



South Oxfordshire & Vale of White Horse  
District Councils  
Joint Local Plan  
Heritage Impact Assessments

September 2024



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## Introduction

As part of the Local Plan making process which sets out future development in the county, South Oxfordshire District Council and Vale of White Horse District Council have undertaken a series of strategic-level Heritage Impact Assessments (HIAs) of proposed site allocations. The HIAs will inform development of policy and recommendations for sites which are being considered for allocation within the emerging Joint Local Plan. This will enable the historic environment to play a positive role in how growth can be sensitively accommodated, to ensure the sites are deliverable, and significant harm to heritage assets can be mitigated.

A robust methodology has been produced in consultation with the relevant officers within the Councils. The HIAs consider heritage assets including historic buildings, buried archaeological remains, monuments, structures, and parks and gardens (where they have a degree of heritage significance). These can include both designated heritage assets (i.e. Listed Buildings, Conservation Areas, World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens) and non-designated heritage assets which have a degree of significance at a local level.

The methodology has been developed in line with national policy and best practice guidance to enable a robust and consistent process of assessment across the sites where a HIA is required.

These HIAs will form part of the evidence on which the Joint Local Plan is based and alongside other studies and relevant evidence, will feed into the allocation of housing, employment and mixed-use sites within the Local Plan. These HIAs will also feed into the supporting Local Plan Policies for allocated sites.

## Scope and Purpose

The purpose of the assessments is to:

- Identify sensitivities associated with heritage assets, including buried archaeological remains on the proposed sites and within suitable study areas surrounding sites;
- Identify opportunities for enhancement or need for mitigation to minimise impacts;
- where possible and relevant, identify high level parameters or constraints for development that can form part of a suite of future mitigation or design considerations; and
- report, on an agreed scale, the risk of harm to the historic environment arising from allocating each of the individual sites.

## Policy and Guidance

The methodology takes into account the following policy and guidance:

- National Planning Policy Framework (NPPF)<sup>1</sup>
- National Planning Practice Guidance (NPPG)
- Historic England's Good Practice Advice Note 1: The Historic Environment in Local Plans<sup>2</sup>
- Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets<sup>3</sup>
- Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans<sup>4</sup>

As set out in NPPF para 199 '*Local planning authorities should make information about the historic environment, gathered as part of policy-making or development management, publicly accessible*'.

The methodology used will help ensure that the risk of potential impacts can be identified during the Local Plan development process and corresponding weight given to them in decision-making when allocating sites for development.

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<sup>1</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>2</sup> <https://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/>

<sup>3</sup> <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

<sup>4</sup> <https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/>

## Methodology and Risk Categorisation

The aim of the HIAs is to provide a clear identification of the likely risks associated with any particular allocation site so that they can be reviewed in a focussed and transparent manner during the Local Plan process and appropriate policy developed.

The level of detail in any assessment and confidence in the risk of harm is directly proportionate to the level of detail accompanying a specific site allocation. Where there is more information about the site in terms of known assets, understanding of significance and wider context and likely archaeological potential, then there can be more certainty about the risks and better articulation of recommendations, potential for enhancements and ways of minimising harm.

### HIA process

The results of all assessments were reported in a structured format and were developed in line with guidance from Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans.

The assessments follow the following structure commensurate with the heritage considerations affecting each site and suggested recommendations. They follow the following process:

- Step 1: Provide a baseline overview of the site and the proposed allocation.
- Step 2: Identify designated heritage assets and non-designated assets in and around the allocation site, briefly describe their significance and describe the potential impact on their significance.
- Step 3: Identify recommendations, constraints, possible mitigation and opportunities for enhancement where relevant
- Step 4: Score the likely risk of significant residual harm and prepare a short narrative statement summarising the outcome with supporting figures.

The following sections provide more detail on each Step.

#### **Step 1: Provide a baseline overview of the site and the proposed allocation.**

Concise statements were set out to describe the site's size, location, topography, and its current usage/occupation. The details of the proposed allocation were also summarised including the proposed site use (housing / employment / mixed) where known.

The level of detail provided in this section depended on the scale of the site (i.e. more information for larger sites) and the amount and depth of historic environment data/information available for the site and study area.

The aim of Step 1 was to provide a baseline to be used later in the assessment to identify potential impacts that would be in clear conflict with national and local policy relating to the historic environment.

## **Step 2: Identify designated heritage assets, non-designated assets, and historic landscape character in and around the allocation site and describe the potential impact on their significance**

Designated heritage assets and non-designated assets within a defined study area around each allocation site were identified and mapped.

The significance and setting of heritage assets were considered. Significance and setting are defined in the NPPF Glossary<sup>5</sup>:

*Significance: The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.*

*Setting: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*

The scale of study area was 1 kilometre for designated heritage assets and 250 metres for non-designated heritage assets, however, in some cases the sensitivity of heritage assets beyond these areas was also assessed appropriate to their level of significance. In cases where assets beyond the study area were considered, this was clearly stated in the assessment.

In cases where assets, both designated and non-designated, have group significance this was set out and considered in the report. Similarly, where there were multiple assets of a similar nature and / or location, these were often grouped to aid assessment. The assessment identified additional site-specific key views which relate to the significance of heritage assets.

Site specific studies, such as archaeological desk-based assessment and fieldwork results, were also reviewed to provide adequate information (in accordance with guidance in Historic England's Advice Note 3 – The Historic Environment and Site Allocations in Local Plans).

Brief statements about the significance of designated and non-designated assets were outlined, particularly in terms of describing the contribution of setting to their significance and their designation, if any where assets lie outside of the site itself.

Concise simple statements were set out to describe the potential impact on the significance of identified assets / groups of assets (focussing on those affected). Standardised terms (*no impact, low/moderate/high impact*) were applied to describe the potential scale of impact on assets based on available information. The level of detail depended on the scale of the site and the level of detail available for the likely

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<sup>5</sup> <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary>

development of the site and historic environment data. The aim was to identify where significant impacts may occur.

### **Step 3: Identify potential development constraints and opportunities for enhancement on the site**

Based on the impact assessment carried out in Step 2, development constraints and enhancement opportunities were considered for each site and where possible mitigation could be considered this was outlined.

Constraints could for example include areas of no development due to the presence of designated heritage assets, areas sensitive to the setting of designated heritage assets including key views, areas with known significant archaeology, areas of high archaeological potential, sensitive historic character or surviving historic landscape elements, key historic route. The HIAs also identified where additional works should be undertaken that might result in further understanding about heritage risks and future constraints.

Opportunities for enhancement were also identified (where possible) e.g. tackling heritage at risk, enhancing legibility of historic features or assets, improved access across or to features, interpretation of heritage assets or features to improve understanding, or improved land management regimes.

Finally, requirements for further work were also highlighted in order to provide more detailed information on likely impacts or remove a degree of uncertainty at the next stage of assessment or during the application / development management phase rather than Local Plan making.

All of the above takes the form of standardised statements. Where relevant constraints and opportunities have been included in figures accompanying the individual HIAs.

### **Step 4: Score the likely risk of significant residual harm and prepare a short narrative statement summarising the outcome.**

Taking into account the recommendations from Step 3, the risk of harm arising from development of an allocation site for its proposed use would be identified in relation to potentially significant impacts on the historic environment. Here the historic environment refers to heritage assets. The following definitions would be used to describe that residual risk, following the application of recommendations:

- **High Risk** – Allocation is likely to affect the historic environment to a degree that results in significant conflict with national and emerging local policy, and which is unlikely to be fully addressable through design-based mitigation measures.
- **Moderate Risk** – Allocation is likely to affect the historic environment to a degree that results in some conflict with national and emerging local policy, but which may be wholly or partially addressed through design-based mitigation measures.



- **Low Risk** - Allocation is unlikely to affect the historic environment to a degree that results in notable conflict with national and emerging local policy, and any impacts are likely to be wholly or partially addressed through design-based mitigation measures.

These categories essentially form a Red, Amber, Green (RAG) system of categorisation. Where sites are identified as **Moderate** or **High Risk**, further refinement of the site / proposals and further assessment may enable a change in risk category.

### **Bespoke approach to the Heritage Impact Assessments for the Addendum note for Policy AS5 Land at Bayswater Brook, Edge of Oxford**

Per the commission for this assessment, a full HIA was not required for Policy AS5 Land at Bayswater Brook, Edge of Oxford. Due to a recent designation close to the site, an update to an existing HIA for this site was required. An addendum note was prepared which will serve as an addition to the HIA previously undertaken for the site<sup>6</sup>.

### **Data and information to be used in the assessment**

The following sources of data and information were used to inform the Heritage Impact Assessment in terms of identifying assets, analysing impact and identifying opportunities for enhancement, mitigation and setting parameters for future development (note: the sources below are not available/relevant for all sites):

- Listing and other designation data (Historic England)
- Heritage at Risk Register (Historic England)
- Historic Environment Record (HER) data from sites and study areas
- Historic Landscape Characterisation data<sup>7</sup>
- South Oxfordshire District Council and Vale of White Horse District Council Local Plan evidence base and other planning documents (draft report and previous local plan policy for previous allocated strategic sites)<sup>6,8,9,10</sup>
- Conservation Area Appraisals or Character Statements
- Relevant supplementary planning documents
- Site Allocations background information (draft reports) and draft policy<sup>11</sup>

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<sup>6</sup> John Moore Heritage Services (2019) Heritage Impact Assessment of South Oxfordshire Local Plan 2034 Potential Strategic Sites. Report for South Oxfordshire District Council.

<sup>7</sup> <https://www.oxfordshire.gov.uk/residents/environment-and-planning/archaeology/landscape-characterisation>

<sup>8</sup> Vale of White Horse District Council (2022) Dalton Barracks Strategic Allocation: Supplementary Planning Document.

<sup>9</sup> Oxford Archaeology (2017) South Oxfordshire Local Plan 2033: Heritage Impact Assessment. Report for South Oxfordshire District Council.

<sup>10</sup> Wootton and St Helen Without Neighbourhood Plan Steering Group (2019) Wootton and St Helen Without Neighbourhood Plan 2019-2031 Made Version.

<sup>11</sup> SLR Consulting (2018) Rapid Cultural Heritage Assessment: Dalton Barracks, Oxfordshire. Report for Carter Jonas.

- Site selection process evidence, background data, and draft policy requirements
- Previous planning application information
- Historic Ordnance Survey Plans
- Historic Landscape Characterisation reports
- Aerial Photographs maintained by Historic England
- LiDAR data
- Consultant site visits

Further information on designated heritage assets can be found on Historic England's national heritage list<sup>12</sup>, and further publicly available information on non-designated assets recorded within the Oxfordshire Historic Environment Record (HER) can be found on Heritage Gateway<sup>13</sup>.

## Managing Risks

Levels of risk to the historic environment ascribed in these HIAs may change through the development management process as new information and more detailed assessment is undertaken that can both manage and reduce risk and / or identify new or greater sensitivities than was anticipated in earlier stages of assessment. Therefore, the risks set out within the HIAs are not fixed and could be subject to change as proposals and assessments progress. Therefore, as a site moves through the development management process towards planning application stage, further assessment and design activities will enable greater confidence when reporting the level of impact to the historic environment than is currently possible within the HIAs. However, the level of evidence used to develop the HIAs is considered to be proportionate in plan making terms.

Risks, and potential harm could be lowered or avoided through mitigation measures. Mitigation measures could be implemented at outline or detailed design stage or at post-consent stage through conditions applied within a planning consent. Risks, and potential harms may also be increased or newly identified through more detailed assessment. This could include for example, undertaking archaeological fieldwork and identifying important archaeological remains on a site. When risks are elevated, the measures described above should be considered to minimise or avoid harms where possible.

As discussed in the methodology section, these HIAs have identified constraints on development based on risks to heritage assets. Additionally, these HIAs have identified any opportunities that development could offer to enhance the setting or significance of heritage assets.

It is anticipated that the identified constraints and opportunities could lead to development design considerations that might include areas for avoidance, screening or planting, limitations on density or heights of development, geographic

<sup>12</sup> <https://historicengland.org.uk/listing/the-list/>

<sup>13</sup> [https://www.heritagegateway.org.uk/gateway/advanced\\_search.aspx](https://www.heritagegateway.org.uk/gateway/advanced_search.aspx)

spread or arrangement of built form, retention of heritage assets or sensitive historic elements, enhancing legibility of historic features or assets, and improved access given the known geography and likely boundaries of a site.

As such, the residual risk scores in these HIAs assume that there will be a level of mitigation put in place as part of any considered design for a site, taking account the identified constraints and suggested opportunities.

## Heritage Impact Assessments

- Land at Dalton Barracks Garden Village
- Land at Crowmarsh Gifford, Benson Lane **[Not included in this document]**
- Addendum Note: Land at Bayswater Brook, Edge of Oxford

# Land at Dalton Barracks Garden Village

## Summary

The site contributes to the setting and significance of designated heritage assets within the surrounding area. Development on the site may result in impacts on the setting and significance of Listed Buildings in the vicinity (assessed as a **moderate risk**). Mitigation will be required to avoid or minimise impact on the significance of these assets.

The site includes non-designated heritage assets of local to regional significance relating to Abingdon Airfield. Development may result in the removal of some or all of these assets, this would result in some conflict with national and local policy (assessed as a **moderate risk**), but this can be partially / wholly addressed through design-based mitigation measures focussed on retention and re-use. The viability of this remains to be assessed.

Furthermore, there is high potential for archaeological remains to be identified on the site, indicated by geophysical survey; as such, archaeological and design-based mitigation will be required to address potential impacts (assessed as a **low risk**).

A suite of mitigation has been recommended to avoid or minimise these risks. Following the application of mitigation as advised, the residual risk is considered **low** to **moderate** depending on the level of retention of the historic, particularly pre-WWII, structures.

## Site description and development

The site is located in the northwest of Abingdon, approximately 1.6 kilometres from the town centre, across the A34. The site covers part of a former RAF airfield and current army barracks. The topography of the site slopes down southward, ranging from 70 to 60 metres above Ordnance Datum.

The site abuts the village of Shippon, located southeast of the site. It is surrounded by agricultural fields to in other directions. The site is approximately 145.41 hectares in size and is being considered for future housing use, with plans for up to 2,750 dwellings.

## Known Heritage Assets within the Site

### Designated Heritage Assets

No designated heritage assets are located within the site.

## Non-Designated Heritage Assets

### Historic Environment Record

A geophysical survey of a large part of the proposed site was undertaken in 2022<sup>14</sup>, this identified numerous magnetic anomalies associated with archaeological settlement activity, agricultural practices, and phases of activity related to the construction and expansion of the airfield and barracks (MOX28701).

The survey identified Bronze Age round barrows in the south of the site. Archaeological investigations west of the site, at the Cows Lane Scheduled Monument (EOX3160) have also identified Bronze Age settlement remains, and as such, it is possible that the round barrows within the site form part of wider settlement activity.

Enclosure ditch features were also identified across the site. These have tentatively been attributed to the Iron Age or Romano-British period. The overlapping and intersecting nature of these features has been interpreted as possible evidence of multi-phase activity.

The survey also identified evidence of former field boundaries and ridge and furrow within the site, likely medieval in date due to its curving form. LiDAR data from the wider area also demonstrates similar ridge and furrow patterns, indicating that the site formed part of a wider agricultural landscape.

Historic roads truncated during expansion of the airfield were also identified in the geophysical data. These are noted on 19<sup>th</sup> century Ordnance Survey mapping.

Subsurface features relating to the airfield itself were also identified, including circular anomalies likely representing airfield infrastructure, and areas of increased magnetic response likely corresponding to airfield or landscaping activity.

The remaining anomalies are believed to be modern or natural in origin, and the modern anomalies include a network of services, military activity, and agricultural activity.

The spatial distribution of the features identified in the geophysical survey is detailed in the report<sup>14</sup>.

The site covers a large part of the former Royal Air Force Abingdon station and current Dalton Barracks (MOX27148), this site and non-designated heritage assets therein are described below.

### RAF Abingdon / Dalton Barracks

Prior to development of RAF Abingdon, the land comprised large agricultural fields, and the adjacent village of Shippon was small and very self-contained. Cropmarks still present on the airfield indicate the route of Faringdon Road, formerly connecting Shippon to Cothill. Flying activities on the airfield were undertaken from as early as the 1920s although historic mapping does not indicate any associated infrastructure.

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<sup>14</sup> Wessex Archaeology (2022) Dalton Barracks Oxon, Oxfordshire: Gradiometer Survey Report. Report for Wood LPC (unpublished).

RAF Abingdon was established in 1932 as a bomber squadron base and was later used for training during World War Two. During this time the base was home to No 4 Group Pool and No 10 Operational Training Unit, which played a significant role in the Thousand Bomber Raids against Cologne, Essen, and Bremen. In 1941-43, RAF Abingdon hosted No 1 Blind Approach Training Flight, teaching pilots how to use Standard Beam Approach radio landing aid equipment. The airfield was bombed by the Luftwaffe in 1941, damaging several buildings.

Following the war, No 10 OTU disbanded in September 1946, and the arrival of No 525 Squadron marked a new era for the airfield as part of Transport Command. Avro Yorks used in the Berlin Airlift of 1948-49 operated from Abingdon. RAF Abingdon was in use by Transport Command through the 1950s and 1960s. The airfield was taken over by Support Command in the 1970s, carrying out maintenance, repair, salvage, and storage for various RAF aircraft. Basic flying training took place through London and Oxford University Air Squadrons and No 6 Air Experience Flight. RAF Abingdon closed in 1992, although No 612 Volunteer Gliding Squadron maintains a small RAF presence. The site was handed to the British Army and renamed Dalton Barracks. RAF Benson Flying Club still uses Abingdon for helicopter training and as a diversionary airfield. The Abingdon Air and Country Show continues the tradition of RAF air shows.

In terms of physical development of the airfield, an OS map from 1932 with revisions from 1938<sup>15</sup> shows buildings possibly associated with the airfield to the north of Faringdon Road just outside the site. An RAF site plan from 1934 shows the layout of the site, including four hangars, barrack buildings and roads. A number of these buildings, including the hangars, are seemingly still extant.

Historic photography and mapping show a 1930s style control tower set in a grass apron in a controlling position amongst four aircraft hangars with views over the northern part of the airfield, beyond the site<sup>16,17</sup>. This control tower was likely constructed after 1934 and prior to the outbreak of war in 1939. The hangars are still present on the site, and a building still occupies the site of the control tower (it has not been confirmed if this is the same building), together they form a designed and functional group of non-designated heritage assets. A hand drawn map of the pre-1959 layout of the airfield also indicates a 'pre-war watch office'<sup>18</sup>, potentially also marked on the RAF map from 1934. This may be extant; however, further investigation is required to determine its form, dating and survival. This may also be a mislabelling, and further research is required.

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<sup>15</sup> National Library of Scotland. OS Map (Revision of 1932 with additions in 1938) Available at: <https://maps.nls.uk/view/97772888>

<sup>16</sup> Atchistory. RAF Abingdon. Available at: <https://atchistory.wordpress.com/2023/08/23/raf-oakington/>

<sup>17</sup> Airfields of Britain Conservation Trust. Abingdon Airfield: Images. Available at : <https://www.abct.org.uk/airfields/airfield-finder/abingdon/>

<sup>18</sup> Abingdon-on-Thames Town Council. Abingdon Airfield. [https://www.abingdon.gov.uk/wp-content/uploads/2020/04/u943\\_abingdon\\_airfield\\_pre1959.jpg](https://www.abingdon.gov.uk/wp-content/uploads/2020/04/u943_abingdon_airfield_pre1959.jpg)

By 1943, the airfield was well established; grass runways, H-shaped barracks, training areas, additional hangars, and roads are evident in aerial photographs<sup>19</sup>. Camouflage paint is visible on the hangar roofs. In 1944, concrete runways were laid to replace the grass runways, although no further airfield buildings had been built<sup>20</sup>.

Following the war, additional buildings were constructed on the airfield and within the barracks area, resulting in a significant expansion of the complex<sup>21</sup>. A large new hangar was built in the 1950s which is still extant and dominates the view of the airfield from the west. Historic OS maps indicate that a number of earlier barrack buildings were removed and replaced between 1946 and 1971. Additionally, a control tower, built after the Second World War and prior to 1959 and was demolished in 2014. The RAF Abingdon layout and barracks complex changed little until its closure in the 1992.

A Rapid Cultural Heritage Assessment undertaken at Dalton Barracks in 2018<sup>22</sup> concluded that five buildings/structures on the site are considered historically significant as they demonstrate the 20<sup>th</sup> century military legacy of the site:

- the Officers' Mess and site headquarters;
- the attached Control Tower;
- early 20th century brick building labelled 125; and
- the gate piers and gate furniture along Cholsell Road.

This list does not include the pre-WWII hangers, areas of pre-WWII housing (which may survive), and it is unclear if it includes the possibly surviving pre-WWII main watch tower, as such it may not be complete. Further investigation of the site and archival research is required to better establish the heritage value of surviving buildings on the site.

### Historic Landscape Characterisation

The western half of the site is characterised as Communication - Airfield (Commercial), while the eastern half of the site is characterised as Military - Barracks. Small parts of the site are characterised as Rural – Village. Previous landscape characters include Planned Enclosures, Open Field Systems, and Unenclosed – Rough Ground. These are not rare survivals.

## Known Heritage Assets within the Study Area

### Designated Heritage Assets

#### Listed Buildings

To the southeast of the site is a group of Grade II Listed Buildings, clustered around the village of Shippon. These include:

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<sup>19</sup> Historic England. [https://historicengland.org.uk/images-books/archive/collections/aerial-photos/record/us\\_7ph\\_gp\\_loc95\\_v\\_5005](https://historicengland.org.uk/images-books/archive/collections/aerial-photos/record/us_7ph_gp_loc95_v_5005)

<sup>20</sup> Historic England. [https://historicengland.org.uk/images-books/archive/collections/aerial-photos/record/raf\\_106g\\_uk\\_1408\\_rp\\_3106](https://historicengland.org.uk/images-books/archive/collections/aerial-photos/record/raf_106g_uk_1408_rp_3106)

<sup>21</sup> National Library of Scotland. OS Map (1971). Available at: <https://maps.nls.uk/view/189244707>

<sup>22</sup> SLR Consulting (2018) Rapid Cultural Heritage Assessment: Dalton Barracks, Oxfordshire. Report for Carter Jonas.

- The Old Manor
- The White House
- Church of St Mary Magdalene
- The Manor Preparatory School
- Vine Cottage
- Stable approximately 15 metres north west of church farmhouse and attached outbuildings
- Manor Cottage
- Church farmhouse and attached outbuildings
- All Hallows
- 62 and 66, Barrow Road
- Barn approximately 25 metres north west of number 74 (Not Included)
- Church Farmhouse and Church Farm Cottage approximately 100 metres south west of the Manor Preparatory School

This group also includes the Grade II\* Listed Barn approximately 20 Metres north east of the Manor Preparatory School, dating to the 15<sup>th</sup> century and located 660 metres southeast of the site. It was constructed for Abingdon Abbey.

These assets face into Barrow Road and Faringdon Road, the main roads through the village. These buildings range from the 16<sup>th</sup> to the 19<sup>th</sup> century (the Church of St Mary Magdalene dates to 1855). Their setting relies on their position in the street scene, and their quiet village location. Although the site abuts the village of Shippon, it does not contribute to their immediate village setting. The site contributes to the wider very open and rural setting of these assets in approaches to Shippon from the west along Barrow Road. Shippon was historically a small self-contained village, and the sense of isolation from other urban form was a key feature of its historic character. This character has been eroded to the north and south due to the development of the barracks and post-war housing, and the northward expansion of Abingdon. The surviving open rural aspect to the west along Barrow Road is therefore a remaining important feature of the wider setting of these Listed Buildings.

The Grade II Listed Building 22, Gozzards Ford is a two storey house located 110 metres west of the site. The datestone over the main door of this house suggests 1770 as a construction year. The building is set back from the main road on a private track. Gozzards Ford is an historically small hamlet, isolated from other settlements. Despite the proximity of the site, the dense treescape separating the house from airfield means that the site does not contribute to the immediate setting of the house. The site contributes to the wider very open and rural setting of the asset in approaches from the south via the unnamed road connecting Barrow Road and Gozzards Ford.

Three Grade II Listed Buildings are located 380 metres northwest of the site, in Cothill. These include:

- Number 12 Cothill, a mid-18<sup>th</sup> century house
- Mill House, an early/mid-18<sup>th</sup> century millhouse
- Rose Cottage, dating to 1733 with 20<sup>th</sup> century extensions.



The distance and the dense intervening treescape means that the site does not contribute to the immediate setting of these assets. The site forms part of the wider rural setting of these assets.

Five Grade II Listed Buildings are located approximately 800 metres north of the site. These include:

- Church of St Helen, a 19<sup>th</sup> century church
- Church Farmhouse, a 17<sup>th</sup> century farmhouse
- The Old Malthouse, an early 18<sup>th</sup> century building, now a house
- Lenthalls, 76, a mid-18<sup>th</sup> century farmhouse, now a house
- The Thatched Cottage, 50, a 17<sup>th</sup> century house

Given the intervening distance, the site does not contribute to the immediate setting of these assets. The site contributes to the wider rural setting of these assets.

### Scheduled Monuments

Approximately 615 metres southwest of the site, the Settlement Site North of Cow Lane Scheduled Monument comprises a cropmarked complex of enclosures and linear features, including a possible sunken featured building, and dating from the Iron Age to the Early Medieval period. Geophysical investigation on the site indicates a large area of pits within a rectangular enclosure partly encircled by a trackway. This survey confirmed the boundary of the enclosure that was previously identified on Aerial Photographs<sup>23</sup>.

### Non-Designated Heritage Assets

#### Historic Environment Record

Due to the scale of the site, non-designated heritage features beyond the 250 metre study area, up to 1 kilometre from the site have been considered.

To the east of the site are features indicating prehistoric to post medieval activity, including two Late Bronze age to Iron Age ditches (MOX27381), a cremation pit (MOX8967), ditched rectilinear enclosures, curvilinear ditches, postholes, and pits (MOX26992) and flints (MOX12426).

Two findspots located approximately 630 metres west of the site include a Bronze Age Knife or Razor (MOX8740) and several different Neolithic/Bronze Age Artefacts (MOX8845).

A multi-period occupation (MOX26992) is located approximately 800 metres east of the site; it is composed of elements including ditched rectilinear enclosures, curvilinear ditches, postholes and pits are identified by evaluation. Excavation confirmed Neolithic, Late Bronze Age, Iron Age, early Roman, and medieval/post medieval activity. A further prehistoric to Roman cropmark complex (MOX8959) is located approximately 1300 metres south of the site.

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<sup>23</sup> Wintle W (2011) Fieldwalking and Geophysical Survey of the Field North of Cow Lane.

A Roman road (MOX1054) passes approximately 325 metres northwest of the site. It was identified by S Bishop on 1974 Aerial Photography, as a circa 200-metre section of a Roman road with small enclosures on either side.

An Anglo-Saxon refuse pit (MOX8765) is located 120 metres northwest of the site. It included a number of sherds of pottery.

The presence of these larger multi-period occupation sites, along with the Roman road and the settlement identified at Cows Lane, suggests that the wider area was in high and constant use throughout prehistory and the early historical period for settlement, travel, and agricultural activity.

A site of post medieval stone quarries (MOX8797) is located 950 metres west of the site. The earthworks are marked as "Cothin Pitts" on historic mapping.

To the southwest of the site is an 18<sup>th</sup> century milestone (MOX8866).

A former Baptist Chapel (MOX8799), constructed in 1840, is located 350 metres northwest of the site.

Undated Linear Features (MOX8962) were found abutting the east of the site. To the southeast of the site is a further undated enclosure (MOX8958).

### RAF Abingdon/Dalton Barracks

The site covers the majority of the RAF Abingdon airfield and Dalton Barracks, although part of the airfield to the north and barracks to the southeast are excluded from the site. The original airfield associated with the pre-war use of the area is located north of the site, there are no historic buildings in this area, although the existing runway layout dates to the Second World War. A series of pre-war residential buildings built in the 1930s are located to the southeast of the site, but within the Dalton Barracks complex. These were built as part of the earliest phases of the airfield's development in the 1930s, and are marked on pre-war OS maps and historic photographs<sup>15,17</sup>. The original airfield area and pre-war buildings (both operational and residential) are considered non-designated heritage assets.

### Historic Landscape Characterisation

Landscape characterisations include Rural – Village, Planned Enclosures, Reorganised Enclosures, Recreation – Nature Reserve, Rural – Farmstead, Woodland – Plantation, Commercial – Business Park, Commercial – Business Park, and Urban – Town. Former character includes Open Field Systems, Unenclosed – Rough Ground.

## Potential Impacts

### Designated Heritage Assets

#### Listed Buildings

Development of the site, particularly along Barrow Road, would urbanise the currently open and rural approach to the Listed Buildings at Shippon, particularly those at the eastern end of Barrow Road. This would result in harm to these assets, considered to be a **moderate risk**.

Development of the site, particularly tall development, could introduce intervisibility between the site and 22, Gozzard's Ford which would urbanise views from the asset, and affect the rural character of its setting. This would result in harm to this asset, considered to be a **moderate risk**.

Development on the site would erode the wider rural setting of the other Listed Buildings within the study area. This is considered a **low risk**.

### Scheduled Monuments

The site does not contribute to the setting or significance of the Settlement Site North of Cow Lane, as such development is considered to pose **no risk**.

However, archaeological investigation of the site may identify remains that could form part of the wider archaeological context of the Scheduled Monument e.g. Bronze Age barrows identified through geophysical survey in the south of the site that could form part of wider settlement activity related to the monument. This may raise the risk of impact posed by the development.

### Non-Designated Heritage Assets

#### Historic Environment Record

Despite previous development in parts of the site, there remains potential for archaeological material to have survived within the site, demonstrated by the geophysical survey undertaken across the site. This survey suggests the presence of potentially significant remains within the site, particularly in the south. The HER also indicates substantial evidence of occupation of the wider area from the prehistoric period to the present. As such there is **high potential** for archaeological remains of significance to be identified during development of the site.

#### RAF Abingdon/Dalton Barracks

Development would result in the loss of the character of Abingdon airfield and Dalton Barracks as an historic airfield and military base. The site includes many non-designated assets of varying significance, as such, development that results in the loss of these assets would harm these assets and the wider historical significance of the airfield. This is considered to be a **moderate risk**.

### Recommendations and opportunities for enhancement

Design-based mitigation is advised to ensure that the development safeguards the significance and setting of assets. To minimise the impact on heritage assets, the following should be considered as part of a suite of mitigation measures developed at a more detailed phase of application:

- Development design should seek to refer to the history of the site, including retaining buildings that form part of the complex and history of RAF Abingdon. As set out in the Dalton Barracks SPD<sup>24</sup>, development “*should look for opportunities to enhance or better reveal their significance. All non-designated*”

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<sup>24</sup> Dalton Barracks Supplementary Planning Document (SPD) (2022) Available at: <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/supplementary-planning-documents/dalton-barracks-supplementary-planning-document/>

*heritage assets should also be conserved and enhanced, where appropriate.”* Further works to establish the phasing and survival of the airfield structures and buildings is necessary to inform options for retention of historic buildings.

- The pre-war control tower, its grass apron, and, ideally, contemporary hangars should be retained due to their significance as original airfield features. This group of heritage assets, with controlling and functional designed views across the northern part of the airfield (outside of the site) offer a good representation of a pre-war airside complex and are non-designated heritage assets. These buildings may be suitable for reuse as part of the development.
- The other buildings identified as significant by the previous Rapid Cultural Heritage Assessment of the site (Officers' Mess and site headquarters, early 20<sup>th</sup> century brick building labelled 125, and the gate piers and gate furniture along Cholsell Road) should be assessed and considered for retention. These buildings may be suitable for reuse as part of the development.
- Further analysis of the built heritage of the site and its 20<sup>th</sup> century development may also reveal other buildings and structures that are considered to be non-designated heritage assets due to their role in the development of RAF Abingdon, particularly structure / buildings that pre-date WWII. These would need to be addressed during the design stages for the site.
- Heritage interpretation should be provided, this should address the RAF history during the pre-war, Second World War and Cold War periods.
- Development design should seek to retain the open rural experiences on the approach to the Listed Buildings within Shippon via Barrow Road, and the Listed Building at Gozzards Ford. Heights across the whole site should be managed and development edges should be stepped back along the western and southern boundaries. Careful landscaping should be used to obscure new development in long range views. These areas in the west and south may tolerate carefully managed / landscaped access to the site, and may be suitable for green space provision for the allocation. The flat, open, and rural qualities of these areas should be retained. Views testing should be undertaken to ensure that a sufficient area is preserved to achieve this goal.
- Archaeological investigation (starting with desk-based assessment) will be required to identify the presence and significance of as yet unknown archaeological remains across the site. The results of the previous geophysical survey can be used to inform further works. The previous geophysical survey did not cover the entire site, further assessment of the areas not investigated will be necessary. Further mitigation could include avoidance and preservation in situ, further investigation, or recording depending on the significance of any remains found.
- Development should be avoided over areas of known potentially significant archaeology. Possible Bronze Age barrows indicated by geophysical survey located in the southwest of the site should be excluded from development. Public facing heritage interpretation of these features and their possible relationship with the wider prehistoric landscape and Scheduled Monument at Cows Lane would deliver heritage benefits.

## Residual risk of harm

Following the application of suitable mitigation strategies, the overall residual risk is considered **low** to **moderate** depending on the level of retention of the historic, particularly pre-WWII, structures within the former RAF Abingdon. Sensitive development of this site which responds to the history of the airfield and preserves non-designated heritage assets therein could deliver benefits to the historic environment. Additional work is recommended to inform retention of historic buildings and further advise on sensitive design options.



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JOINT LOCAL PLAN ALLOCATIONS  
 HERITAGE IMPACT ASSESSMENTS  
 SOUTH OXFORDSHIRE & VALE OF WHITE HORSE DISTRICT COUNCILS

LAND AT DALTON BARRACKS GARDEN VILLAGE

FIGURE 1  
 ALLOCATION AND STUDY AREA BOUNDARIES



VIEW OF THE SITE LOOKING NORTHEAST FROM BARROW ROAD



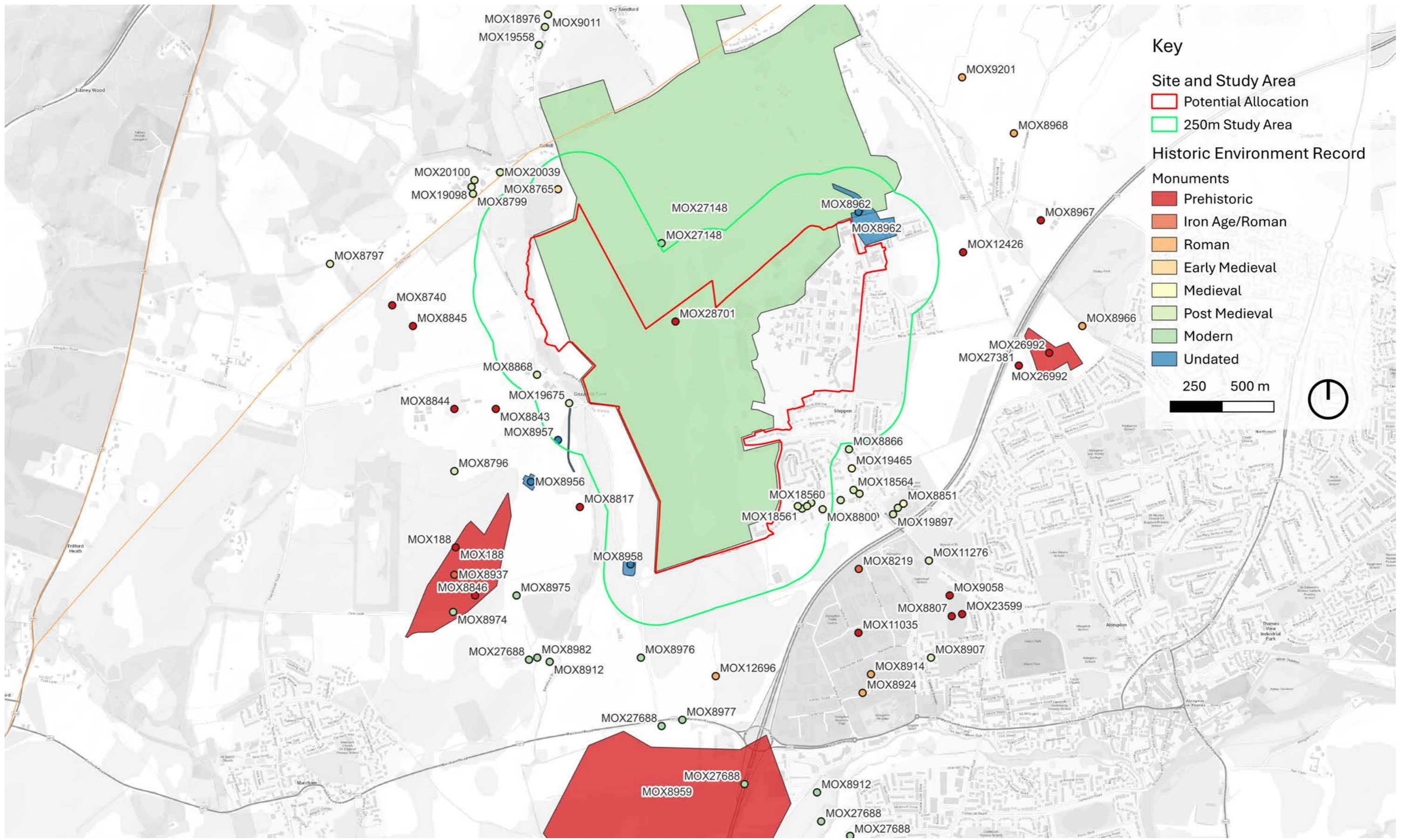
VIEW OF THE SITE LOOKING NORTHWEST FROM BARROW ROAD



VIEW OF THE SITE LOOKING EAST FROM GOZZARDS FORD



HEADQUARTERS AND FORMER CONTROL TOWER,  
AS IDENTIFIED IN SLR REPORT 2022



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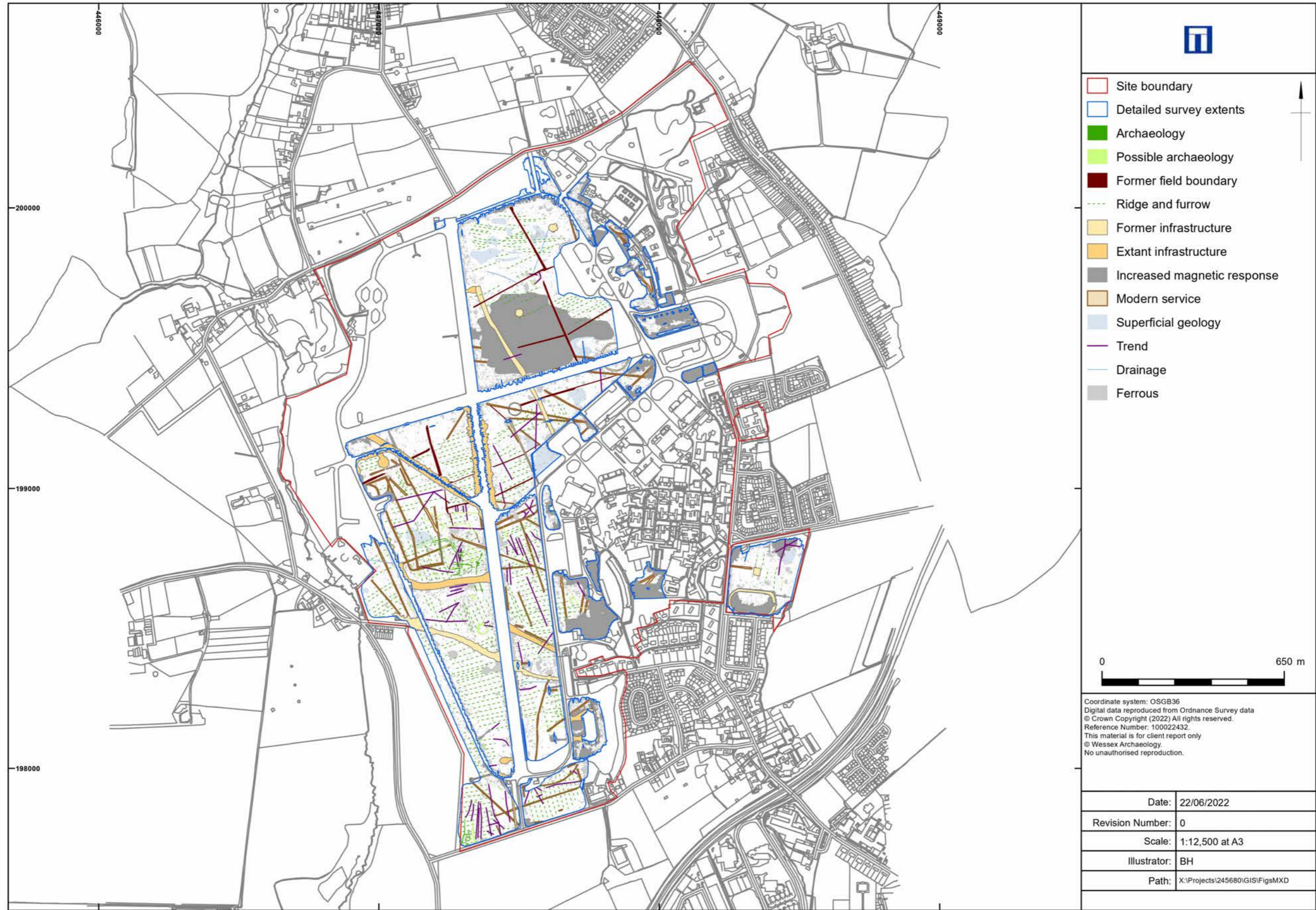
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LAND AT DALTON BARRACKS GARDEN VILLAGE

FIGURE 3  
 HISTORIC ENVIRONMENT RECORD FEATURES  
 WITHIN THE SITE AND STUDY AREA



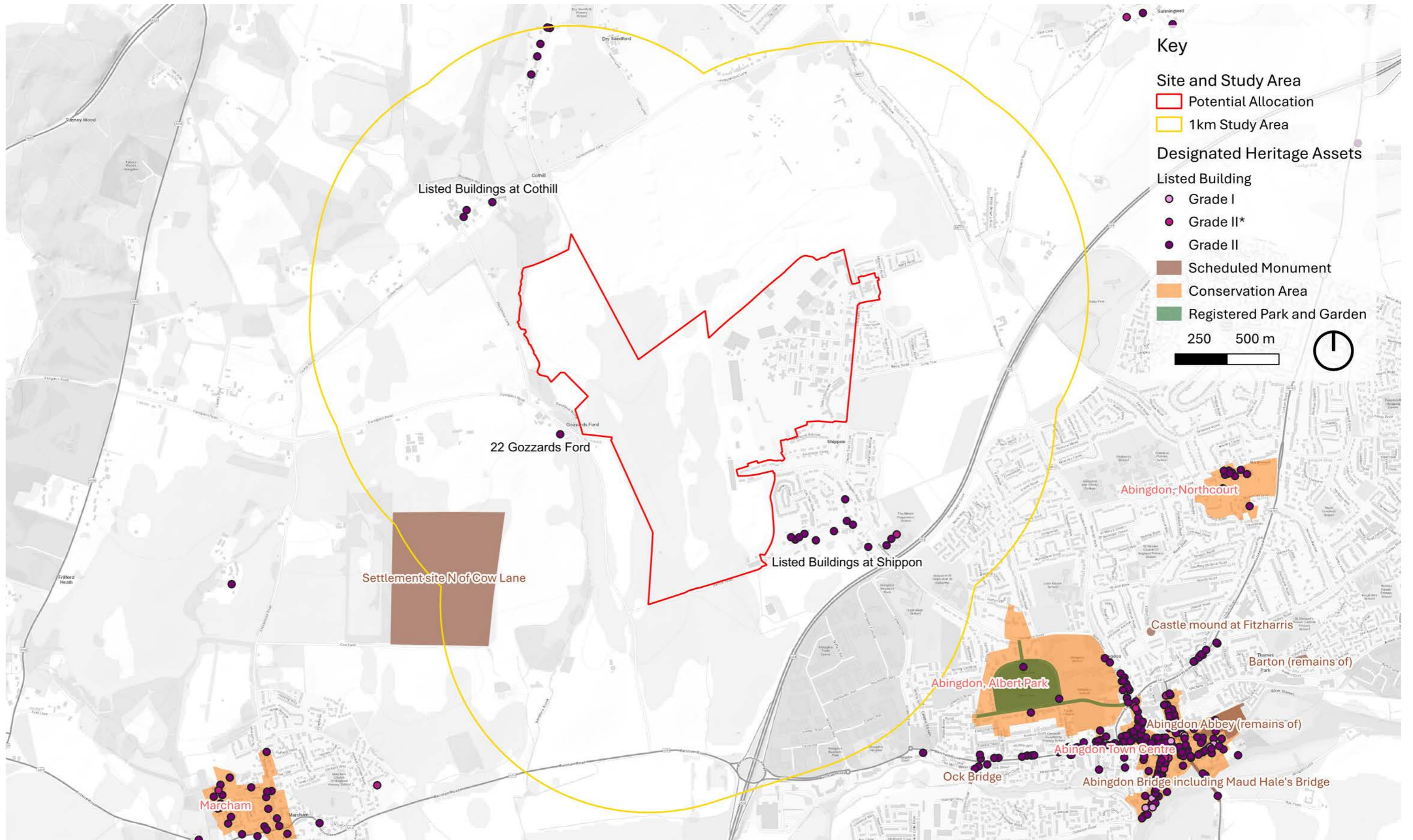


Detailed gradiometer survey results: interpretation overview

Figure 3

Page extracted from Wessex Archaeology (2022) Dalton Barracks Oxon, Oxfordshire: Gradiometer Survey Report. Report for Wood LPC (unpublished).  
 Report supplied by Oxfordshire Historic Environment Record





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FIGURE 5  
 DESIGNATED ASSETS WITHIN THE SITE AND  
 STUDY AREA



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LAND AT DALTON BARRACKS GARDEN VILLAGE

FIGURE 6  
 RECOMMENDATIONS

## Addendum Note: Land at Bayswater Brook, Edge of Oxford

This note represents an update to the heritage impact assessment undertaken for the South Oxfordshire Local Plan 2035 for the Land at Bayswater Brook, Edge of Oxford. Since the original assessment, a field marker has been Listed north of Barton Village Road (south-east of Lower Farm House) at Grade II level. This update relates only to this newly designated heritage asset.

### Description of the asset

The Grade II Listed *Boundary Stone marked T.W. and dated 1684 at Barton Fields, Headington*<sup>25</sup>, is located adjacent to the southern boundary of the site. It is constructed in limestone and is rectangular with rounded upper corners and has a flat face. The stone is positioned on the north side of the Bayswater Brook, close to Barton Village Road. It is located in an enclosed rectangular field, currently used as a meadow. Due to the topography and limited treescape, fields to north are visible from the asset.

The listing entry for this asset is as follows:

*A C17 boundary stone, marked with the date 1684 and the initials 'T W', a reference to the Whorwood family who owned the land around Headington at this time. In 1684 Brome Whorwood, lord of the manor of Headington, died and the land passed to his daughter and then to his illegitimate son, Thomas who inherited in 1701. The inscription may therefore stand for Terra Whorwood, signifying the land as held by the Whorwood family at a time of change, rather than being the initials of Thomas.*

The Reasons for Designation are for its architectural and historic interest:

- *as a rare early dated boundary stone which, despite having probably been moved from its original location, clearly represents the ownership by the Whorwood family and transfer of the Headington manor estate in 1684 ;*
- *as a well-preserved boundary marker with attractive and legible lettering;*
- *as an indicator of the continuity of land holding in Oxfordshire.*

Two other structures are located with the Grade II Listed Boundary Stone including a monolithic gate post and a boundary stone (MOX2842), both believed to date to the 18<sup>th</sup> or 19<sup>th</sup> century. These additional structure are not designated, but form a group with the designated boundary stone. It is suggested that the non-designated boundary stone was moved to this location from an original unknown position.

Despite likely having been moved from its original location, the asset still retains a sense of function as a boundary marker due to its location on a long established boundary along the Bayswater Brook. The rural setting of the asset forms part of its significance; fields within the site to the north, east, and west form part of this setting,

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<sup>25</sup> <https://historicengland.org.uk/listing/the-list/list-entry/1485757>

although there is denser intervening treescape to the east and west that precludes long distance views.

## Potential Impact

It is understood that access to the site is currently planned to be adjacent to the asset which may risk affecting the physical survival of the boundary stone. The introduction of a new road and associated infrastructure may affect the immediate rural setting of the stone, although the stone is already located very close to Barton Village Road. Development of the site in the fields to the north, east, and west of the asset is likely to erode the wider rural setting of the asset, this is a **moderate risk**.

## Recommendations and opportunities for enhancement

Mitigation is advised to ensure that the development retains key aspects of the setting of this asset. To minimise the impact on this heritage asset, the following should be considered as part of a suite of mitigation measures developed at a more detailed phase of application:

- Ensure that the asset, and associated stones, are protected during construction works to avoid physical impacts. The stones should not be moved.
- Carefully manage access to the site to ensure that the context and function of the asset on the boundary at Bayswater Brook is still legible.
- Development design should seek to retain part of the rural context and setting of the asset. The new access route should be managed and landscaped to retain a sense of rurality in the vicinity of the stone. Development in the southern parts of the fields to the east and west should be stepped back to provide a landscape buffer around the asset. The existing treelines on the development boundary around the asset should be strengthened and enhanced. Careful landscaping should be undertaken to reduce visibility of new built development beyond the landscape buffer and treeline.
- Utilise opportunities for public facing heritage interpretation of the boundary stone and its wider significance as part of the historic Whorwood estate.

## Residual risk of harm

Following the application of suitable mitigation strategies, the overall risk is considered to be **low**.



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LAND NORTH OF BAYSWATER BROOK

FIGURE 1  
 ALLOCATION BOUNDARY



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LAND NORTH OF BAYSWATER BROOK

FIGURE 2  
PHOTOGRAPHS OF THE SITE



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LAND NORTH OF BAYSWATER BROOK

FIGURE 3  
 RECOMMENDATIONS





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