eastern land parcels are land locked by road and rail corridors.</p>	
<b>Conclusions -</b>	
<p>The Council considers that site should not be taken forward for residential development but taken forward for recreation development (Policy PR6c), as a replacement to the golf course allocated for residential development in Policy PR6b. No other suitable land is available nearby.</p>	

**Step 4 - Which are the promoted sites where a significant proportion of the site is located in Flood Zones 2 and/or 3?**

<b>Table 7</b>		Flooding	SRFA Level 2 required and undertaken	<b>Flooding Assessment in Sustainability Appraisal Matrix</b>	Building Sustainable and affordable homes	Improving Health and well being	Reducing Poverty and Social exclusion	Reducing Crime	Creating Vibrant Communities	Accessibility to services and facilities	Conserving and Enhancing Biodiversity	Protecting and enhancing the Landscape	Protecting and Enhancing historic environment	Reducing air Pollution and Congestion	Improving Water Quality	Efficient Use of Land	Sustainable Resource Consumption	Sustainable Waste Management	Creating Employment Opportunities	Creating Economic Growth
PR125	Land at Gosford Farm, Gosford	xx	Yes	Approximately 60% of the site lies within flood zone 3. However, it should be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.					x		x	x	x	xx		x	x	x		

PR210	Land at Hampton Poyle	xx		The site is on greenfield land and is mainly within flood zone 3 (over 75% of the site is within Flood Zone 3). It should also be noted that the Cherwell Level 1 Strategic Flood Risk Assessment Update identifies that the area contains flood zone 2 and areas susceptible to surface water, groundwater and sewer flooding incidents.					x	x	xx	xx	x	xx		xx	x	x	x	
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**Is there a need to allocate these sites considering wider sustainability benefits to the community?**

**No** – These sites contain areas in flood zone 1, however the assessment above shows how the proportion of the sites in flood zone 3 is high. The assessment demonstrates that development on these sites above would also conflict with a number of the sustainability objectives including in relation to effects on landscape, biodiversity, reducing air pollution and the historic environment and would also not contribute as effectively towards meeting the Plan Vision and objectives, which is explained in appendix 1.

## **5.0 Conclusions**

- 5.1 There is land available across the District within the Areas of Search to in theory accommodate development to accommodate Oxford's unmet housing needs in Flood zone 1. However Areas A and B (south Cherwell) are the most suitable for accommodating this development to 2031. In south Cherwell there is capacity to in theory accommodate new homes on promoted sites wholly in flood zone 1. However, the Council's Sustainability Appraisal and other evidence shows that some sites are less sustainable and suitable and development of these sites will not best provide wider sustainability benefits to the community and/or deliver the Plan Vision and Objectives. Selected sites will score positively in this regard despite the flood risk in some locations. None of these allocated sites currently have significant areas of land in flood zone 3 and 'more vulnerable' land uses mentioned within the policies have been proposed in flood zone 1. The allocated sites are considered to have passed the sequential and exception tests.

## **Appendix 1 -**

### **Reasons for selecting/rejecting the preferred site allocations (Extract from Proposed Submission Sustainability Appraisal)**

The information in this appendix is contained within the SA report (section 10) and supplements the information provided in the Sequential Test.

All site options in Areas of Search A and B have been assessed in the SA. In determining which sites should be taken forward, the Council has considered the results of the SA, other Local Plan evidence and the results of consultation and engagement. The Council has concluded that the sites illustrated in Figure 10.1 would be suitable and would provide the best way of meeting the Plan's vision and objectives and achieving sustainable development.

The Council's key reasons for selecting sites are set out below. The key reasons for not taking forward other sites are also summarised. The Council has noted that the SA has shown that all sites within Areas of Search A and B have some positive and/or significant positive effects.

In considering the suitability of sites, the Council has taken account of the need to meet the Plan's objectives and to achieve its vision.

The vision seeks to:

- support Oxford's world class economy, its universities and employment base;
- ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation and to its services and facilities;
- deliver development that is well connected to Oxford; and,
- provide for a range of household types and incomes reflecting Oxford's diverse needs.

In doing so it seeks to:

- create balanced and sustainable communities;
- provide for exemplar design which responds distinctively and sensitively to the local built, historic and environmental context;
- ensure development is supported by necessary infrastructure;
- contribute to improving health and well-being; and,
- conserve and enhance the natural environment.

The objectives relate to:

- partnership working to meet needs and required infrastructure by 2031 (objective SO16);
- providing development so it supports the projected economic growth which underpins the housing needs and local Oxford and Cherwell economies (objective SO17);
- substantively providing affordable access to new homes for those requiring affordable housing, new entrants to the housing market, key workers and those requiring access to Oxford's key employment areas, and providing well designed development that responds to the local context (objective SO18); and,
- providing development so that it complements the County Council's Local Transport Plan (including the Oxford Transport Strategy) and facilitates demonstrable and deliverable improvements to the availability of sustainable transport for access to Oxford (objective SO19).

Oxford's importance as a key economic driver directly influences the rest of Oxfordshire; particularly where, as in Cherwell's case, there are significant, shared economic interests at the interface between the city and the district or along main transportation corridors. This includes the University of Oxford's Begbroke Science Park, London-Oxford Airport, the commercial area at Langford Lane, Kidlington and the allocated Northern Gateway site within Oxford.

The Council advises that it is seeking to benefit from and to help deliver the County Council's rapid transit (Local Transport Plan) proposals, to take advantage of the new Oxford Parkway Railway Station, to complement the proposal for a new Oxford Park and Ride facility off the Woodstock /Bladon / A44 roundabout, to capitalise on the provision of improved cycle routes into Oxford and help deliver a significant increase in the proportion of people accessing Oxford by alternative modes of transport to the private car.

Specific issues from its evidence studies including on transport, landscape, Green Belt, ecology (including the Oxford Meadows Special Area of Conservation), flooding and land availability have been considered. The Council considers the need for sites to be deliverable and viable to be of high importance in view of the need to maintain a five year supply of sites and ensure that the required homes are delivered by 2031. The relationship between individual sites and the potential to revise the boundaries of sites has been taken into account.

The Council also advises that it has taken into account the potential impact of specific sites on the strategy of the adopted Local Plan and the guidance contained within the adopted Kidlington Framework Masterplan Supplementary Planning Document (SPD) which supports the adopted Local Plan has also been relevant. It has considered other strategies and plans of relevance including the Local Transport Plan, the Oxfordshire Strategic Economic Plan, the adopted Oxford Core Strategy, the City Council's Housing Strategy and the existing and emerging West Oxfordshire plans. The Council has considered the work programme of the Oxfordshire Growth Board having regard to the purpose of that work and its non-statutory but cooperatively based status.

The Council advises that the opportunities as well as the constraints presented by sites have been examined. The Council has considered public opinion – the main responses received to two formal periods of consultation on Issues and Options Papers and associated workshops. It has considered the outcome of engagement with service providers such as the County Council and the view of prescribed and statutory bodies such as the Environment Agency, Natural England, Historic England and Highways England. The view of individual site promoters and their site submissions have also been considered.

The Council advises that it received 148 representations to the Issues consultation and 1,225 representations to the Options consultation. The Council's consultation statements highlight the main issues raised and how these have been taken into account. Following the Options consultation, the Council has noted significant concern from respondents about development in the Green Belt as well as other views including that development should be accommodated close to Oxford. Detailed information that has informed the selection of sites is contained within the Plan's supporting documents.

National Green Belt policy makes it clear that once established Green Belt boundaries should only be demonstrated in exceptional circumstances, through the preparation or review of the Local Plan (NPPF, para. 83).

The Council is clear that all reasonable non-Green Belt options must be considered before options within the Green Belt. The Council has considered Areas of Search across the district and rejected Areas C to I because of their unsuitability.

## **Selected Sites**

Within selected Areas A and B, two sites lie outside the Green Belt:

### ***Site 22 - Land north west of London-Oxford Airport, near Woodstock***

#### Summary of SA findings

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are recorded in relation to the historic environment, the efficient use of land and employment opportunities.

#### The Council's Conclusion -

Woodstock is one of West Oxfordshire's most sustainable settlements, a rural service centre just outside the Oxford Green Belt, bordering Cherwell District to the north-west of London-Oxford airport. Woodstock is located on the A44 corridor connecting the airport with Begbroke, Yarnton and Oxford. The edge Woodstock is approximately 7km from north Oxford.

The A44 is featured in the Local Transport Plan's Oxford Transport Strategy in the interest of accommodating 'rapid transit' connections to Oxford and developing a new Park and Ride strategy.

Land at the Woodstock/Bladon/airport junction on the A44 is identified in the Oxford Transport Strategy as a location for a new Park and Ride facility.

The County Council's A44/A4260 Corridor Study identifies improvements to the A44 corridor in the interest of achieving a 'modal shift' to more sustainable forms of transport. It seeks to re-prioritise the route for through traffic away from the A4260 and the centre of Kidlington to the A44. This will enable use of the new Park and Ride.

The study also provides for improvements to the existing national cycle way between Woodstock and Oxford along the western side of the A44 and linking to a new 'super cycleway' serving Oxford via Kidlington. The combined effect of these measures makes Woodstock a sustainable location in transport terms for accommodating some growth to help meet Oxford's housing needs.

Woodstock is a focus for growth in West Oxfordshire's emerging Local Plan in order to meet its own needs. Woodstock has a good range of services and facilities helped by its function as a tourist destination.

The World Heritage Site of Blenheim Palace, with its Grade 1 Registered Park, is located to the south west of Woodstock and is of international and national heritage significance. There is an important physical and historical inter-relationship between Woodstock and the Blenheim estate.

The estate is making land available for development to the south east of Woodstock in addition to land it has put forward within West Oxfordshire. The land in Cherwell mostly comprises this large (48.7 hectares) arable field bounded by the A4095 (Upper Campsfield Road) to the south-east, Shipton Road to the north-east and by the A44 to the south-west.

The site has an open and flat character bounded by a good tree belt frontage along Campsfield Road and Shipton Road and a high (2.5m) agricultural hedgerow fronting the A44. The land's containment by woodland is a key landscape characteristic and it relates well to Campsfield Wood on the opposite side of Oxford Road, as well as with the wooded nature of Bladon Heath and High Lodge to the south.

The area adjoins land to the north-west that has recently been approved by West Oxfordshire District Council for up to 300 homes including local retail, office and community facilities and public open space (WODC ref. 16/01364/OUT). The development of that site would extend Woodstock up to the Cherwell boundary and result in the construction of houses opposite Blenheim Park which is situated to the south west of the A44.

There is further potential for development in this location outside but next to the Oxford Green Belt. The reasons for this are:

- the relationship of Woodstock to the A44 corridor;
- the sustainability of Woodstock in terms of it being a well-served, small town and the potential for integration with West Oxfordshire's extended built-up area;
- the proposals in the Oxford Transport Strategy and the A44/A4260 Corridor Study for sustainable transport improvements and traffic management measures along the corridor facilitating improved access to Oxford and providing the opportunity for a modal shift in the proportion of people accessing the city by means other than the private car;
- the provision of a Park and Ride facility for Oxford next to Woodstock and the improvements / provision of cycleways to Oxford;
- the immediate access to the A44 corridor from the south-eastern edge of Woodstock;
- the compatibility of the location with the vision and objectives; and,
- the need to ensure that sustainable options for accommodating the required growth for Oxford within Cherwell outside the Green Belt are utilised to minimise any need to provide development within the Green Belt.

A sensitively planned and designed development of limited scale could be achieved that relates well to Woodstock, delivers required facilities and responds positively to the historic environment and results in significant improvements to the natural environment to deliver a net increase in biodiversity.

The site is located adjacent to Woodstock and could link and integrate with the existing urban area. Woodstock is in West Oxfordshire but has a level of services and facilities and transport links equal to (and in cases more than) Cherwell's Category A settlements (excluding Kidlington). The site is outside the Green Belt.

The LSCA finds that the site has medium capacity for residential development with a need to respect the setting of the SAM and Blenheim Palace World Heritage Site and Grade I Registered Park and Garden.

The whole of the site area is not considered to be appropriate for development. The site's ecological sensitivity to future redevelopment is considered to be Medium/Low.

The Council considers that the site should be taken forward for residential development albeit with the need to restrict the residential development area.

#### ***Site 25 - Land east of Marlborough School, Woodstock***

##### **SA Findings**

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are recorded in relation to the efficient use of land, landscape impact and employment opportunities.

##### **The Council's Conclusion**

This area of land (6 hectares) adjoins Site 22 to the north and is also being promoted by the Blenheim Estate. It lies immediately to the north of and east of Shipton Road, adjoining the north-eastern most part of Woodstock. It comprises field parcels contained by a hedgerow to the east.

The merits of this general location for meeting the Plan's vision and objectives and the sustainable transport relationship with Oxford are highlighted in the summary for site 22. As land adjoining Woodstock, and in view of the conclusion on site 25, it is considered that the site should be taken forward should it be required to support sustainable development, notwithstanding its potential visibility in the surrounding countryside (LSCA). Should it be required for development in association with site 25, a design and mitigation solution to visibility may be achievable.

The Council considers that the site should be taken forward albeit for residential for the purpose of consideration alongside Site 22.

## **Sites Selected within the Green Belt**

### ***Site 38 - North Oxford Triangle, Kidlington***

#### **SA Findings**

Significant positive effects are identified in relation to access to services and facilities, reducing air pollution and employment opportunities. Significant negative effects are recorded for impact on the historic environment, for the efficient use of land and reducing air pollution.

#### **The Council's Conclusion**

The northern fringe of Oxford includes neighbourhoods either side of the A4165 Oxford/Banbury Road – the main arterial route into north Oxford from Kidlington to the north. The site comprises land either side of the A4165 and to the east of the railway.

#### **East of the A4165 -**

To the east is the residential area of Cutteslowe an inter-war development. Cutteslowe extends southward to the A40. To the south of the A40 are the Sunnymead and Summertown areas of Oxford in which are a wide range of services and facilities including Primary and Secondary Schools and a neighbourhood centre.

The edge of Cutteslowe marks the boundary between Oxford and Cherwell. To the north and east is open agricultural land leading eastwards, to the Grade II\* Listed St. Frideswide Farmhouse (and Listed wall) and on into the River Cherwell valley, and northwards, to the Oxford Parkway Railway Station, Water Eaton Park and Ride and the A34 trunk road. There are train and regular bus services into central Oxford. This transport infrastructure and the existing built-up area of Oxford are strong urbanising influences.

The fields to the east of the A4165 are large with weak boundaries, creating an open, exposed landscape but becoming more intricate further into the Cherwell Valley beyond St. Frideswide Farmhouse. There are views out to the wider countryside and higher ground across the valley. The village of Islip (to the east) and Oxford's John Radcliffe Hospital (south-east) are prominent.

The southernmost edge of Cherwell to the south of the A34 has the perception of being part of Oxford. The existing urban environment of the Cutteslowe and Wolvercote areas, the heavily urbanizing influence of the Park and Ride, new railway station and other transport infrastructure contribute to this.

The area's immediate relationship with Oxford provides a sustainable opportunity to create a new gateway neighbourhood with direct access to central Oxford, Summertown, to employment opportunities including at Northern Gateway and to services and facilities nearby within Oxford. In this location, sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. There is a clear opportunity to

integrate with the existing north Oxford communities.

Development in this area would result in the loss of agricultural land some landscape and heritage impact and the loss of/harm to Green Belt. The benefits of developing in this area would outweigh the adverse effects.

Development would result in a considerable reduction in the settlement gap between Oxford and Kidlington and will also weaken the justification for retaining the Green Belt status of the Park and Ride site. However, there is a clear opportunity to provide an urban extension for Oxford with very high levels of sustainability in transport terms and that results in a community integrated with Oxford and with access to potential jobs and amenities.

Development could be provided while avoiding the more sensitive landscape of the Cherwell Valley (restricting the easterly extent of development), planning for a soft urban edge to the east and protecting the Grade 2\* Listed St Frideswide Farmhouse and the existing public rights of way.

The Council considers that the land should be taken forward for residential development albeit with the need to restrict the residential development area.

West of the A4165 -

West of the road is the heavily treed and historic North Oxford Golf Club. It comprises some 31 hectares of land and, the Council is advised, operates with the benefit of a rolling lease from the University colleges. In this area are residential neighbourhoods built during the second half of the 20th century, Jordan Hill Business Park, Wolvercote Cemetery and a Recreation Ground.

Immediately to the west is the Oxford-Bicester railway line over which is a footbridge connecting to a relatively small area of agricultural land between the railway and the A34. That land connects to Oxford's Northern Gateway development area immediately to the south. National Cycle Network Route 51 runs along the A4165.

The southernmost edge of Cherwell to the south of the A34 has the perception of being part of Oxford.

The existing urban environment of the Cutteslowe and Wolvercote areas, the heavily urbanizing influence of the Park and Ride, new railway station and other transport infrastructure contribute to this.

The area's immediate relationship with Oxford provides a sustainable opportunity to create a new gateway neighbourhood with direct access to central Oxford, Summertown, to employment opportunities including at Northern Gateway and to services and facilities nearby within Oxford. In this location, sustainable travel choices can be strongly encouraged and car use for local journeys discouraged. There is a clear opportunity to integrate with the existing north Oxford communities.

Although development would result in the loss of a golf course, some landscape and heritage impact and the loss of/harm to Green Belt, the benefits of developing in this area far outweigh the adverse effects.

The historic golf course presently provides a recreation facility for Oxford. It comprises an important buffer feature on the urban edge, limiting perception of the city, and helps to maintain the gap with Kidlington.

However, the existing urbanising influences and the clear opportunity to develop a consolidated new neighbourhood to the north of Oxford, with the opportunity for connectivity to the Northern Gateway development site, to the potential development land to the east of Oxford and to the Oxford Parkway railway station, outweigh the loss of this area as a buffer. Replacement land of a similar size would need to be

identified should there be a continued need for a Golf Course.

The Council considers that the land should be taken forward for residential development albeit with the need to identify an area of land for a possible replacement Golf Course should this be needed.

Land East of the Railway -

This comprises an area of agricultural land between the railway, the A34 and commercial development (within Oxford's allocated Northern Gateway site) to the east of the Peartree Interchange.

Notwithstanding the advantages of this area in terms of the relationship and connectivity with Oxford, residential development would be segregated in this area. It would not best meet the Plan's objectives nor best achieve sustainable development. Its situation next to the Northern Gateway site and the presence of a footbridge over the railway may suggest that routes through the site could nonetheless be achieved to assist further with development to the west of the A4165.

The Council considers that the land should not be taken forward for residential development.

#### ***Site 123 - Land to South of A34, North of Linkside Avenue, Wolvercote***

##### **SA Findings**

Significant positive effects are identified in relation to employment opportunities and access to services and facilities. Significant negative effects are identified in relation to reducing air pollution and the efficient use of land

##### **The Council's Conclusions**

The site comprises part of the existing golf course. The site is considered to be suitable to take forward for the reasons explained in relation to land West of the A4165 – part of site 38.

The Council considers that the land should be taken forward for residential development.

#### ***Site 20 (20 A) - Begbroke Science Park, Begbroke***

##### **SA Findings**

Significant positive effects are identified in relation to access to services and facilities, reducing air pollution and improving health and well being. Significant negative effects are identified in relation to the efficient use of land.

##### **The Council's Conclusion**

Land to the east of the A44 near Begbroke Science Park provides the opportunity to meet Oxford's needs in close association with the expansion of one of the University of Oxford's key economic assets.

There is the potential to integrate with and capitalise upon sustainable transport improvements associated with the Oxford Transport Strategy and the A44/A4260 Corridor Study and to improve connectivity with Kidlington

The existing Local Plan provides for a small scale Green Belt Review, to be undertaken through a separate Local Plan Part 2, to help meet high value employment needs in an area of search centred on the Science Park. The A44 corridor between north Oxford and Woodstock has an economic function of mutual interest to Cherwell and Oxford. Development in this location would capitalise on the existing relationships in this area between the two authority areas. London-Oxford Airport and the Langford Lane commercial area are nearby.

Development would result in a significant reduction of the Green Belt between Begbroke, Yarnton and Kidlington but there is an opportunity to create a distinctive neighbourhood while retaining the identity of existing settlements and maintain a strategic gap to the west of Kidlington.

The Oxford Canal corridor provides a landscape setting to the area, an interface between Kidlington and Begbroke/Yarnton and connectivity with Oxford. There are environmental assets and land available in the area that provide the opportunity for net gains in biodiversity and the provision of significant public open space of benefit to the wider community. From a landscape perspective, there is medium capacity for development with necessary consideration of specific constraints such as Rowel Brook and the Oxford Canal, a Conservation Area. The Science Park is among a number of urban influences. Development could be achieved while protecting the canal corridor and other historic assets. A development approach could be achieved that protects and enhances important environmental assets.

The Council considers that the land should be taken forward for residential development.

#### ***Site 126 - Seedlake Piggeries, Yarnton***

##### **SA Findings**

Significant positive effects are identified in relation to reducing air pollution, access to services and facilities and improving health and well being. Significant negative effects are identified in relation to landscape impact and the efficient use of land.

##### **The Council's Conclusion**

Development of this site would result in a freestanding, isolated area of development to the east of the A44 opposite Yarnton and to the west of the railway. There is an area of Yarnton village further north to the east of the A44 but a piecemeal approach to development would not be in the interest of achieving sustainable development notwithstanding the site's location on a transportation corridor with a premium bus route and national cycleway into Oxford. However, taking forward development on site 20, near Begbroke Science Park, would provide the opportunity for a sustainable consolidated approach with site 126.

The Council considers that the land should be taken forward for residential development but only with site 20.

#### ***Site 49 - Land at Stratfield Farm, Oxford Road, Kidlington***

##### **SA Findings**

Significant positive effects are identified in relation to access to services and facilities, improving health and well-being, and reducing air pollution. Significant negative effects are recorded for the efficient use of land and in relation to reducing air pollution.

##### **The Council's Conclusion**

Stratfield Farm is to the west of the A4260 Oxford Road at the southern edge of Kidlington. The land lies between the existing built-up area to the north and Stratfield Brake Sports Ground to the south and extends

from Kidlington roundabout in the east to the Oxford Canal in the west. The canal corridor is a Conservation Area. Site 20 lies to the west of the canal.

The westernmost section of the site alongside the canal comprises part of the Lower Cherwell Valley Conservation Target Area (CTA). CTAs were identified to restore biodiversity through the maintenance, restoration and creation of nationally defined priority habitats. They seek to address habitat fragmentation through the linking of sites to form strategic ecological networks which can help species adapt to the impact of climate change. CTAs represent the areas of greatest opportunity for strategic biodiversity improvement in the District.

The eastern part of the site is the least constrained in terms of accommodating development and is accessible from the A4260 and Kidlington (A4260/A44) roundabout slip road. A northern and central part of the site has the potential to connect to Croxford Gardens, a suburban residential street within the 'garden city' area of Kidlington. Towards the centre of the site is the Grade II listed Stratfield Farmhouse. The farmhouse and its out-buildings are generally in a poor state of repair and development would ensure the renovation of these buildings and their long term future. Development on the site would result in some coalescence in the Green Belt towards Oxford. However, it is in a highly sustainable location in transportation terms to facilitate access to the city.

Development would also be perceived as a planned extension to Kidlington. The site presents significant opportunity for net biodiversity enhancements provided the extent of development is limited and improved connectivity is provided for, including over the canal to site 20. Stratfield Brake Sports Ground and the District Wildlife Site would ensure the containment of development and the maintenance of a soft southern edge to Kidlington.

The Council considers that the land should be taken forward for residential development albeit with development restricted to parts of the site in the interest of securing substantial net biodiversity gains and improved connectivity.

The Council considers that the land should be taken forward for residential development albeit with development being restricted to parts of the site.

#### ***Site 51 - Land West of A44/Rutten Lane, North of Cassington Road, surrounding Begbroke Wood, Yarnton***

##### **SA Findings**

Significant positive effects are identified in relation to improving health and well-being and access to services and facilities. Significant negative effects are recorded in relation to landscape impact, impact on the historic environment, the efficient use of land and employment opportunities.

##### **The Council's Conclusion**

Yarnton is a large Category A village which has access to a range of services and facilities including a primary school. It is well connected to Oxford being in close proximity to sustainable transport routes which run through the village and along the A44 corridor. Yarnton is approximately 2 km from the city boundary.

Yarnton's location on the A44 means it is well situated to take advantage of sustainable transport improvements arising from the Oxford Transport Strategy and associated A44/A4260 Corridor Study as well as existing premium bus routes.

The site comprises predominantly farmland which lies to the west and north of the village. The eastern edge is defined by the built-up edge of Yarnton and the A44. To the north the edge of the site is close to but

separated from Begbroke. Begbroke Wood, an ancient woodland and District Wildlife Site lies immediately to the north west. Frogwelldown Lane, a public right of way and District Wildlife Site forms the south west boundary.

In landscape terms there is a strong sense of distinction between the elevated farmland to the west, north and south and the low lying situation of Yarnton to the east. There is the opportunity for some residential development on the lower slopes immediately to the north and west of the village without undue harm to the purposes of the Green Belt in that location and the wider landscape more generally.

The development in that area could be integrated with Yarnton but would take a broadly linear form along the A44. However, it would have strong visual link with the land to the east of the A44 – the approach to Begbroke Science Park – particularly if development is also taken forward in that location.

The promotion of a much larger area of land than would be suitable for residential development provides potential for improving access to the countryside and achieving net gains in biodiversity.

Development would need to avoid harm to existing environmental assets and Begbroke Conservation Area to the north.

The Council considers that the land should be taken forward for residential development albeit with development being restricted to parts of the site.

#### ***Site 178 - Land east of Kidlington and west of A34, Kidlington***

##### **SA Findings**

Significant positive effects are identified in relation to employment opportunities, access to services and facilities, reducing air pollution and improving health and well-being. Significant negative effects are identified in relation to reducing air pollution.

##### **The Council's Conclusion**

The site lies to south east of Kidlington, to the east of Bicester Road and to the west of the A34.

Located off the Kidlington Roundabout, the site is within close proximity to Oxford and sustainable transport routes into the city. Some development has already been provided to the east of the Bicester Road and the A34 provides containment. From a landscape perspective, the site has medium to high capacity for residential development which could be integrated with the existing built up area of Kidlington near to Oxford and avoiding traffic through Kidlington centre.

The Kidlington Framework Masterplan identified the need for new sports pitches for Kidlington and there is a clear opportunity to achieve this in this location. Development would result in the loss of Green Belt land but the pitches could be provided within the Green Belt and would assist in retaining a permanent gap within the built up area of Oxford (having regard to the conclusions on site 38).

They would be accessible from existing sports facilities nearby Stratfield Brake and would represent a positive use of land within the Green Belt.

The Council considers that the land should be taken forward for residential development albeit with residential development being restricted to parts of the site.

### ***Site 202 - Land adjacent to Bicester Road, Gosford, Kidlington***

#### **SA Findings**

Significant positive effects are identified in relation to employment opportunities, access to services and facilities and improving health and well-being. Significant negative effects are identified in relation to reducing air pollution.

#### **The Council's Conclusion**

The site lies immediately north of site 178, to the south of an affordable housing scheme developed to the east of Bicester Road to the north of small cemetery and allotments. From a landscape perspective, there is high capacity for residential development due to the site's relative containment by the existing mature hedgerow boundaries and the potential to be perceived as an extension to the residential area immediately to the north. The site is within close proximity to Oxford and sustainable transport routes into the city. Development could be integrated with the existing built up area of Kidlington near to Oxford and avoiding traffic through Kidlington centre. Development would best achieve sustainable development through a consolidated, well designed approach with site 178.

Development would result in the loss of Green Belt land but sports pitches, shown to be required by the Kidlington Framework Masterplan, could be provided within the Green Belt and would assist in retaining a permanent gap within the built up area of Oxford (having regard to the conclusions on site 38). They would be accessible from existing sports facilities nearby Stratfield Brake and would represent a positive use of land within the Green Belt.

The Council considers that the land should be taken forward for residential development but as part of a consolidated approach with site 178.

#### **Sites Rejected within the Green Belt**

### ***Site 14 - Land North of the Moors, Kidlington***

#### **SA Findings**

Significant positive effects identified in relation to improving health and well-being and access to services and facilities. Significant negative effects identified in relation to the efficient use of land.

#### **The Council's Conclusion**

The site is situated to the north of Kidlington. It has previously been included in a Strategic Housing Land Availability Assessment (2014) as a potential suitable site subject to only part of the site being developed, landscaping proposals which retain the relationship of the area with the wider countryside and the historic environment (see also the LSCA) and the demonstration of exceptional circumstances to release the site from the Green Belt.

Since that time, the Kidlington Framework Masterplan has been adopted (2016) which highlights the need to protect the high quality setting to the north and east of Kidlington.

The location of the site would enable the use of sustainable transport. However, the site's location to the north of Kidlington centre means that travel by private car through the village centre to access Oxford can also be expected.

The site has some merit as a northerly extension to Kidlington but is not considered to represent the best way to achieve sustainable development to meet Oxford's needs.

The Council considers that site should not be taken forward for residential development.

***Site 19 - Shipton on Cherwell Quarry, Shipton on Cherwell***

**SA Findings**

No significant positive effects are identified. Significant negative effects are recorded in relation to landscape, biodiversity, access to services and facilities, employment and reducing air pollution.

**The Council's Conclusion**

The site is an extensive, active minerals site which is being progressively restored. From a landscape sensitivity perspective, the site has low capacity for residential development due to the ecological importance of the area and the setting of the adjacent conservation areas. However, the LSCA notes that there may be some potential for residential outside designated areas. The development of the site (for a new settlement) would introduce strategically significant growth in an area with a strong rural character and which is more peripheral than most other options in Areas of Search A & B. In terms of accessibility to Oxford, its location does not benefit from sustainable transport services to the same extent as other sites and the same walking and cycling opportunities do not exist. The site is not well placed to capitalise on the County Council's rapid transit proposals and is likely to result in additional traffic through Kidlington centre.

Additionally, there is some doubt about deliverability. A comprehensive approach to the restoration of this minerals site would be required and there is significant doubt that the site could be developed so that all the homes are delivered by 2031 and so that a five year supply of homes to meet Oxford's needs could be maintained.

The Council considers that site should not be taken forward for residential development.

***Site 21 Land off Mill Lane/ Kidlington Road, Islip***

**SA Findings**

Significant positive effects are identified in relation to improving health and well-being. Significant negative effects are identified in relation to reducing air pollution, access to services and facilities and the efficient use of land.

**The Council's Conclusion**

The site lies to the west of Islip north of the railway line, Although Islip has a railway halt providing services to Oxford, it is removed from other existing sustainable transport routes and does not feature as part of the Oxford Transport Strategy's rapid transit proposals. There is limited scope for bus and cycle improvements which would require a critical mass of development that would change the rural character of this historic village. Other site options are available that would provide a better fit with the County Council's sustainable transport policies and better achieve sustainable development well connected with Oxford.

The Council considers that the site should not be taken forward for residential development.

***Site 23 - Land at junction of Langford Lane/A44, Begbroke***

## SA Findings

Significant positive effects are recorded for access to services and facilities and reducing air pollution. Significant negative effects are recorded for landscape impact and the efficient use of land.

## The Council's Conclusion

The site is located adjacent to Begbroke and therefore could integrate with the existing settlement.

However, the site is associated with the flight path at the airport and will not connect well with existing sustainable routes. It is considered that the relative isolation of the site from any other residential properties and services and its landscape context in relation to the surrounding business park and airport uses, results in a reduced capacity for residential development. Release of this area from the Green Belt would represent encroachment on an area that currently has no urbanising features and it would weaken the contribution of adjacent Green Belt. There are public objections to the site.

The Council considers that site should not be taken forward for residential development

### ***Site 24 - Begbroke Lane, North East Field, Begbroke***

## SA Findings

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are recorded for the efficient use of land.

## The Council's Conclusion

Although the site is situated off the A44 transport corridor, which is planned to be improved, and development would result in an extension to a Category A village, development of this site would lead to direct coalescence between Begbroke and Kidlington to the north. The open field to the north of the site (to the south of Langford Lane) has been granted permission for a Technology Park and would compound this coalescence (effectively connecting Begbroke to London-Oxford Airport) and significantly harming Begbroke's identity.

The Council considers that site should not be taken forward for residential development

### ***Site 27 - Land North of the Moors and east of Banbury Road, Kidlington***

## SA Findings

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are recorded for landscape impact and the efficient use of land.

## The Council's Conclusion

The site is located near to Kidlington but is currently separated from the urban fringe of Kidlington by a strip of land comprising grassland/fields and as a result the site is considered to have a low capacity for residential development. There would be adverse impacts on the natural and historic environment, the landscape and the setting at north Kidlington. Release of this land may also necessitate release of PR14 and this would represent a sizeable encroachment on the countryside. The site has less potential to contribute towards the

spatial strategy for North Oxford, Kidlington and the A44 corridor set out above and in the Partial Review. There are a significant number of public objections.

The site is situated to the north of Kidlington and to the north of site 14. Without site 14, the site would be separated from the built-up area and development would be poorly integrated with Kidlington. The Council's conclusion on site 14 was that it should not be taken forward for residential development for the reasons stated.

The Council considers that site should not be taken forward for residential development.

#### ***Site 29 - Land at Shipton on Cherwell, Shipton on Cherwell***

##### **SA Findings**

No significant positive effects are identified. Significant negative effects are recorded in relation to access to services and facilities and reducing air pollution and impacts on the landscape.

##### **The Council's Conclusion**

The site comprises part of the former railway line and adjoining land between the main Shipton on Cherwell Quarry and the village. From a landscape sensitivity perspective, the capacity for residential development in the majority of the site along the former railway line is low (LSCA). The two fields in the west of the site have a medium capacity but the land would not be suitable for the construction of 100 homes (the strategic site threshold) without significant adverse harm to the strong rural character of the area. The area is more peripheral than most other options in Areas of Search A & B. In terms of accessibility to Oxford, its location does not benefit from sustainable transport services to the same extent as other sites and the same walking and cycling opportunities do not exist. The site is not well placed to capitalise on the County Council's rapid transit proposals and is likely to result in additional traffic through Kidlington centre.

The Council considers that site should not be taken forward for residential development.

#### ***Site 30 - Oil Storage Depot, Bletchingdon Road, Islip***

##### **SA Findings**

Significant positive effects are identified in relation to improving health and well-being and the efficient use of land. Significant negative effects are identified in relation to reducing air pollution, access to services and facilities and the efficient use of land.

##### **The Council's Conclusion**

The site comprises previously developed land to the north of Islip. Development of the entire site would be out scale with the village in this rural location. The site is detached from the settlement core and has a strong sense of visual openness which means that it relates more strongly to the countryside than to Islip. Although Islip has a railway halt providing services to Oxford, it is removed from other existing sustainable transport routes and does not feature as part of the Oxford Transport Strategy's rapid transit proposals. There is limited scope for bus and cycle improvements which would require a critical mass of development that would change the rural character of this historic village.

Other site options are available that would provide a better fit with the County Council's sustainable transport policies and better achieve sustainable development well connected with Oxford.

The Council considers that site should not be taken forward for residential development

***Site 32 - Land adjoining 26 & 33 Webbs Way, Kidlington***

**SA Findings**

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are recorded for the efficient use of land.

**The Council's Conclusion**

The site's location to the north of Kidlington centre means that increased traffic through the village could be expected. The site lies within a Conservation Area comprising the original historic core of the village but this in itself would not preclude high quality, sensitively designed development. The Kidlington Framework Masterplan (2016) highlights the need to protect the high quality setting to the north and east of Kidlington. In view of the likely traffic generation and the Masterplan's aspiration, the site is not considered to represent the best way to achieve sustainable development to meet Oxford's needs.

The Council considers that site should not be taken forward for residential development.

***Site 34 - South of Sandy Lane, Begbroke***

**SA Findings**

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are recorded for landscape impact and for the efficient use of land.

**The Council's Conclusion**

The site is located between Yarnton and Kidlington to the east of the railway line and to the west of the Oxford Canal. It adjoins site 20. The western boundary of the site is bounded by the railway line and there is a sewerage treatment plant along its southern boundary. The site is set within an arable landscape and development of the single field in isolation would be out of character; therefore the site is considered to have a low capacity for development. Residential development to the east of the railway would unacceptably damage the integrity of the Green Belt between the railway and Kidlington, an important strategic gap to retain, particularly if site 20 is taken forward.

The Council considers that site should not be taken forward for residential development.

***Site 39A - Frieze Farm, Woodstock Road, Kidlington***

**SA Findings**

Significant positive effects are identified in relation to reducing air pollution and access to services and facilities. Significant negative effects are identified in relation to landscape impact, the efficient use of land and reducing air pollution.

**The Council's Conclusion**

The site comprises land mainly to the north of the A34 and the Frieze Way roundabout approaching the Peartree interchange. A strip of land to the south of the A34 and west of the railway is also included. Residential development would be segregated from Oxford and separated from Kidlington and Yarnton.

Development would breach the A34 and be perceived as a freestanding development and a new highly urbanising influence between Oxford and Cherwell. The relatively exposed and elevated nature of the site to the south would result in residential development being highly visible from the north. Central and eastern land parcels are land locked by road and rail corridors. The Council considers that site should not be taken forward for residential development but has been taken forward for recreation development (Policy PR6c), as a replacement to the golf course allocated for residential development in Policy PR6b. No other suitable land is available nearby.

***Site 41 - Land at Drinkwater, Kidlington***

**SA Findings**

Significant positive effects are identified in relation to reducing air pollution, access to services and facilities and employment opportunities. Significant negative effects are recorded for landscape impact, for the efficient use of land and in relation to reducing air pollution.

**The Council's Conclusion**

The site is located away the urban area of Kidlington in the open countryside in close proximity to the SSSI and Oxford Meadows SAC and separated from Oxford by the A34. Low capacity for residential development is identified as it forms the landscape setting to the Oxford Canal and would result in a complete change in landscape setting. Development in this area would significantly encroach on the countryside and reduce the gap between Oxford and Yarnton and would adversely affect the historic setting of the City.

The Council considers that site should not be taken forward.

***Site 48 - Land south of Solid State Logic Headquarters, Begbroke***

**SA Findings**

Significant positive effects are identified in relation to access to services and facilities and reducing air pollution. Significant negative effects are recorded for the efficient use of land.

**The Council's Conclusion**

The site forms part of the grounds for a business called Solid State at Begbroke. It is adjacent to Begbroke (west) and, in principle, could be integrated with the settlement. However, there is likely to be harm to the historic and natural environment including by the provision of the site access. The development of this site would also be out of character with the settlement pattern of Begbroke (west).

The Council considers that site should not be taken forward.

***Site 50 - Land North of Oxford, Kidlington (relates to parts not covered by site 38)***

**SA Findings**

Significant positive effects are identified in relation to access to services and facilities, reducing air pollution and employment opportunities. Significant negative effects are recorded for impact on the historic environment, the efficient use of land and in relation to reducing air pollution.

## The Council's Conclusion

The Council has concluded that site 38 should be taken forward. Site 50 extends beyond this in an easterly and northerly direction. On its own the additional land would be separated and represent development in the open countryside where the landscape has less capacity for development. As effectively an extension to site 38, development would have an unacceptable impact on the landscape including the rural character and the setting of Oxford. There would likely be a significant adverse effect on the setting of the Grade II\* listed St. Frideswide Farm and Grade II listed wall north east of the farm. The Cherwell Valley is an important element in Oxford's historic setting.

The Council considers that site 50 should not be taken forward for residential development (site 38 remains suitable).

### ***Site 55 - Land off Bletchingdon Road, Islip***

#### SA Findings

Significant positive effects are identified in relation to improving health and well being. Significant negative effects are identified in relation to access to services and facilities, reducing air pollution and the efficient use of land.

#### The Council's Conclusion

From a landscape perspective the land has medium to high capacity for residential development. Limited development could be sited where it reflects the existing settlement pattern and form of development. However, development in this location would not be supported by the County Council's sustainable transport policies. Other options would better achieve sustainable development well connected with Oxford.

The Council considers that site should not be taken forward for residential development.

### ***Site 74 – Land at no.40 and to the rear of 30-40 Woodstock Road East, Begbroke***

#### SA Findings

Significant positive effects are identified in relation to access to services and facilities and reducing air pollution. Significant negative effects are identified in relation to the efficient use of land.

#### The Council's Conclusion

The site comprises a 'backland' area at the rear of properties and is partly previously developed land. Integration with Begbroke would be difficult due to access and existing commercial uses. In isolation this site plays a relatively weak role in protection of countryside, but in conjunction with land to the north and east it retains an undeveloped Green Belt link between open countryside to the north/west and east.

The Council considers that site should not be taken forward for residential development.

### ***Site 75 - Land adjacent to The Old School House, Church Lane, Yarnton***

#### SA Findings

Significant positive effects are identified in relation to access to services and facilities. No significant negative effects are identified.

#### The Council's Conclusion

The site is adjacent to Yarnton and in principle could link to and integrate with the existing village. However, there are likely to be impacts on the setting of Registered Park and Garden and listed buildings to the south of the site. Church Lane is constrained by its narrow carriageway.

The Council considers that site should not be taken forward for residential development

#### ***Site 91 - Land South of Station Field Industrial Park, Kidlington***

##### SA Findings

Significant positive effects are identified in relation to improving health and well-being and access to services and facilities. Significant negative effects are identified in relation to the efficient use of land and landscape impact.

#### The Council's Conclusion

The site is located to the south of the employment area at Langford Lane and therefore could link to the existing urban area but this is likely to also adversely impact on residential amenity. The site contains areas of dense vegetation. Rushy Meadows SSSI is located 30m to the west on the opposite bank of Oxford Canal. The site is isolated by the railway corridor to the east and Canal to the west and only accessible via the existing industrial area to the north. The landscape capacity for residential use is considered to be medium to low. The parcel is too isolated for its release to cause more than minimal harm to Green Belt purposes, although its location gives it good potential for beneficial use.

Access to Oxford jobs is poor by walking and public transport. An unsuitable location for residential development.

The Council considers that site should not be taken forward for residential development.

#### ***Site 92 - Knightsbridge Farm, Yarnton***

##### SA Findings

Significant positive effects are identified in relation to access to services and facilities and reducing air pollution. Significant negative effects are identified in relation to landscape impact and reducing air pollution.

#### The Council's Conclusion

The site is an employment site near to Yarnton and in use. It is located along the A44 with access from it via a slip road under the railway bridge. The site is separated from Yarnton by the A44 and a commercial area but could link to the existing village and Kidlington. The landscape capacity for residential development is considered to be medium to low as the site is isolated within the existing landscape context to the north east and south extending to agricultural land. Development would narrow the gap between Kidlington and Yarnton. It would weaken the Green Belt contribution of adjacent fields. Residential development to the east of the railway would unacceptably damage the integrity of the Green Belt between the railway and Kidlington, an important strategic gap to retain, particularly if site 20 is taken forward.

The Council considers that site should not be taken forward for residential development.

***Site 118 - London-Oxford Airport, Kidlington***

**SA Findings**

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are identified in relation to landscape impact, the efficient use of land and employment opportunities.

**The Council's Conclusion**

The site comprises the operational airport an important asset to the local, county and regional economy. Residential development is unlikely to be conducive to the good operation of airport and the Council would not seek to encourage development that might lead to the loss of such an important asset and facility and the employment it generates. The relative openness of the site and its prominence within the surrounding landscape mean that residential development would be highly visible within the local landscape context and alter the historical context of the former military airfield.

There is medium to low capacity to accommodate residential development. The land constitutes a sizeable area of open countryside that forms a major element in the gap between Woodstock and Kidlington.

The Council considers that site should not be taken forward for residential development.

***Site 122 - Land to South of A34, adjacent to Woodstock Road, Wolvercote***

**SA Findings**

Significant positive effects are identified in relation to employment opportunities. Significant negative effects are identified in relation to reducing air pollution and the efficient use of land.

**The Council's Conclusion**

See site 38 (land east of the railway)

The Council considers that site should not be taken forward for residential development.

***Site 124 - Land to West of A44, North of A40, Wolvercote***

**SA Findings**

Significant positive effects are identified in relation to employment opportunities, access to services and facilities and reducing air pollution. Significant negative effects are identified in relation to landscape impact and the efficient use of land.

**The Council's Conclusion**

The site is located away the urban area of Kidlington in the open countryside in close proximity to the SSSI and Oxford Meadows SAC and separated from Oxford by the A34. The site is considered to have a low capacity to accommodate residential development as it forms the landscape setting for the Oxford Canal which is a well used recreational route in a rural setting. The site also forms part of the setting for the listed structures of Duke's Cut Lock and the associated canal towpath bridge.

Development of the land parcel in isolation would also be out of character within the area.

Development would significantly encroach on the countryside and adversely affect the historic setting of the City.

The Council considers that site should not be taken forward for residential development.

***Site 125 - Land at Gosford Farm, Gosford, Kidlington***

**SA Findings**

Significant positive effects are identified in relation to employment opportunities, improving health and well-being and access to services and facilities. Significant negative effects are identified in relation to reducing air pollution and flood risk.

**The Council's Conclusion**

The majority of the site is in either Flood Zone 3 or 2. Other suitable sites are available. The small area of the site outside of the Flood Zones would result in development encroaching unnecessarily beyond Water Eaton Lane.

The Council considers that site should not be taken forward for residential development.

***Site 167 - Land adjacent to Oxford Parkway, Banbury Road, Kidlington***

**SA Findings**

Significant positive effects are identified in relation to employment opportunities, access to services and facilities and reducing air pollution. Significant negative effects are identified in relation to landscape impact and reducing air pollution.

**The Council's Conclusion**

The site comprises part of Water Eaton Park and Ride and land adjoining to the east. The land to the east is being considered for an extension to the Park and Ride through the Local Transport Plan and supporting Park and Ride Study. The site also includes rail depot that is proposed to be safeguarded under policy M6 of the Minerals & Waste Local Plan Proposed Submission Document, 2015. Residential development on this site would not be deliverable and the site is not considered to be suitable in view of its importance for the operation of transportation infrastructure.

The Council considers that site should not be taken forward for residential development.

***Site 168 - Loop Farm, Wolvercote***

**SA Findings**

Significant positive effects are identified in relation to reducing air pollution and access to services and facilities. Significant negative effects are identified in relation to landscape impact and reducing air pollution.

**The Council's Conclusion**

The site is located away the urban area of Kidlington in the open countryside in close proximity to the

SSSI and Oxford Meadows SAC and separated from Oxford by the A34. The site is relatively well contained and therefore residential development would be relatively well concealed. However the surrounding land use is primarily agricultural and therefore residential development would be isolated in the surrounding landscape context. In landscape terms, the capacity for residential development is considered to be low. Release of land would constitute significant encroachment on countryside and would adversely affect the historic setting of the City.

The Council considers that site should not be taken forward for residential development.

***Site 177 - Loop Farm (2), Wolvercote***

**SA Findings**

Significant positive effects are identified in relation to employment opportunities, access to services and facilities and reducing air pollution. Significant negative effects are identified in relation to the efficient use of land, landscape impact and reducing air pollution.

**The Council's Conclusion**

The site is located away from the urban area of Kidlington in the open countryside in close proximity to the SSSI and Oxford Meadows SAC and separated from Oxford by the A34. The site is relatively exposed in its nature providing the visual and landscape setting of the Oxford Canal. The capacity for residential development is considered to be low as residential development would be isolated and out of character within this area. Release of land would constitute significant encroachment on countryside that would significantly reduce the perceived gap between the two settlements, impinging on the Oxford-Kidlington gap and adversely affecting the historic setting of the City.

The Council considers that site should not be taken forward for residential development.

***Site 181 - Land off Mill Street/Mill Lane, Islip***

**SA Findings**

Significant positive effects are identified in relation to improving health and well-being. Significant negative effects are identified in relation to reducing air pollution, the efficient use of land and landscape.

**The Council's Conclusion**

Although Islip has a railway station providing services to Oxford, it is removed from other existing sustainable transport routes and does not feature as part of the Oxford Transport Strategy's rapid transit proposals. There is limited scope for bus and cycle improvements which would require a critical mass of development that would change the rural character of this historic village. Other site options are available that would provide a better fit with the County Council's sustainable transport policies and better achieve sustainable development well connected with Oxford. The site is considered to have a medium to low capacity to accommodate residential development as the site is on the outer edge of the settlement where residential properties are becoming more dispersed. The site is also considered to be important in providing the landscape setting for the Islip Conservation Area with the Conservation Area appraisal identifying the site with a positive view.

The Council considers that site should not be taken forward for residential development.

***Site 194 - Land off Langford Lane, Kidlington***

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are identified in relation to landscape impact and the efficient use of land.

#### The Council's Conclusion

The site is located on land at the airport between Oxford Spires to its west and the Lower Cherwell Conservation Target Area to its east. It is near to Kidlington but separated from residential areas and adjacent employment uses at the airport. The capacity to accommodate residential development is considered to be low due to the close proximity of the site to London Oxford Airport, Oxford Spires Business Park and Oxford Motor Park. Development would result in an unsuitable living environment.

The Council considers that site should not be taken forward for residential development.

#### ***Site 195 - Kidlington Depot, Langford Lane, Kidlington***

##### SA Findings

Significant positive effects are identified in relation to access to services and facilities. Significant negative effects are identified in relation to landscape impact.

#### The Council's Conclusions

The site is on land occupied by commercial uses at the airport which would be lost to re-development. It comprises an unsuitable living environment.

The Council considers that site should not be taken forward for residential development.

#### ***Site 209 - Land at Islip***

##### SA Findings

Significant positive effects are identified in relation to improving health and well-being and employment opportunities. Significant negative effects were identified in relation to impacts on biodiversity, landscape and the efficient use of land.

#### The Council's Conclusion

Although Islip has a railway station providing services to Oxford, it is removed from other existing sustainable transport routes and does not feature as part of the Oxford Transport Strategy's rapid transit proposals. There is limited scope for bus and cycle improvements which would require a critical mass of development. The collection of sites promoted could generate such as mass but would fundamentally change the rural character of this historic village and the wider area and create a wholly new growth point in the district. This would undermine the strategy of the existing Local Plan. Other site options are available that would provide a better fit with the County Council's sustainable transport policies and better achieve sustainable development well connected with Oxford.

The Council considers that site should not be taken forward for residential development.

#### ***Site 210 - Land at Hampton Poyle***

## SA Findings

Significant positive effects are identified in relation to reducing air pollution. Significant negative effects are identified in relation to impacts on biodiversity, landscape, the efficient use of land and reducing flood risk.

### The Council's Conclusion

The development of this expansive area of land would have a significant adverse effect of the character and appearance of the rural area and Hampton Poyle village. The landscape capacity to accommodate residential development is considered to be medium to low as the site area is physically disassociated from the village and would appear in the landscape as an isolated residential area representing significant encroachment on the countryside. A new growth point in this location would undermine the existing Local Plan strategy. Although a much smaller development might be accommodated the land is poorly situated for maximising the use of sustainable transport to access Oxford and to minimise car journeys.

The Council considers that site should not be taken forward for residential development.