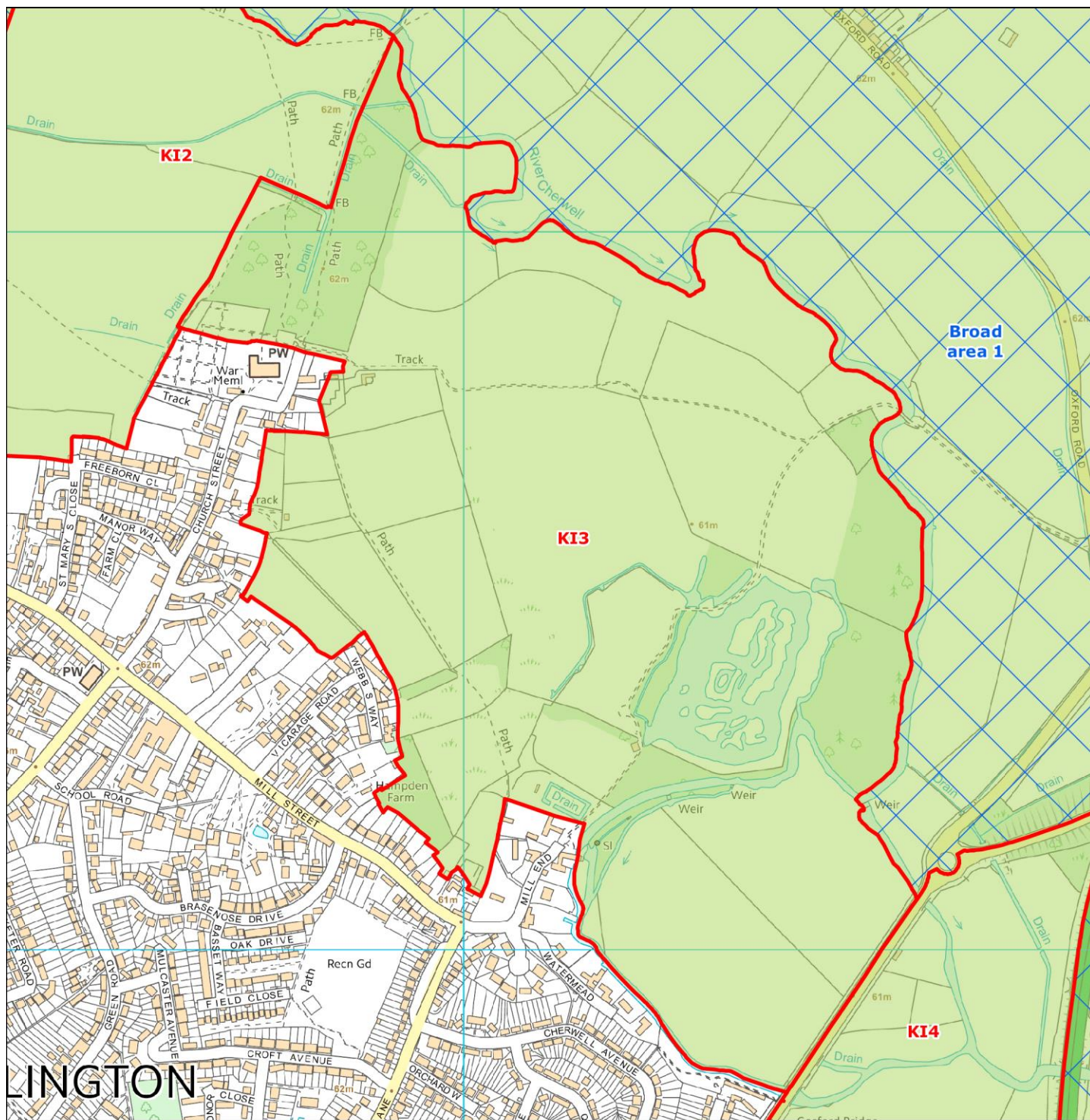


Land Parcel Ref: KI3

Main Authority: Cherwell

Parcel Type: Green belt parcel



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Main Authority: Cherwell

Other Authorities: N/A

Land Parcel Ref: KI3

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: N/C

Notes:

The parcel is located to the northeast of Kidlington and is bordered by Bicester Road to the east. The parcel has a strong sense of openness and is relatively flat in topography with the River Cherwell running through it. The parcel is not in close proximity to any other settlements considered against this purpose and makes no contribution to preventing the merging or erosion of the visual or physical gap between settlements. This land parcel does form part of the gap between Kidlington and Hampton Poyle but Hampton Poyle is not considered as a settlement under Purpose 2 for this study.

Land Parcel Ref: KI3

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The parcel sits within the floodplain of the river Cherwell which forms its northern and eastern edge. A large pond sits in the centre of the parcel, with a number of small fields enclosed by strong tree lines between the pond and Mill End, and adjacent to the Cherwell, and larger arable fields around these. The parcel has an undeveloped, rural character.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Low

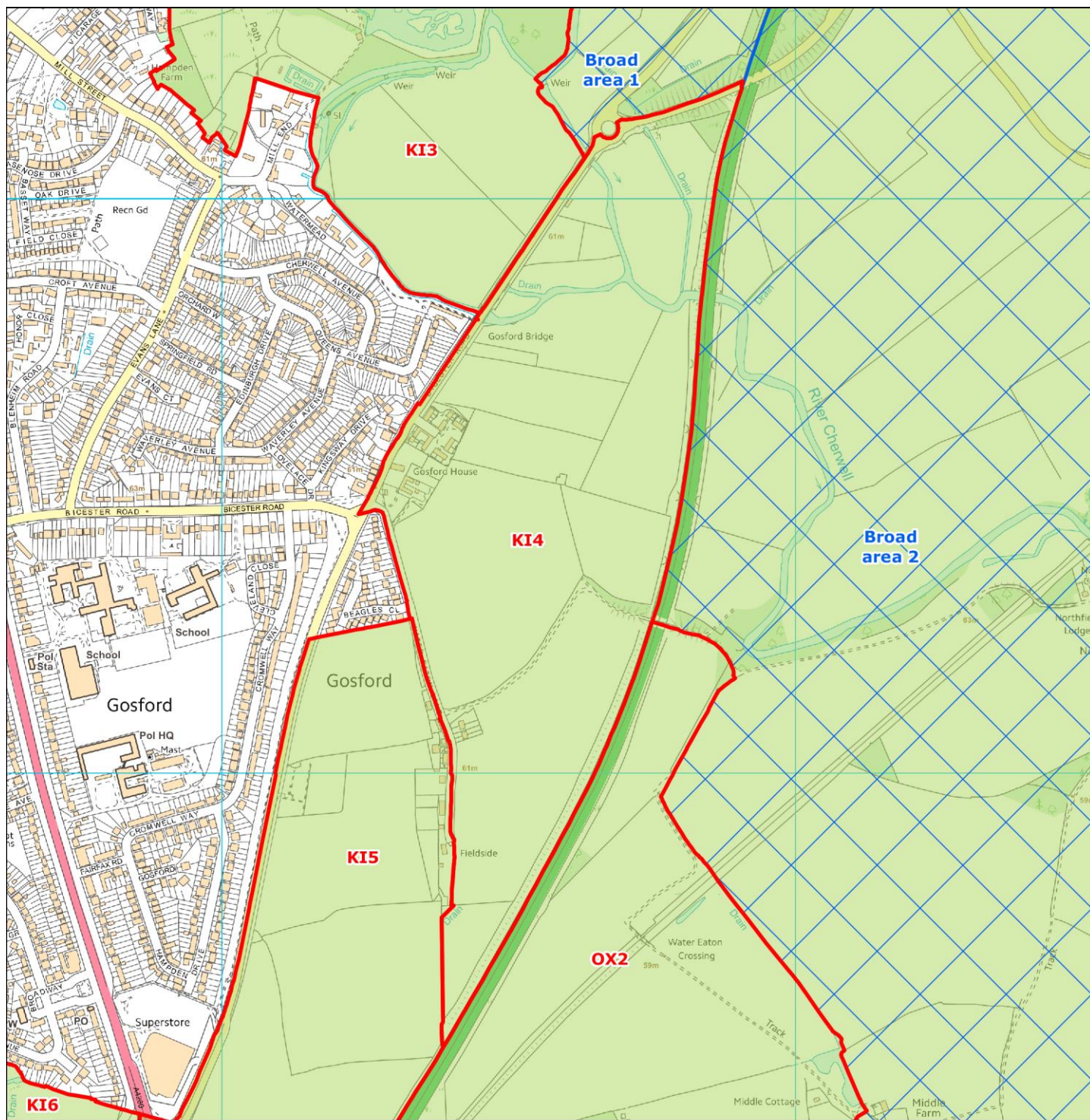
Notes:

This area is important as part of the historic setting of Kidlington, focused on St Mary's church, but there is no intervisibility with Oxford. Continuity of open, rural valley landscape all the way into central Oxford does however give it some setting value. Limited intervisibility with surroundings due to well-treed character of riverside makes the area to the west and south of the river less sensitive, but the more exposed eastern portion of the parcel makes a greater contribution with respect to its relationship with the approach to Oxford.

Land Parcel Ref: KI4

Main Authority: Cherwell

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.2 km



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Main Authority: Cherwell

Other Authorities: N/A

Land Parcel Ref: KI4

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Low

Notes:

The parcel borders the eastern boundary of Kidlington, with the eastern boundary of the parcel adjacent to the A34. The parcel is relatively flat in topography and has a sense of openness. The parcel is more distant from Oxford to the south than neighbouring parcels such as KI5, and therefore the parcel plays a limited role in preventing the merging or erosion of the visual and physical gap between the settlements. The loss of the openness of the parcel would not be perceived as reducing the gap between the settlements.

This land parcel does form part of the gap between Kidlington and Islip but Islip is not considered as a settlement under Purpose 2 for this study.

Land Parcel Ref: KI4

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel contains several large irregular shaped fields between Bicester Road and the A34. It is relatively open with views of the countryside to the north east and south east. There is a small depot storing large vehicles at the northern end of the parcel. The buildings of Gosford Farm have recently been converted to residential use and a small housing development, Bramley Close, has been built alongside it. These developments in combination with the intrusive nature of the A34 and a sense of separation from the wider countryside (that results from the parcel's location between Kiddlington and the dual-carriageway) means the parcel has some urban influence.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Low

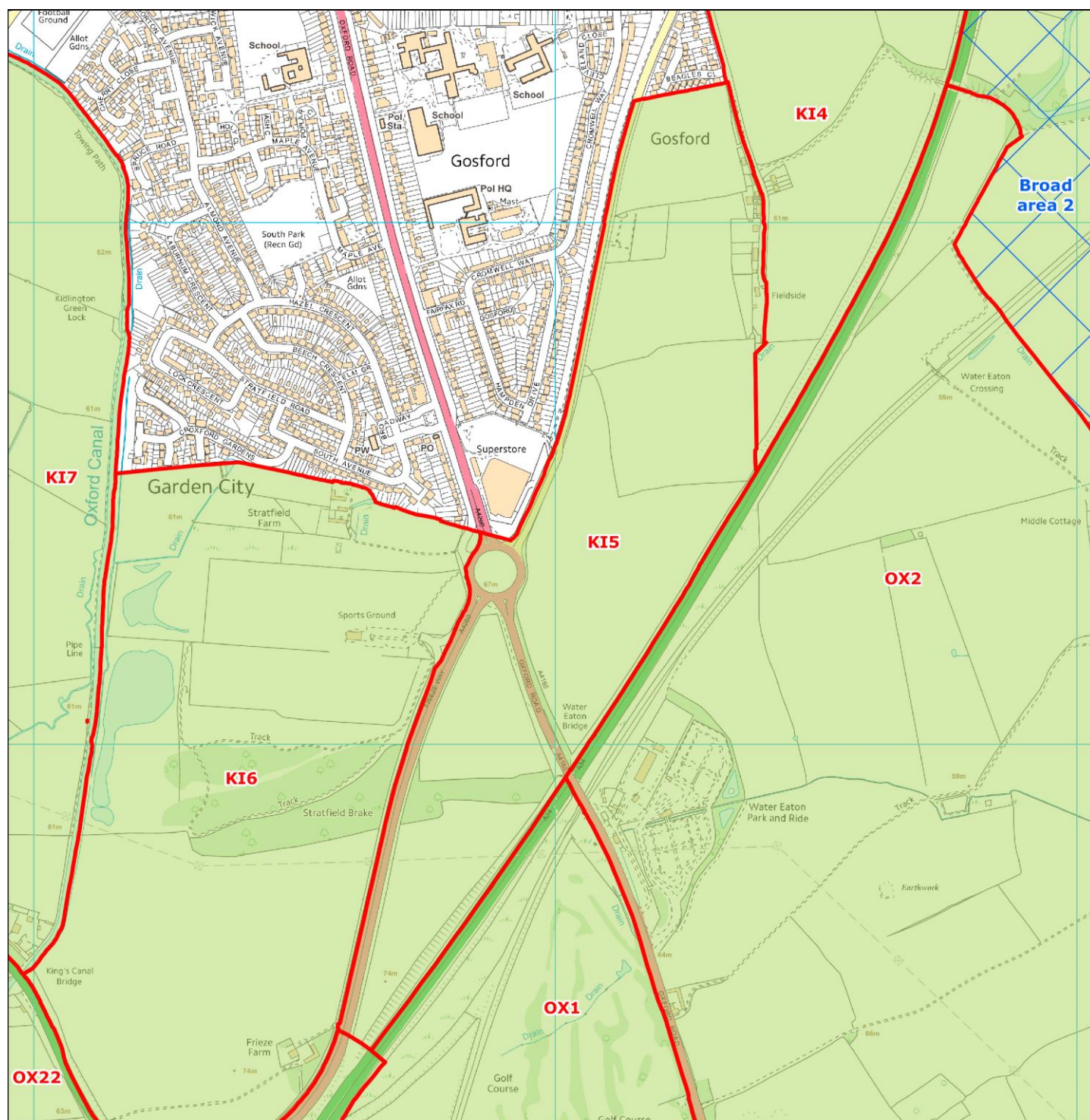
Notes:

There are views from the A34 in which the rural character of the landscape, screening Kidlington from view, contributes to the wider setting of Oxford, but the valley is wide in this area, and hedgerows provide some containment within the landscape. The riverside area at the northern end of the parcel is more significant in terms of setting.

Land Parcel Ref: KI5

Main Authority: Cherwell

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.25 km



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Main Authority: Cherwell

Other Authorities: N/A

Land Parcel Ref: KI5

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel is located to the southeast of Kidlington, with the southern area of the parcel in close proximity to Oxford. The parcel is bordered by Kidlington on the western boundary and the A34 on its eastern boundary. The parcel is relatively flat in topography and has a sense of openness. Elevated topography at the southern end of the parcel, and in adjacent parcels OX1 (Pear Tree Hill) and OX22 (North Oxford Golf Club), together with the Stratfield Brake woodland, restrict intervisibility, and within the wider landscape this area is relatively well screened from view, but loss of openness would substantially reduce the physical gap between Kidlington and Oxford as experienced when travelling along the A4260 or A4165.

Land Parcel Ref: KI5

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel contains large regular shaped agricultural fields between Bicester Road and the A34, and is open in character, although well-treed boundary hedgerows limit the availability of longer views. The parcel contains several large isolated dwellings lining Water Eaton Lane. While in isolation, such developments are not considered to have a significant urbanising influence, together with the road they are considered to contribute to urbanising the north eastern part of the parcel. Furthermore, the south of the parcel comprises a relatively thin strip of land in between two busy roads.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Low

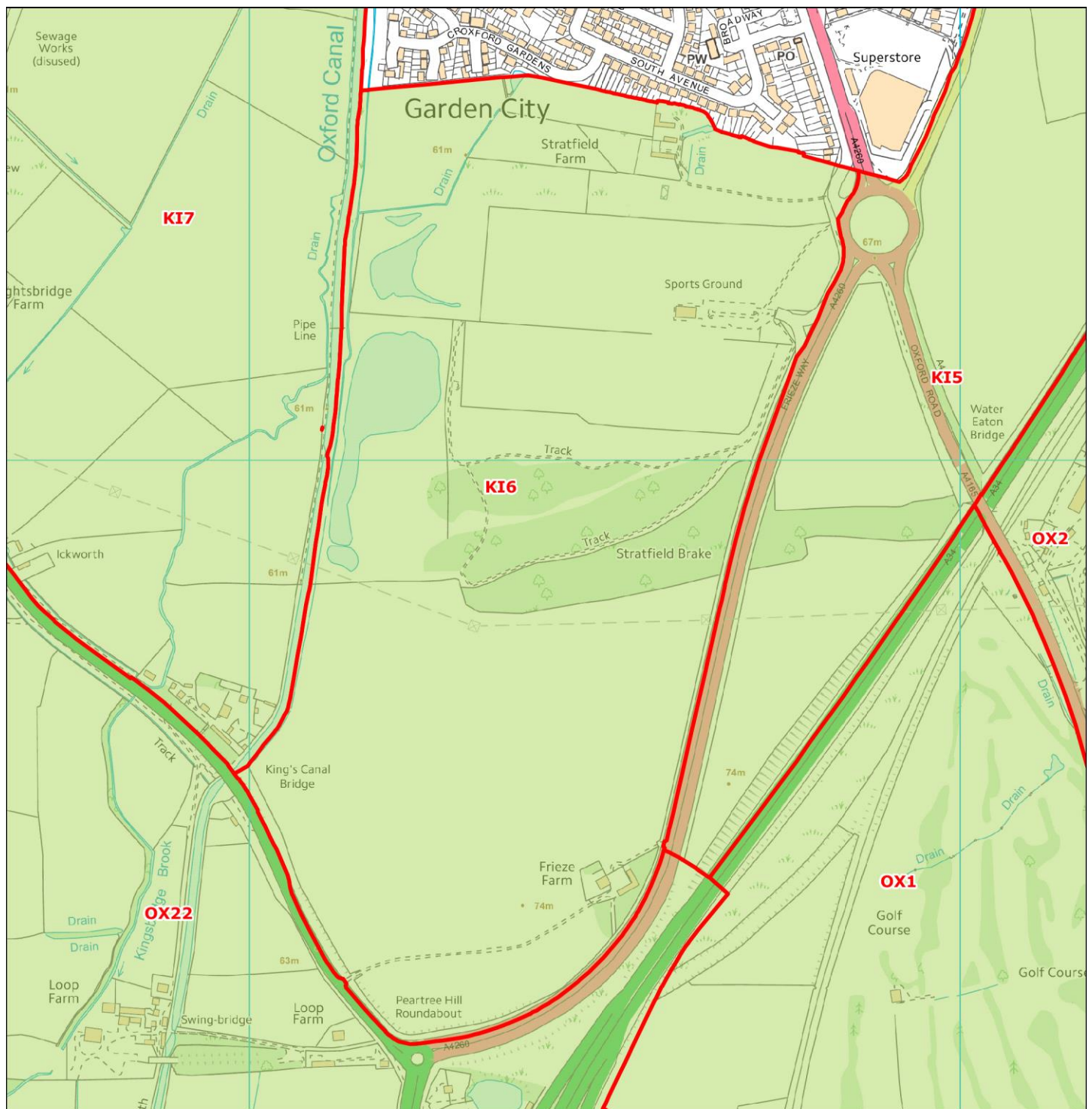
Notes:

There is no intervisibility with central Oxford. The Cherwell valley is wide in this area, so the parcel doesn't play a critical role in the rural approach to Oxford from the north, but the proximity to A34 adds some sensitivity in this respect. The central-southern portion of the parcel, in the vicinity of Sainsbury's and the Kidlington Roundabout, can also be considered more sensitive as it sits more distinctly between Oxford and Kidlington. The southern end of the parcel to the south of the Stratfield Brake woodland belt is on rising ground, and in that respect can be associated with the northern part of Oxford, but it is well screened by boundary tree lines in wider views.

Land Parcel Ref: KI6

Main Authority: Cherwell

Parcel Type: Green belt parcel



--- District boundary Green belt parcel Broad area Green belt

0 0.15 km



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Main Authority: Cherwell

Other Authorities: N/A

Land Parcel Ref: KI6

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel abuts Kidlington which is not considered to be a large built up area, but at its southern end it is less than 200m from what has been defined in this study as the urban edge of Oxford (The Holiday Inn at the Peartree Roundabout). Any development at this southern end would be perceived as relating to Oxford rather than to Kidlington, so the parcel has been considered against Purpose 1. Some distinction can be made between the southern and northern parts of the parcel: to the north and east of the Stratfield Brake Nature Reserve the sports ground, with building and associated floodlighting, represents an urban intrusion, although its landscape setting is surprisingly rural with tree lines screening the nearby roads but leaving long views towards Wytham Hill. To the south of Stratfield Brake, a woodland block which plays a key screening role, the parcel consists of one, large open arable field. The only built development is the former Frieze Farm buildings, which have been converted to office space; these are not considered to be a significant urbanising influence. The 'high' rating given for this parcel relates to its southern part; the northern section considered separately would score 'medium' were it to be rated (although in isolation it is considered to relate more to Kidlington than to Oxford).

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: Medium

Notes:

The parcel is bounded to the south by the A4260 Frieze Way. Dual carriage-ways are considered to be significant and durable boundaries to urban sprawl, but the presence of a roundabout permitting ready access to the parcel from the A44 Woodstock Road, together with the entrance road to the Frieze Farm offices, to an extent negates this.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel is located between the south of Kidlington and the north of Oxford, whereby the parcel is adjacent to Kidlington and in very close proximity to Oxford. It is bordered by the A4260 on its eastern and southern boundaries, and the Oxford Canal and A44 on its western boundary. The eastern and southern boundaries are screened by roadside vegetation which forms a barrier creating visual separation from the parcel but there are clear views from a short stretch of the Oxford Canal across the area to the south of Stratfield Brake, and longer views into both areas from high ground to the west (Wytham Hill). Due to the close proximity of the settlements, loss of openness would substantially reduce the gap.

Land Parcel Ref: KI6

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The community building, car park, outdoor sports pitches and lighting in the northern half of the parcel represent a moderate urbanising influence on the countryside. A small cluster of farm buildings lies in woodland close to the northern border of the parcel. Development in the southern area is limited to the Frieze Farm buildings, converted to office use, which aren't considered to be a significant urbanising influence. Roads have an urbanising influence, more so at the southern end, but the parcel is relatively large and open with views of the countryside to the north and west.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

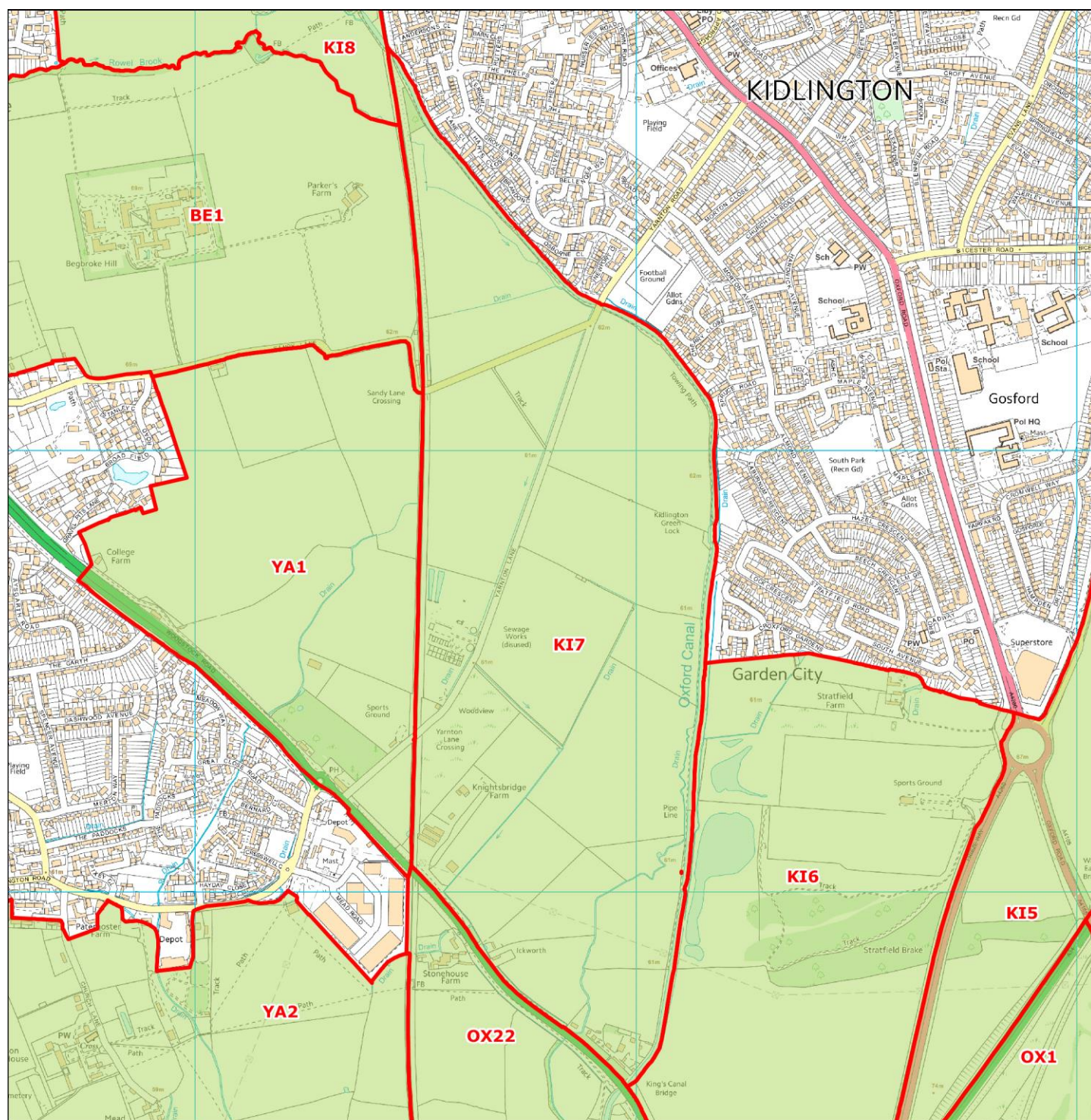
Notes:

There is no intervisibility with central Oxford or historic 'urban villages', but the arable farmland to the south of the Stratfield Brake woodland belt is on rising ground up towards Peartree Hill, which is more closely associated with Oxford than the lower ground to the north. This sloping farmland is an important element of the rural setting to Oxford as viewed on approaching the city along the Oxford Canal and from higher ground to the west of Yarnton. The northern end of the site, other than the wetland area adjacent to the canal, is less important in terms of its relationship with Oxford, being screened by Stratfield Brake.

KI7

Cherwell

Green belt parcel



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Cherwell

N/A

Land Parcel Ref: KI7

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: N/C

Notes:

The parcel lie adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel is located between Kidlington and Yarnton, bordered by Woodstock Road to the south and the railway line which runs to Oxford to the west. The parcel has a strong sense of openness and occupies the full width of the gap between the settlements. Due to their close proximity, particularly at the southern end of the parcel, the parcel plays an essential role in preventing the merging and erosion of the physical gap between the two settlements.

Land Parcel Ref: KI7

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel is relatively large and open with views of the countryside within the parcel and immediately to the east and west. It is largely made up of large regularly-shaped agricultural fields. All the development within the parcel is concentrated in the southern half of the parcel. A large area of broken hardstanding sits between the railway line that forms the western edge of the parcel and Green Lane. To the south of this previously developed land is a large depot off Woodstock Road, containing a large area of hardstanding and some large industrial buildings. Another open-air depot sits at the southern tip of the parcel. This depot also contains a large area of hardstanding and industrial buildings, although both are smaller in size. These areas of hardstanding and industrial buildings represent significant urbanising influences on the countryside within their immediate vicinity, but as they are concentrated in one part of the parcel and well contained by vegetation they are considered to have a limited urbanising effect on the entire parcel. To the east of the depot, over 18 hectares of land are in the process of being developed as a solar farm. This also has a limited visual impact on the wider landscape, with trees and hedges retained and with solar panels being considered a temporary use (permission was granted for 25 years) rather than permanent structures.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

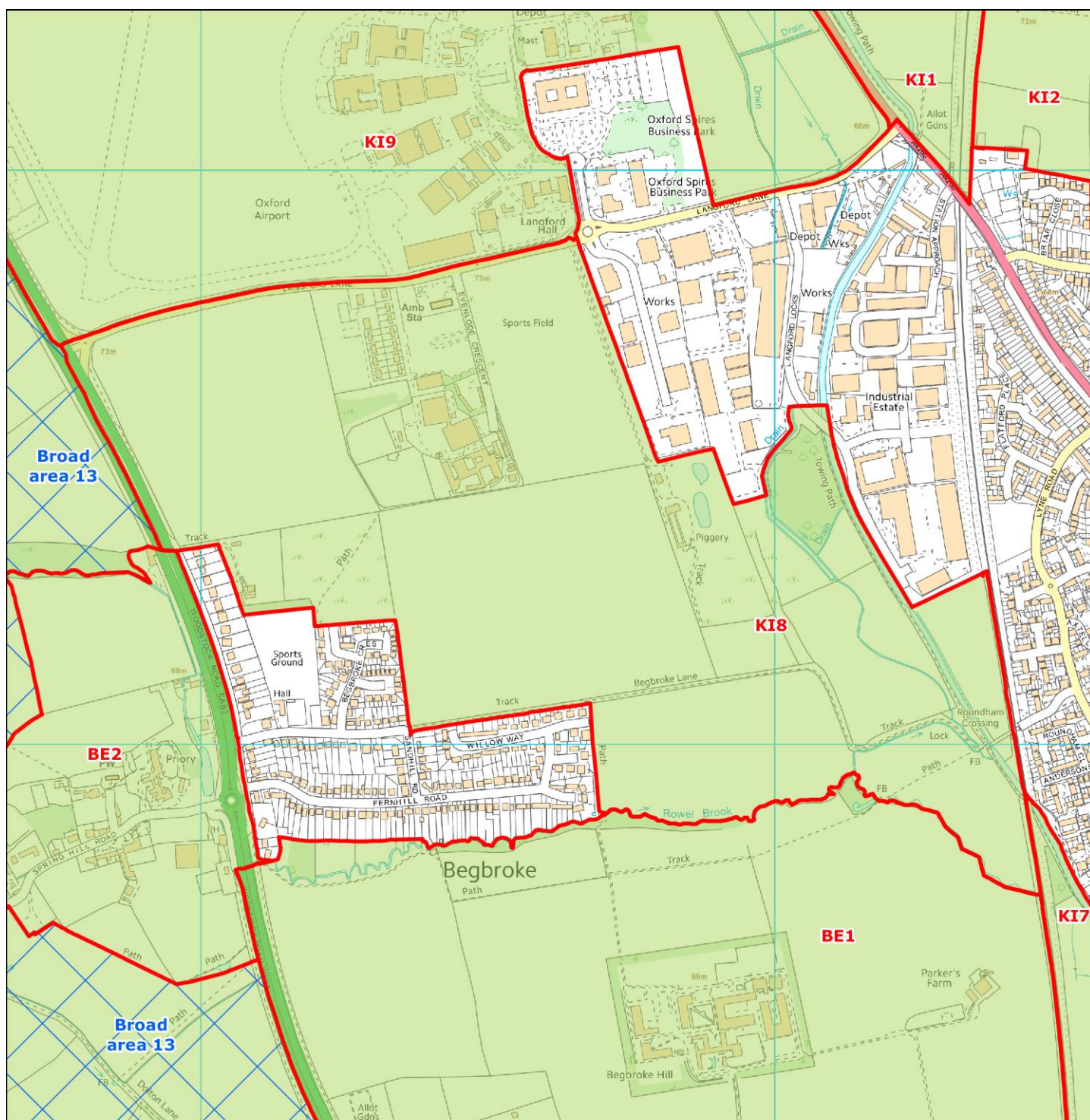
Notes:

There is no significant intervisibility with Oxford from this low-lying parcel, which forms part of the valley that marks a clear rural edge to Oxford but is less significant than the valley floor associated with the Thames as it cuts through the hills between Yarnton and Wytham and turns south towards central Oxford. However, there is visibility into the area from the Oxford Canal, which is considered to be an important historic route into the City and for which its rural character, which persists to a degree even in close proximity to the urban edge, is an important characteristic.

Land Parcel Ref: KI8

Main Authority: Cherwell

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.2 km



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Main Authority: Cherwell

Other Authorities: N/A

Land Parcel Ref: KI8

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel occupies the entire width of the gap between Kidlington to the east and Begbroke to the west, and is largely open, arable farmland. The parcel therefore plays a strong role in preventing the merging of the two settlements, as any encroachment by either settlement would be likely to result in a significant physical and visual reduction in the gap.

Land Parcel Ref: KI8

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Low

Notes:

The majority of the parcel is open farmland, but it is largely ringed by development with Begbroke to the south west, Oxford Motor Park (Kidlington) to the east and London-Oxford Airport and Oxford Spires Business Park to the north. Within the parcel itself the northern central area has been wholly developed and represents a significant urbanising influence on characteristics of the countryside within the parcel. The parcel contains residential dwellings along Evenlode Crescent, an ambulance station and a cluster of large buildings used as an immigration detention centre. A small cluster of industrial buildings also lie within the eastern edge of the parcel.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: N/C

Notes:

Open fields backed by strong tree lines help to retain rural character, but there is no intervisibility with Oxford. The rural character makes no contribution to Oxford's historic setting as experienced en route from Woodstock, given the extent of development in Begbroke and Yarnton that follow further along the route.

KI9

Cherwell

Green belt parcel



District boundary



Green belt parcel



Broad area

Green belt



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Cherwell

N/A

Land Parcel Ref: KI9

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: N/C

Notes:

The parcel lies adjacent to Kidlington which is not considered to be a large built up area. Therefore, the parcel is not considered to contribute to checking the unrestricted sprawl of large built-up areas.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Low

Notes:

The southeast corner of the parcel is adjacent to the northern area of Kidlington, while the northern boundary forms the outer edge of the Green Belt. The parcel is relatively flat in topography and in landscape terms has a largely open character, but the south eastern corner is occupied by numerous buildings forming London-Oxford Airport, and the runway occupies the central area. The southern end of the parcel lies adjacent to parcel KI8, which plays a key role in preventing the merging of Begbroke and Kidlington, so openness here makes a limited contribution to this. The parcel does play a role in preventing the erosion of the gap between Kidlington and Woodstock, which in landscape terms is narrower than distance might suggest because of the openness of this arable landscape, and the presence of a direct link along the A44. Woodstock lies outside of the Green Belt though, and is not considered as a settlement to be assessed against this criterion.

Land Parcel Ref: KI9

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel contains London-Oxford Airport, including the large hangers, terminal building and extensive areas of hardstanding, such as the runways, but buildings are clustered in one corner of this large area. The land within the parcel is very open with views of the countryside within the parcel and the immediate vicinity and also long range views. Arable fields occupy the fringes of the airstrip, contributing to rural character. In addition to the urbanising influences associated with the airport development, clusters of residential dwellings line the route ways which form the edges of the parcel, e.g. Upper Campsfield Road and Wolsey Court.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: N/C

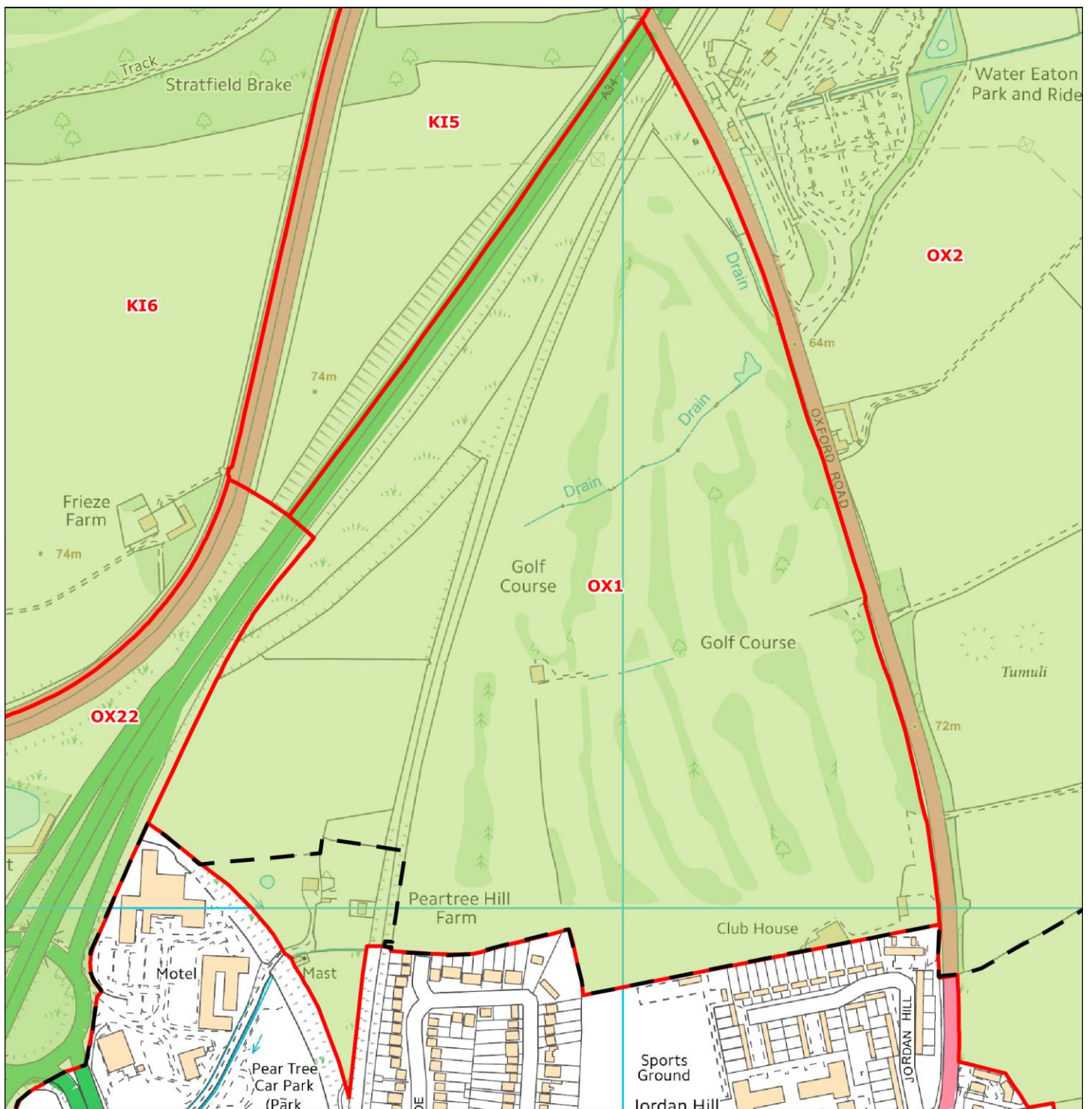
Notes:

Views towards Oxford are not significant. The parcel's location between Woodstock and Kidlington is too far removed from the City to contribute to the open, rural character of Oxford's wider setting, given that the A44 from Woodstock passes through several settlements with an urban character before reaching the large urban area.

Land Parcel Ref: OX1

Main Authority: Cherwell

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.1 km



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Main Authority: Cherwell

Other Authorities: Oxford

Land Parcel Ref: OX1

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford. The parcel is predominantly made-up of the North Oxford Golf Course, which aside from the clubhouse and pro shop in the south eastern corner can be considered open in Green Belt terms, with extensive tree cover between fairways screening urban influences but also permitting some long views from higher parts of the course.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

A railway line runs along the western side of the Golf Course, and beyond a thin strip of greenfield land the A34 dual- carriageway forms the western boundary of the parcel. These significant and durable boundaries inhibit the potential for sprawling ribbon development from this direction, but there are no such boundaries to prevent expansion from the south, either along Banbury Road at the eastern edge of the parcel or via the Lakeside and Jordan Hill residential areas to the south.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel occupies most of the gap between the north of Oxford and the south of Kidlington, a gap which is already affected by the recent development of the Water Eaton Park and Ride and the Oxford Parkway railway station (currently under construction). The golf course provides screening at the northern end of the urban area, which increases its importance in perceived settlement separation. Due to the proximity of Kidlington to Oxford the parcel plays an essential role in preventing the erosion of the physical and visual gap between the settlements.

Land Parcel Ref: OX1

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel is predominantly made-up of the North Oxford Golf Course. A railway line runs along the western side of the Golf Course, creating a thin strip of greenfield land in between the railway line and a dual carriageway (A34) which forms the western boundary of the parcel. As a man-made facility, with unnatural linear and mostly coniferous planting to define fairways, the golf course doesn't strongly display the characteristics of countryside, and it is also separated from the wider rural area by major transport routes. However, it has few built urbanising influences - just green keeping buildings and a small golf clubhouse which are both contained within the landscape - and does have some visual connections with the surrounding countryside.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

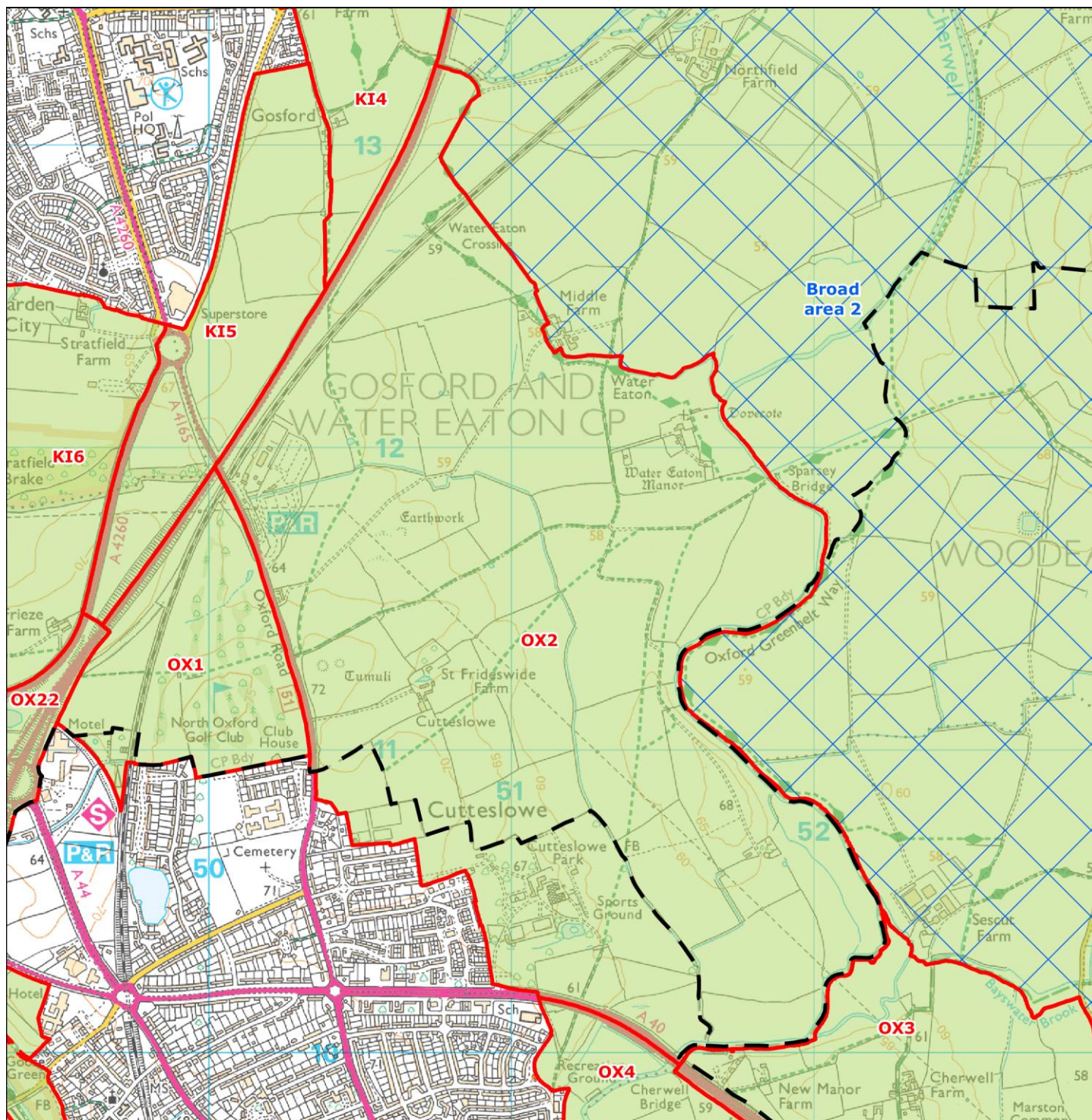
Notes:

There is no direct visual relationship with the historic core of Oxford, and the area is not elevated enough to form part of the green backdrop to views out from the City, but the parcel's low hilltop location and wooded character do provide a backdrop in views towards Oxford from the north, and from more distant high ground. This adds a rural character to Oxford's setting at close proximity to the City.

Land Parcel Ref: OX2

Main Authority: Cherwell

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.4 km



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Main Authority: Cherwell

Other Authorities: Oxford & South Oxfordshire

Land Parcel Ref: OX2

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel is adjacent to the large built-up area of Oxford. The parcel is predominantly made-up of large irregular shaped agricultural fields, many of which are in the floodplain of the River Cherwell. The land is flat and very open. There are two areas of urbanising influence within the parcel: the Water Eaton Park and Ride facility and Oxford Parkway Railway Station in the north west corner and the areas of hardstanding, greenhouses and floodlit sports pitches associated with Cutteslowe Park near the southern border of the parcel. The impact of these peripheral features on openness of the area as a whole, given its large size, is limited, but is greater in the vicinity of Water Eaton and Cutteslowe.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no features considered to constitute significant and durable boundaries preventing further spread of development east from the A4165 or north from Cutteslowe. The Western By-pass road (A34) forms the north western boundary of the parcel and a railway line runs parallel with the (and adjacent to) A34. The River Cherwell forms the eastern boundary of the parcel. While these permanent and defensible boundaries would check the long term northwards sprawl of Oxford, they are a significant distance from the existing urban edge of the City.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Medium

Notes:

The parcel occupies a large proportion of the gap between Oxford and Kidlington to the east of the A4165, a gap which has in effect been narrowed by the construction of the Park and Ride and Station at Water Eaton. Loss of openness adjacent to the A4165 between Oxford and the Park and Ride would potentially reduce the gap significantly but would not cause coalescence. Development eastward in the parcel would have less effect.

Land Parcel Ref: OX2

Main Authority: Cherwell

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel is predominantly made-up of large irregular shaped agricultural fields, many of which are in the floodplain of the River Cherwell. There are two farms within the parcel, neither of which are considered to be urbanising influences. The land is flat and very open, with excellent views of the surrounding countryside. Away from the Water Eaton developments and Cutteslowe Park, the eastern part of the parcel retains the characteristics of open countryside, but contribution to countryside character is reduced to 'medium' closer to the A4165, which is a lit road, and Cutteslowe.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

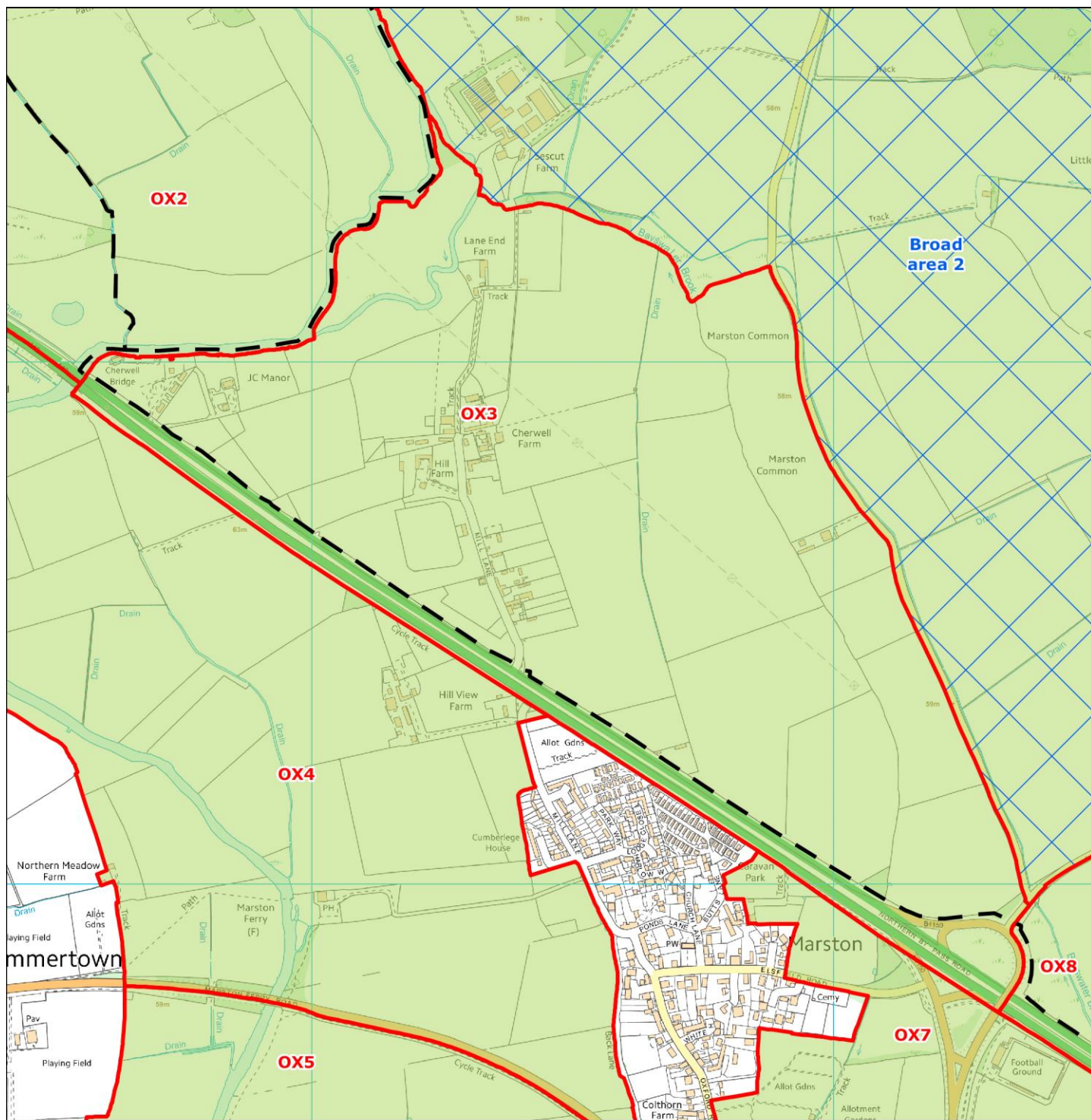
Notes:

The continuation of the open river valley beneath the A40 and into the heart of Oxford is an important element of Oxford's special character, but there is no intervisibility with central Oxford along the valley floor terrain, due to intervening vegetation and topography. The parcel's relationship with the city is evident from higher ground. The higher, south-western part of the parcel, adjacent to the northern edge of Oxford and further from the river, is less significant to setting, but the boundary area adjacent to the Cherwell is of higher significance to setting.

OX3

South Oxfordshire

Green belt parcel



— — —
L — —

District boundary

Green belt parcel



Broad area

 Green belt

Category	Percentage
Kini	15

0.25



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South Oxfordshire

Oxford

Land Parcel Ref: OX3

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel is adjacent to the large built-up area of Oxford. The parcel is predominantly made-up of large regular shaped agricultural fields, many of which are in the floodplain of the River Cherwell and one of its tributaries. The land is flat and very open. There are several modern houses in the western corner of the parcel, accessed from the A40, and some of the dwellings and land uses on Mill Lane, and the no through road that gives access to the parcel, have an urbanising influence.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: Medium

Notes:

The Northern By-pass Road (A40) forms the southern boundary of the parcel and constitutes a significant defensible boundary. Access to Mill Lane from the A40 breaches it, reducing its role to a limited extent, but restricts access and egress to one direction. There is potential access both from the A40 and Marsh Lane, however, at the south-eastern corner of the parcel.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: N/C

Notes:

The parcel is located to the north of Oxford and borders the Northern Bypass Road. The parcel has a strong sense of openness but is not in close proximity to any other settlements considered against this purpose. Therefore, the parcel makes no contribution to preventing the merging or erosion of the visual or physical gap between settlements. This land parcel does form part of the gap between Oxford and Elsfield but Elsfield is not considered as a settlement under Purpose 2 as part of this assessment.

Land Parcel Ref: OX3

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel is predominantly made-up of large regular shaped agricultural fields, flat and very open with excellent views of the countryside to the north, east and south east. However the amount and character of development within the parcel, and the proximity of the A40 are considered to constitute a minor urbanising influence on countryside character within the parcel, affecting the central and western parts of the parcel. Towards the eastern side of the parcel, and away from the A40, the parcel can be considered to have very little urbanising influence, as such the rating in this section of the parcel could be considered to be High if considered in isolation.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

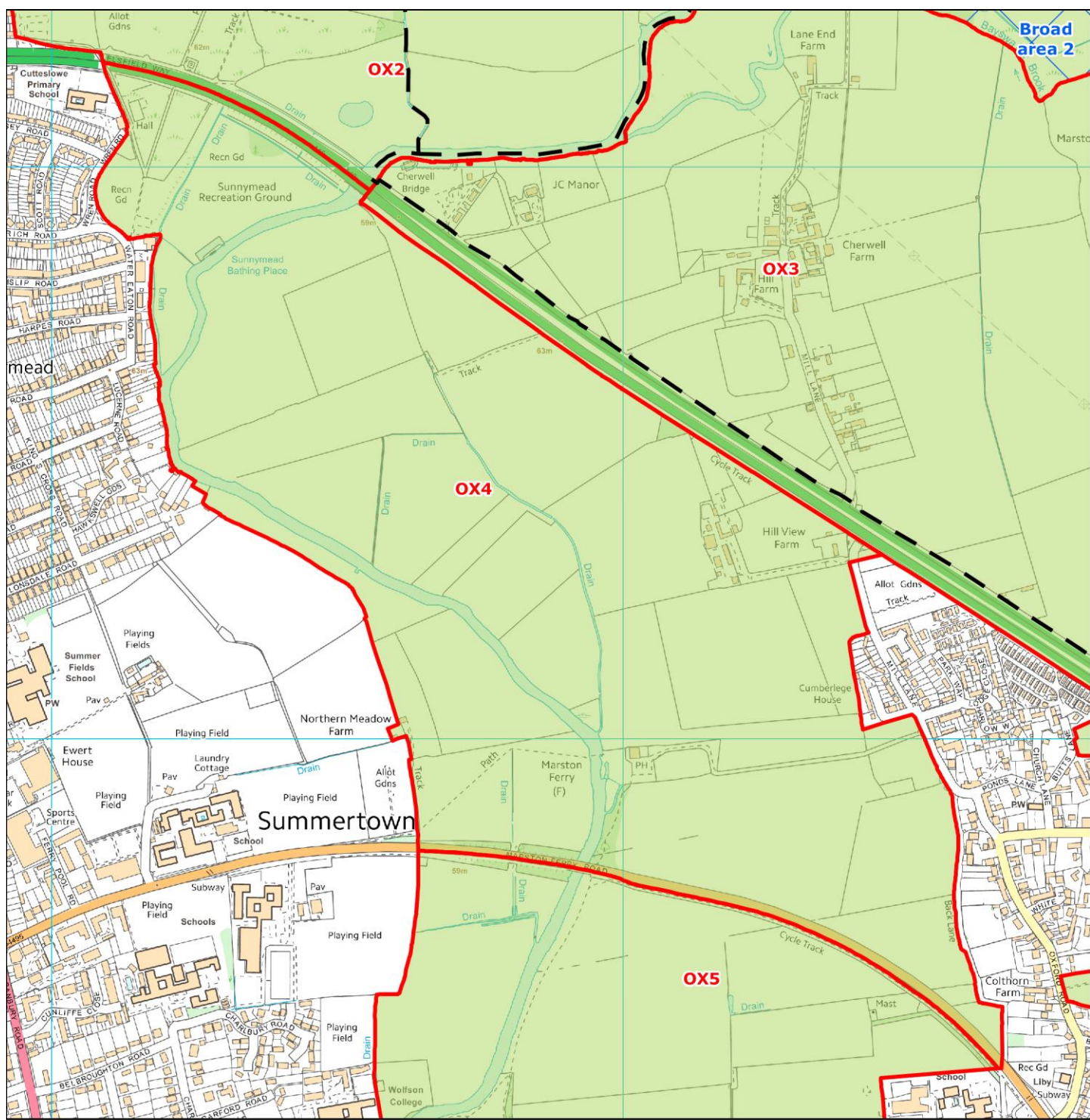
Notes:

Historically an outlying edge of Marston, this area was separated from the village core by the A40 by-pass. Whilst it has been breached in places, the A40 now forms a significant barrier to development on the north eastern side of Oxford, so any loss of openness beyond it would have an impact on the City's rural setting. The continuation of the open Cherwell river valley beneath the A40 and into the heart of Oxford makes a 'high' contribution to Oxford's special character, and loss of openness on the western side of parcel would compromise that continuity. This would be evident in some views from high ground. The contribution of other parts of the parcel to historic setting are limited by the fact that there is no intervisibility with central Oxford along the valley floor terrain, due to intervening vegetation, so a 'medium' rating would apply to the majority of the parcel.

OX4

Oxford

Green belt parcel



District boundary Green belt parcel Broad area Green belt

A horizontal scale bar with a black segment on the left and a white segment on the right, labeled '0' at the left end and '0.2' at the right end, with 'km' at the far right.



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Oxford

N/A

Land Parcel Ref: OX4

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel sits within the Cherwell valley in between the western and eastern urban areas of Oxford. The land within the parcel is predominantly made-up of the flat floodplain of the river and contains portions of open pasture, the wooded banks of the river and outdoor sports fields associated with schools in neighbouring Summertown to the west. The parcel also contains a farm and pub. The only significant urbanising influence within the parcel is located to the north of the Cherwell River near the northern tip of the parcel – two areas of hardstanding, one of which is a floodlit sports pitch. Due to the flat nature of the land and the wooded banks of the river, the influence of this urban feature on the rest of the parcel is limited.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no significant and durable boundaries preventing the spread of development out from Marston, Summertown and Sunnymead into the open river valley gap. The Green Belt is contributing to preventing sprawling ribbon development along Marston Ferry Road at the southern border of the parcel.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The Oxford urban area lies to both sides of the parcel, with Summertown and Sunnymead to the west and Marston to the east. Release of the Green Belt on either side of the River Cherwell could have a significant effect on the openness of this strategic gap, i.e. the development of one bank of the River Cherwell would significantly increase the importance of the Green Belt on the opposite bank in checking further sprawl.

Land Parcel Ref: OX4

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

This area has a predominantly rural character, with tree cover providing screening of most of the urban area from much of the parcel. There are good views of the countryside within the Cherwell Valley and, in the areas of open pasture, the wider countryside to the north of the Northern By-pass road. The A40 has some impact on character at the northern end of the parcel, but little impact overall.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

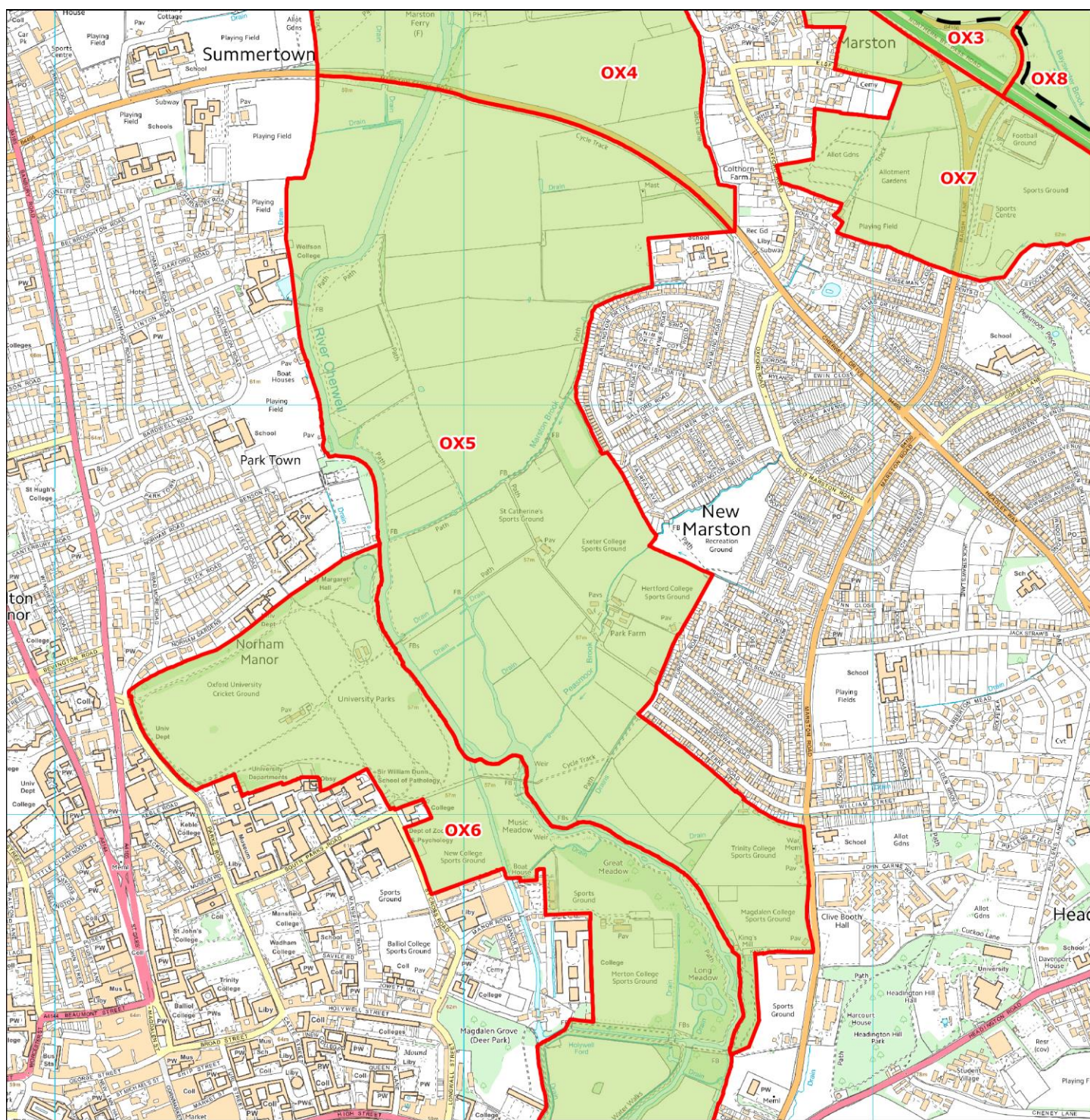
Notes:

The river valleys of the Thames and Cherwell function as green 'wedges' that link the broader open countryside with the historic core of Oxford, and as such are regarded as a key element of the City's setting and special character. This area of arable and pastures fields is also visible in views towards the City Centre from surrounding high ground, and the 'dreaming spires' can be glimpsed from some locations within the parcel. At a more local level, the Old Marston Conservation Area adjoins the southern half of the eastern boundary of the parcel, and the Spatial Analysis for the Conservation Area notes three locations from which there are significant public views across the parcel.

Land Parcel Ref: OX5

Main Authority: Oxford

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.3 km



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Main Authority: Oxford

Other Authorities: N/A

Land Parcel Ref: OX5

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel sits within the Cherwell valley in between the western and eastern urban areas of Oxford. The land within the parcel is predominantly made-up of the flat floodplain of the river and contains portions of open pasture, the wooded banks of the river and outdoor sports and open space facilities. The parcel does not contain a significant amount of development: a cricket pavilion and two semi-detached houses are located in the southern half of the parcel and a farm is located in the northern half of the parcel. There is a large building adjacent to the farm which represents the most significant urbanising influence within the parcel, and some areas of hardstanding used as tennis courts; however, in isolation, their urbanising influence is relatively minor. Furthermore, the flat nature of the land and the wooded banks of the river screen these urbanised areas from view.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no significant and durable boundaries preventing the spread of development out from the urban area and into the open river valley gap from either east or west. Numerous residential roads offer potential access into the parcel. Therefore, it is considered that the Green Belt is an important contributor to maintaining the openness of this strategic gap by preventing sprawl within this portion of the Cherwell valley.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The Oxford urban area lies to both sides of the northern half of the parcel, with New Marston to the east and Park Town to the west. The parcel therefore constitutes an important gap preventing merging of these two historically separate suburbs. To the south the parcel combines with OX6 to form a gap between New Marston and the City Centre colleges, but much of this gap is no wider than that at the northern end of OX5 between New Marston and Park Town. The majority of the parcel therefore plays an essential role with regard to this purpose.

Land Parcel Ref: OX5

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The land within the parcel is predominantly made-up of the flat floodplain of the River Cherwell and contains portions of open pasture, the wooded banks of the river and outdoor sports and open space facilities. The parcel does not contain a significant amount of development, and the flat nature of the land and the wooded banks of the river screen these urbanised areas from view.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

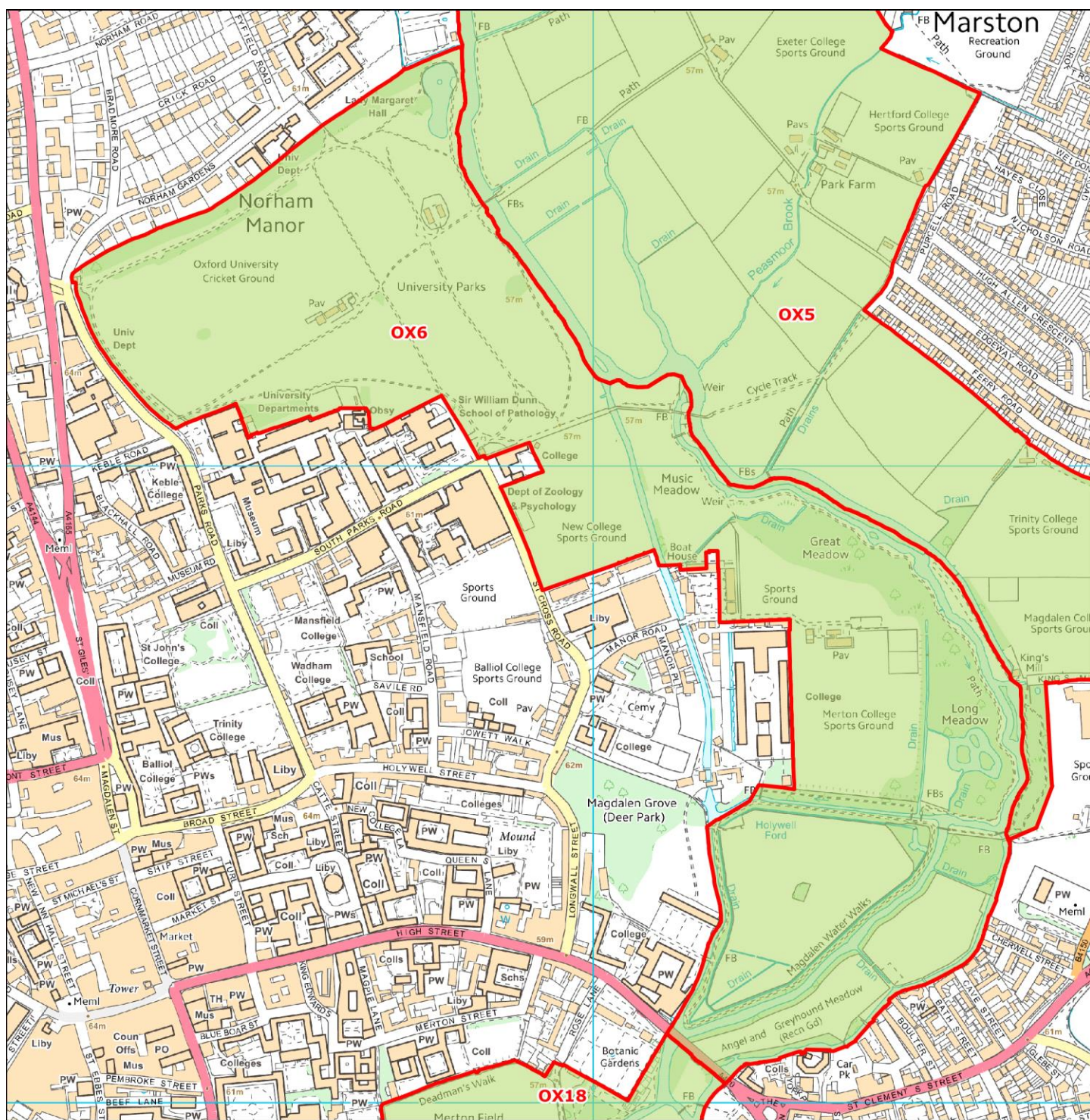
Notes:

The river valleys of the Thames and Cherwell function as green 'wedges' that link the broader open countryside with the historic core of Oxford, and as such are regarded as a key element of the City's setting and special character. South of the B4495 the Cherwell passes through a landscape of meadows and sports pitches, reflecting its recreational role in relation to the town and university. There are views towards the spires from some locations within the parcel, although strong tree and hedgerow field boundaries limit this. The parcel is adjacent to the North Oxford Victorian Suburb Conservation Area, which contributes to historic character of Oxford as a whole.

Land Parcel Ref: OX6

Main Authority: Oxford

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.2 km



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Main Authority: Oxford

Other Authorities: N/A

Land Parcel Ref: OX6

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel sits within the Cherwell valley in between the western and eastern urban areas of Oxford. The land within the parcel is predominantly made-up of three Registered Parks and Gardens - the Grade II listed University Parks Registered Park and Garden in the north of the parcel, the Grade II listed St Catherine's Registered Park and Garden in the centre of the parcel and the Grade I listed Magdalen College Registered Park and Garden in the south of the parcel. The remaining areas are made-up of outdoor sports facilities, open pasture and the wooded banks of the river. The parcel contains very limited development. The only urbanising influences are a few university buildings located in the centre of the parcel adjacent to the St Catherine's Registered Park and Garden; however, in isolation, their urbanising influence is relatively minor, the flat nature of the land and the wooded banks of the river screening the urbanised areas from view.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no strong physical boundaries to development from the urban edge to the north and west of the parcel, although in practice most of the developed parcel boundary consists of university buildings, much of the parcel is floodplain and/or Registered Parks and Gardens. The Cherwell forms the parcel boundary to the east.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The western boundary of the parcel is adjacent to Oxford University colleges while the south eastern boundary of the parcel is adjacent to central areas of Oxford City and in close proximity to Headington Hill Park. Release of the Green Belt on either side of the River Cherwell could have a significant effect on the openness of this strategic gap, i.e. the development of one bank of the River Cherwell would significantly increase the importance of the Green Belt on the opposite bank in checking further sprawl of this strategic gap.

Land Parcel Ref: OX6

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The parcel contains very limited development. The only urbanising influences are a few university buildings located in the centre of the parcel adjacent to the St Catherine's Registered Park and Garden; however, in isolation, their urbanising influence is relatively minor. The flat nature of the land and the wooded banks of the river screen them from the majority of the parcel. Due to the flat nature of the land within the parcel, views of the countryside are largely limited to within the valley.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

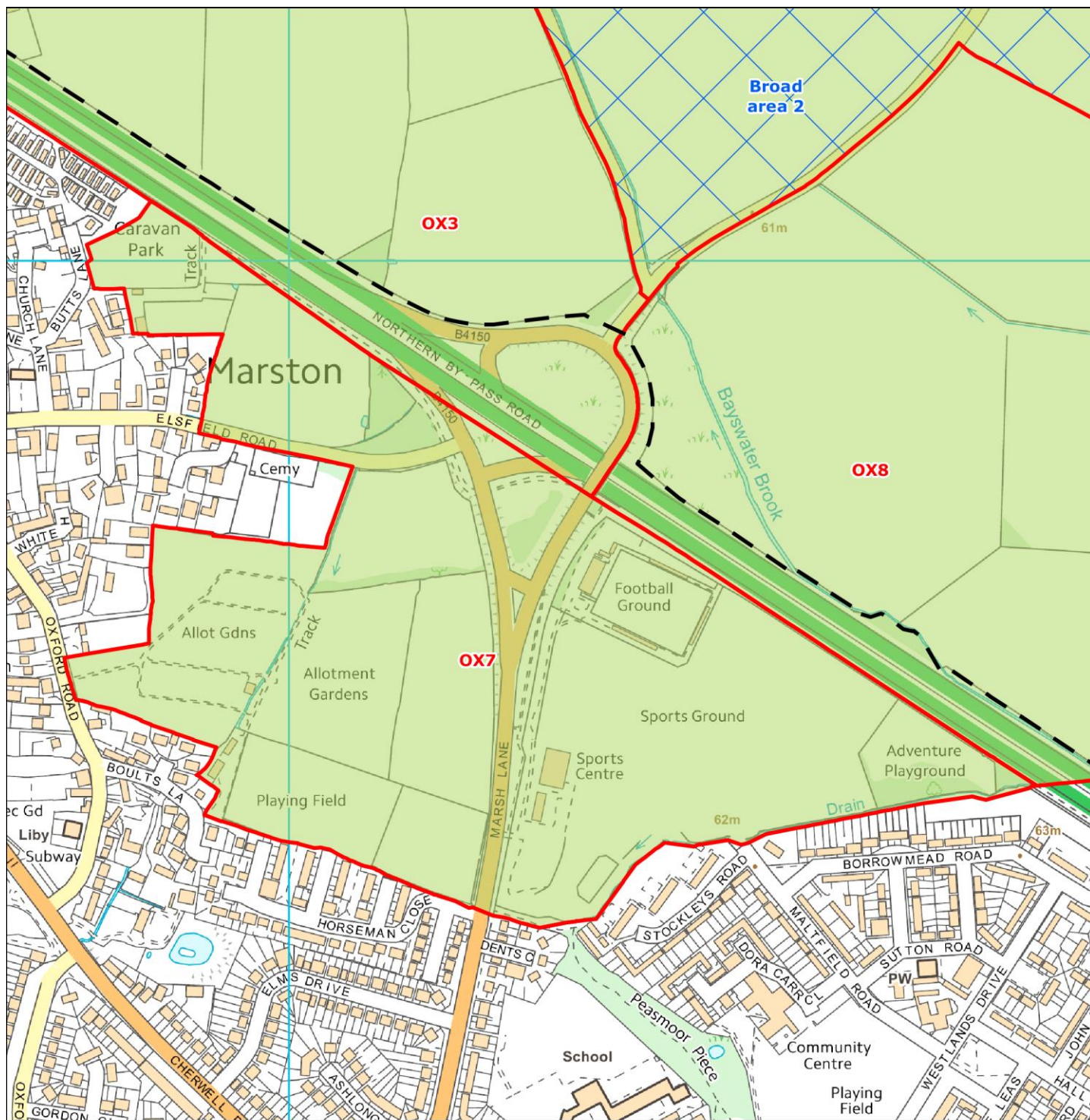
Notes:

The Cherwell Valley in this parcel is wholly contained within the Oxford Central Area Conservation Area, reflecting the extent to which the open river valley penetrates to the heart of the city and contributes significantly to its special character. This area to the west of the river includes the University Parks, several college sports grounds and the water meadow adjacent to Magdalen College. There are views towards the spires from the parcel.

Land Parcel Ref: OX7

Main Authority: Oxford

Parcel Type: Green belt parcel



--- District boundary Green belt parcel Broad area Green belt 0 0.1 km

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Main Authority: Oxford

Other Authorities: N/A

Land Parcel Ref: OX7

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel borders the large built-up area of Oxford on three sides and is separated from the wider Green Belt by the Northern By-pass Road (A40) at its northern edge, which screens the parcel from the wider countryside. The parcel contains a large allotment to the west of Marsh Lane and the football ground and facilities of Oxford City Football Club to the east. The floodlit pitch, spectator stands and parking facilities constitute a significant amount of urbanising development, so the Green Belt makes a 'low' contribution in this area, but the allotments, whilst urban-edge in character, lack built development and so do not compromise the sense of openness.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no defensible boundaries preventing urban sprawl within the parcel itself. The Northern By-pass Road (A40) at the parcel's northern edge is a permanent defensible boundary close to the existing urban edge of Oxford which would reduce the potential for northwards sprawl of the City and which screens the parcel from the wider countryside. The A40 forms the urban edge both to the east and west, increasing the likelihood of development within this parcel in the absence of the Green Belt designation, due to the potential for 'rounding off' of the urban area.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Medium

Notes:

Loss of any openness could substantially reduce the space between Marston and Northway, but the parcel's location on the edge of the City and the fact that the suburbs join immediately to the south reduces its significance as a gap.

Land Parcel Ref: OX7

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Low

Notes:

Both sides of the parcel have characteristics which associate them with the adjacent urban area. The allotment area retains more of a sense of openness than the football club site, but any sense of connection with the wider rural landscape is limited by the presence of the A40.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

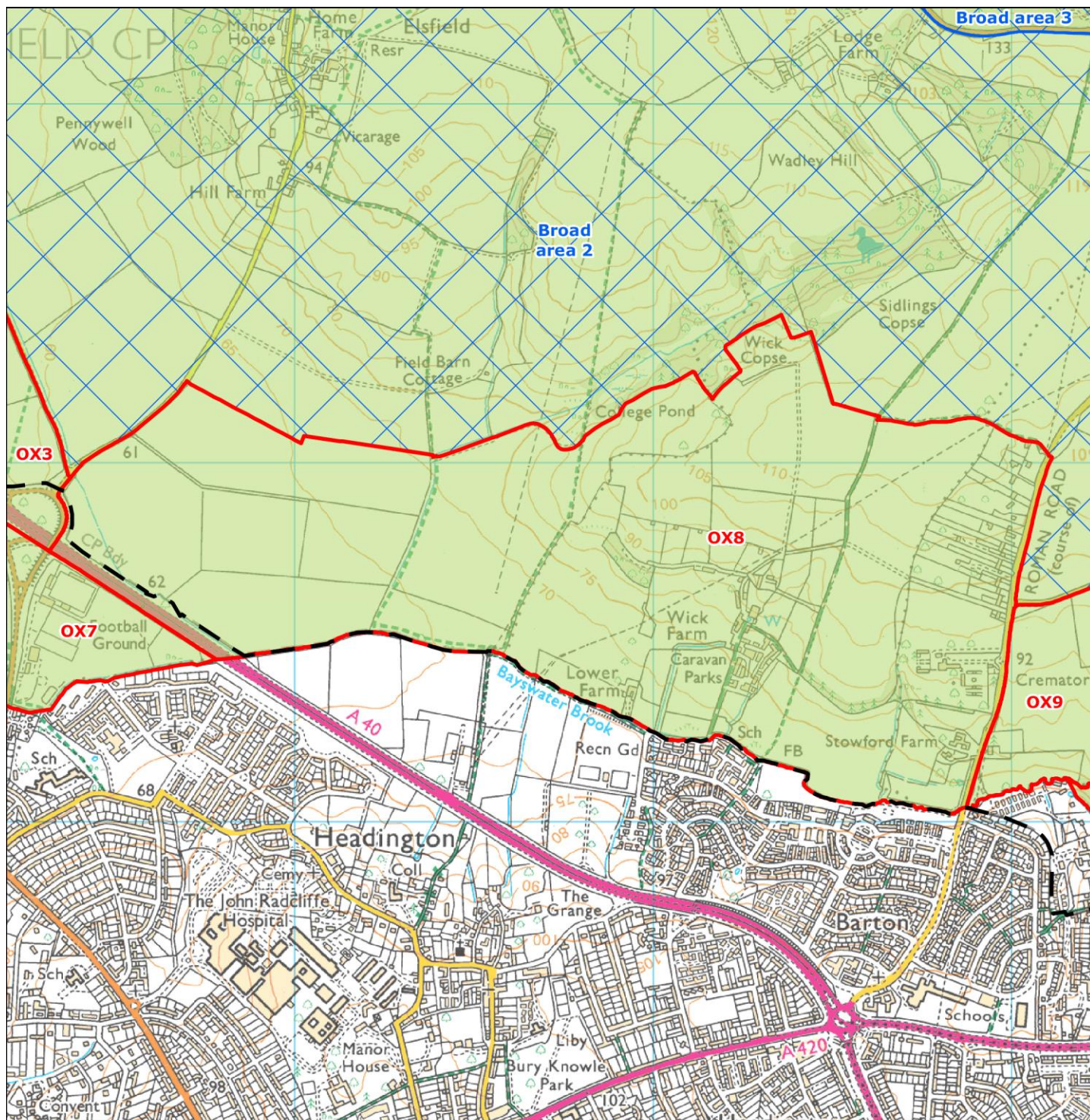
Notes:

This parcel consists largely of sports pitches and allotments on flat ground between Marston and Headington. Strong tree and hedge lines foster a sense of separation from the urban area, but the location's containment by the A40, and division by Marsh Lane (the B4150) limit any sense of it being part of the wider rural area in views into the area (e.g. from Elsfield or Headington Hill). However, it has importance as a setting for Old Marston, and the western half of the parcel is designated as part of the Old Marston Conservation Area. Surviving medieval field elements, including hedgerow boundaries and ridge and furrow remnants, and views up towards Elsfield and Headington are noted. The larger, western part of the parcel can therefore be considered of 'high' significance in relation to historic Oxford, but the eastern half is only considered to have 'low' significance.

Land Parcel Ref: OX8

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.35 km



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Main Authority: South Oxfordshire

Other Authorities: Oxford

Land Parcel Ref: OX8

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford. The parcel is predominantly made-up of large regular shaped agricultural fields, some of which, along the southern and western edges of the parcel are in the floodplain of the Bayswater Brook. The land within the parcel is open and rises to the north east from the Brook to the north eastern corner of the parcel where there are good views of the surrounding countryside. The urbanising influences in the parcel are concentrated in its eastern half; these include a caravan park adjacent to Wick Farm, the residential developments along Bayswater Road and adjacent to Stowe Farm, and buildings associated with the Oxford Crematorium. All are reasonably well contained within the wider landscape. Distinction can be made between eastern edge of the parcel, which is rated 'medium', and the central and western area which makes a 'high' contribution to openness.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

Bayswater Brook, which forms the southern boundary of the parcel where it abuts the urban area, is a distinct feature which has performed a role in limiting development, but there is considered to be potential for development spreading north from Barton, including along Barton Village Road (the existing access to Wick Farm) and from Bayswater Road on the eastern edge of the parcel and Elsfield Road on the western edge. The Brook is not physically a sufficiently prominent feature to be considered a significant and durable boundary in its own right, and whilst in places it has a strong buffer of associated vegetation, in others it is more exposed. The length of the Brook through this parcel can also be considered to increase the potential for future breaches.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: N/C

Notes:

The parcel is located to the north of Barton, adjacent to Bayswater Brook. The parcel has a strong sense of openness but is not in close proximity to any other settlements considered against this purpose. Therefore, the parcel makes no contribution to preventing the merging or erosion of the visual or physical gap between settlements. This land parcel does form part of the gap between Oxford and Stanton St John, Elsfield and Beckley but these settlements are not considered under Purpose 2 as part of this assessment.

Land Parcel Ref: OX8

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The land within the parcel is for the most part open and rural in character, and rises to the north from the Brook to provide good views of the City (dominated by Headington and Barton), from which a sense of separation is created by the elevation of the terrain, and surrounding countryside. The urbanising influences in the parcel are concentrated principally at its eastern end and their overall influence on countryside character within the Green Belt is considered to be limited.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

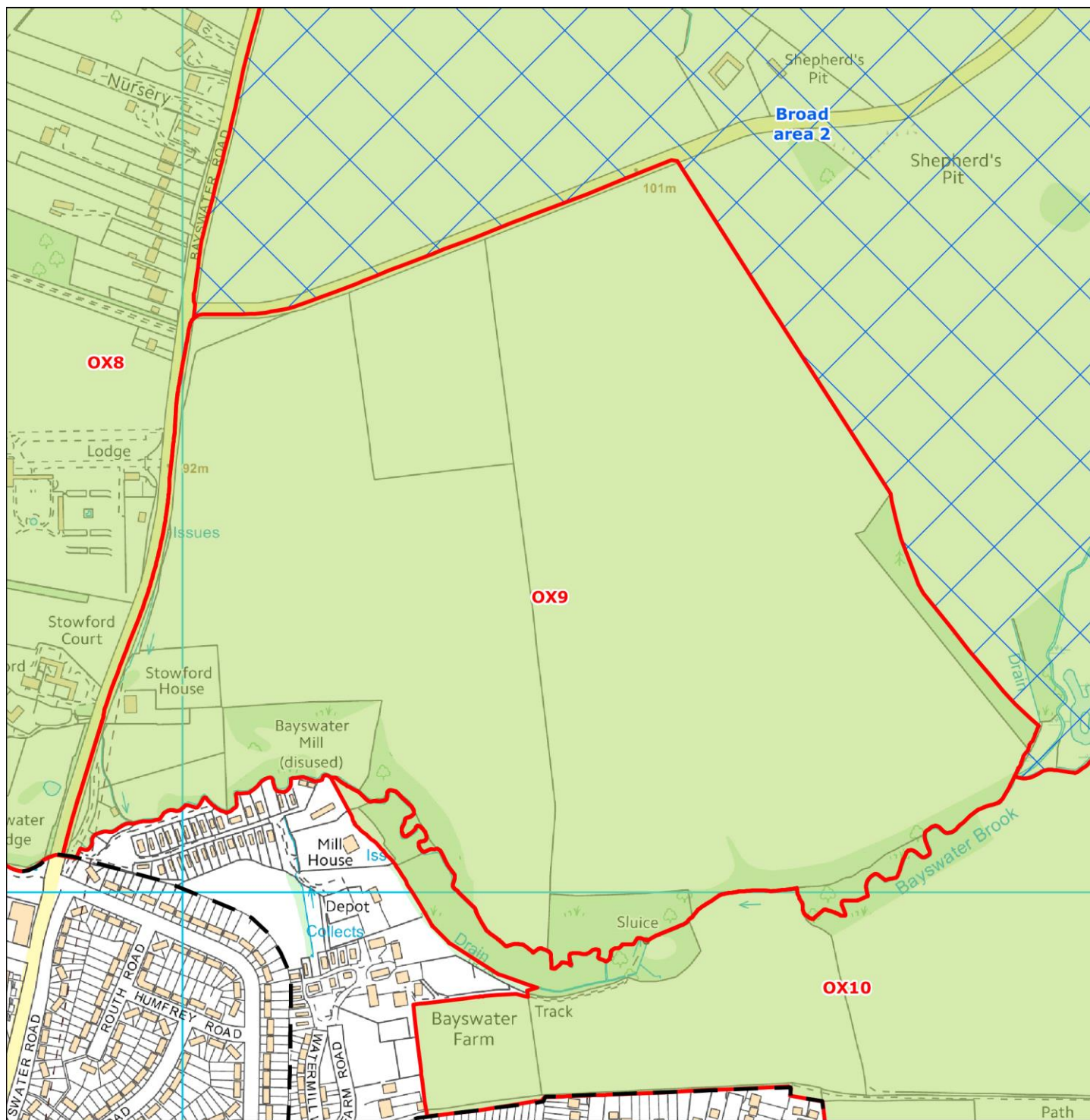
Notes:

The tree-lined Bayswater Brook, which runs through the valley between Headington and the ridge to the north on which Elsfield, Beckley and Stanton St John are located, forms a distinct boundary, with smaller, largely pastoral fields to the south and larger, arable fields to the north. This parcel lies to the north of the Brook and the A40, so development here would mask the presence of the watercourse as a natural boundary. The only residential development in Oxford which lies to the north of the A40 (and also predates it), at Barton and Sandhills, is contained in its northward extent by the Brook. There is some intervisibility with Oxford from higher ground within parcel, which forms a backdrop to views from the east and from the city centre, but whilst most of the parcel is too low-lying to be significant in this respect, it can be seen as an important foreground area which illustrates the immediate rural setting of Oxford from elevated viewpoints on the high ground to the north, such as Elsfield (important as one of the Oxford viewcone locations). There are three rights of way passing through the parcel between the City and Elsfield/Beckley, all of which provide views of the City's setting from high ground (although visibility of the historic centre is limited, and the hospital complex at Headington dominates the built form).

Land Parcel Ref: OX9

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.1 km



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Main Authority: South Oxfordshire

Other Authorities: N/A

Land Parcel Ref: OX9

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford. The parcel is predominantly made-up of two large regular shaped agricultural fields. The land within the parcel is open and rises to the north from Bayswater Brook. There are good views of the surrounding countryside to the south and east. The one dwelling in the parcel is not considered to constitute urban sprawl.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: Medium

Notes:

Bayswater Brook, which has a dense associated tree belt, forms the southern boundary of the parcel and represents a boundary that in this area, as with much of parcel OX8, marks the principal edge of urban area. The Brook in its own right is not considered to constitute a strong defensible boundary to the northward sprawl of Oxford, but the extent of vegetation alongside the watercourse make the parcel less vulnerable than it would be were the Brook and trees not to exist. However, this defensibility is tempered by the potential that Bayswater Road offers for access to the western side of the parcel.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: N/C

Notes:

The parcel is located to the north of Barton, adjacent to Bayswater Road on the western boundary. The parcel has a strong sense of openness but is not in close proximity to any other settlements considered against this purpose. Therefore, the parcel makes no contribution to preventing the merging or erosion of the visual or physical gap between settlements. The land parcel does form part of the visible open gap between Oxford and Stanton St John but this settlement is not considered in this study under Purpose 2.

Land Parcel Ref: OX9

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The parcel is predominantly made-up of two large regular shaped agricultural fields. The land within the parcel is open and rises to the north from Bayswater Brook. There are good views of the surrounding countryside to the south and east. There is just one isolated dwelling in the parcel, which is not considered to be an urbanising influence on the countryside within the Green Belt.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

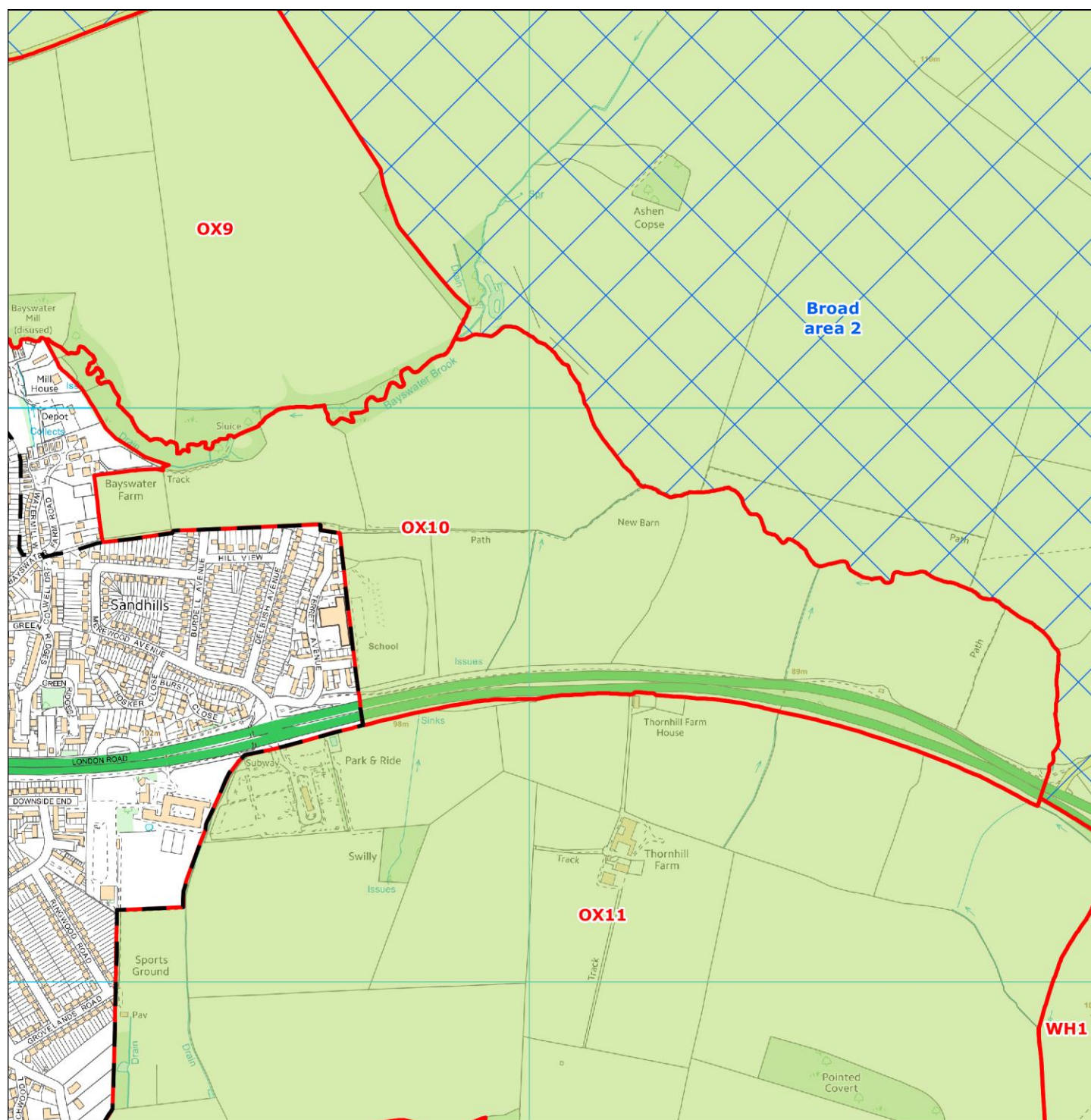
Notes:

Sloping arable fields to the north of Bayswater Brook, a watercourse with strong streamside vegetation which forms a distinctive boundary feature at the bottom of a valley. Looking south from the northern edge of the parcel the urban area is well screened and the hills to the east of Oxford (notably Shotover Hill) form a backdrop, giving this area a very rural character despite its proximity to the city's eastern suburbs. The rural character and distinctive hill and valley topography of the area around the head of the Bayswater Brook make it an important element in Oxford's setting, screened from views from the city centre but visible as part of the City's containing ring of hills in views from high ground to the west and visible from higher ground around Shotover, Forest Hill and to the north.

Land Parcel Ref: OX10

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.2 km



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Main Authority: South Oxfordshire

Other Authorities: N/A

Land Parcel Ref: OX10

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford. The parcel sits in between London Road (A40) and Bayswater Brook. With the exception of an area of hardstanding used as a playground in the west of the parcel, there are no significant urbanising influences. The parcel is predominantly made-up of large regular shaped agricultural fields. The land within the parcel is open with good views of the surrounding countryside. Bayswater Brook forms the northern boundary of the parcel and London Road (A40) forms the southern boundary. Both are perpendicular to the existing urban edge of Oxford.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

Bayswater Brook and the A40 are perpendicular to the existing urban edge of Oxford and therefore play no role checking sprawl within the parcel. There are no features on the eastern edge of Sandhills to fulfil a barrier role, and whilst there is limited potential for ribbon development along the A40 dual carriageway it would nonetheless be possible to achieve access via the Thornhill junction. It is therefore the Green Belt which is the primary means of checking the eastwards sprawl of Oxford.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Medium

Notes:

The parcel has a strong sense of openness and whilst it is not in close proximity to any other settlements considered against this purpose the A40 provides a rapid means of movement between Oxford and Wheatley. Therefore, whilst there is no visual link between Wheatley and this parcel it is still considered to make some contribution to preventing the merging or erosion of the visual or physical gap between settlements.

This land parcel forms a large part of the gap between Oxford and Forest Hill. This settlement is not considered under Purpose 2 for this study, but its elevated position and relationship with the ridge to the north and hills to the south west of Wheatley, linking through to Shotover, makes it distinctly separate from the urban area.

Land Parcel Ref: OX10

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The parcel is predominantly made-up of large regular shaped agricultural fields between London Road (A40) to the south and Bayswater Brook to the north. With the exception of an area of hardstanding used as a playground in the west of the parcel, there are no significant urbanising influences on the countryside. The land within the parcel is open with good views of the surrounding countryside, and the A40 is largely screened from view.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

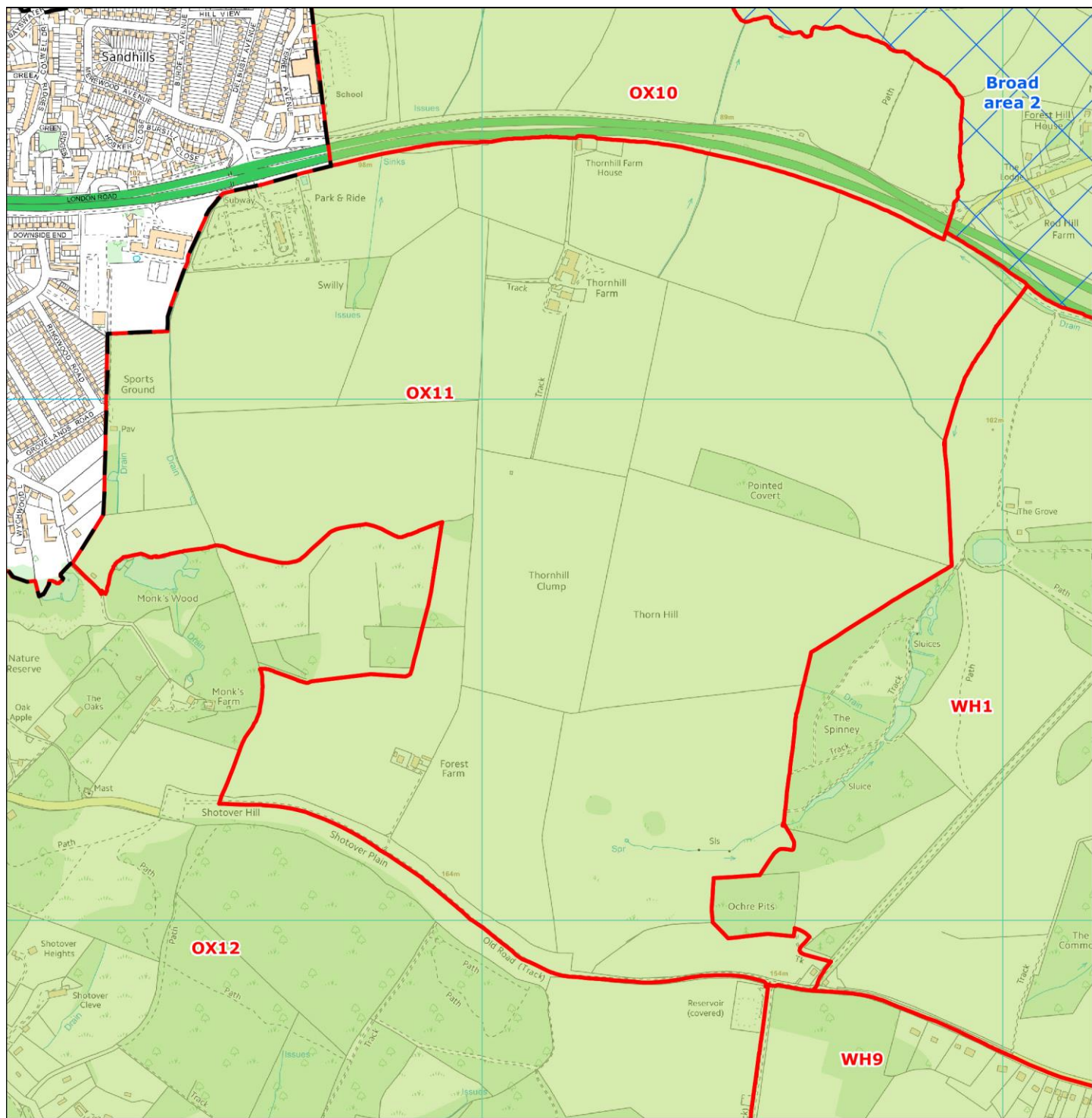
Notes:

Undulating, gently sloping arable land on southern slope of a tributary of Bayswater Brook. The landform, with views across the valley to wooded high ground around Beckley to north, and steeper slopes up to Shotover Hill to the south and Forest Hill to the east, exposes this area to view and makes it important as a rural edge to Oxford, even though there is no intervisibility with the city's historic centre. The continuity of landscape character to the north, south and east of the parcel, and the proximity of the A40, adds to this area's significance.

OX11

South Oxfordshire

Green belt parcel



District boundary Green belt parcel Broad area Green belt



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South Oxfordshire

N/A

Land Parcel Ref: OX11

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford. With the exception of the floodlit Park and Ride facility in the north eastern corner of the parcel, and the adjacent A40, which are fairly well screened, the parcel contains no urbanising influences. The land within the parcel is largely made up of regular agricultural fields, two farms and woodland, and rises southward up the slopes of Shotover Hill.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

London Road (A40) forms the northern boundary of the parcel and is perpendicular to the existing urban edge of Oxford. It is therefore the Green Belt which is the primary means of checking the eastwards sprawl of Oxford. While there is limited potential for ribbon development along the A40 because it is a dual-carriageway there could be potential to access new development via the Thornhill Park and Ride junction, and there would also be potential to access the area via Risinghurst.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Medium

Notes:

The northern boundary of the parcel is adjacent to the A40 while the western boundary is adjacent to Risinghurst, a suburb of Oxford. The parcel has a strong sense of openness and flat topography to the northern area of the parcel with the parcel rising in elevation towards its southern area. Littleworth, a ribbon development which has extended west from Wheatley onto higher ground along Old Road, is in relatively close proximity to the south eastern part of the parcel, but topography and intervening vegetation limit any views other than in the far south east corner, and the absence of a vehicular through-route also has an impact on sense of proximity. Although there is a greater distance between the parcel and the core of Wheatley, and a different landscape setting with the latter lying in a valley on the western side of the ridge that links Forest Hill and Red Hill to Thorn Hill and Shotover, the A40 provides a rapid means of movement between the two. Therefore, whilst there is no visual link, this parcel it is still considered to make some contribution to preventing the erosion of the physical gap between settlements.

Land Parcel Ref: OX11

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

With the exception of the floodlit Park and Ride facility in the north eastern corner of the parcel, the parcel contains no urbanising influences. The Park and Ride facility is bordered by vegetation, helping to mitigate its urbanising influence on the countryside within the wider Green Belt. The land within the parcel is largely made up of regular agricultural fields, two farms and woodland. The land rises to Thorn Hill in the centre of the parcel, and then up to Shotover Hill near the southern border of the parcel. From the slopes and summit of the hill there are excellent views of the surrounding countryside, particularly to the north and north east, adding to the sense of rurality despite proximity to the A40 and the urban edge.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

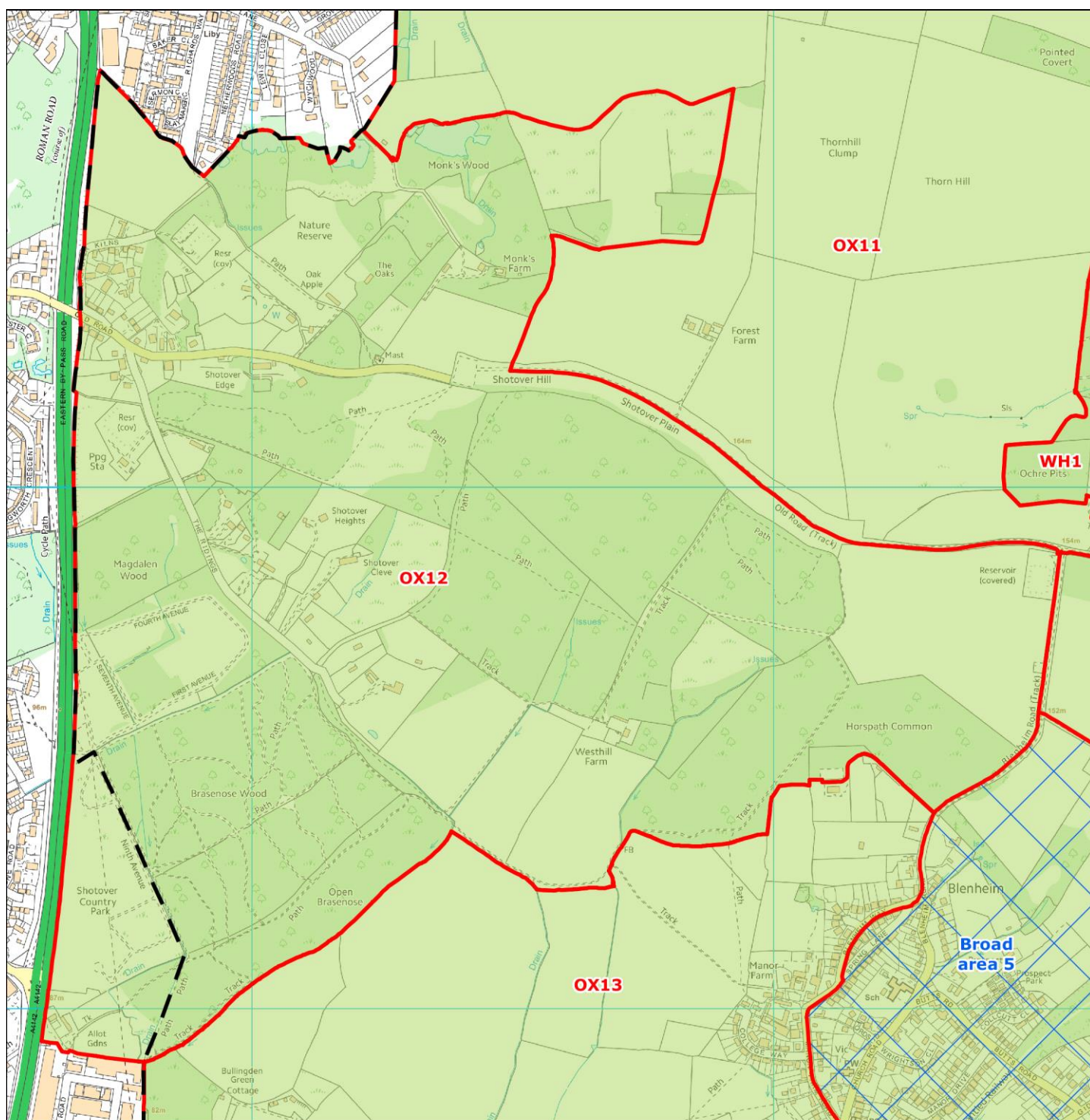
Notes:

There is no intervisibility with central Oxford but the parcel is adjacent to the Thornhill Park and Ride on the eastern edge of the city. Shotover Hill is a significant local landmark, abutting 20th Oxford to the west but open and rural to the east, with long views. The old London to Oxford Road, marking the southern boundary of the parcel, formerly ran over the top of the hill, and the A40, the modern approach from London, runs along the northern edge. The hill marks a clear edge to the city, and the northern slopes, visible from high ground to the north and east and in glimpsed views from the A40, form part of it. The lower slopes of the parcel are less significant than the higher ground to the south.

Land Parcel Ref: OX12

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel



--- District boundary Green belt parcel Broad area Green belt 0 0.25 km 

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Main Authority: South Oxfordshire

Other Authorities: Oxford

Land Parcel Ref: OX12

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford. The majority of the parcel contains woodland associated with the Brasenose Wood and Shotover Hill SSSI. The southern half of the parcel is largely undeveloped. The northern half contains the small hamlet of Shotover Cleve on the upper southern slope of the Hill. The density of development increases to the north west of the hamlet into the north western corner of the parcel. The development along Shotover Kilns Road represents the only significant urbanising influence within the parcel. However, all built development within this parcel is set in well-wooded surroundings and, therefore, has a limited influence on the wider Green Belt.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

The Eastern By-pass Road forms the western edge of the parcel, retaining the majority of the existing urban edge of Oxford, but Old Road provides a link across this which has enabled development to take place to the east of the dual-carriageway, so the Green Belt is important in protecting from further development along Old Road and The Ridings. There would also be potential access from Risinghurst to the north. Further urbanising development within the parcel, particularly on the slopes of Shotover Hill would represent a more significant breach of this defensible boundary and, therefore, more significant sprawl. There are no other significant and durable boundaries within the parcel or immediately beyond its boundaries which could contribute to checking sprawl.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Low

Notes:

The western boundary of the parcel borders the A4142 which is adjacent to the eastern suburbs of Oxford, including Slade Park, Wood Farm and Lye Valley. The parcel is large, with high ground providing some long views but also extensive woodlands in which views are limited. Due to close proximity at its eastern end to Littleworth, which is considered as part of Wheatley, the parcel plays some role in preventing the erosion of the physical gap between the two settlements, but the lack of a through-route along Old Road limits connectivity. In practice the wooded nature of this parcels limits potential for any significant increase in development that might affect the relationship between Wheatley and Oxford.

Land Parcel Ref: OX12

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The majority of the parcel contains woodland associated with the Brasenose Wood and Shotover Hill SSSI. The southern half of the parcel is largely undeveloped. The northern half contains the small hamlet of Shotover Cleve on the upper southern slope of the hill. The density of development increases to the north west of the hamlet in the north western corner of the parcel and the development along Shotover Kilns Road represents the only significant urbanising influences within the parcel. However, these influences are surrounded by woodland and, therefore, have a limited influence on the wider Green Belt. Breaks in the woodland enjoy excellent views of the surrounding countryside and also the industrial edge of Oxford at Cowley, but elevation gives a sense of rural separation.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

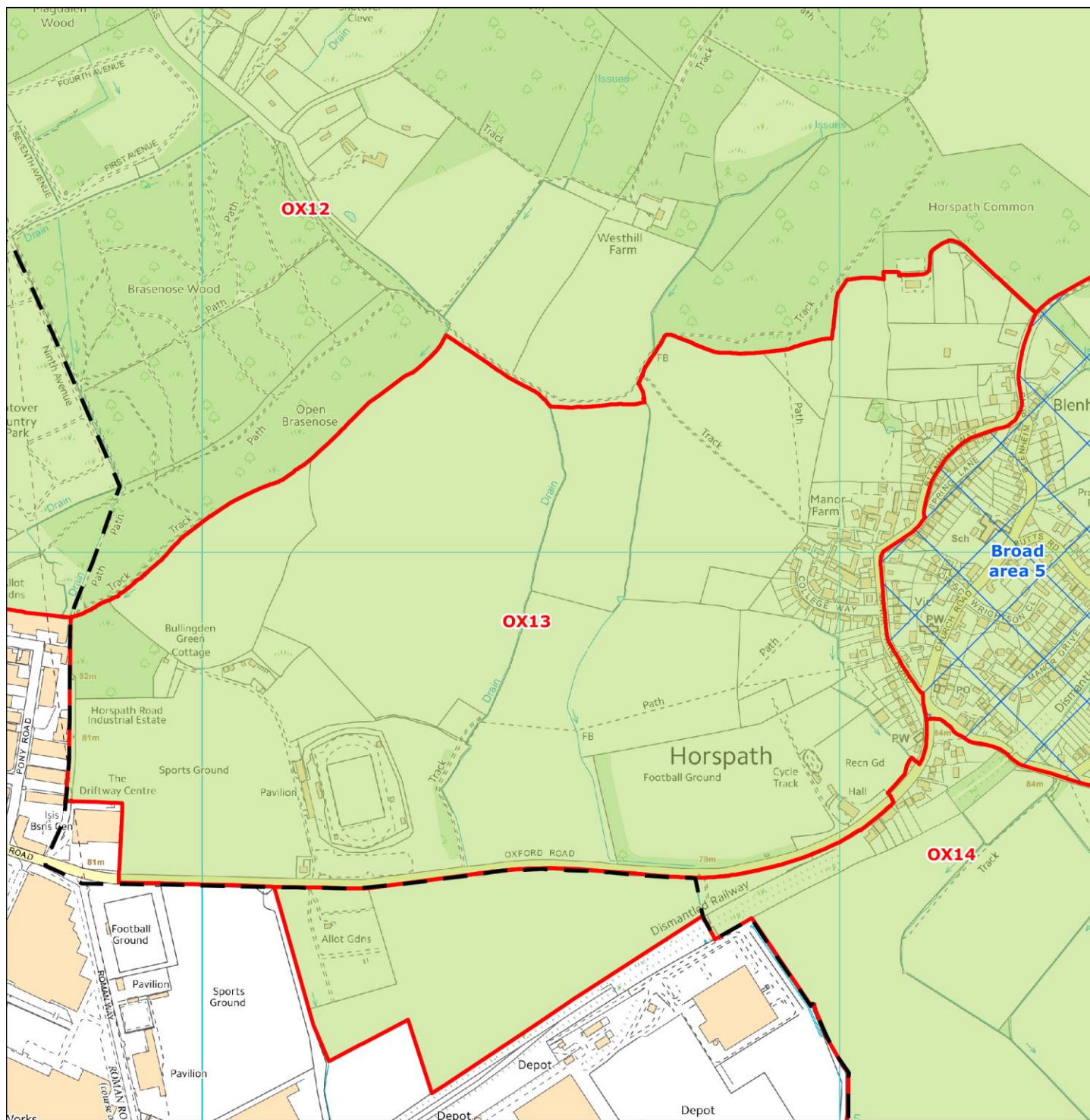
Notes:

The parcel consists of the wooded crest, western and southern slopes of Shotover Hill, a significant local landmark, abutting 20th Oxford to the west but open and rural to the east. Part of a royal forest in medieval times, the hilltop provides long vistas (although not towards central Oxford, due to screening from woodland) and forms an important green backdrop in views from and across the city.

Land Parcel Ref: OX13

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.2 km



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Main Authority: South Oxfordshire

Other Authorities: N/A

Land Parcel Ref: OX13

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel is adjacent to Cowley, which is notable for its industrial character including a number of large buildings with influence the character of the adjacent countryside. The south western corner of the parcel contains outdoor sports facilities, including an athletics track which is flood-lit, and there is street lighting and a pavement along Horspath Road / Oxford Road on the southern edge of the parcel. The eastern border of the parcel contains a significant portion of the village of Horspath, most of which is late 20th century development. The athletics track and the portion of Horspath which sits within the parcel represent significant urbanising influences on countryside within the parcel; however, there is a significant area of undeveloped and open countryside in the parcel, in particular the higher ground in the northern half of the parcel which, considered in isolation, would score 'high' in terms of openness.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

The Green Belt prevents ribbon development along the northern edge of Horspath Road / Oxford Road. There are no significant or durable boundaries within the parcel which could contribute to checking sprawl.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel lies to the east of the A4142 and the Oxford suburb of Cowley and to the west of Horspath. Apart from the inclusion of Horspath Sports Ground, the parcel has a strong sense of openness. Horspath lies between Oxford and the nearest settlement considered under Purpose 2 for this study, Wheatley (including Littleworth), but a loss of openness between Oxford and Horspath would push the urban edge out significantly. Horspath in turn has ribbon development along Gidley Way which leaves little physical distance to Littleworth. This would represent a sizeable reduction in the overall settlement gap between Oxford and Wheatley. Whilst most of Horspath is separated from Littleworth by intervening high ground, development along Gidley Way crosses over the southern side of the hill and so has intervisibility with Littleworth.

Land Parcel Ref: OX13

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

Considered overall, the outdoor sports facilities, street lighting and pavement on Oxford/Horspath Road constitute limited urbanising development, retaining a significant degree of openness. The higher, northern part of the site, with extensive southerly views and backing onto the Shotover Country Park, has a greater degree of separation from the urban area and would score 'high' in terms of countryside character.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Low

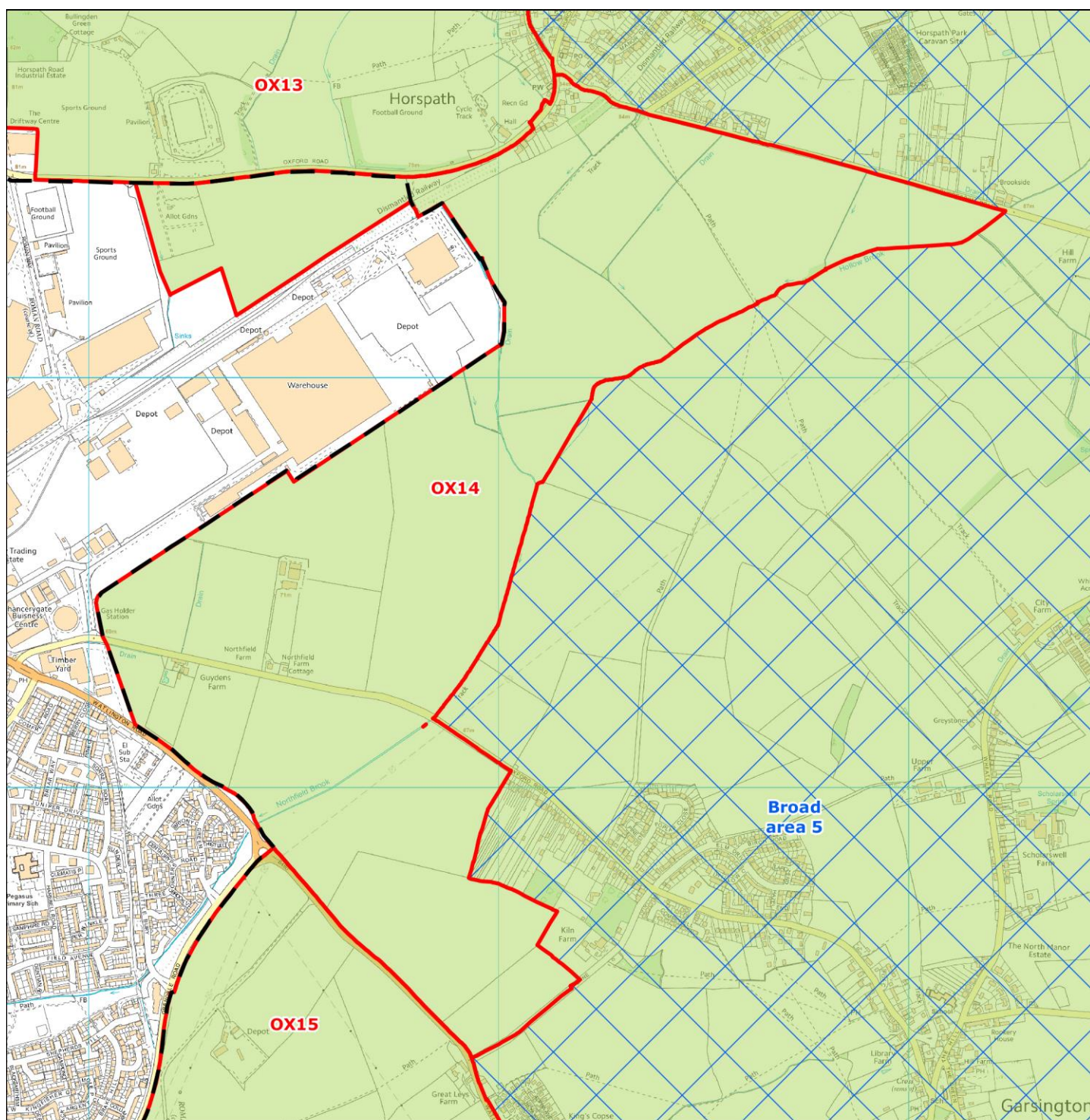
Notes:

The lower, southern slopes of Shotover Hill are abutted by development to the south and south-west (the motor works and industrial units at Cowley) and the east (Horspath), and include a sports pitch, but well-treed field boundaries, including along the north edge of the mini plant to the south, and the wooded heights of Shotover Hill, give the eastern part of the parcel a rural character. Approaching from the east (Cuddesdon Road) the area is screened from view by Horspath, and urban-edge influences in Cowley are evident across the open landscape. There is no intervisibility with Oxford's historic core. The upper slopes can be considered more sensitive in relation to Shotover Hill's role as a marker of the eastern extent of Oxford, and in views from the high ground - e.g. Horspath Common - but visibility of the lower area from the surrounding landscape is limited to locations in which the urban edge at Cowley is a dominant element of the landscape, detracting from Oxford's special character. The lower area represents the majority of the parcel.

Land Parcel Ref: OX14

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.3 km



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Main Authority: South Oxfordshire

Other Authorities: Oxford

Land Parcel Ref: OX14

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel contains a couple of farms and a small portion of the village of Horspath at the northern tip of the parcel; however none of these developments are considered to be significant urbanising influences on the countryside within the Green Belt. The rest of the parcel is made-up of large open irregular shaped agricultural fields with views of the immediate countryside around the parcel.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no significant and durable boundaries to contain further urban expansion in this area. The County Trading Estate projects out eastwards to create an uneven, and therefore more vulnerable, settlement edge at the northern end of the parcel, the B480 Watlington Road provides a link out from the City on the southern edge and Oxford Road (from Garsington) passes through the parcel.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Medium

Notes:

The parcel is located to the southeast of the Blackbird Leys, a suburb of Oxford. The parcel borders Northfield Brook on its southern boundary and Cuddesdon Road on its northeast boundary. The parcel has a sense of openness throughout and is located on relatively flat topography. The Littleworth area of Wheatley is relatively close to the northeast of the parcel. Due to the low topography and open character of the parcel, views of the suburbs of Oxford and of Littleworth are available from within the parcel, and the parcel can be clearly viewed from surrounding high ground - e.g. at Garsington. The parcel therefore plays some role in preventing the erosion of the physical and visual gap between the two settlements, but more so in the north than the south, where reduction or loss of the gap between Oxford and Garsington is not addressed under Purpose 2 for this study.

Land Parcel Ref: OX14

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel is made-up of large open irregular shaped agricultural fields with views of the immediate countryside around the parcel. Development within the parcel includes a couple of farms and a small portion of the village of Horspath at the northern tip of the parcel. None of these developments are considered to be significant urbanising influences on the countryside within the Green Belt, but Cowley exerts an urbanising influence and compromises countryside character.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

Notes:

Flat, low-lying land arable land alongside Northfield Brook. The character of this area is influenced by the adjacent Cowley works, urban edge at Blackbird Leys and transmission line to the south, and it is not intervisible with those parts of Oxford which contribute to the City's special character. The area is, however, very visible from higher ground to the south east, e.g. around Garsington, in the context of the hills which frame the City. Seen in this context, the parcel provides separation between the very prominent industrialised edge at Cowley - which lacks the screening tree cover that softens the urban edge alongside Blackbird Leys to the south and also the eastern end of the motor works - and the high ground to the south east, threatening in particular the settlement of Blenheim at the northern end of Garsington.

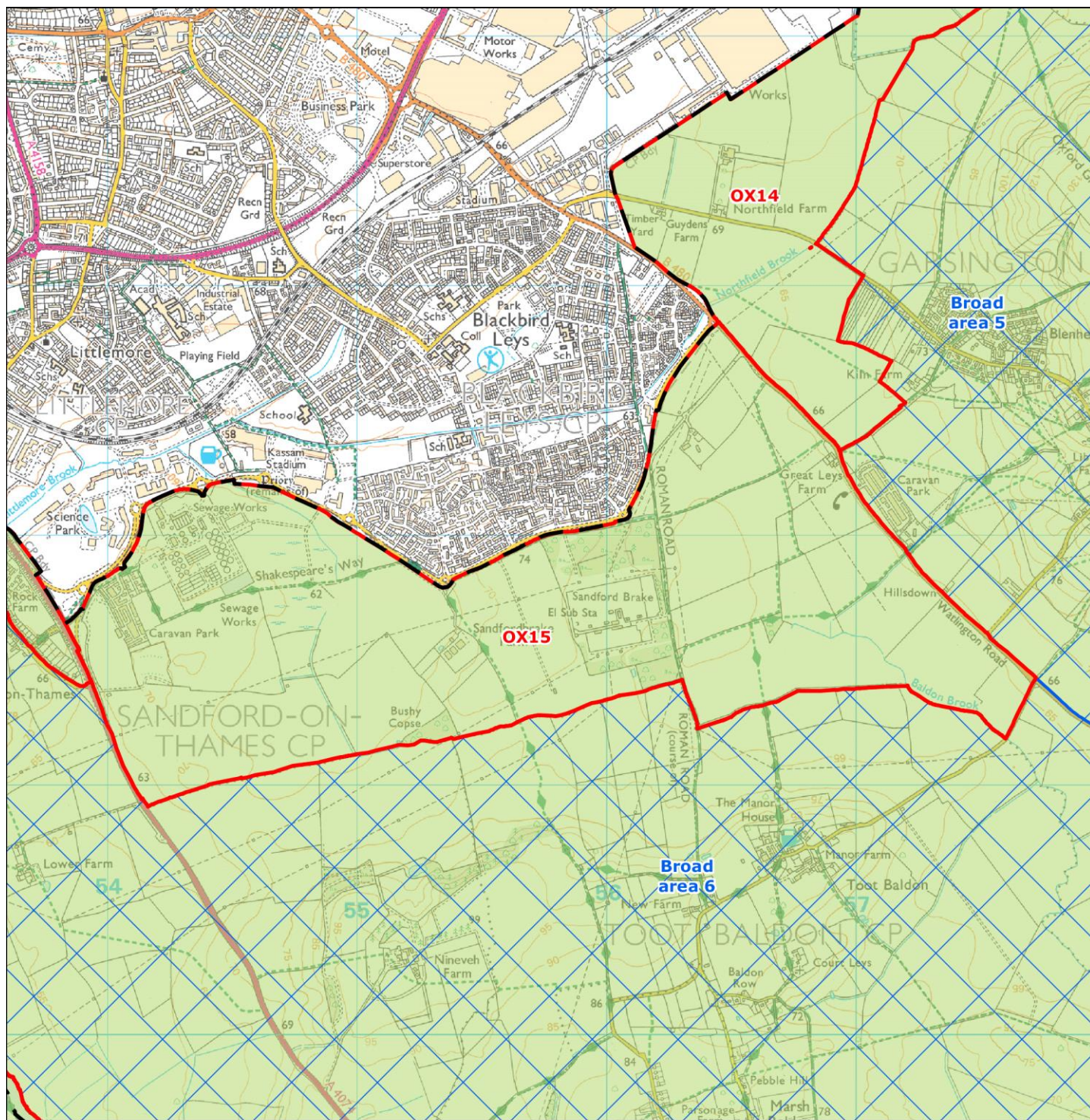
Land Parcel Ref: OX15

Main Authority:

South Oxfordshire

Parcel Type:

Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.5 km



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Main Authority:

South Oxfordshire

Other Authorities:

N/A

Land Parcel Ref: OX15

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel is adjacent to the large built-up area of Oxford. There are some significant urbanising influences within the parcel, namely a large caravan park and sewage works in the western half of the parcel and Sandford Brake substation in the eastern half of the parcel, although these are fairly well screened. Pylons cross through the parcel, converging on the substation, but much of the parcel contains undeveloped and open agricultural fields.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no significant and durable boundaries within the parcel or directly to the south which would contribute to checking the southwards sprawl of Oxford. Grenoble Road forms a boundary at present, but is not considered to constitute a significant barrier. It is therefore the Green Belt which is the primary means of checking the southwards sprawl of Oxford, either south from Grenoble Road or along the B480 Watlington Road.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Low

Notes:

The parcel is located to the south of Grenoble Road and the southern suburbs of Oxford. The parcel is relatively flat in topography, and strong tree lines largely screen the urbanising elements, giving the parcel a sense of openness. The southeast corner of the parcel is in relatively close proximity to Radley, but the Thames Valley, whilst allowing some intervisibility, represents in landscape terms a separating feature which limits the extent to which there would be any sense of potential merger between the two areas. The parcel forms part of the gap between Oxford and Toot Baldon but this settlement is not considered under Purpose 2 for this study.

Land Parcel Ref: OX15

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

There are some significant urbanising influences within the parcel, namely a large caravan park and sewage works in the western half of the parcel and Sandford Brake substation in the eastern half of the parcel, but these are relatively well screened by strong trees lines and woodland blocks. The rest of the parcel contains undeveloped and open agricultural fields with views to the wider countryside, including wooded high ground to the west (Bagley Wood), the distinctive partially wooded ridge to the south, running westwards from Toot Baldon, and to a lesser extent the hills to the east around Horspath and Garsington. Pylons converging on the substation add to urban-edge character, but there is sufficient undeveloped farmland and a relationship with the surrounding countryside to consider the parcel relatively open and rural. It is noted that there is some reduction in countryside character to the north, closer to the urban edge.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Medium

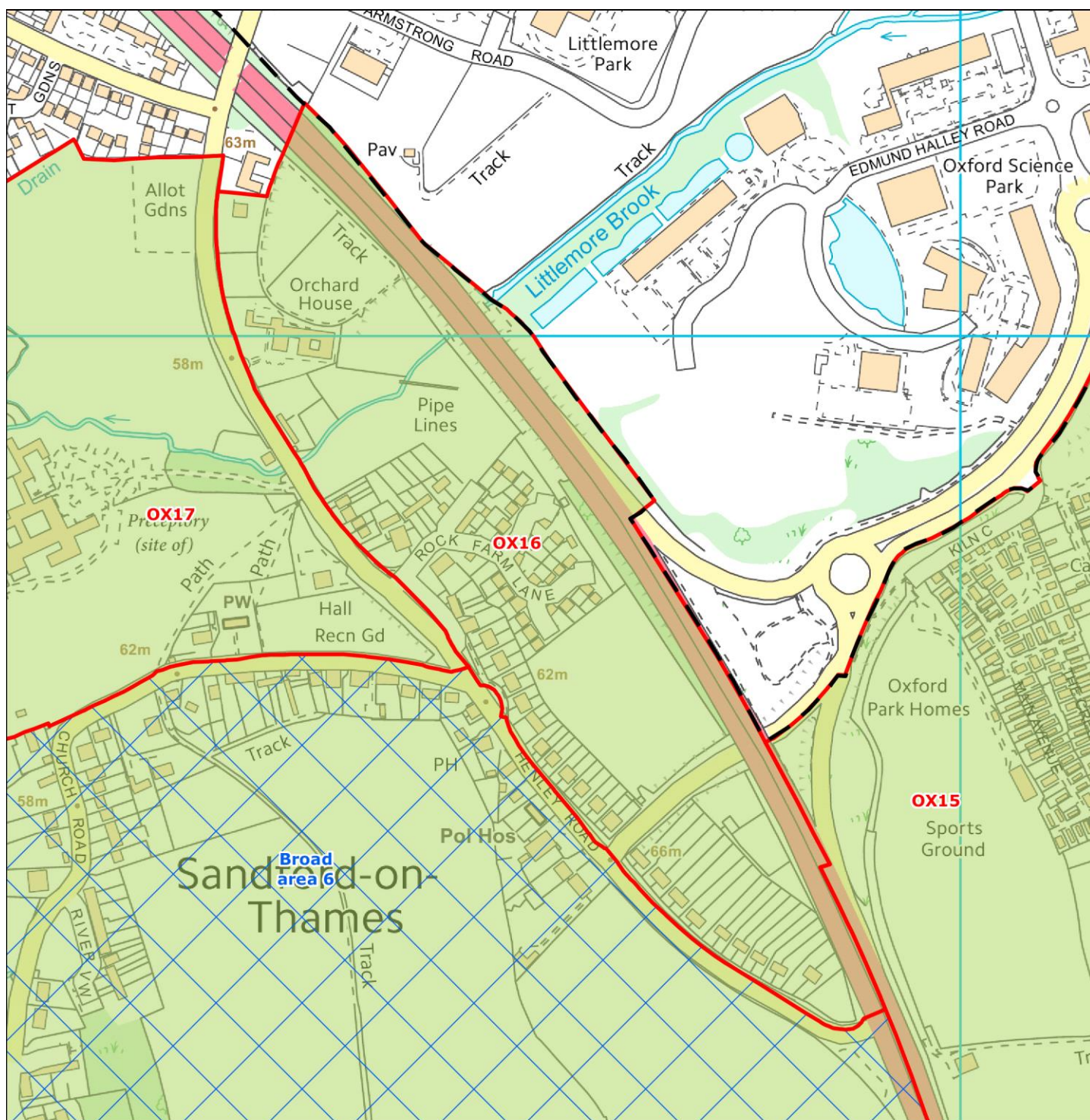
Notes:

Urbanising development extends south across Grenoble Road in places, and there is no distinct change in landform between Blackbird Leys and the arable farmland to the south, but the well treed northern boundary of the parcel still represents a fairly distinct edge to the urban area, with tree cover largely screening the urbanising elements from view. There is no visual relationship with historic areas of Oxford. Hedgerows and tree blocks screen views of the urban edge and give the landscape open, rural characteristics in views from lower ground, such as the B480 Watlington Road approach, although the transmission lines gathering at the Sandford Brake Substation are very evident. In views from higher ground to the south, e.g. Toot Baldon, the parcel is more visible but so is the large Blackbird Leys estate. There is a greater ('medium') setting significance associated with the southern parts of the parcel that are more prominent as a rural foreground landscape in views from the ridge to the south, the B480 to the east and the A4074 to the west, and also with the eastern end of the parcel (which forms part of a clear rural gap between Blackbird Leys and Blenheim/Garsington in views from Shotover Hill). This is also prominent open space in views from the northern edge of Toot Baldon. The fields in the northern part of the parcel, to the west of Sandford Brake do however rate 'low' in relation to their significance to the setting of Oxford.

Land Parcel Ref: OX16

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.1 km



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Main Authority: South Oxfordshire

Other Authorities: N/A

Land Parcel Ref: OX16

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Low

Notes:

The parcel is adjacent to the large built-up area of Oxford. The parcel contains a significant proportion of the village of Sandford-on-Thames as well as some southern sprawl of Oxford along the eastern side of Sandford Road at the northern end of the parcel. This development leaves only relatively small areas undeveloped, and the proximity of the A4074 dual-carriageway is a limiting factor on openness. The less developed, more open character of the landscape to the west of Henley Road does combine with the remaining open spaces within the parcel to contribute to the retention of some sense of openness within the parcel, but this is compromised by the extent of development.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

The A4074 dual-carriageway doesn't function as a significant and durable barrier, as Henley Road provides ready access from Oxford to the north but it clearly defines the eastern edge of the settlement. There are gaps in the parcel which can be considered very vulnerable to development.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: N/C

Notes:

The open area of the parcel around Littlemore Brook also plays a key role in preventing the merging of Sandford with the modern urbanising development to the north of the brook (e.g. Vale House), and to a lesser extent in preventing merger with the edge of Oxford to the west, where the presence of the dual-carriageway and associated screening planting limits intervisibility. However, Sandford is not considered as a settlement under Purpose 2 for this study. The remaining open areas in the parcel do not play a significant role in separating any other settlements from Oxford.

Land Parcel Ref: OX16

Main Authority: South Oxfordshire

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The village of Sandford does retain something of a rural character, and the remaining open areas contribute to this, but the less developed character of the western side of the road is also important in this respect, and lacks the containment created by the A4074 to the east. There is therefore some sense of openness, despite the extent of development.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: Low

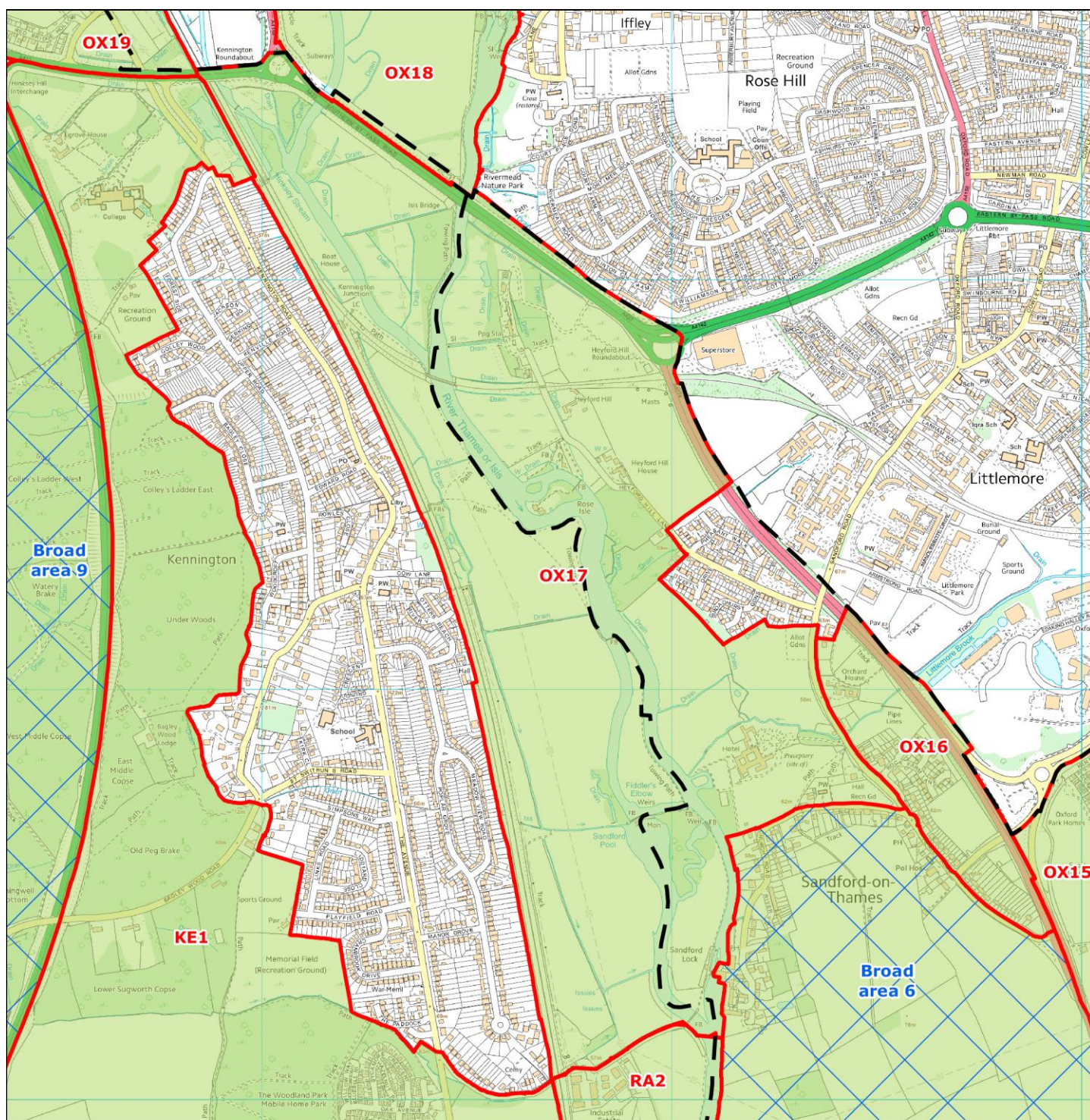
Notes:

This small parcel is already largely developed, leaving only small, isolated areas of open space between Sandford Road and the A4074 which are well screened from the latter by trees. It has no visual relationship with historic parts of Oxford and there are no significant views from the south, with land sloping downhill south to north and Sandford Hill screening views along the valley from Nuneham Park, or from the Thames. However, the rural character that the parcel retains, despite its proximity to the City, does make a contribution to Oxford's special character.

Land Parcel Ref: OX17

Main Authority: Vale of White Horse

Parcel Type: Green belt parcel



--- District boundary Green belt parcel Broad area Green belt

0 0.3 km



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Main Authority: Vale of White Horse

Other Authorities: South Oxfordshire

Land Parcel Ref: OX17

Main Authority: Vale of White Horse

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel sits within the Thames valley in between Kennington to the west and Oxford to the east. The land within the parcel is made-up of flat pastureland and woodland, largely in the floodplain of the river Thames. The western part of the parcel would rate 'high' in isolation but the eastern part contains some development, including a pumping station in the north of the parcel and a large hotel in the south of the parcel next to the village of Sandford-on-Thames, which is considered to have an urbanising influence.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: Medium

Notes:

The existing urban edge of Kennington is retained by a railway line which follows the full length of the western edge of the parcel, and the eastern edge of the parcel is bounded by dual-carriageway. The Thames runs north-south through the centre. These are considered to be significant and durable boundary features, but the eastern side if the parcel is compromised by Heyford Hill Lane, which provides access into the southern end and which already provides access to modern development (outside of the parcel) and to a small number of more isolated buildings within the parcel. The Green Belt is therefore contributing to preventing sprawling ribbon development along Heyford Hill Lane. Another railway line runs through the northern third of the parcel; however, its orientation perpendicular to the existing urban edges of Oxford and Kennington means that it has a limited role in the prevention of sprawl in the gap between the two settlements.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel is adjacent to both the western limits of Oxford on the eastern boundary of the parcel, and Kennington which is adjacent to the western boundary. The parcel is situated on an area of land that is low lying, flat and open due to its association with the floodplain of the River Thames and its tributaries. The parcel is also well screened in areas by vegetation, including hedgerows and trees, which create visual separation between the neighbouring settlements. The parcel therefore plays an essential role in preventing the merging or erosion of the visual and physical gap between the settlements, as any encroachment by either settlement would clearly result in closing the gap. The parcel also plays a key role in preventing the merging of Sandford-on-Thames and Kennington but Sandford-on-Thames, although the latter is not considered as a settlement under Purpose 2 for this study.

Land Parcel Ref: OX17

Main Authority: Vale of White Horse

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel sits within the Thames valley and is made-up of flat pastureland and woodland in the floodplain of the river Thames. The eastern part of the parcel contains sufficient development, including a pumping station in the north of the parcel and a large hotel in the south of the parcel next to the village of Sandford-on-Thames, to warrant an M rating, and whilst the western part is open and has less built development, the riverside pylon line and proximity of major road and rail links have some adverse effect on rural character.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

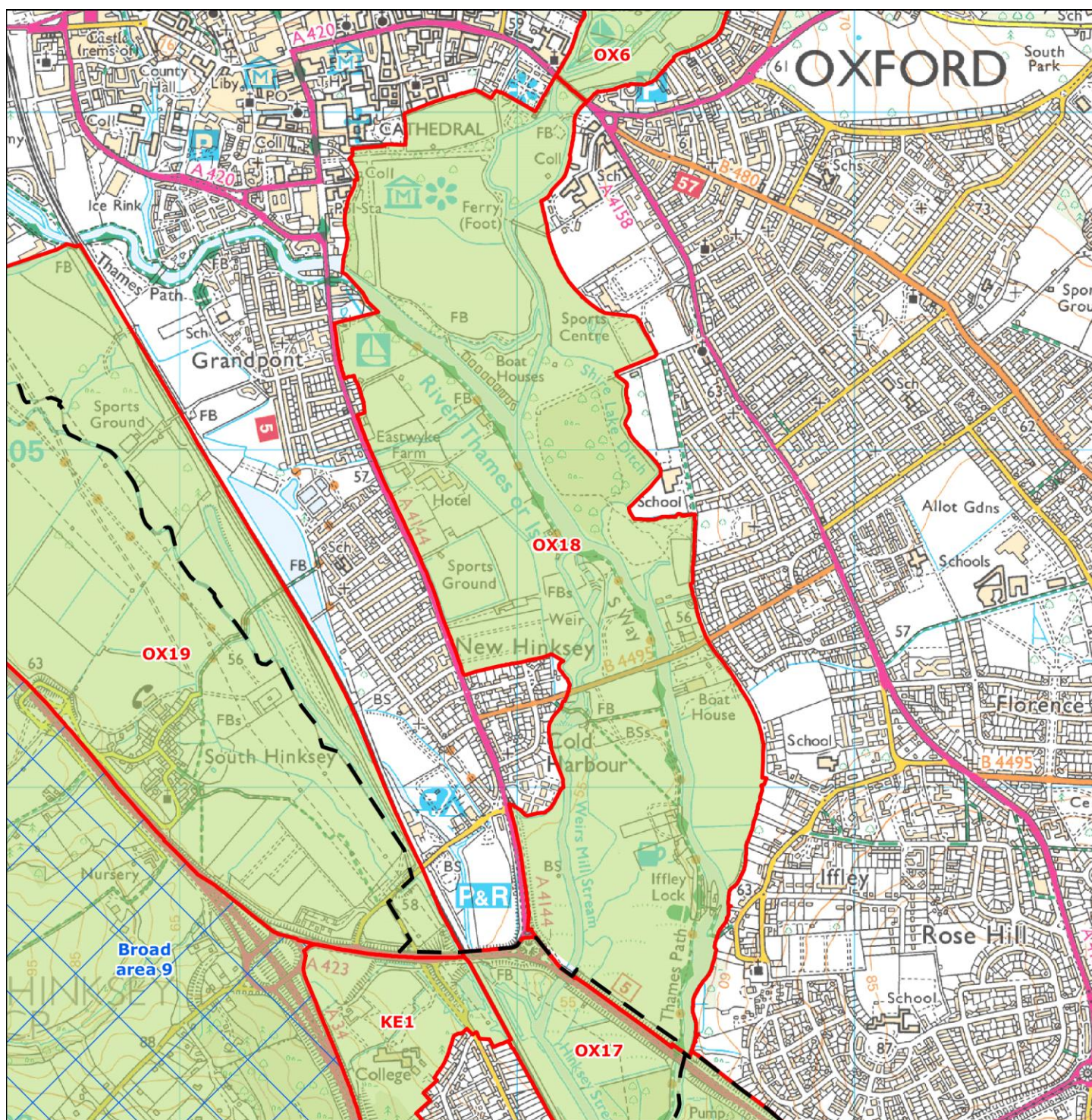
Notes:

Thames floodplain meadows. The continuity of character provided by the undeveloped river valley as it penetrates into the heart of Oxford is a key characteristic of the city's special character, experienced by those approaching the city by boat or by the Thames Path, so this parcel plays an important role in that despite a lack of visual connection with the central area. In this area the parcel separates the main body of the City from Kennington, preserving open floodplains and forming a green wedge that continue into the centre of Oxford.

Land Parcel Ref: OX18

Main Authority: Oxford

Parcel Type: Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.35 km



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Main Authority: Oxford

Other Authorities: N/A

Land Parcel Ref: OX18

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel sits within the Cherwell and Thames valleys in between the western and eastern urban areas of Oxford. The land within the northern part of the parcel is predominantly made-up of two Registered Parks and Gardens - the Grade I listed Oxford Botanic Garden and Grade I listed Christ Church Registered Park and Garden - with the remaining areas consisting of outdoor sports facilities, open pasture and the wooded banks of the river. This area contains some development which can be considered urbanising, including a large hotel, boat houses, sea cadet building and flood lit sports pitches, but the significance influence of these features is reduced by the extent of tree/woodland screening in this flat landscape. To the south of Weirs Lane the parcel is less developed, with a more natural landscape of open meadows. Buildings at Iffley Lock are rural in character. Distinction can be made between the area to the north of Weirs Lane, which scores 'medium', and the area to the south, which scores 'high'.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

There are no significant and durable boundaries to prevent development in this parcel. Release of the Green Belt on either side of the Thames or Cherwell could have a significant effect on the openness of this parcel, i.e. the development of one bank would significantly increase the importance of the Green Belt on the opposite bank in checking further sprawl of this strategic gap. The Green Belt is contributing to preventing further development adjacent to housing along Weirs Lane, which already extends to the east of the A4144 (part of the defined urban area) and Jackdaw Lane, or from the many residential estate roads which abut the boundary. The southern border of the parcel follows Southern By-pass Road which is a dual-carriageway and unlikely to facilitate ribbon development across the valley.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel occupies the whole width of the settlement gap between suburbs of Oxford, including Iffley and Donnington to the east and Grandpont and New Hinksey to the west. There is limited intervisibility between the suburbs due to intervening vegetation on the boundaries of the relatively small fields and the River Thames that occupy the gap. Due to the close proximity of the Oxford suburbs, the parcel plays an essential role in preventing the merging or erosion of the physical gap between the suburbs, as loss of any openness would substantially reduce the gap.

Land Parcel Ref: OX18

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The extent to which the northern part of the parcel can be considered to have the characteristics of countryside is limited by the urbanising influences noted under Purpose 1. In functional terms the area's use largely relates to its urban edge position. However, screening by vegetation in this flat landscape does provide a degree of separation from urban influences across much of the area, and retains a sense of openness. This is more so to the south of Weirs Lane, where the open meadows have a more rural character, but the A423 by-pass to the south and Redbridge Park and Ride to the south east do affect character and the extent of perceived linkage to the wider countryside.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

Notes:

This parcel contains Thames floodplain meadows and the confluence with the Cherwell. The continuity of character provided by the undeveloped river valley as it penetrates into the heart of Oxford is a key characteristic of the city's special character, experienced by those approaching the city by boat or by the Thames Path. The northern end of the parcel is intimately linked with the University, abutting the Botanic Gardens, Merton College and Magdalen Bridge, key historic features of the central area, and including Christchurch Meadow and various college boathouses and sports grounds. The riverside meadows provide some of the most iconic views of Oxford's spires. In the meadows to the south of Weirs Lane a greater degree of rural character persists, despite exposure in places to traffic views and noise.

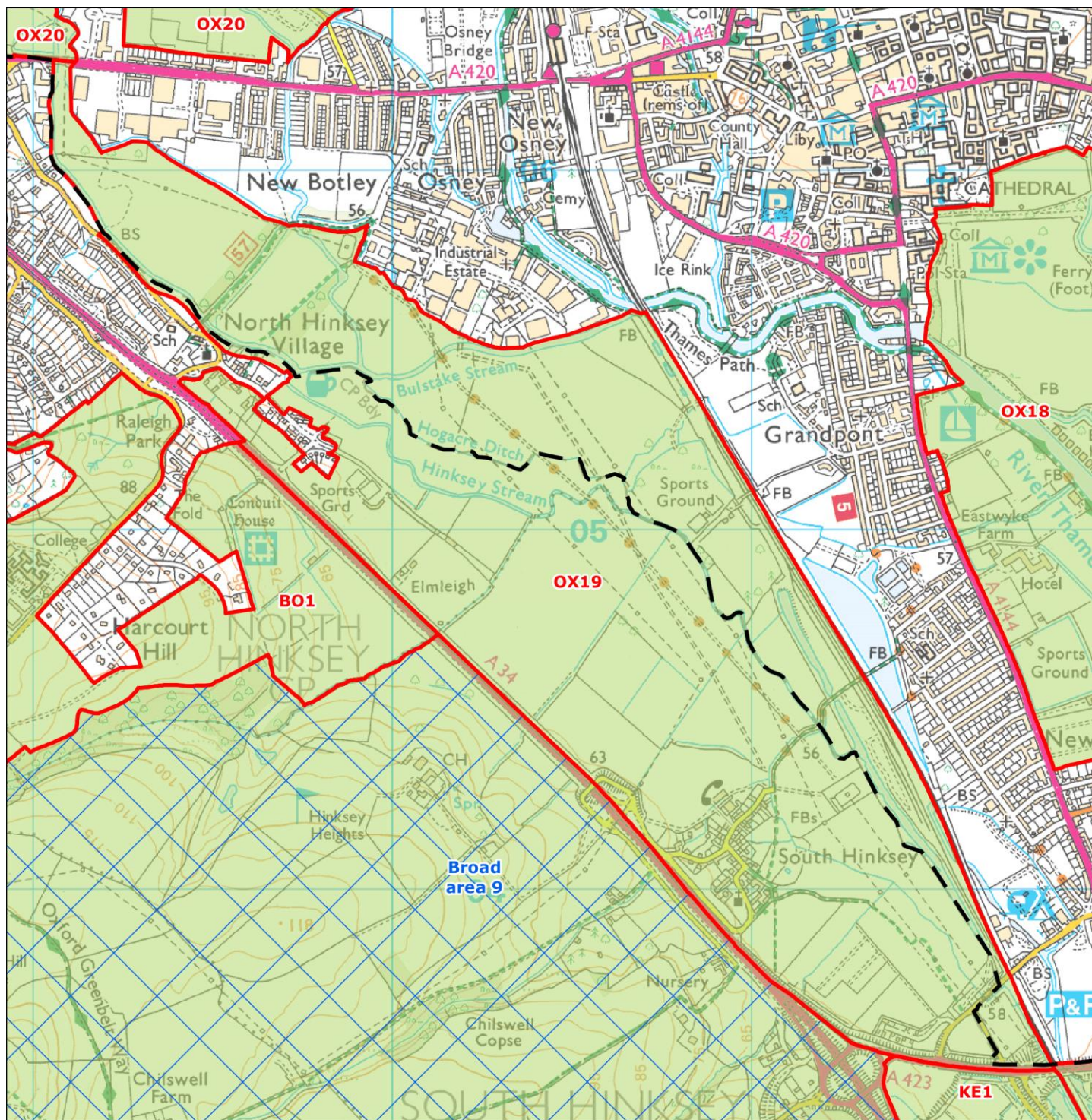
Land Parcel Ref: OX19

Main Authority:

Vale of White Horse

Parcel Type:

Green belt parcel



District boundary



Green belt parcel



Broad area



Green belt

0 0.35 km



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Main Authority:

Vale of White Horse

Other Authorities:

Oxford

Land Parcel Ref: OX19

Main Authority: Vale of White Horse

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: Medium

Notes:

The parcel, adjacent to the large built-up area of Oxford, is predominantly made-up of flat, open and irregular shaped fields associated with the floodplain of the River Thames and its tributaries. It contains a number of urbanising influences within the parcel, namely pylons, floodlit outdoor sports pitches, the village of South Hinksey and some mobile home development on Red Bridge Hollow, but there is still a strong sense of openness.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

The railway line, and to a lesser extent the streams flowing into the River Thames are significant boundaries close to the existing urban edge of Oxford that play a strong role in inhibiting urban sprawl within the parcel of Green Belt, so to the north of the Thames there is 'low' potential for urban development to occur. To the south of the river, however, there is no significant or durable boundary to further development extending out from North Hinksey, a village which is considered to be part of the large urban area, linked to Botley. The Green Belt is also playing some role in preventing ribbon development along Abingdon Road at the southern tip of the parcel.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

The parcel is in extremely close proximity to both the western limits of Oxford on the eastern boundary of the parcel, and Botley which is located to the northwest of the parcel. The southern boundary of the parcel is also in close proximity to Kennington. The parcel is situated on an area of land that is low lying, flat and open due to its association with the floodplain of the River Thames and its tributaries. The parcel is also well screened in areas by roadside vegetation, including hedgerows and trees, which create visual separation between the neighbouring settlements. The parcel therefore plays an essential role in preventing the merging or erosion of the visual and physical gap between the settlements.

Land Parcel Ref: OX19

Main Authority: Vale of White Horse

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Medium

Notes:

The parcel is predominantly made-up of flat, open and irregular shaped fields associated with the floodplain of the River Thames and its tributaries. The northern half of the parcel represents a thin strip of Green Belt land in between Oxford and Botely/North Hinksey village with pylons running through it, and the industrial estates at New Osney exert an urbanising influence. The fringes of the parcel contains outdoor sports pitches, some of which are floodlit. The southern third of the parcel contains some mobile home development on Red Bridge Hollow, but the village of South Hinksey is rural in character, despite the proximity of the A34. Whilst the northern end of the parcel would rate as 'low' in isolation, the consistent open, pastoral character of the floodplain grasslands reduces urbanising influence across the rest of the parcel.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

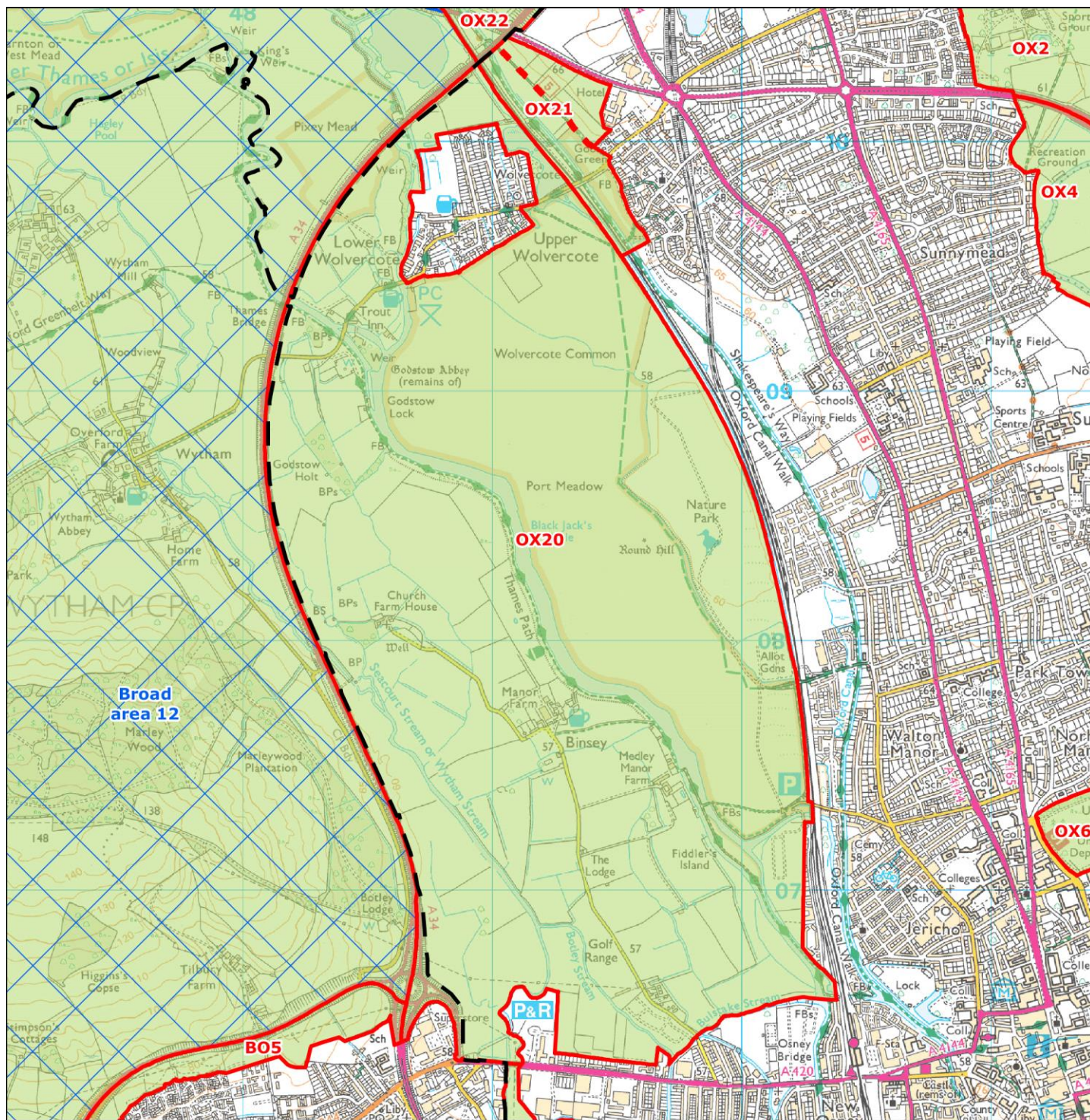
Notes:

The spires of Oxford are in clear view from parts of this open, streamside meadowland, which also forms an important foreground setting to the City in views from high ground to the west. Whilst it lacks the linear riverside access of the Thames and Cherwell, and has more of an urban-edge character associated with overhead lines, the A34 and industrial development at Osney and New Botley, this area is nonetheless important as a green lung penetrating close to the city centre. It is crossed by several important rights of way leading out towards Boars Hill and Cumnor. Historically the streams passing through this area were important boundary features, separating Berkshire and Oxfordshire and, further back in time, the Saxon kingdoms of Mercia and Wessex, so their retention in an open landscape can be considered to contribute to historic character.

Land Parcel Ref: OX20

Main Authority: Oxford

Parcel Type: Green belt parcel



--- District boundary Green belt parcel Broad area Green belt 0 0.5 km 

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Main Authority: Oxford

Other Authorities: Vale of White Horse & Cherwell

Land Parcel Ref: OX20

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford. The River Thames runs through the centre of the parcel splitting it in to two distinct parts. The eastern bank of the Thames contains the flat Port Meadow designated as a Scheduled Monument for its ring ditches, barrows and associated enclosures. This area is largely free from field boundaries. The western bank of the Thames is predominantly made-up of flat, open and irregularly shaped fields associated with the floodplain of the River Thames and its tributaries. The small settlement of Wolvercote (considered to be part of the Oxford urban area) sits within the parcel but, with the exception of a line of pylons which run through the parcel, there are no significant urbanising influences. The hamlet of Binsey to the west of the Thames has an open, rural character.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

The railway line defines the eastern edge of the parcel and represents an unbroken defensible boundary other than at the very northern end, where a bridge gives access to Wolvercote, and towards the southern end, where Walton Well Road provides access across the line to a small recreational car park. There are no significant and defensible barriers to the west of the Thames, where ribbon development has already occurred within the defined urban area along Godstow Road at the northern end of the parcel and along Botley Road at the southern edge. Binsey Lane provides access deep into the western half of the parcel. A distinction can be made between the 'high' potential for sprawl to occur in the western part of the parcel and the 'medium' potential in the eastern part.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Medium

Notes:

The parcel is adjacent to the western limits of Oxford (Summertown) and the railway line which runs to Oxford. It adjoins the rising, wooded slopes of Wytham Hill to the west, beyond the A34, and so plays no gap role in this respect, but the southern boundary is adjacent to Botley and the northern area of the parcel surrounds Wolvercote, occupying half of the narrow gap between the village and the suburbs of Oxford to the east. The parcel has a strong sense of openness throughout and is also well screened in areas by hedgerows and trees, which are located along surrounding roadsides and the River Thames that runs through the parcel, all of which create visual separation between the older Victorian suburbs and modern development in New Botley. Whilst the narrowness of the Wolvercote gap means that the northern end of the parcel would have a 'high' rating in its own right the majority of the parcel is considered to rate 'medium' given the connection between settlement areas in the south-eastern corner and the size of the gap at the centre of the parcel.

Land Parcel Ref: OX20

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 3 - To assist in the safeguarding of the countryside from encroachment

Issue 3a - Significance of existing urbanising influences and sense of openness

Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: High

Notes:

The River Thames runs through the centre of the parcel splitting it in to two very distinct parts. The eastern bank of the Thames contains the flat Port Meadow designated as a Scheduled Monument for its ring ditches, barrows and associated enclosures. This area is largely free from field boundaries and very open with views of the wider Thames valley and surrounding higher ground. The western bank of the Thames is predominantly made-up of flat, irregularly shaped fields associated with the floodplain of the River Thames and its tributaries, with good hedgerow boundaries contributing to a sense of rural separation from the City. Urbanising development has had little impact on the rural character of this parcel.

Purpose 4 - To preserve the setting and special character of historic towns

Issue 4a - Significance of historical and/or visual setting to the historic town

Does the parcel contribute to the setting and 'special character' of Oxford?

Rating: High

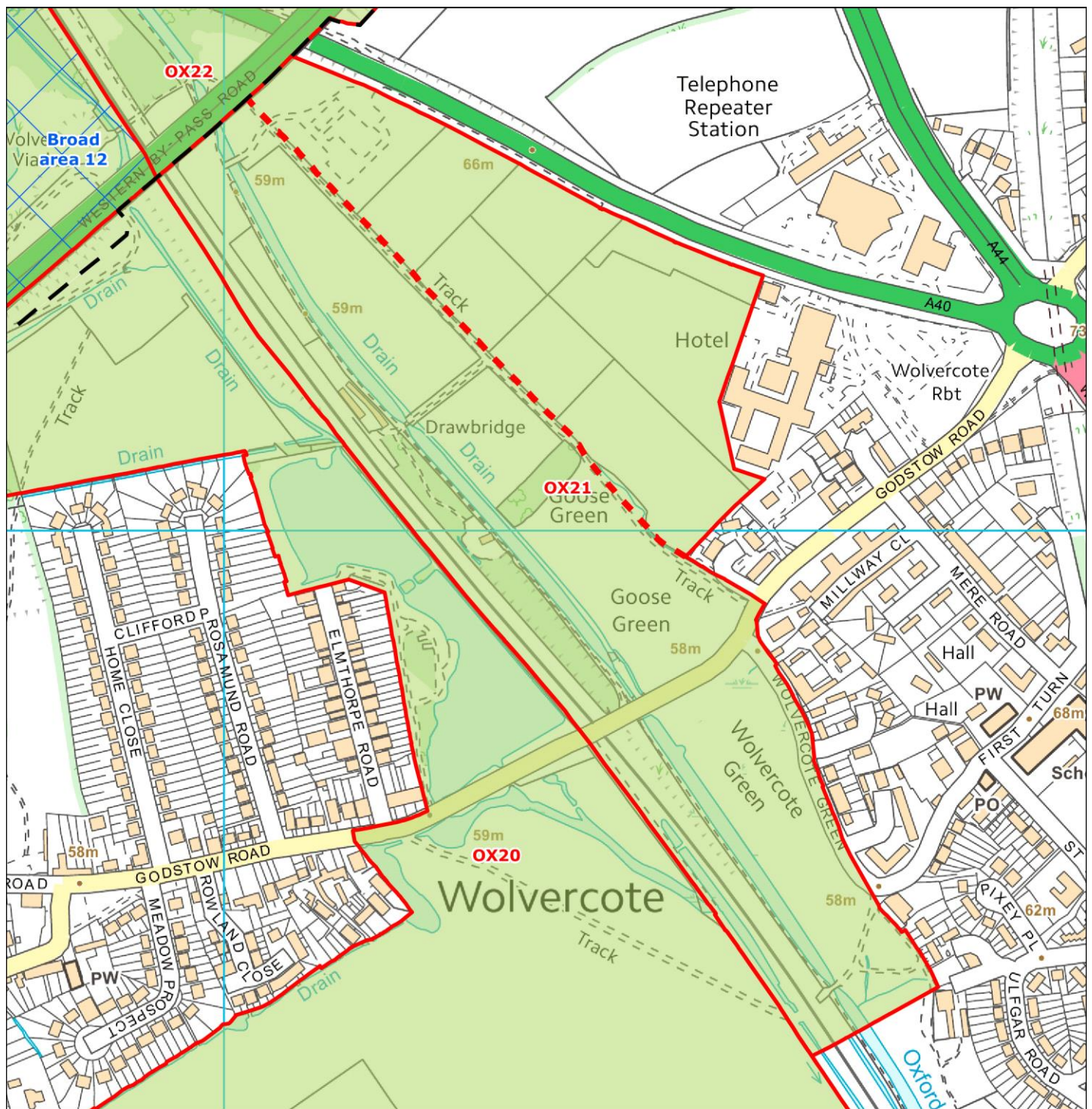
Notes:

Open, grazed floodplain commons to the east of the Thames are an important survival of a medieval landscape close to the city centre, and a key element of Oxford's historic landscape character. There are important views of Oxford's spires. The parcel also contains, amidst a network of fairly small, well-hedged fields to the west of the river, conservation areas around the village of Binsey and the Lower Wolvercote / Godstow area. These have a historic, rural character that is dependent on the survival of the surrounding landscape (although the A34 does have some impact on tranquillity within the parcel). There are two historic and well-known pubs, linked by the Thames Path, which are important to Oxford's special character: the Perch at Binsey and the Thames-side Trout at Godstow, and also the remains of Godstow Abbey.

Land Parcel Ref: OX21

Main Authority: Oxford

Parcel Type: Green belt parcel



--- District boundary Green belt parcel Broad area Green belt 0 0.1 km 

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Main Authority: Oxford

Other Authorities: N/A

Land Parcel Ref: OX21

Main Authority: Oxford

Parcel Type: Green belt parcel

Purpose 1 - To check the unrestricted sprawl of large built-up areas

Issue 1a - Protection of open land from urban sprawl

Does the parcel exhibit evidence of urban sprawl and consequent loss of openness?

Rating: High

Notes:

The parcel is adjacent to the large built-up area of Oxford, and includes a thin strip of small fields and woodland in between a railway line at its south western edge, the Northern By-pass Road (A40) at its north eastern edge and the Western By-pass Road (A34) at its northern boundary. The Oxford canal cuts through the parcel. There is no urbanising development within the parcel.

Issue 1b - Ability of boundaries / features to contain development and prevent urban sprawl

Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: High

Notes:

The railway line, dual-carriageway by-passes and canal represent significant barriers on the outer edge of the parcel but do not prevent access to the parcel from the existing urban fringe on Godstow Road to the south, or from Wolvercote Green. This is considered to make the parcel very vulnerable to development. It is noted that the north eastern part of the parcel between the Oxford Hotel and the A34 (above the dashed red line on the parcel plan) is to be redesignated as non-Green Belt as part of the Northern Gateway development. Considering the remainder of the parcel in isolation there are still no significant and durable boundaries to further encroachment.

Purpose 2 - To prevent neighbouring towns merging into one another

Issue 2a - Reduction in visual or physical gaps between settlements

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: High

Notes:

This small, narrow parcel is situated between Wolvercote and the north-west suburbs of Oxford, occupying half of the narrow gap. The parcel is bordered by the Oxford Railway Line and the Northern By-Pass Road, and has the Oxford Canal running through it. Areas of the parcel do include open fields. Due to the close proximity of Wolvercote and the different suburbs of Oxford the parcel plays an essential role in preventing the merging or erosion of the visual and physical gap between these settlement areas.