

## Appendix I: Summary of SA Representations to Consultation & Responses SA Report accompanying Proposed Submission Local Plan (27 March – 8 May 2015)

**Note:** It should be noted that these responses were as they were made at the time they were written; many of the matters raised have now been superseded.

Consultee Comment Summary	Response Action taken & any Changes
<b>Barton Willmore (DWH)</b>	
<p><b>Policy CA3 Carterton Sub-Area Strategy:</b> Land at North Carterton compared with the proposed allocation for Land to the east of Carterton.</p> <p>When considered as an alternative within the Sustainability Appraisal, land to the north of Carterton was identified to have weaknesses only in relation to biodiversity/geodiversity and landscape character. In terms of landscape, a LVIA prepared by DWH demonstrates that there is no adverse impact. In biodiversity terms, the only feature of note on the site is an area of calcareous grassland, which is already being translocated as a result of the committed development to the south. This area would be retained and protected as part of any development and would be surrounded by the extended country park.</p> <p>Taking both of these elements into account an updated sustainability appraisal would score the site comparably with land to the east of Carterton, which is proposed for allocation. Given, therefore, the need for further sites to be identified and brought forward within the plan to meet the housing needs of the district (and the unmet need from Oxford City), this site should be included. Its development for around 100 dwellings would provide a sustainable extension to the existing settlement, meeting the overall vision and aims of the plan and in accordance with the general principles highlighted in Policies 052 and H2.</p>	<p>The SA findings are not the sole basis for a decision; other factors including planning, consultation &amp; deliverability, play key roles in the decision-making process.</p>

Consultee Comment Summary	Response Action taken & any Changes
<b>GL Hearn Ltd (for Crest Strategic Projects)</b>	
<p><b>Land to the West of Carterton</b> should be allocated to accommodate increased housing target.</p>	<p>The SA findings are not the sole basis for a decision; other factors including planning, consultation &amp; deliverability, play key roles in the decision-making process.</p>
<b>Gladman Developments (GDL)</b>	
<p><b>Strategic Growth Options:</b> GDL notes that in the Local Plan sustainability appraisal, three levels of growth are tested: low (400 dwellings per annum), medium (550 dwellings per annum), and high (670 dwellings per annum). GDL has concerns about the robustness of the appraisal which does not satisfactorily explain why the high growth option is not considered to perform better than the medium growth option in terms of objectives 1, 3 15 and 16 and why the high growth option is considered to have a significantly greater impact on landscape character and the historic environment than the medium growth option.</p> <p>Also GDL notes that the level of growth proposed in the Plan (525 dwellings per annum) is not actually tested in the SA. The SA is also flawed as it fails to test options that provide for meeting a proportion of Oxford City's unmet housing need.</p>	<p>Noted. The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016).</p>
<b>Bloombridge (for North Carterton, Kilkenny Farm)</b>	
<p><b>Land at North Carterton:</b> There is no material difference in sustainability terms between this site and East Carterton, the latter now being subject to a resolution to grant planning permission. North Carterton is unquestionably a 'reasonable alternative' which should have been afforded greater weight in the policy formulation process.</p>	<p>The SA findings are not the sole basis for a decision; other factors including planning, consultation &amp; deliverability, play key roles in the decision-making process.</p>

Consultee Comment Summary	Response Action taken & any Changes
<b>Brize Norton Parish Council (BNPC)</b>	
<p><b>Carterton not a service centre:</b> BNPC considers that the Sustainability Appraisal is fundamentally flawed in at least two key areas:</p> <ul style="list-style-type: none"> <li>• The Sustainability Appraisal contains no consistent employment statistics and therefore does not objectively assess the trends associated with historical changes in employment, commuting and house ownership. Sustainable development requires housing to be delivered where employment opportunities dictate such that commuting by car is minimised. Without an understanding of historical trends associated with employment and commuting there can be no real Sustainability Appraisal associated with the Local Plan.</li> <li>• The Sustainability Appraisal concludes that most new development should take place in the three main service centres of Witney, Carterton and Chipping Norton. In reaching this conclusion it does not recognise that the centre of Carterton is 5.7miles from the centre of Witney therefore the residents in both towns use the services of each one; retailers/employers will base themselves in one place or the other, not both. Consequently, Carterton cannot compete with Witney as a full service centre. In reality West Oxfordshire is a rural district with only two real service centres.</li> </ul>	<p>Addressed by Council's response to Inspector's questions and as set out in WOLP 03 paragraphs 10.2-10.6.</p>
<b>JPPC for Firoka (Heythrop Park) Ltd</b>	
<p>Suggested provision of 525 dwellings/pa is clearly below the <b>full OAHN of 685 dwelling pa</b>. The published sustainability appraisal tests higher levels of housing provision against sustainability objectives. This testing reveals higher housing provision to perform favourably against several key sustainability objectives with only limited negative impacts. This positive appraisal does not appear to have informed the plan. The SA discounts higher housing provision on the basis of objections to the SHMA methodology, rather than the sustainability objectives tested.</p>	<p>The SA findings are not the sole basis for a decision; other factors including planning, consultation &amp; deliverability, play key roles in the decision-making process.</p>

Consultee Comment Summary	Response Action taken & any Changes
<b>Strutt and Parker on behalf of Hallam Land Management Ltd</b>	
<p><b>Policy H1 Amount &amp; Distribution of Housing.</b> The Plan should meet the OAHN (635-685 dwellings pa). The SA does not provide any detailed assessment of the meeting the OAHN would cause significant and adverse harm to the district. The Plan notes that some 34% of the District falls within the Cotswolds Area of Outstanding Natural Beauty (AONB). We acknowledge that great weight is to be given to conserving landscape and scenic beauty in AONBs, hence national planning policy advice that Plans should allocate land, where possible, with the least environmental or amenity value. However, this means that some 66% of the District lies outside the Cotswolds AONB. It is submitted that without a detailed environmental capacity assessment of this area being undertaken there is no robust basis upon which to plan for a level of housing growth significantly below the District's full, objectively assessed need. It is noted that South Oxfordshire District Council and the Vale of White Horse District Council are currently planning to meet their needs in full with significant areas of their respective districts designated AONB as well as Green Belt.</p>	<p>The SA Objective No 14 on landscape considers the likely effects of proposed new development on the AONB and its setting.</p>
<b>Smiths Gore on behalf of Florey Family/Ravendrive Ltd</b>	
<p>Reasonable <b>Strategic Options – New Village; Urban Extensions at Eynsham/A40 corridor.</b> The SA rejected two reasonable options at the issues and Options Stage which should have been tested throughout the SA stages. This related to the option for new villages and the option of urban extensions along the A40 corridor. The SA assumed that the amount of development was fixed at the Issues and Option stage and that the option was more appropriate for high density areas. These reasons are not supported by convincing evidence, nor was an opportunity taken to correct this options testing in the light of events subsequent to the I&amp;O stage of the Plan: namely publication of the NPPF, new demographic projections, government policy changes or the requirements of the duty to co-operate.</p> <p>This has occurred for the following reason. The submitted Local Plan SA assumes that the previous SA process which originated 2007 need not be revisited and therefore assumes that</p>	<p>Noted. The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016)</p>

<b>Consultee Comment Summary</b>	<b>Response Action taken &amp; any Changes</b>
<p>the decision made then about options are adequate today (2.2). The strategic options were listed as follows:</p> <ul style="list-style-type: none"> <li>• Focus on Witney (with at least one strategic urban extension and possibly two)</li> <li>• Focus on Witney, Carterton and Chipping Norton with limited development elsewhere</li> <li>• More dispersed development amongst towns and villages</li> <li>• New village</li> <li>• Focus on main public transport routes of A40, A44 and/or Cotswold railway line</li> </ul> <p>However, the last two options, despite their appearance at every stage of the SA process were rejected from the beginning as explained in the Issues and Options Consultation Document 2008. These are no adequate reasons to reject these two reasonable alternative approaches... this is a significant flaw in the SA.</p>	
<b>CPRE</b>	
<p>The structure of the report does not follow the logical structure indicated by the SEA Regulations or the detailed assessment requirements. SA is not fit for purpose:</p>	<p>Addressed by Council's response to Inspector's questions and provided in WOLP 03 (August 2015). No further action needed as Inspector found SA adequate in general scope &amp; approach (Nov 2015). The relevant paragraphs refer as follows:</p>
<p>The contents and main objectives of the Plan are not clearly set out.</p>	<p>Para 2.2</p>

Consultee Comment Summary	Response Action taken & any Changes
<p>The updated <b>Review of Plans &amp; Programmes</b> set out in Appendix II is generally comprehensive but omits AONB Position papers &amp; the emerging Oxfordshire Historic Landscape Character Appraisal. The brief summary in paras 3.3-3.5 summarises process NOT the relevance of the policies to the Plan. No attempt has been made to explain “<i>the way those objectives and any environmental considerations have been taken into account during its preparation</i>”.</p> <p>There is also no mention of the statutory duties that public bodies and officials have towards environmental conservation enshrined in national heritage, landscape and wildlife legislation; or the ‘great weight’ that NPPF requires to be given to conserving nationally and internationally designated heritage assets, wildlife AONBs and the Green Belt.</p>	<p>Paras 2.3-2.4 &amp; 5.2-5.3</p>
<p>Coverage of <b>baseline data</b> is socio-economic not environmental; local special landscape areas not included; key sustainability issues with regard to the environment are limited – extremely unbalanced in the levels of coverage of ecological issues as compared to other matters. Extremely variable in coverage of trends – no coverage of how the pressure of recent development has been affecting the aspects of the environment in the SXEA Regulations. Although the AONB is clearly of particularly importance No indication of measures taken by the Council and subject to ‘great weight’ being given to its conservation, there is no indication of how many areas have been converted from rural to urban use; no indication of how far the advice of the AONB Board was followed or rejected in planning decisions, and no indication of measures taken by the Council to further the management objectives of the AONB.</p> <p>There is thus no basis on which to compare the known effects of past change arising from the kinds of development envisaged with the level of development envisaged by the Plan. Even more seriously, the report fails entirely to describe the environment of the areas defined in the Plan as where most development will be located, as presented in Section 9 of the Plan. The coverage of how the state of the <i>environment</i> would be likely to evolve in those areas (or the District as a whole) without the Plan is entirely absent.</p>	<p>Paras 3.2-3.3, 4.2-4.3 &amp; 8.2. Para 3.4 provided further clarification on evolution of baseline without the LP.</p>

Consultee Comment Summary	Response Action taken & any Changes
<p><b>Assessment of Effects:</b> There has been no attempt to define at a <i>generic</i> level the full range of impacts known to arise at different stages in the life-cycle of the different sorts of development envisaged or give a general probability of whether they would arise, and if so whether they would trigger the 'special weight' that by statute and national policy must be given to such issues. Likewise, there has been almost no attempt to assess how the combination of development and other pressures might affect some of the key environmental aspects of the Plan.</p> <p>The SEA generally fails to describe and evaluate any effects within the context of NPPF policy and statutory environmental protection, to which great weight must be accorded, merely ticking boxes covering multiple aspects of the environment and multiple different kinds of effect without actually indicating how the environment would change.</p> <p>It is impossible to know what most of the innumerable tick boxes actually mean, and there is no consideration at all of whether such effects include <i>secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects</i>.</p>	<p>Para 6.2</p>
<p><b>Mitigation Measures:</b> While there is some fairly extensive coverage of different options which, at a strategic level does indicate how choices in the Plan would <i>prevent, reduce and as fully as possible offset any significant adverse effects on the environment</i> in terms of more damaging possibilities, this is extremely broad and in particular fails to explain how the most significant environmental effects (ie harm to those aspects whose conservation carries 'great weight') would be <i>prevented, reduced and as fully as possible offset</i>. These issues are conservation of the AONB; protection of Green Belt openness and its purposes; preservation and enhancement of internationally and nationally important heritage assets and their settings; conservation and enhancement of biodiversity especially internationally and nationally protected habitats and species.</p> <p>The Policies in the Plan do represent the measures required to <i>reduce and as fully as possible offset any significant adverse effects on the environment</i> but as indicated in the comments on the Plan itself these need strengthening. Nowhere is there any indication of which policies would have to be applied to the areas earmarked for development or how effective that might be in preventing, reducing or offsetting any significant adverse effects</p>	<p>Paras 7.2-7.3</p>

Consultee Comment Summary	Response Action taken & any Changes
<p>While there is some very generalised consideration of rejected options, there is no attempt to assess whether the NPPF (para 157) policy and statutory considerations to exclude areas from inappropriate development has been properly applied. Clearly in very high level strategic options, the AONB and Green Belt have been excluded from major development, but there is no indication at all whether any consideration has been given to avoiding harm to the setting of listed buildings or the appearance and character of Conservation Areas.</p>	
<p><b>Alternatives:</b> The very extensive coverage of alternatives does explain an outline of the reasons for selecting the alternatives dealt with – at far greater length than the likely effects of the Plan options actually selected. But even so the inherent flaws noted above in relation to the baseline coverage means that it is impossible to tell what factors of importance that carry great weight might not have been considered (eg whether options would affect the setting of nationally important heritage assets and whether or how that was taken into account). As a result, it is far from clear that the reasons for selecting alternatives are sound.</p>	Paras 6.3-6.5
<p>The <b>monitoring measures</b> proposed are only partially relevant to the likely impacts of the developments that the Plan proposes, and many of the most significant effects will not be covered by them (eg effects on species for ecology; loss of Green Belt; achievement of AONB management plans; heritage setting issues or archaeological effects). No monitoring is proposed for how many cases where environmental material considerations to which great weight must be attached under NPPF arise; nor whether such harm is <i>prevented</i> or only reduced or offset; nor whether it is even possible to “<i>undertake appropriate remedial action</i>” where adverse effects on such considerations arise.</p>	Para 9.2
<b>The Rollright Trust</b>	
<p>The Draft Plan is unsound because its Sustainability Appraisal does not properly meet the regulatory requirements of the SEA Regulations... Two very specific concerns about the possible significant effects on the setting of the Rollright Stones:</p>	Addressed through WOLP 03 paragraphs 10.2-10.6

Consultee Comment Summary	Response Action taken & any Changes
<ul style="list-style-type: none"> <li>- The likely significant added levels of visual and noise intrusion, diminished tranquility and potential air quality harm and traffic safety issues arising from increased traffic (especially HGVs) using Warwickshire C70 Rollright Road between the A44 and A3400 past the Stones</li> <li>- The possible significant cumulative light pollution from new development at Chipping Norton affecting the setting of the Stones and its public value as a Dark Skies Discovery Site.</li> </ul>	
<p>The SA has similarly failed to define the <b>environmental baseline</b> of these areas earmarked for development and thus completely fails to meet the SEA Regulations requirement (Schedule 2 (2) and (3)) to describe 'The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the Plan or programme' AND 'The environmental characteristics of areas likely to be significantly affected.</p>	<p>As above for CPRE</p>
<p><b>Mr PD Hook</b></p>	
<p>The Pre Submission Draft Local Plan Sustainability Appraisal accompanying the Local Plan does not provide any detailed assessment of how meeting the objectively assessed housing need would cause significant and adverse harm to the NPPF's environmental dimension. This should be the only basis to reduce the objectively assessed housing need being met within the District. Further, there is no specific assessment of the implications of planning for some 660 dwellings per annum being delivered against the 'General Principles' which are include in Policy H2.</p> <p>As has already been acknowledged, some of the policy constraints identified in Footnote 9 of paragraph 14 of the Framework apply to only part of West Oxfordshire District. The Green Belt principally affects a small part of the District's eastern boundary close to Oxford; the Cotswold Area of Outstanding Natural Beauty is confined to the northern part of the District; the main floodplain is adjacent to the District's southern boundary and designated heritage assets are spread around the District.</p>	<p>Noted. The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016)</p>

<b>Consultee Comment Summary</b>	<b>Response Action taken &amp; any Changes</b>
<p>Outside these policy designations, there remains scope to accommodate growth at some of the larger settlements, whether the Main Service Centres or the Rural Service Centres (e.g. Carterton, Witney and Bampton) without causing significant impacts.</p>	
<b>Richborough Estates</b>	
<p>As above from Mr PD Hook</p>	<p>As above for Mr PD Hook</p>
<b>JPPC on behalf of Lincoln College</b>	
<p>Suggested provision of 525 dwellings/pa is clearly below the <b>full OAHN of 685 dwelling pa.</b> The published sustainability appraisal tests higher levels of housing provision against sustainability objectives. This testing reveals higher housing provision to perform favourably against several key sustainability objectives with only limited negative impacts. This positive appraisal does not appear to have informed the plan. The SA discounts higher housing provision on the basis of objections to the SHMA methodology, rather than the sustainability objectives tested.</p>	<p>The SA findings are not the sole basis for a decision; other factors including planning, consultation &amp; deliverability, play key roles in the decision-making process.</p>

### Examination November 2015 – Inspector’s Questions re SA (IN 006)

1.20 - In relation to the SA, 2 alternative options (a new village or concentration of development along transport corridors) were dropped following the Issues and Options Stage in 2008 (CD2 paragraphs 4.7-4.10). If I conclude that the Duty and the positively prepared test have been met and that deferral of meeting any of Oxford City's need to an early review is acceptable in principle, was the rejection of these 2 options reasonable and has the SA considered reasonable alternatives for meeting the needs of West Oxfordshire itself?

#### Examination participants commented as follows:

Examination Participant Comment Summary	Response Action taken & any Changes
<b>Savills (Ravendrive)</b>	
<p>This question was in effect addressed comprehensively in our previous representations and we would refer to these for the detail. In essence we are of the view that the rejection was unreasonable and based on a pre-determined view (as opposed to an evidence based analysis) that large scale development was not wanted in West Oxfordshire. As the options were rejected at an early stage, it has frustrated the WOLP in that the practical solutions for bringing one of these options into play was not progressed.</p> <p>However, the possibility of a Review does raise the prospect of completing the SA by examining these options once more and undertaking further analysis to the standard used for considering the other options.</p>	<p>The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016.)</p>
<b>V. Goodstadt</b>	
<p>There are two aspects to these questions. Firstly, within the WODC's figures the potential for other strategic allocations should have been considered and for development being brought forward. For example in the Eynsham-Woodstock area there is a general figure which is currently proposed to be met through ad hoc development applications, when a more plan-led approach to its provision is needed given the constraints. Secondly, such</p>	<p>The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016).</p>

<b>Examination Participant Comment Summary</b>	<b>Response Action taken &amp; any Changes</b>
<p>additional strategic options may be of even more significance in meeting demand, if the additional housing is needed for Oxford City's unmet demand. It should also be noted that the SA/SEA is ambiguous on the one hand having a Table 4.7 is supportive of higher demand and Table 4.8 suggesting it unacceptable.</p>	<p>Table 4.7 is summary SA findings; table 4.8 is summary reasons for progressing options. The SA is not the only evidence informing decision-making.</p>
<b>JPPC (Cantay Estates)</b>	
<p>The new options for growth were discounted in 2008 when planning to meet a considerably lesser housing requirement than that identified through the SHMA. The discounting of these options was also undertaken prior to the publication of the NPPF which elevated the provision of housing to a consideration of particular standing. Failure to reconsider these options in light of the revised national policy in the NPPF and the fundamentally different housing need identified through the SHMA amounts to a failure of the SA to consider reasonable alternatives for meeting the district's housing need</p>	<p>The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016.)</p>
<b>WYG (Barwood Development Securities)</b>	
<p>It is considered that whilst the principal element of the spatial strategy proposed in this plan with an urban focus on the main settlements is likely to remain relevant, to address Oxford City's unmet need, there is likely to be a much greater emphasis upon the contribution which can be made through rural settlements and villages (especially for example, those served by rail) in any future strategy. Such an approach, looking to "local services villages" has been adopted within Stratford upon Avon District, a District not dissimilar in West Oxfordshire in terms of its settlement hierarchy, characteristics and relationship to major employment centres. Certainly the decision to dismiss the "transport corridors" option as part of 2008 Sustainability Appraisal process would need to be reassessed as part of any review going forward.</p>	<p>The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016.)</p>

<b>Examination Participant Comment Summary</b>	<b>Response Action taken &amp; any Changes</b>
<b>Pegasus (Ainscough Strategic Land Ltd)</b>	
<p>Agreement with assessment of spatial strategy but disagreement with determination of housing target.</p>	<p>Noted.</p>
<b>West Waddy (Pye Homes)</b>	
<p>The Local Plan contains a spatial strategy that is aligned to West Oxfordshire's housing needs in isolation and a spatial strategy that is based on lower housing numbers than those put forward in the SHMA. Therefore, it is not fit for purpose. The site options that were dropped following the Issues and Options consultations 2008 (new village and concentration of development along transport corridors) is now considered unreasonable by my client. The Plan does not base its housing needs on the SHMA which is the objectively assessed housing need (OAN) for Oxfordshire (OAN is central to paragraph 182 of the NPPF). The Plan should be planning for 685 dwellings per year (13,500 over the Plan period) as per the OAN of the SHMA. This is on the basis of LEP economic ambitions for Oxfordshire and to enable WODC to deliver much needed affordable housing. Furthermore, it has no regard to Oxford's unmet need.</p> <p>Bearing in mind the higher housing numbers that WODC should be planning for, coupled with accommodating some unmet need of Oxford, the District should have revised their Plan to consider a new village and strategic sites along transport corridors (rail lines to Oxford and London, the A44 and A40) in locations such as Woodstock and Long Hanborough. This would allow for a spatial strategy that was linked not only to the wider Oxfordshire housing market area but also the economic ambitions of the county which are being recognised through infrastructure delivery. As submitted the Plan is not justified, and is therefore unsound as it does not contain the most appropriate strategy (a spatial strategy that fits West Oxfordshire in isolation) when considered against the reasonable alternatives. The Plan must be found unsound so that West Oxfordshire has the opportunity to Plan for a spatial strategy that is aligned to the wider Oxfordshire HMA and economic commitments, as well as</p>	<p>The SA of the Strategic Options is refreshed as part of the work supporting the Proposed Modifications to the LP (October 2016.)</p>

Examination Participant Comment Summary	Response Action taken & any Changes
<p>accommodate some of Oxford's unmet need. This can only happen once the conclusions from the OGB work has been completed.</p>	
<p><b>West Waddy (Vanbrugh Trust)</b></p>	
<p>The Local Plan contains a spatial strategy that is aligned to West Oxfordshire's housing needs in isolation and a spatial strategy that is based on lower housing numbers than those put forward in the SHMA. Therefore, it is not fit for purpose. The site options that were dropped following the Issues and Options consultations 2008 (new village and concentration of development along transport corridors) is now considered unreasonable by my client. The Plan does not base its housing needs on the SHMA which is the objectively assessed housing need (OAN) for Oxfordshire (OAN is central to paragraph 182 of the NPPF). The Plan should be planning for 685 dwellings per year (13,500 over the Plan period) as per the OAN of the SHMA. This is on the basis of LEP economic ambitions for Oxfordshire and to enable WODC to deliver much needed affordable housing. Furthermore, it has no regard to Oxford's unmet need.</p> <p>Bearing in mind the higher housing numbers that WODC should be planning for, coupled with accommodating some unmet need of Oxford, the District should have revised their Plan to consider a new village and strategic sites along transport corridors (rail lines to Oxford and London, the A44 and A40) in locations such as Woodstock and Long Hanborough. This would allow for a spatial strategy that was linked not only to the wider Oxfordshire housing market area but also the economic ambitions of the county which are being recognised through infrastructure delivery. As submitted the Plan is not justified, and is therefore unsound as it does not contain the most appropriate strategy (a spatial strategy that fits West Oxfordshire in isolation) when considered against the reasonable alternatives. The Plan must be found unsound so that West Oxfordshire has the opportunity to Plan for a spatial strategy that is aligned to the wider Oxfordshire HMA and economic commitments, as well as</p>	<p>As above.</p>

<b>Examination Participant Comment Summary</b>	<b>Response Action taken &amp; any Changes</b>
accommodate some of Oxford's unmet need. This can only happen once the conclusions from the OGB work has been completed.	

**West Oxfordshire District Council Local Plan**  
**Sustainability Appraisal**  
**Updated Baseline Information 2016**

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## I Changes since last update

The main changes in evidence reported in this baseline report since the last update (February 2015) are:

- The proportion of older people (of total residents) in West Oxfordshire is continuing to increase. The number in the oldest age group is expected to double by 2034.
- Affordability of market housing has worsened and the cost to rent has increased.
- West Oxfordshire residents remain in comparatively good health. Life expectancy has increased.
- Obesity remains a priority issue nationally and locally.
- Full time employment (employee jobs) in West Oxfordshire has increased. There appears to have been a slight decline in part time employee jobs (does not include self-employed). The proportion of people claiming out-of-work benefits in West Oxfordshire is still well below the regional and national averages.
- Small businesses and the services sector remain important to the West Oxfordshire economy.
- GCSE result for pupils living in West Oxfordshire remains relatively high overall.
- Apprenticeship participation in West Oxfordshire has fallen – the number of apprenticeships in 2015/16 was below that of each of the previous 3 years.
- Levels of crime remain low.
- The latest update of the Indices of Deprivation (2015) shows rural West Oxfordshire continuing to rank poorly on geographical access to services. Slightly fewer areas are now ranked in the most deprived 10% nationally, however the reason for this change is not clear.
- Air quality continues to be an issue, with monitoring via Air Quality Management Areas in Chipping Norton and in Witney.
- There has been a reduction in carbon emissions per capita in West Oxfordshire and rates of recycling have increased.
- Close to half of new dwellings in 2015/16 were built on previously developed land. This proportion is likely to decline in future through lack of availability of sites.
- Environmental records show little change in environmental and biodiversity indicators.
- The number of heritages sites “at risk” in West Oxfordshire has reduced.

## 2 Population

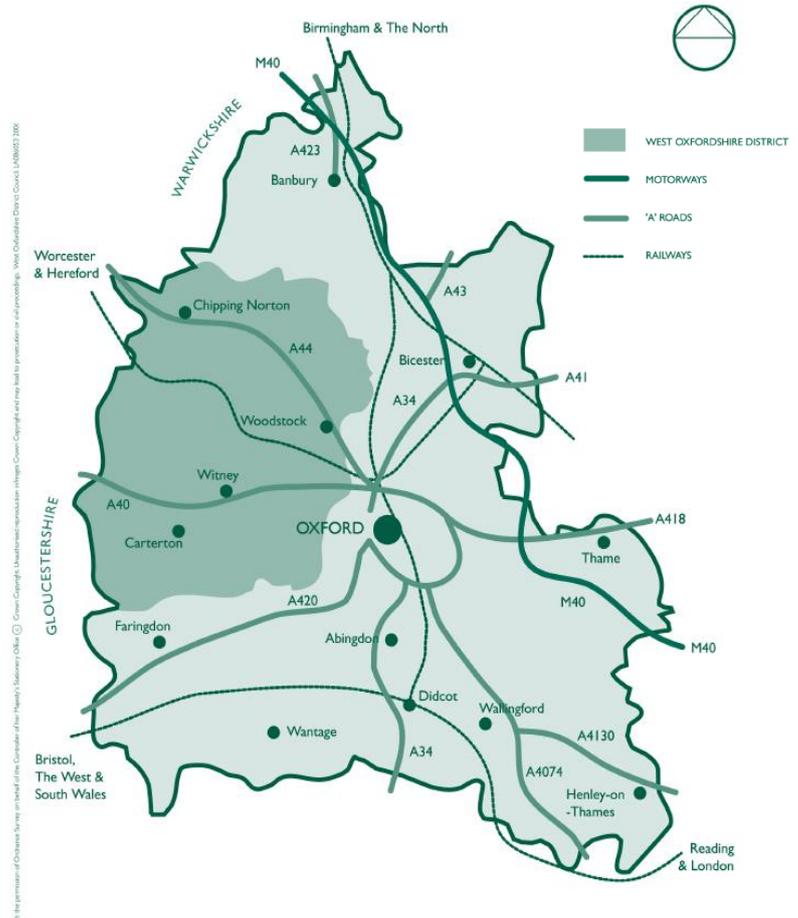
West Oxfordshire is a rural district to the west of Oxford and including the settlements of Witney, Carterton and Chipping Norton.

As of mid-2015, the estimated total resident population of the district was **108,600**, with a population density of 1.5 people per hectare making it one of the most sparsely populated local authority areas in the South East.

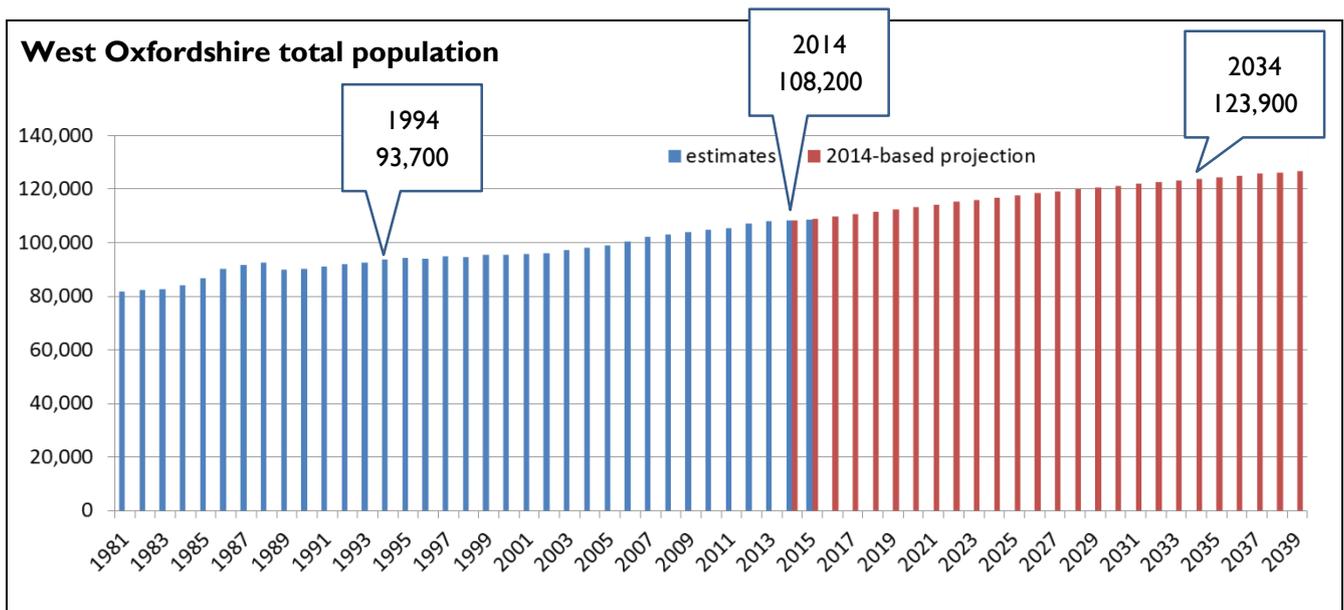
Of the 83 parishes in West Oxfordshire, 45 had less than 500 residents.

According to the Office for National Statistics population estimates and projections:

- In the 20 year period between 1994 and 2014, the population of the district increased by 14,500 (+15%).
- The next 20 years is predicted to increase by a similar proportion. Between 2014 and 2034 the population is predicted to increase by 15,700 (+15%).

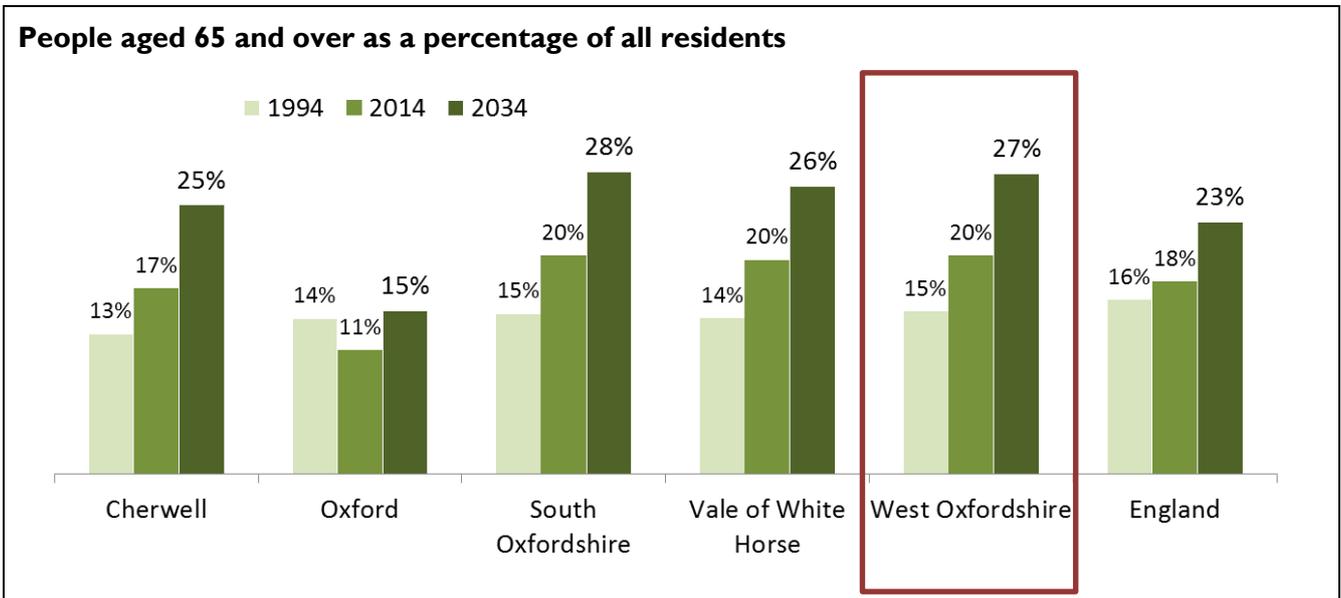


The ONS projections show a total of 123,900 residents living in West Oxfordshire by 2034.



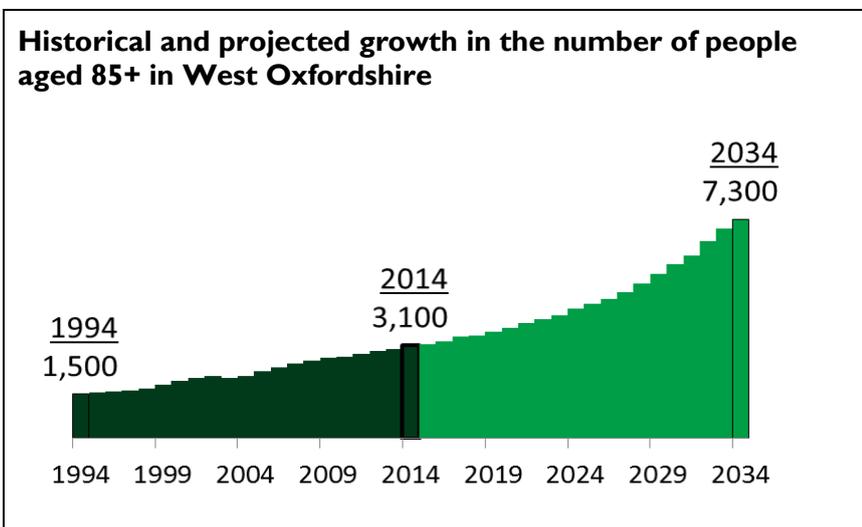
Source: ONS population estimates and 2014-based population projections

The proportion of people in the older age group (65 and over) is expected to increase from 20% in 2014 to 27% in 2034, above the national average of 23%.



Source: Office for National Statistics, mid year population estimates and sub-national population projections

The number of people in the oldest age group, those aged 85 and over, more than doubled between 1994 and 2014 in West Oxfordshire and is expected to double again by 2034.



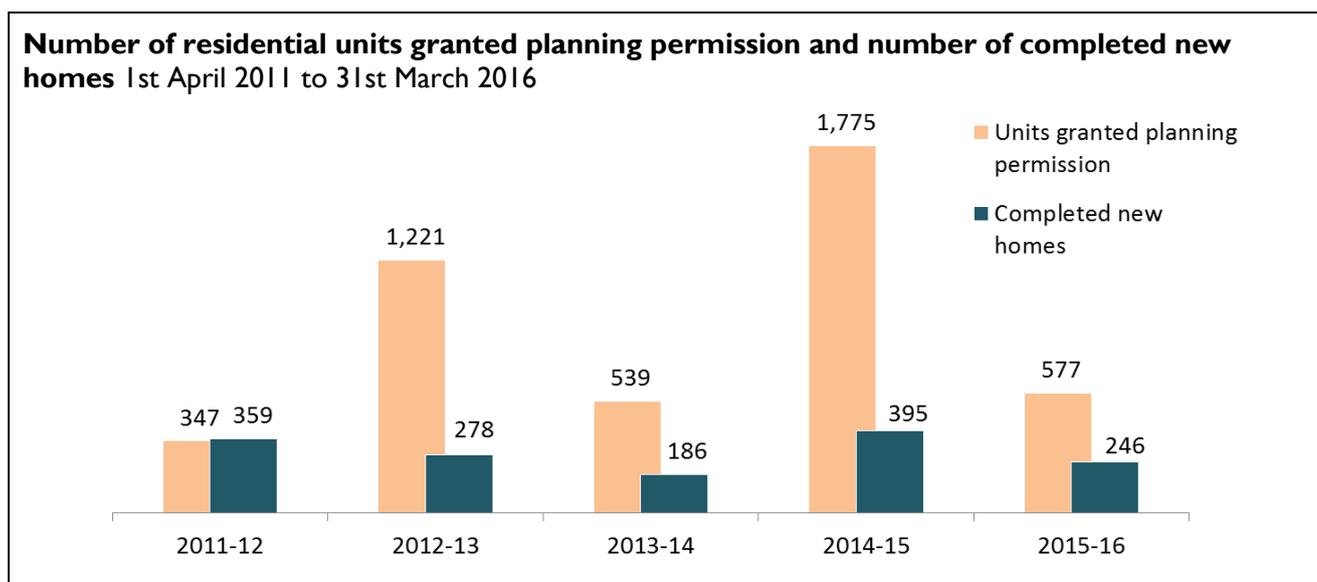
Source: Office for National Statistics, mid year population estimates and sub-national population projections

### 3 Housing

The West Oxfordshire Annual Monitoring Report published August 2016<sup>1</sup>, includes numbers of new homes build in the district and numbers of homes granted planning permission.

Over the five year period, 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2015, in West Oxfordshire district there were:

- 4,459 residential units granted planning permission; an average of 892 per year.
- 1,464 new homes completed; an average of 293 per year.



Source: West Oxfordshire District Council Annual Monitoring Report 2016

Over the five year period 2011-12 to 2015-16, a total of 428 affordable homes were completed in West Oxfordshire, this was 30% of the total (net) housing completions.

The latest DCLG Household projections (2014-based) predict an average annual increase in the number of households in West Oxfordshire of **420** per annum (2012 to 2031). This is below DCLG's previous projections (2012-based).

#### Projected average number of new households per year West Oxfordshire

	2012 to 2021	2022 to 2031	2012 to 2031
2011-based interim	527	N/A	N/A
2012-based	495	420	458
<b>2014-based</b>	<b>438</b>	<b>402</b>	<b>420</b>

Source: CLG Household Projections

<sup>1</sup> <https://www.westoxon.gov.uk/media/1457801/AMR-2016-Final.pdf>

West Oxfordshire is an increasingly expensive area to live. As of 2015, the ratio of lower quartile house prices to lower quartile earnings was **11.1**, above the ratio in 2014 (10.4) and remaining above the ratio for England (7.0 in 2015).



Source: Communities and Local Government, live tables on housing market and house prices (table 573)

Between 2011 and 2015, the average weekly cost to rent in West Oxfordshire increased by 28% to £109 per week. This change was above the increase in rental costs in Oxford (+21%) and England (+22%).

**Average weekly Private Registered Provider rents: West Oxfordshire: 2011 to 2015**

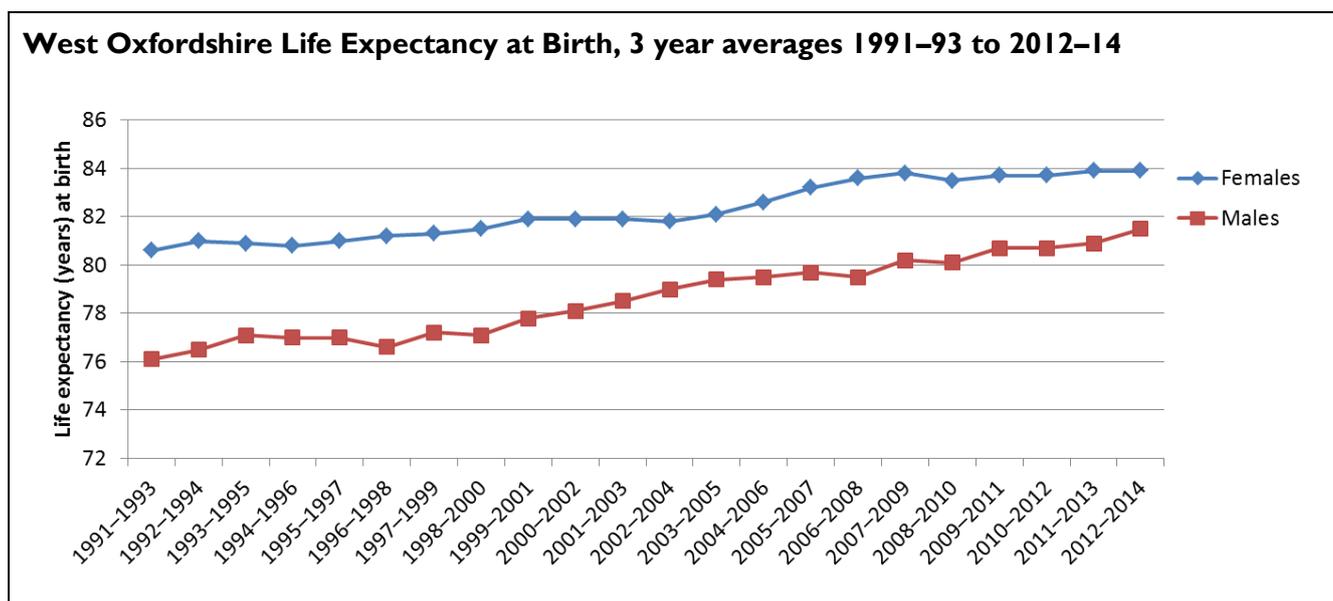
£	2011	2015	2011 to 2015	
Oxford	93.87	113.2	19.33	21%
West Oxfordshire	85.12	109.26	24.14	28%
England	78.28	95.89	17.61	22%

Source: CLG live tables on rents, lettings and tenancies, table 704

## 4 Health

Life expectancy at birth for male and female residents of West Oxfordshire has increased and the gap has narrowed.

- The 3 year average life expectancy at birth for females as of 1991-93 was 80.6 years and by 2012-14 this had increased to 83.9 years (+3.3).
- The 3 year average for males 1991-93 was 76.1 years and by 2012-14 this had increased to 81.5 years (+5.4).
- Over this time period, the gap between female and male life expectancy has narrowed from 4.5 to 3.4 years.



Source: ONS, released Nov15

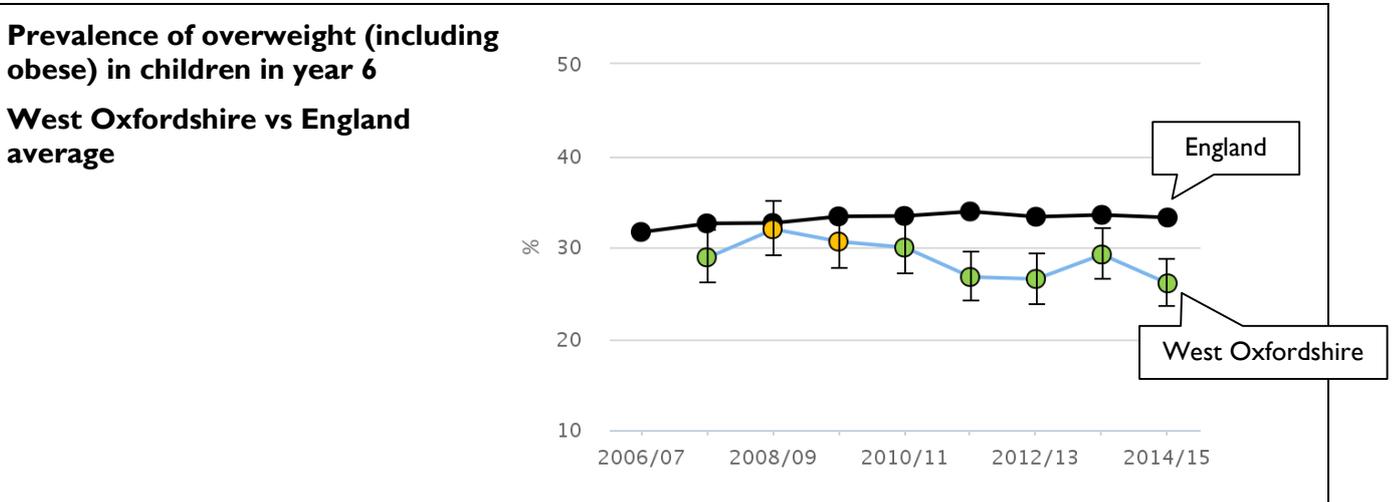
The 2015 Public Health Profile for West Oxfordshire shows that residents of the district have comparatively good health.

All measures in the profile show the district as average or better than average, with the exception of two indicators:

- Incidence of malignant melanoma where West Oxfordshire's value was 31.7 per 100,000 compared with 18.4 for England.
- Killed and seriously injured on roads where West Oxfordshire's value was 52.9 per 100,000 compared with 39.7 for England.

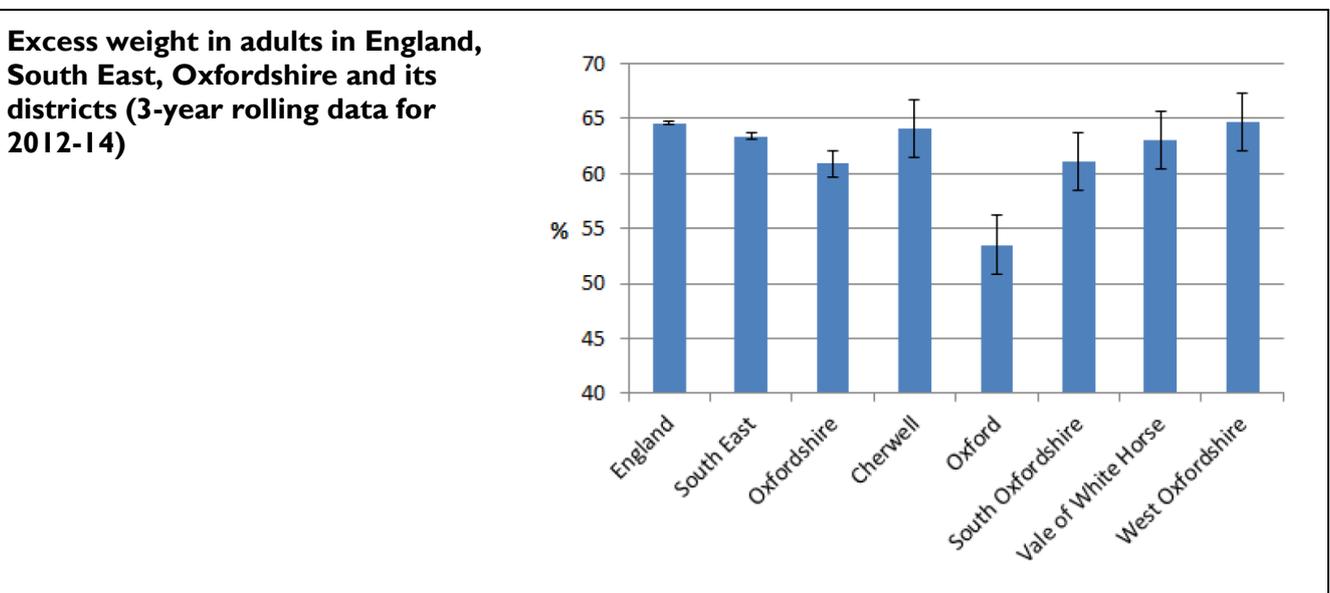
Obesity remains a priority issue nationally and locally.

- In West Oxfordshire 26% of children in year 6 (aged 10-11) in 2014/15 were classified as overweight (including obese), this has remained at a similar level since 2008/09 (within confidence intervals) and is below the national average of 33%.



Source: Public Health England, Children and Young People's Health Benchmarking Tool

- The latest 3-year rolling data for Oxfordshire on excess weight in adults estimates that 60.9% of those aged 16 and over are classified as overweight or obese. This is lower than the national and regional averages. The difference between districts in Oxfordshire may relate partly to the age profile as the likelihood of being overweight or obese is higher in the older age groups.



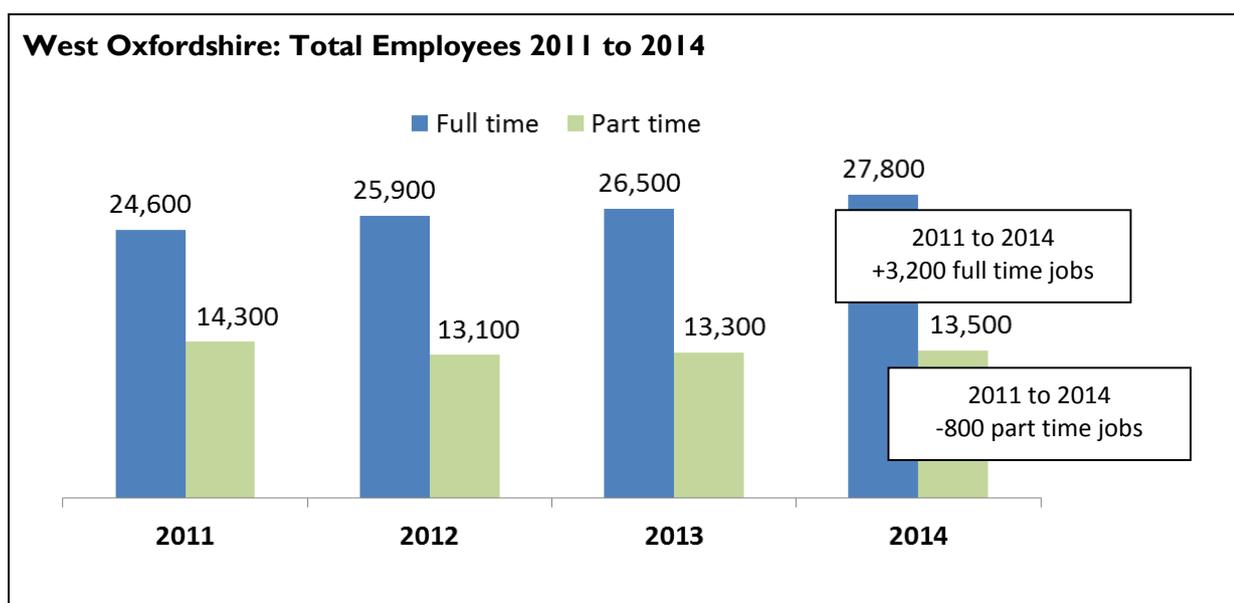
Source: Oxfordshire 2016 Joint Strategic Needs Assessment, from Public Health Outcomes Framework/ Active People Survey, Sport England. NB The vertical axis starts at 40% not 0%.

## 5 Economy and jobs

According to ONS estimates<sup>2</sup> there was a total of 54,000 jobs in West Oxfordshire in 2014 and a jobs density of 0.81 (number of jobs per working age resident).

Employee jobs (full time and part time jobs for businesses based in West Oxfordshire, excluding self-employed and HM Forces) accounted for 41,300 of this total.

Between 2011 and 2014 there was an increase in full time employment in the district. The total number of full time employees increased by 3,200 and the number of part time employees declined by 800 (see following chart).



Source: ONS Crown Copyright Business Register and Employment Survey

The majority of jobs remain in the services sectors (81% of the total). The manufacturing sector remains relatively strong accounting for an above-average proportion of jobs (12.7% in West Oxfordshire compared with 8.3% in England).

Small businesses are important to the local economy. The ONS Interdepartmental Business Register shows that in 2015, 89.6% of West Oxfordshire's businesses had less than 10 employees. This was above Cherwell (88%), Vale of White Horse (88.6%) and Oxford (84.7) and just below South Oxfordshire (90.3%). The average for the South East was 89.4%.

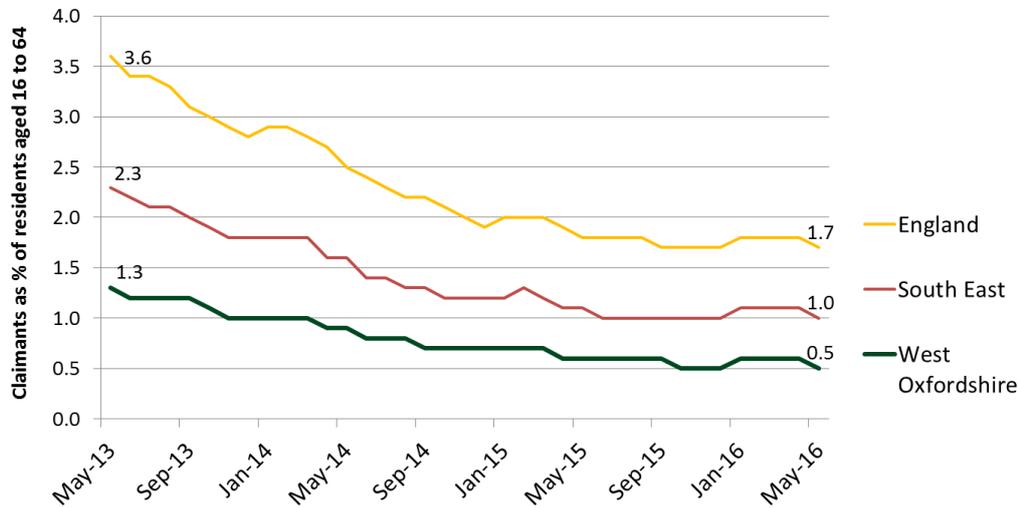
Total tourism related spend was almost £280m in West Oxfordshire in 2014. Tourism related jobs continued to grow between 2013 and 2014 accounting for an estimated 3,559 FTE jobs<sup>3</sup>.

<sup>2</sup> Jobs Density (2014) [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

<sup>3</sup> The Economic Impact of Tourism on Oxfordshire 2014, Tourism South East (August 2015)

As of May 2016, a total of 360 people in West Oxfordshire were claiming out of work benefits (claimant count) equivalent to 0.5% of the working age population (aged 16 to 64). This was below the regional (1.0%) and England (1.7%) averages.

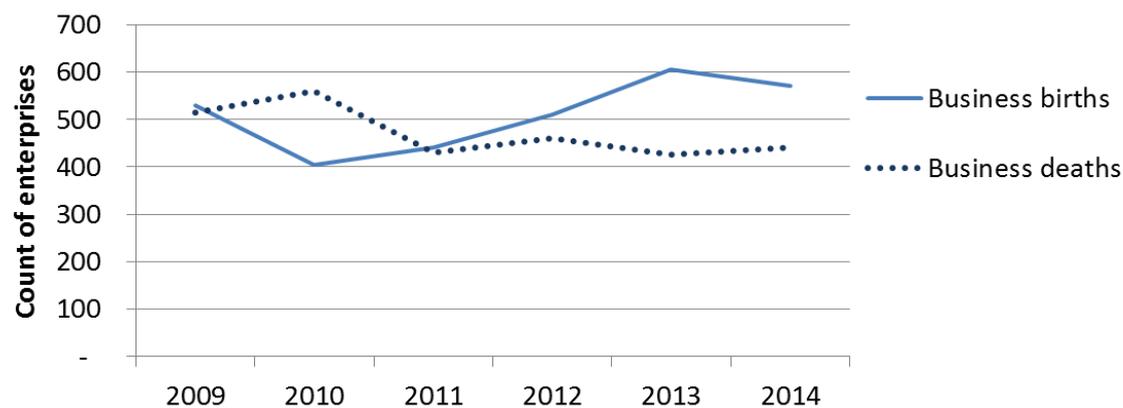
**West Oxfordshire: Percentage of working age population (16 to 64) claiming out-of-work benefits May 2013 to May 2016**



Source: DWP from nomis

According to the latest ONS Business Demography data, in 2014 there were 570 new enterprises and 440 businesses no longer active in West Oxfordshire. The number of new enterprises has remained above the number of businesses that have ceased trading.

**West Oxfordshire: Business births and deaths 2009 to 2014**



Source: ONS, last updated November 2015

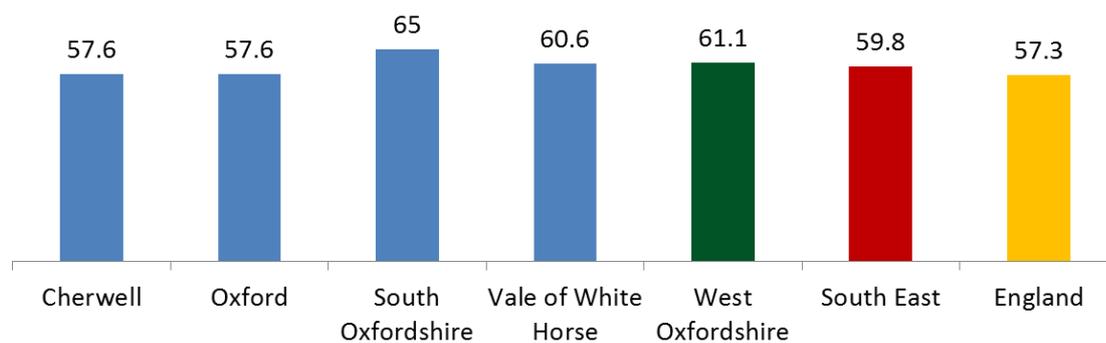
Further information on West Oxfordshire’s economy is available from the Economic Snapshot published January 2015<sup>4</sup>.

<sup>4</sup> <https://www.westoxon.gov.uk/media/1023551/West-Oxfordshire-Economic-Snapshot-Jan-2015.pdf>

## 6 Education and skills

The latest GCSE attainment data by location of pupil residence shows West Oxfordshire above the national average on the % of pupils achieving 5+ A\*-C grades including English and Maths (61% compared with 57%).

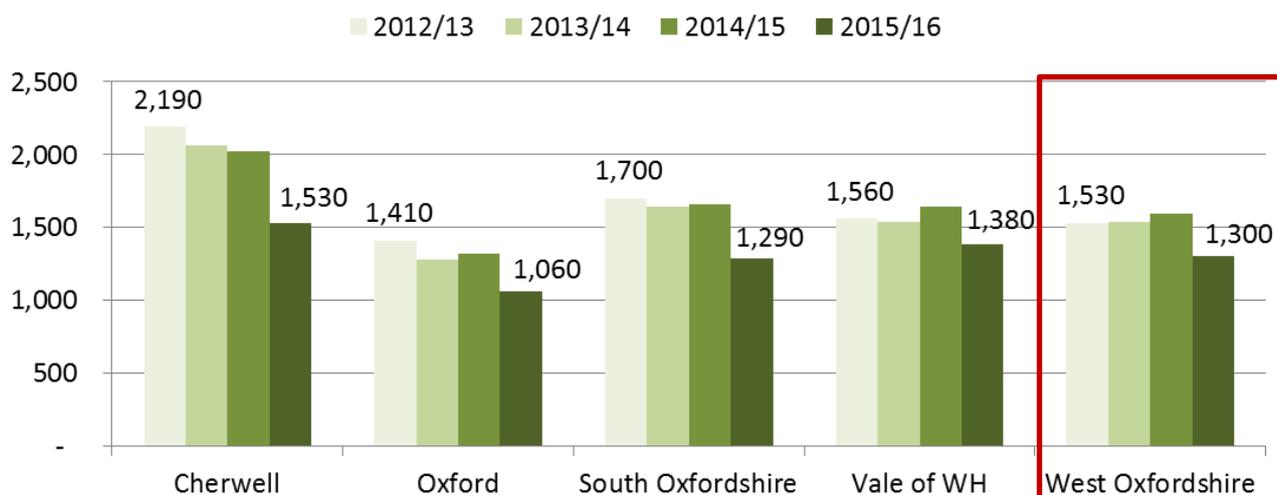
**Percentage of pupils (by pupil residence) attaining 5 A\* to C GCSEs including English and Maths (2014-15)**



Source: Dept for Education, Revised GCSE and equivalent results in England: 2014 to 2015; including state-funded schools, academies and City Technical Colleges

The number of participants in apprenticeship programmes in West Oxfordshire declined from 1,590 2014-15 to 1,300 in 2015-16.

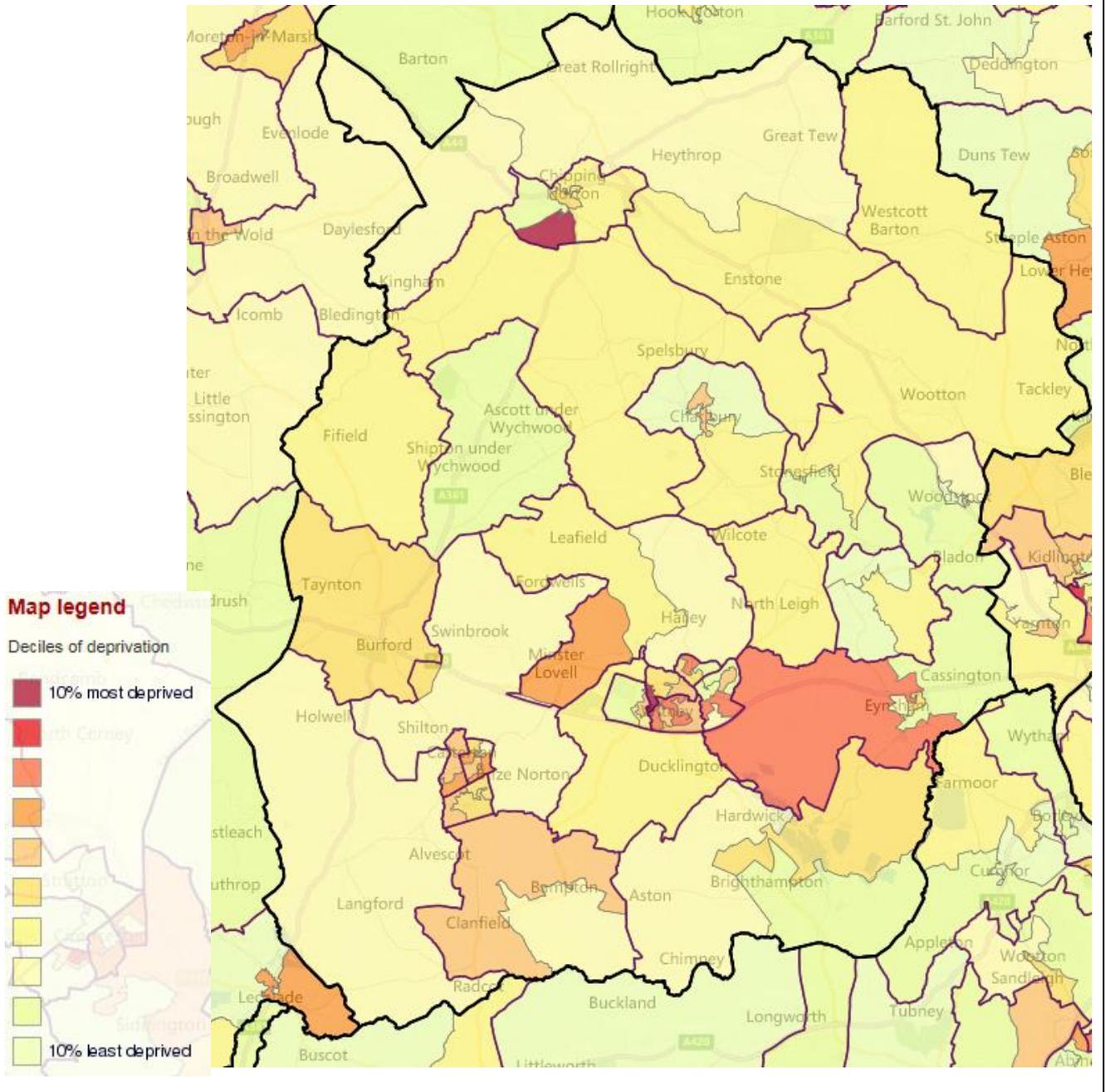
**Number of people participating in Apprenticeship programmes**



Source Oxfordshire Local Enterprise Partnership

There are two areas of West Oxfordshire within the most deprived 10% nationally on “Education, skills and training” – in Chipping Norton and in Witney.

### IMD 2015 Education, skills and training domain



Source: DCLG, mapping from <http://dclgapps.communities.gov.uk/imd/idmap.html> ; IMD data is published for Lower Super Output areas that typically include a population of between 1,000 and 3,000.

## 7 Crime

The latest Oxfordshire Strategic Intelligence Assessment<sup>5</sup> shows that the overall crime rate in West Oxfordshire district was below the average for other comparator areas and there were no crime types that were above average.

### Recorded crime rate comparison 12 months to Sept 2015

WEST OXFORDSHIRE	Rate per 1,000 population	Comparison with most similar LA/CSP	Trend July-Sept 2014 to July-Sept 2015
All crime	31.5	Below average	↑
Bicycle theft	0.5	Average	↓
Burglary	2.4	Below average	↓
Criminal damage and arson	5.0	Below average	↑
Drugs	1.3	Average	↓
Other crime	0.5	Average	↑
Other theft	5.7	Average	↓
Possession of weapons	0.2	Below average	↓
Public order	1.5	Average	↓
Robbery	0.1	Average	↑
Shoplifting	2.6	Average	↑
Theft from the person	0.6	Average	↑
Vehicle crime	2.4	Below average	↓
Violence and sexual offences	8.7	Average	↑

Source: Oxfordshire 2016 Strategic Intelligence Assessment, from HMIC (January 2016 data release), rate calculated using ONS 2014 mid-year population estimate.

<sup>5</sup> <http://insight.oxfordshire.gov.uk/cms/safer-oxfordshire-partnership-strategic-intelligence-assessment-2016>

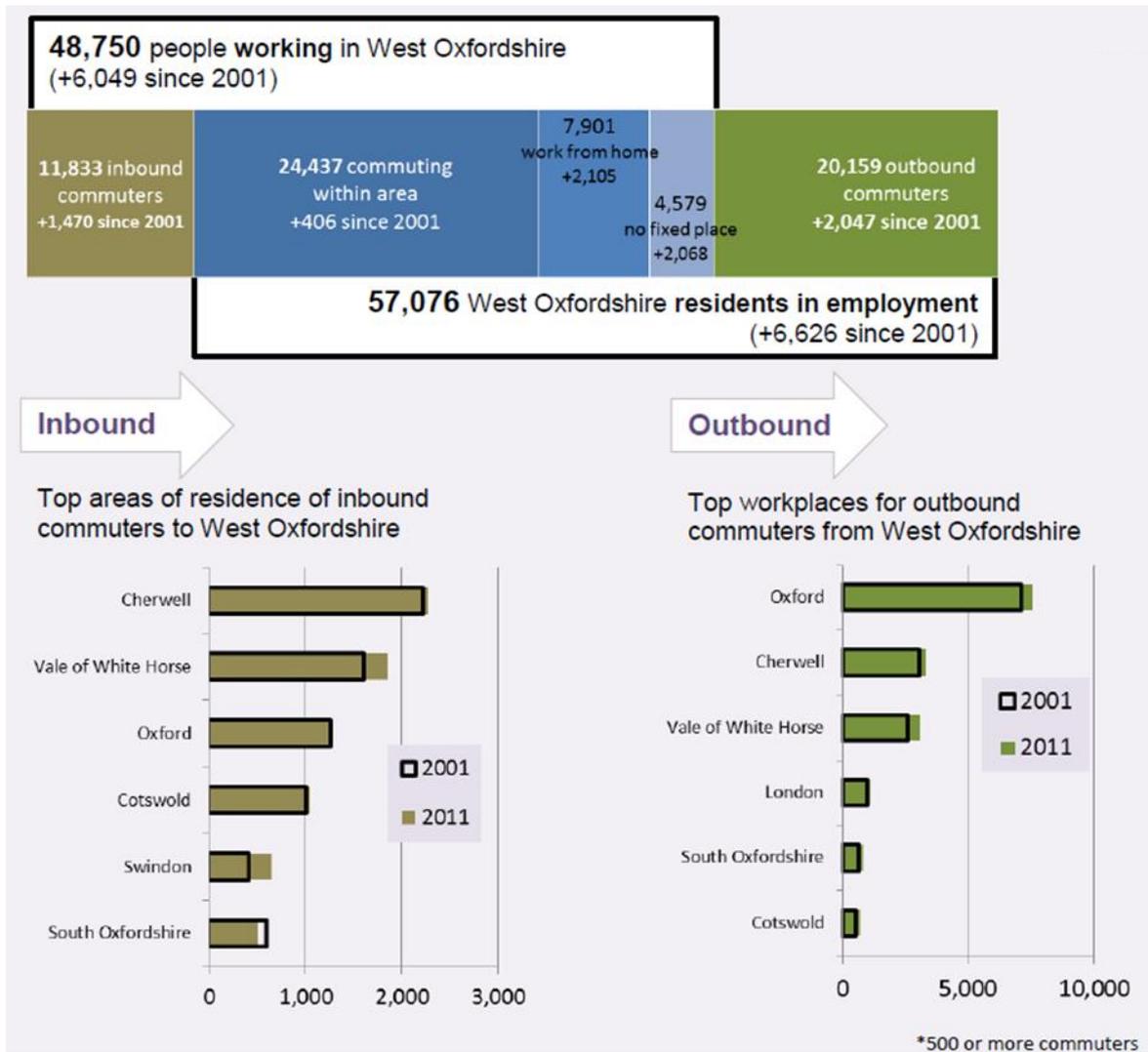
## 8 Transport and travel

Between 2001 and 2011 inbound and outbound commuting to/from West Oxfordshire each increased. There was a much smaller increase in commuting within the district.

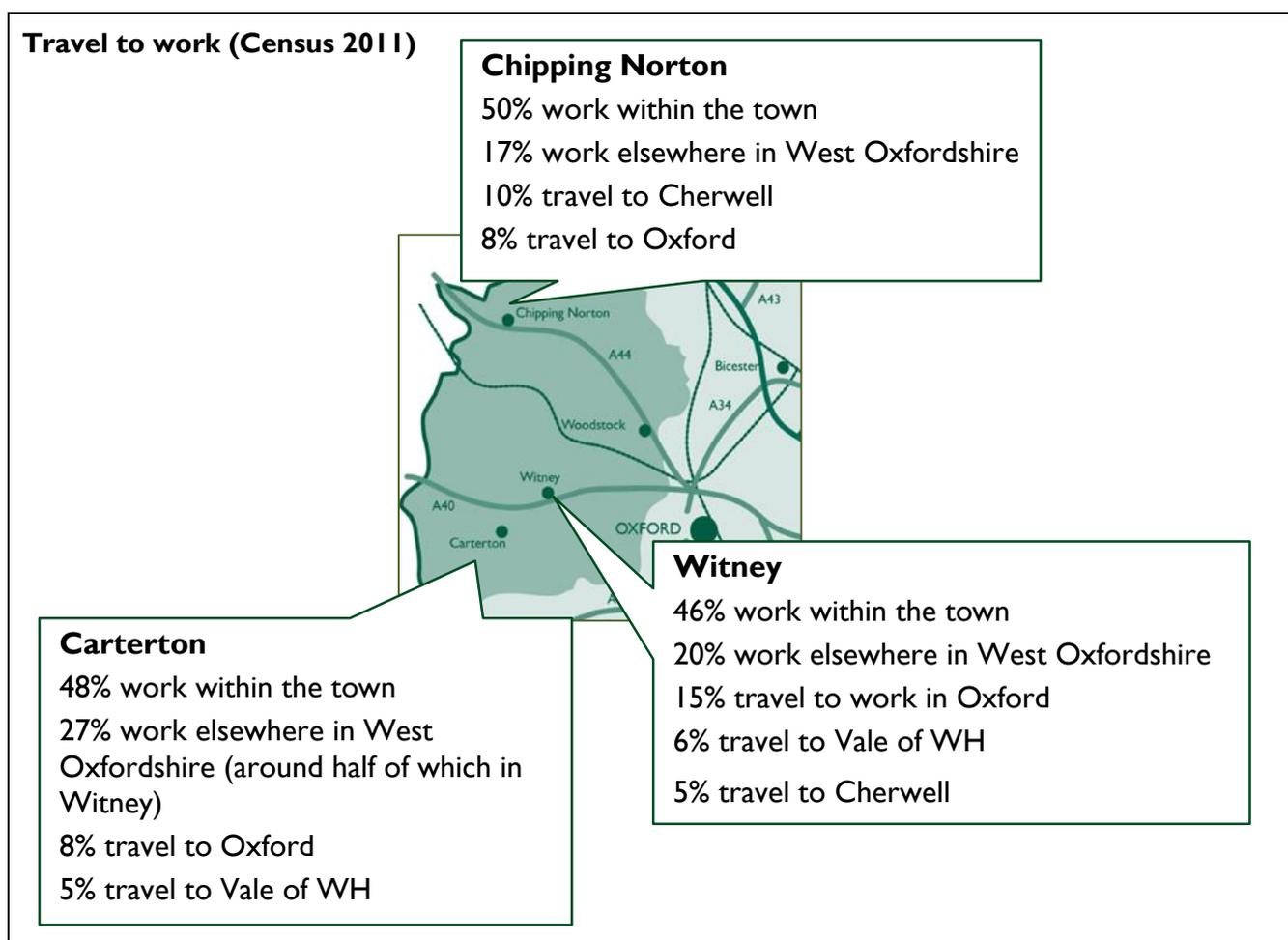
This resulted in an overall increase in the net outflow of workers up from 7,749 in 2001 to 8,326 in 2011.

The greatest change was the increase in outbound commuting from West Oxfordshire to Oxford and to Vale of White Horse.

### Travel to work in West Oxfordshire 2011 and comparison with 2001



Source: ONS 2001 Census table T103 and T10; 2011 Census table WU03, From joint Travel to Work briefing available on Oxfordshire Insight



Source: ONS Census 2011 table WU03

% of all usual residents aged 16 and over in employment the week before the census resident in the area (includes working from home and no fixed place of work)

## Traffic congestion

Oxfordshire County Council developed a new Local Transport Plan in 2015<sup>6</sup>. The plan includes area strategies for Carterton and Witney and a route strategy for the A40. According to the LTP:

- The A40 is a single carriageway Primary Route. It carries a daily flow of between 23,000 and 30,000 vehicles per day - well above the road's link capacity. This is exacerbated by junction capacity issues at Eynsham/Cassington and Wolvercote. This results in congestion on the route for much of the day, including at weekends. During school term times the average journey speed on the A40 between Cassington and Wolvercote in the morning peak is 17 mph, while on the worst days it can be as low as 10 mph.

The A40 strategy includes:

- An eastbound bus lane between Eynsham roundabout and the Duke's Cut, Wolvercote;
- Westbound bus priority on the approaches to Cassington traffic signals and Eynsham roundabout;

<sup>6</sup> <https://www.oxfordshire.gov.uk/cms/content/connecting-oxfordshire-2015-2031-ltp4>

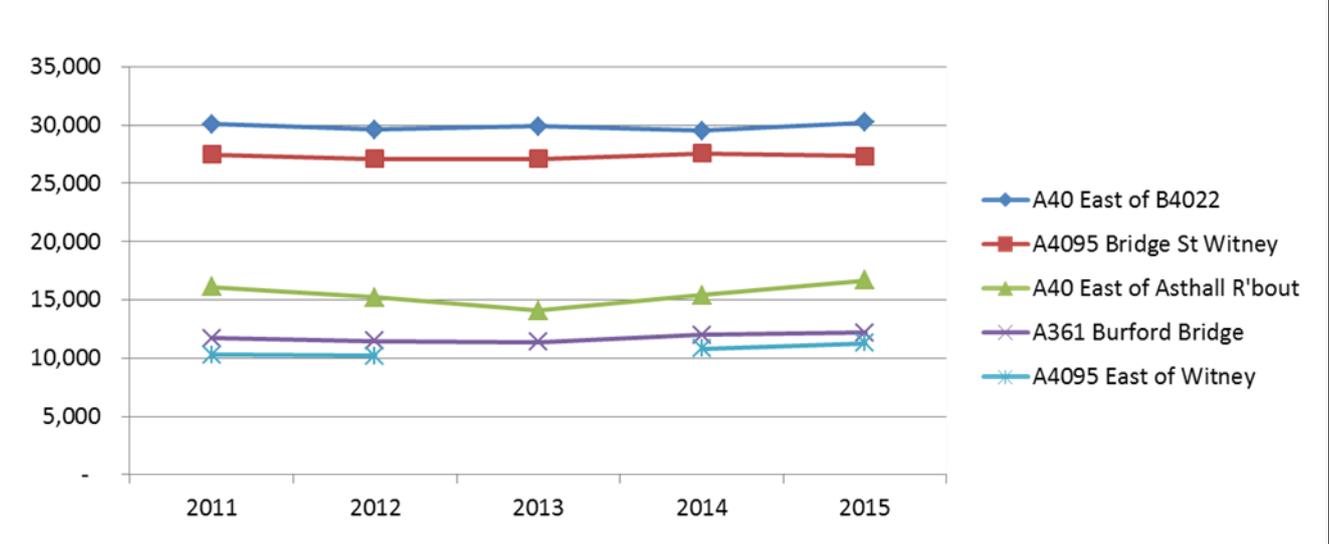
- A Park and Ride car park on the A40 corridor;
- Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout, including bus priority on the approach to Swinford Tollbridge;

A transport options study was carried out for Chipping Norton in July 2016. [anything to say about this? Recommendation of a link road?]

The traffic monitoring point showing the highest traffic flow in West Oxfordshire continues to be the A40 East of B4022 with 30,400 annual average vehicles per day in 2015.

The road section showing the greatest increase in vehicles between 2011 and 2015 was the A4095 East of Witney with an extra 1,000 vehicles on average per day now making use of that route (11,300 movements per day in 2015).

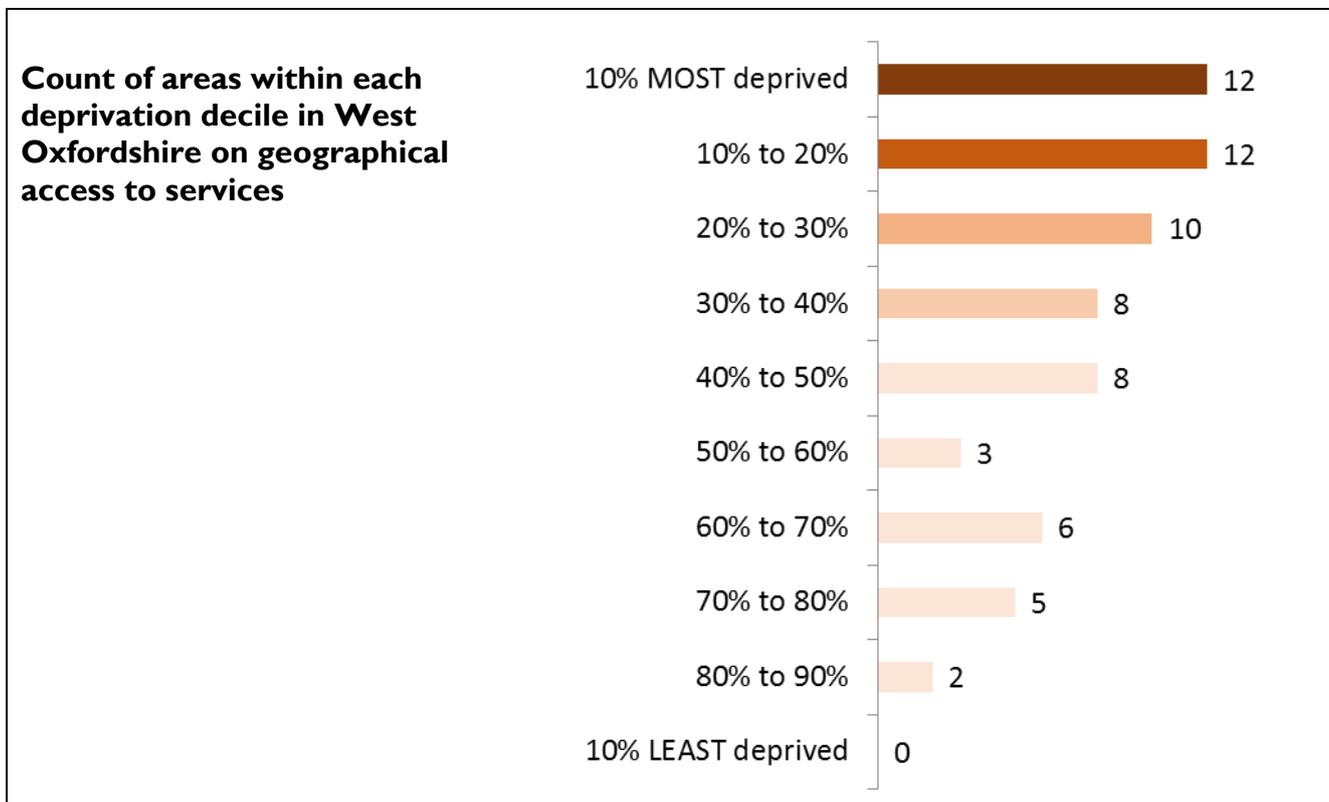
**Annual Average Daily Traffic from selected Automatic Traffic Counters**



Source: [www.oxfordshire.gov.uk/cms/traffic-count-data](http://www.oxfordshire.gov.uk/cms/traffic-count-data); automatic counts, 7 day average

### Access to services and facilities

According to the 2015 update of the Indices of Deprivation, 12 of the 66 lower super output areas<sup>7</sup> in West Oxfordshire are in the 10% most deprived areas in England on the measure of geographical access to services<sup>8</sup> – all in rural areas. A further 12 areas were in the 20% most deprived.



Source: IMD2015, DCLG

The ranking of areas on this measure appears to have improved.

- 14 areas were in the 10% most deprived in 2010.
- 20 areas of West Oxfordshire were ranked in the 10% most deprived in 2004.

As this is a relative measure, the change may be due to a worsening position in other areas of England.

The Council periodically reviews the range of services and facilities available in parishes across the District – see the Settlement Sustainability Report. Feedback from parishes is highlighting concerns about the reduction in bus services.

Although the majority of residents without access to a private car in West Oxfordshire are in the main settlements of Carterton, Witney and Chipping Norton, there are over 3,000 people without

<sup>7</sup> Lower Super Output areas are used for the reporting of small area statistics and typically include a population of between 1,000 and 3,000

<sup>8</sup> The geographical barriers to services sub-domain of the Index of Multiple Deprivation includes road distance to GP surgery, post office, primary school and supermarket / convenience store

a car outside of these towns<sup>9</sup>. This includes 1,700 people aged 65 and over who are resident outside the main towns and do not have access to a private car.

## 9 Change in environmental and biodiversity indicators

### Air quality

Air Quality continues to be a recognised problem for public health, both overall and in specific locations in Oxfordshire<sup>10</sup>.

In Oxfordshire, there are a number of air pollution hotspots where excessive levels of oxides of nitrogen have been identified. These are associated with emissions from vehicles, particularly diesels. They have been declared as Air Quality Management Areas by the City and District Councils, and include two areas in West Oxfordshire: Chipping Norton town centre and Bridge Street, Witney (see table below).

District	AQMA	NO <sup>2</sup> level µg/m <sup>3</sup>
Cherwell	Banbury Hennef Way	79
Oxford	Whole of city	65
South	Henley-on-Thames town centre	59
West	Chipping Norton town centre	58
South	Watlington town centre	55
Vale	Botley A34	53
Vale	Marcham village centre	50
West	Witney, Bridge Street	47
Cherwell	Bicester town centre	47
Vale	Abingdon-on-Thames town centre	45
Cherwell	Kidlington Bicester Road	44
Cherwell	Banbury town centre	42
South	Wallingford town centre	41

Source: Oxfordshire County Council, *Strengthening LTP4 in its aims to reduce air pollution*

### Using Land Efficiently

Previously developed land includes replacement dwellings, redevelopment of land and conversion of non-residential buildings.

The % of homes completed on previously developed land in the past two years in West Oxfordshire was: 75% in 2014-15 and 45% in 2015-16.

A number of dwellings have also been completed on private garden land which although would have been classed as brownfield land at the time they were permitted, would now be regarded as greenfield sites.

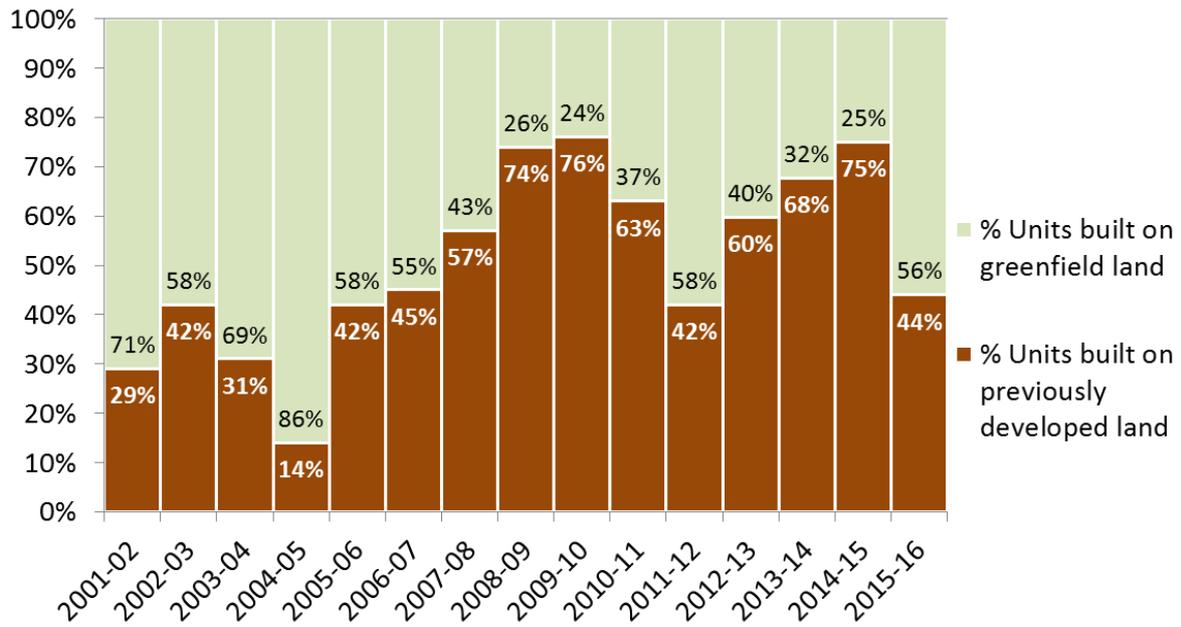
It is anticipated that the proportion of new dwellings permitted and completed on brownfield sites in the future will decrease as the availability of such sites declines.

<sup>9</sup> Census 2011, table xxx

<sup>10</sup> [http://mycouncil.oxfordshire.gov.uk/documents/s33714/CA\\_JUN2816R24%20Annex%20%20Revised%20-%20LTP%20Air%20Quality%202016%20with%20AQMA%20table.pdf](http://mycouncil.oxfordshire.gov.uk/documents/s33714/CA_JUN2816R24%20Annex%20%20Revised%20-%20LTP%20Air%20Quality%202016%20with%20AQMA%20table.pdf)

The Council has recently commenced work on the preparation of a brownfield register, which will help to identify brownfield sites suitable for housing. The intention of having a brownfield register is to speed up the delivery of suitable sites.

**Proportion of new homes completed on previously developed and greenfield land in West Oxfordshire, 2001-02 to 2015-16**



Source: West Oxfordshire District Council Annual Monitoring report 2016

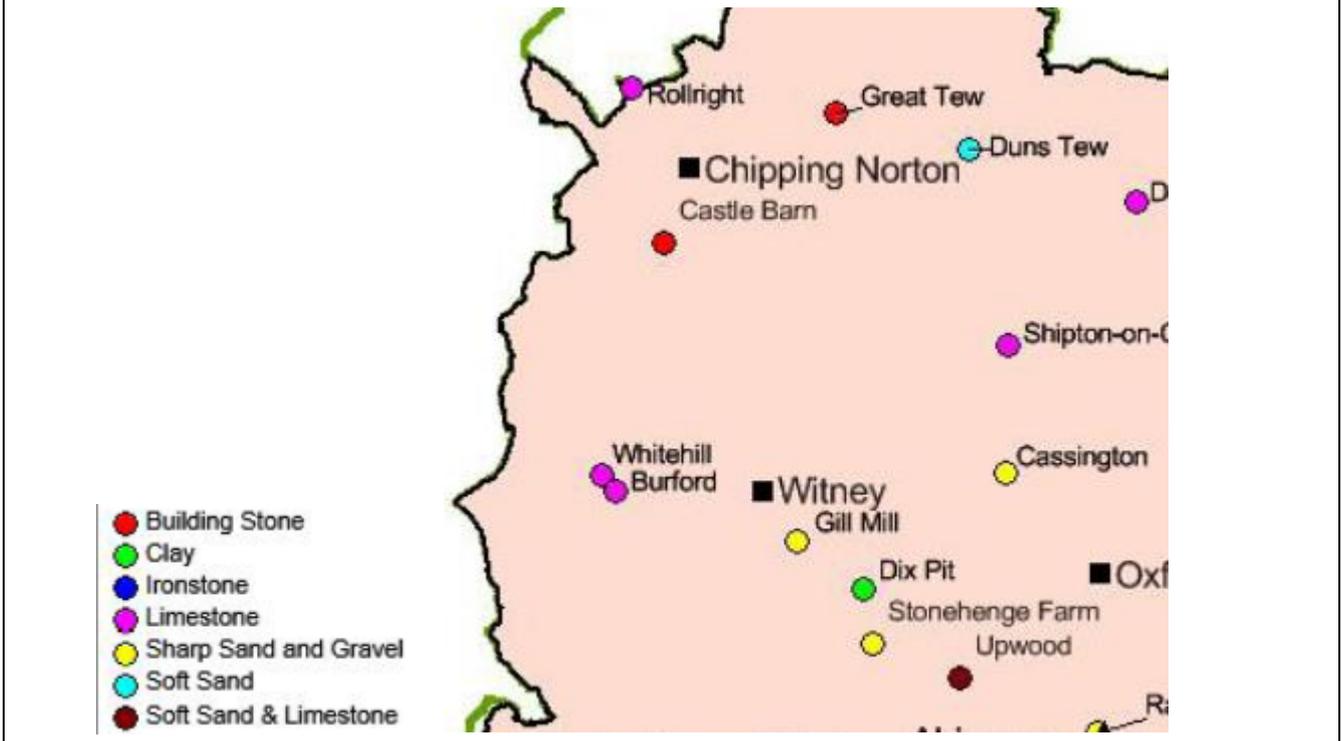
## Mineral resources

In West Oxfordshire large areas in the south of the District in the Thames Flood plain contain sand and gravel reserves.

There are 9 active and permitted quarries in West Oxfordshire. An extension at Gill Mill quarry was granted permission for new aggregate extraction in 2015.

Former quarry sites are re-developed with an emphasis on nature conservation and public access.

### Active and permitted quarries in West Oxfordshire



Source: Oxfordshire County Council Annual Monitoring Report 2015 (April 2016)<sup>11</sup>

<sup>11</sup>

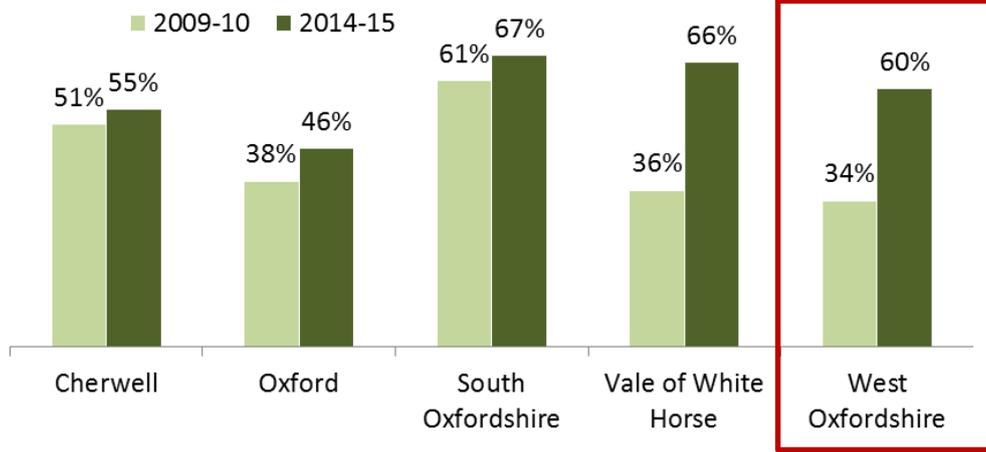
<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/wasteandrecycling/planning/framework/AnnualMonitoringReport2015.pdf>

## Waste

In 2014-15, 409.2kg of waste was collected per head, below the previous year (411.73 in 2013/14).

The percentage of household waste which was recycled or composted in West Oxfordshire was 60%, up from 34% in 2009-10.

### Percentage of household waste sent for reuse, recycling or composting (Ex NII92)



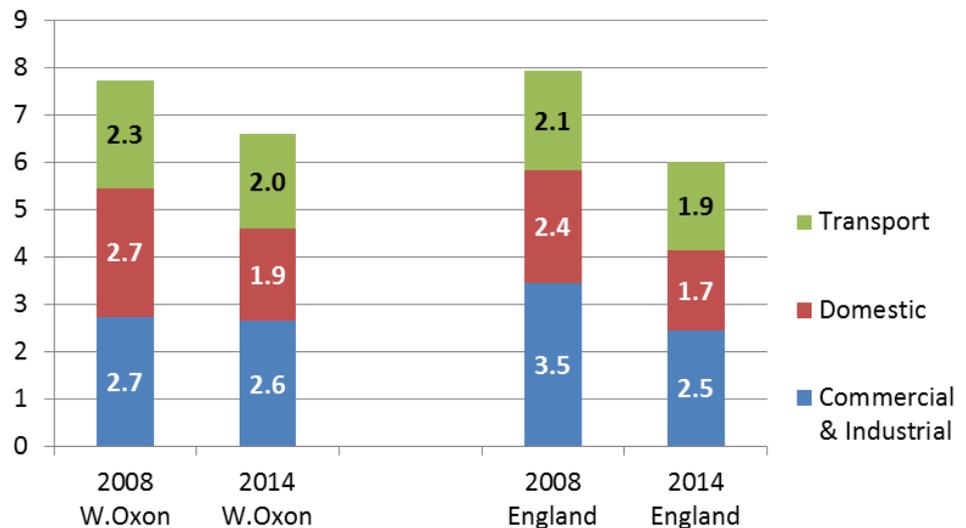
Source: DEFRA Waste and Recycling statistics

## Climate change and greenhouse gas emissions

The latest (2014) carbon emissions per capita data shows a reduction in West Oxfordshire compared with 2008.

The greatest reduction was in domestic emissions which fell from 2.7 to 1.9 kT CO<sub>2</sub> per capita (a drop of 28%) in West Oxfordshire. This was similar to the change in the national average for domestic emissions per capita (-29%).

### CO<sub>2</sub> emissions per capita 2008 and 2014



Source: Department of Energy and Climate Change June 2016

As of June 2016 there was a total of 2,500 domestic renewable energy installations in West Oxfordshire with a total capacity of 7.69 MW (3.1kW per installation)<sup>12</sup>.

Two solar farms were accredited in West Oxfordshire 2014-15 (none were accredited in 2015-16). Westerfield Solar Farm with 10,700 MWh pa (data Nov15) and Kencot Hill Solar Farm with 36,300 MWh pa (data Dec15) <sup>12</sup>.

## **Flooding**

There are several significant watercourses which run through the District, including the Thames along the southern boundary of the District, the Windrush which runs through Witney and Burford and the Evenlode. The Environment Agency has produced indicative flood risk maps which are available on their website.

In 2009 a Level I Strategic Flood Risk Assessment for West Oxfordshire was prepared. This identified the predominant risk of flooding within the district is due to flooding from rivers and watercourses – West Oxfordshire is within the catchment of the River Thames, the River Evenlode and the River Windrush.

It noted the risk from fluvial flooding across the study area is high with large extensive floodplains being a substantial feature of the rural landscape.

Towns and villages identified as at particular risk from fluvial flooding are: Witney, Bampton, Clanfield, Northmoor, The Wychwoods, Brize Norton, Eynsham, Standlake and Charlbury. The following areas were also identified as experiencing groundwater flooding: Shilton, Alvescot, Northmoor, Langford, Combe and Kelmscott. Sewer flooding was identified as an issue in a number of parishes, including: Shipton-under-Wychwood, Ascott-under-Wychwood, Alvescot and Combe.

## **Water quality and water consumption**

Most of the designated surface water bodies in west Oxfordshire are currently failing to achieve Good Status under the Water Framework Directive with around a quarter only meeting Poor or Bad Status in the last review cycle linked to numerous activities within the catchment. In such a rural district, agricultural practices have dominant influence on water quality both through runoff.

The Thames River Basement Management Plan identifies pollution from wastewater treatment as a factor affecting the achievement of Good Status on parts of both the River Evenlode and Windrush catchments, although certainty is only suspected or probable and often combined with agricultural influences.

There is sufficient capacity within the waste water treatment works permits to accept all proposed growth in West Oxfordshire. At a high level this therefore implies that Water Framework Directive targets should not be affected.

The findings of the Phase I Scoping Water Cycle Study indicate that future water supply is a concern in West Oxfordshire. Thames Water have confirmed through their Water Resources Management Plan that a supply demand deficit is forecast within the next 10 years and have consequently developed a suite of options to manage water provision over the short to medium term to 2040.

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<sup>12</sup> <http://www.ref.org.uk/generators/index.php>

## Contaminated land

Only one site within West Oxfordshire has been identified on the contaminated land register. This site is a bulk fuel installation within the RAF Brize Norton airbase and is subject to regulatory control by the Environment Agency.

## Agricultural land

The 2010 Agricultural Land classification by Natural England (2010)<sup>13</sup> shows the majority of West Oxfordshire assessed as “good to moderate”.

## Biodiversity

The Biodiversity Annual Monitoring Report 2015 for West Oxfordshire prepared by the Thames Valley Environmental Records Centre shows:

- No change in the condition of Sites of Special Scientific Interest
- No substantial change in biodiversity assets.

## The Historic Environment

Within the District there are: 142 Scheduled Ancient Monuments, 16 Historic Parks and Gardens, 50 Conservation Areas, the Blenheim Palace World Heritage Site (WHS), and 34% of the District is designated as part of the Cotswolds Area of Outstanding Natural Beauty

There is a reducing number of heritages sites “at risk” in West Oxfordshire from 27 entries in 2013 on the Heritage At Risk Register to 15 entries in 2015.

### Sites in West Oxfordshire included in the Heritage At Risk Register

	Places of worship at risk	Archaeology entries on register
2013	3	24
2014	1	22
2015	1	14

Source: Historic England

<sup>13</sup> <http://publications.naturalengland.org.uk/publication/141047?category=5954148537204736>

## West Oxfordshire Local Plan Proposed Modifications Sustainability Appraisal (SA) Addendum Report Appendix III: SA of Spatial Strategy Options

### Key:

Categories of Significance		
Symbol	Meaning	Sustainability Effect
x	Absolute constraints	Absolute sustainability constraints to development, for example, internationally protected biodiversity
--	Major Negative	Problematical and improbable because of known sustainability issues; mitigation likely to be difficult and/or expensive
-	Minor negative	Potential sustainability issues: mitigation and/or negotiation possible
+	Minor positive	No sustainability constraints and development acceptable
++	Major Positive	Development encouraged as would resolve existing sustainability problem
?	Uncertain	Uncertain or Unknown Effects
0	Neutral	Neutral effect
-	+	SA Objectives 2, 6, 7, 10, 11, 13 and 14 consider more than one topic and as a result the plan could have different effects upon each topic considered. For example, SA Objective 11 relates to soil as well as water quality and resources. An Option could have a negative effect on soil through the loss of best and most versatile agricultural land but also have a neutral effect on water quality and resources. It is also possible for distribution options to have different effects on some of the other SA Objectives.

Strategic Spatial Options Appraised through SA 2010-2014 with minor updates in February 2015; refreshed October 2016	
Option	Description
1	'Witney Focus' - Concentrate development at Witney
2	'Three Towns' - Concentrate development at Witney, Carterton and Chipping Norton
3	'Dispersal' - More dispersed development but still including development in Witney, Carterton and Chipping Norton
Strategic Spatial Options Appraised through SA in 2016	
4	Concentration along transport corridors, including expansion of existing settlements and/or new villages
5	A new village

<b>OPTION 4: CONCENTRATE DEVELOPMENT ALONG TRANSPORT CORRIDORS</b>			
<b>Assessment of Effects</b>			
<b>SA Objective</b>	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>		
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	<p>This Option has the potential for a long-term minor positive effect through the provision of housing in certain parts of the District along transport corridors. This is likely to be more suitable for higher density urban areas with more sustainable transport such as frequent rail and bus services and, therefore, would include expansion of existing settlements and/or new villages along the line of the Cotswold line railway which is the main rail link through the District.</p> <p>If less development were focused in the three main service centres as a result of this option being pursued, it is less likely that this Option would meet their identified housing needs including the need for affordable housing. Potential for both a minor long-term positive and negative effect.</p>	+	-
2. Improve health and well-being and reduce inequalities	<p>As for all the Options there is the potential for both positive and negative effects against this SA Objective. This Option has the potential for a minor indirect positive effect on health through the provision of new development, including housing and employment, along the transport corridors in the District. However, it could limit opportunities to contribute to the needs and health of other local communities.</p> <p>In the short-term there is the potential for negative effects on human health as a result of increased noise, light and air pollution during construction, which can have impacts on human health. There are suitable mitigation measures provided through Local Plan policies and available at the project level to address any significant negative effects during construction in the short-term, which includes appropriate phasing of new development. Local Plan Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality and amenity.</p> <p>This Option is less likely to erode access to the countryside compared to Options 1, 2 &amp; 5, in particular for the existing residents of Winey, Carterton and Chipping Norton. It is assumed that any development will be required to provide an appropriate level of open space for recreation and protect and enhance Green Infrastructure (GI). Local Plan Policy EH3 (Public Realm and Green Infrastructure) seeks to protect and enhance green spaces and ensure that new development does not result in the loss of open space, sports and recreational buildings. The likelihood of improving accessibility to the countryside and accessibility to healthcare in the rural areas is uncertain.</p>	+	?

3. Promote thriving and inclusive communities	This Option has the potential for community benefits over concentrated areas of the District, but it is less likely to support the town centres of Witney, Carterton and Chipping Norton, or the wider rural areas. Potential for a minor long-term positive effect through the provision of new development concentrated in the District, as well as a minor long-term negative effect as the needs of the main service centres might not be met as fully as they would be under Options 1 & 2.	+	-
4. Improve education and training	The concentration of new development along transport corridors in the District is unlikely to improve access to education. In the District, only six towns have secondary schools and outside of these areas there are only 32 primary schools, most of which have little spare capacity. Many of the villages have no education facilities. It is unlikely that new development would be of a sufficient scale to support the provision of new education facilities – but there is some uncertainty as to the extent of expansion possible for existing settlements.	-?	
5. Maintain a low level of crime and fear of crime	None of the Options are likely to have a significant effect against this SA Objective. Local Plan Policy OS4 requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. Therefore, neutral effect against this SA Objective.	0	
6. Improve accessibility to all services and facilities	Focusing new development along the railway transport corridors by locating it within or in close proximity to towns & rural service centres is likely to have major positive effects for accessibility by reducing the need to travel by car. However, this would be limited to accommodating growth around the existing main railway stations at Charlbury, Hanborough and Kingham.  Focusing development at the towns of Witney (A40) and Chipping Norton (A44) offers opportunities for significant improvements to public transport, reducing the need to travel by car, and with positive effects that would be cumulative in the longer term.  The main road corridors are essentially the A44 and the A40. Access to the A40 is already constrained and transport assessments indicate that negative effects are most likely to occur in Witney <sup>1,2</sup> . Whilst mitigation provided by Local Plan Policies T1-4 and available at the project level is likely to ensure that	++?	--?

<sup>1</sup> Oxfordshire County Council (March 2009) Witney Transport Study - Final Strategy.

<sup>2</sup> Oxfordshire County Council (November 2009) Carterton - Transport Evaluation of Potential Housing Sites and Evaluation of the Transport Impacts Associated with Development Options.

	significant effects do not occur, there is still the potential for residual long-term major negative effects on traffic. However, this will be dependent on the final distribution and scale of development and is uncertain at this strategic assessment stage.			
7. Improve the efficiency of land use	As for the other Options, there are limited current opportunities for strategic development on Brownfield land within the District; therefore, the majority of development is likely to occur on Greenfield land <sup>3</sup> . This has the potential for a long-term minor negative effect against this SA Objective. Development within the rural areas of the District is likely to have a lower density than within or adjacent to the main towns and rural service centres. This Option could therefore result in the loss of a larger amount of Greenfield land compared to Options 1 and 2, as a larger amount of land will be required to accommodate lower density development. However, at this stage this is uncertain.	-		
8. Reduce waste generation and disposal	The location of development is unlikely to have a significant effect against this SA Objective. All the Options are considered to have a neutral effect against this SA Objective.	0		
9. Reduce air pollution and improve air quality	<p>Concentrating development along railway corridors and with sustainable access to the railway stations has the potential for major positive effects that are cumulative and in the longer term. However, concentrating development along transport corridors has the potential to increase traffic on the existing road networks along the A44 and A40; access to the A40 is already constrained.</p> <p>Significant negative effects are more likely to occur in the short-term as it is assumed that long-term air quality is likely to improve as a result of stringent emissions controls on new vehicles via European standards<sup>4</sup>. In 15 to 20 years' time low emission vehicles will make up the majority of cars on the roads in the UK. It is also likely that there will be reductions in various contributing sectors that will also result in reductions in background concentrations of atmospheric pollutants. However, this is uncertain at this stage. This along with the potential improvements to strategic road infrastructure and public transport could help to improve air quality.</p> <p>Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 – Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies</p>	<table border="1"> <tr> <td>++?</td> <td>-?</td> </tr> </table>	++?	-?
++?	-?			

<sup>3</sup> West Oxfordshire District Council Strategic Housing Land Availability Assessment 2009 and Interim Summary Report 2011. Available online: <http://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-evidence-base/strategic-housing-land-availability-assessment-%28shlaa%29/>

<sup>4</sup> <http://ec.europa.eu/environment/air/transport/road.htm>

	and available at the project level to ensure any major negative effects are addressed in the short-term with a residual minor short-term negative effect against this SA Objective – but some uncertainty as it depends on the extent and precise location of additional road traffic.			
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>As set out above for air quality, there is the potential for this Option to have negative effects on greenhouse gas emissions in the short-term through increased traffic. This is unlikely to be significant given the mitigation measures provided by Local Plan policies and available at the project level. In the longer-term it is likely that greenhouse gas emissions from vehicles will reduce as a result of stringent emissions controls on new vehicles via European standards. However, at this stage this is uncertain.</p> <p>The concentration of new development along railway corridors and with sustainable access to railway stations will help to reduce the need to travel and reliance on the private car for residents. However, this Option would not lead to sustainable transport mode improvements in other areas of the District or help to reduce reliance on the private car for rural communities.</p> <p>Concentrating development along road corridors of A44 and A40 will increase GHG emissions with potential negative effects.</p>	<table border="1"> <tr> <td>++?</td> <td>-?</td> </tr> </table>	++?	-?
++?	-?			
11. Protect and improve soil and water resources	<p>Local Plan Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address the negative effects on water resources and quality with residual neutral effects.</p> <p>It is considered likely that all of the Options have the potential for the loss of best and most versatile agricultural land but that this is uncertain at the strategic stage of assessment.</p>	<table border="1"> <tr> <td>0</td> <td>?</td> </tr> </table>	0	?
0	?			
12. Reduce the risk from all sources of flooding	It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to ensure that there are no significant negative effects against this SA Objective. In accordance with the NPPF, Local Plan Policy EH5 (Flood Risk) ensures that proposed development avoids areas of high flood risk and does not contribute to increased flood risk elsewhere. Neutral effect against this SA Objective.	<table border="1"> <tr> <td>0</td> </tr> </table>	0	
0				
13. Conserve and enhance biodiversity and geodiversity		<table border="1"> <tr> <td>0?</td> </tr> </table>	0?	
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	<p>There is one European site<sup>5</sup> with several SSSIs that are adjacent to the A40 corridor<sup>6</sup> in places. The HRA Report concluded that the Submission Draft Local Plan will not have any likely significant effect upon a European designated site.</p> <p>There is the potential for negative effects through increased disturbance and loss of Greenfield sites that provide supporting habitats and connectivity to surrounding habitats for locally important biodiversity. At this strategic stage the potential effect of this Option is considered uncertain but it is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address any potential significant effects with a potential residual effect of neutral. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. The specific nature and significance of effects, including possibilities for mitigation measures/enhancement, will be dependent on the precise scale and location of development.</p>					
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p>A third of the District lies within the Cotswolds AONB. This includes towns and large/medium-sized villages that could accommodate development as a result of this Option with the Cotswold railway line running NW-SE through the AONB, and existing railway stations at Charlbury, Hanborough and Kingham. While mitigation provided by Local Plan policies, including EH1 Landscape character, and available at the project level may help to reduce the significance of this effect, it is still considered that there is the potential for residual major long-term cumulative negative effects on the landscape of the District. There is an element of uncertainty at this strategic stage of assessment until the scale and precise location of development is known.</p> <p>Conversely, this Option 4 &amp; No 3 are likely to have a reduced negative effect on the landscape around the main service centres compared to Options 1 and 2 as more development would be directed to other areas of the District. There is still an element of uncertainty, as the nature and significance of the effect on landscape will be dependent on the location and design/layout of development.</p>	<table border="1"> <tr> <td data-bbox="1888 651 1973 762">--?</td> <td data-bbox="1973 651 2047 762">?</td> </tr> <tr> <td colspan="2" data-bbox="1888 762 2047 1145"></td> </tr> </table>	--?	?		
--?	?					
<p>15. Maintain high and stable levels of employment</p>	<p>This Option has the potential for a long-term minor positive effect against this SA Objective through the provision of new employment along the transport corridors of the District. However, concentrating development along the transport corridors will not help to meet the employment needs in other areas</p>	<table border="1"> <tr> <td data-bbox="1888 1145 1973 1249">+</td> <td data-bbox="1973 1145 2047 1249">-</td> </tr> <tr> <td colspan="2" data-bbox="1888 1249 2047 1281"></td> </tr> </table>	+	-		
+	-					

<sup>5</sup> For the purposes of this appraisal these are considered as Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites.

<sup>6</sup> <http://www.westoxon.gov.uk/media/1032251/West-Oxfordshire-Habitat-Regulations-Assessment-2015.pdf>

	of the District. Potential for a minor long-term positive through as well as a minor long-term negative effect through not meeting the needs of the rest of the District.		
16. Promote sustainable economic growth and competitiveness	This Option has the potential for a long-term minor positive effect against this SA Objective through the provision of employment along the transport corridors of the District, including rural areas. However, this is less likely to promote economic growth and is less likely to support the town centres of Witney, Carterton and Chipping Norton, nor meet the employment needs of the three main service centres – with short and long term cumulative negative effects.	+	-
<p><b>Summary Findings:</b></p> <p>This Option No 4 would distribute development across the District along the railway and A44 &amp; A40 road corridors, including some expansion of existing settlements (the potential effects for new village(s) is considered in Option No 5). This would help to meet the housing, employment and infrastructure needs for some rural communities along the road and railway corridors and the main service centres at Witney &amp; Chipping Norton, but unlikely to meet the needs of other rural areas or Carterton. The option is therefore considered to have the potential for both a minor positive and minor negative long term effect against SA Objectives relating to housing, communities, education, employment and the economy.</p> <p>New development is unlikely to have good access to service and facilities unless it is situated within or in close proximity to the main towns or rural service centres. Focusing new development along the railway transport corridors is likely to have major positive effects for accessibility by reducing the need to travel by car but this would be limited to accommodating growth around the existing main railway stations at Charlbury, Hanborough and Kingham. The main road corridors are essentially the A44 and the A40. Access to the A40 is already constrained and transport assessments indicate that negative effects are most likely to occur in Witney. Focusing development along these two road corridors would exacerbate existing issues for sustainable transport and there is the potential for major negative effects, particularly for Witney - although there is the possibility for more significant improvements to public transport at Witney (A40) and Chipping Norton (A44) with positive effects.</p> <p>The Cotswold railway line runs through the Cotswolds AONB. Whilst mitigation provided by Local Plan policies and available at the project level may help to reduce the significance of this effect, it is still considered that there is the potential for residual major long-term cumulative negative effects on the landscape in this area of the District. There is an element of uncertainty at this stage until the scale and precise location of development is known. Conversely, this Option is likely to have a reduced negative effect on the landscape around the main service centres compared to Options 1 and 2 as more development will be directed to other areas of the District. There is still an element of uncertainty, as the nature and significance of the effect on landscape will be dependent on the location and design/layout of development.</p>			



Option 5: A NEW VILLAGE				
Assessment of Effects				
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty			
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	<p>This Option has the potential for a major positive effect against this SA Objective through the provision of housing that could be very sustainable due to the economies and design possibilities with larger scale developments. This could include significant affordable and adaptable housing. However, there tends to be a long lead-in to develop new settlements such that major positive effects would be in the longer-term.</p> <p>Compared to Options 1 &amp; 2, this Option would not meet with identified housing needs for the three towns including affordable housing with likely major negative effects for them, although with some uncertainty as details are not known at the strategic stage of assessment.</p>	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: #008000; color: white;">++</td> <td style="background-color: #ffa500; color: white;">--?</td> </tr> </table>	++	--?
++	--?			
2. Improve health and well-being and reduce inequalities	<p>As for all the Options there is the potential for both positive and negative effects against this SA Objective. There is the potential for indirect long-term positive effects on health through meeting some of the housing and employment needs of the District in a new village. However, this will not support the health and well-being of communities in the 3 towns or rural areas – with potential negative effects.</p> <p>In the short-term there is the potential for negative effects on human health as a result of increased noise, light and air pollution during construction, which can have impacts on human health. Compared to Options 2 &amp; 3 the effect is likely to be less significant throughout the District as development will be contained in a new village. Suitable mitigation measures are provided through Local Plan policies and available at the project level to address any significant negative effects during construction in the short-term, which includes appropriate phasing of new development. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality and amenity.</p> <p>It is assumed that any development will be required to provide an appropriate level of open space for recreation and protect and enhance Green Infrastructure (GI). Policy EH3 (Public Realm and Green Infrastructure) seeks to protect and enhance green spaces and ensure that new development does not result in the loss of open space, sports and recreational buildings. There is the potential for major positive effects on green space through the larger scale of development that can accommodate provision of new and improved Green Infrastructure in the longer term.</p>	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="background-color: #92d050; color: white;">+</td> <td style="background-color: #ffff00; color: white;">-</td> </tr> </table>	+	-
+	-			

3. Promote thriving and inclusive communities	<p>This Option has the potential for a minor positive effect as the scale of a new village can facilitate and provide opportunities for cultural, leisure and recreational activities for residents – in the longer term.</p> <p>However, this would not support the three settlements' role as main service centres and there are likely to be minor negative effects on the vitality of their town centres.</p>	+	-
4. Improve education and training	<p>This Option has the potential for a minor positive effect as the scale of a new village can facilitate and provide opportunities for education – in the longer term.</p> <p>However, this would not support the three settlements' role as main service centres and there are likely to be minor negative effects for education.</p>	+	-
5. Maintain a low level of crime and fear of crime	<p>None of the Options are likely to have a significant effect against this SA Objective. Policy OS4 requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. Neutral effect against this SA Objective.</p>	<b>0</b>	
6. Improve accessibility to all services and facilities	<p>The scale of development for a new village is likely to facilitate more sustainable transport modes and there can be major positive effects for reducing the need to travel by car and improving/providing cycle/walking routes as these can be designed in from the onset. However, focusing new development in one location is likely to increase the vehicle travel in this area with negative effects – at least until the necessary supporting additional transport infrastructure is operational.</p> <p>However, this would not support the three settlements' role as main service centres and there are likely to be minor negative effects as there is unlikely to be the potential to improve access to services and facilities for the existing residents. There is the potential for a minor long-term negative effect against this SA Objective.</p>	+	-
7. Improve the efficiency of land use	<p>Given that there are limited current opportunities for strategic development on Brownfield land, any new village is likely to be located in Greenfield land<sup>7</sup>. Potential for a long-term minor negative effect against this SA Objective – and this is the case for all of the Options.</p>	-	

<sup>7</sup> West Oxfordshire District Council Strategic Housing Land Availability Assessment 2009 and Interim Summary Report 2011. Available online: <http://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-evidence-base/strategic-housing-land-availability-assessment-%28shlaa%29/>

8. Reduce waste generation and disposal	The location of development is unlikely to have a significant effect against this SA Objective. All the Options are considered to have a neutral effect against this SA Objective.	<b>0</b>	
9. Reduce air pollution and improve air quality	<p>Concentrating development in a new village has the potential to increase traffic on the existing road network in that location. Negative effects are more likely to occur in the short-term as it is assumed that long-term air quality is likely to improve as a result of stringent emissions controls on new vehicles as a result of European standards<sup>8</sup>. In 15 to 20 years' time low emission vehicles will make up the majority of cars on the roads in the UK. It is also likely that there will be reductions in various contributing sectors that will also result in reductions in background concentrations of atmospheric pollutants. However, this is uncertain at this stage. This along with the potential improvements to public transport could help to improve air quality. A new village with facilities and services will help to reduce the need to travel with positive effects – in the longer term.</p> <p>Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 – Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short-term with a residual neutral effect against this SA Objective. However, it is acknowledged that there is still some uncertainty.</p>	<b>0?</b>	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>As set out above for air quality, there is the potential for this Option to have negative effects on greenhouse gas emissions in the short-term through increased traffic. This is unlikely to be significant given the mitigation measures provided by Local Plan policies and available at the project level. In the longer-term it is likely that greenhouse gas emissions from vehicles will reduce as a result of stringent emissions controls on new vehicles through European standards. However, at this stage this is uncertain. It should be noted that concentrating growth on the edge of the main settlements would mean that growing communities are located in close proximity to the majority of services and facilities, which could help to reduce the need to travel.</p> <p>Concentrating development in a new village offers opportunities to incorporate effective Combined Heat and Power (CHP)/ District Heating Schemes in addition to micro renewable energy schemes due to economies of scale and that can be designed in at an early stage. Thus this Option offers the potential for minor positive effects on climate change compared to the other 4 Options.</p>	<b>?</b>	<b>+?</b>

<sup>8</sup> <http://ec.europa.eu/environment/air/transport/road.htm>

<p>11. Protect and improve soil and water resources</p>	<p>A new village offers the opportunity for sustainable water management through efficiencies and water neutral development with economies of scale and early design; there may also be possibilities for improving existing water quality but this is uncertain at this stage.</p> <p>Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address any negative effects on water resources and quality with residual neutral effects.</p> <p>It is considered likely that any of the Options have the potential for the loss of best and most versatile agricultural land – uncertain at this stage.</p>	<p><b>+?</b></p>	<p><b>?</b></p>
<p>12. Reduce the risk from all sources of flooding</p>	<p>A new village offers the opportunity for sustainable water management in a coordinated and integrated way such that there should be no significant negative effects arising from new development.</p> <p>Depending upon the scale, layout, design and location, there could be opportunities for contributing to resolving existing flooding problems as part of the overall masterplan – uncertain at this stage.</p> <p>It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to ensure that there are no significant negative effects against this SA Objective. In accordance with the NPPF, Policy EH5 (Flood Risk) ensures that proposed development avoids areas of high flood risk and does not contribute to increased flood risk elsewhere - neutral effects.</p>	<p><b>0</b></p>	
<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>If a new village can be located to avoid effects on European and nationally important biodiversity and geodiversity, neutral effects are indicated.</p> <p>There is the potential for negative effects on these locally important biodiversity areas but it is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address any potential significant effects. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. The nature and significance of effects will be dependent upon the precise scale and location of development but the scale of a new village offers more possibilities for biodiversity enhancements through provision of new habitat than the other 4 Options.</p>	<p><b>0</b></p>	<p><b>+?</b></p>

<p>14. Conserve and enhance landscape character and the historic environment</p>	<p>For all the Options, landscape and visual constraints mean that there are few areas in West Oxfordshire that could accommodate development without substantial adverse landscape and/or visual impact. Given the available landscape evidence, it is considered that there is the potential for significant long-term negative effects on landscape. However, suitable mitigation will be provided by Local Plan policies, including EH1 Landscape Character, and available at the project level to address significant effects so that potential negative effects are reduced to minor residual and cumulative negative effects.</p> <p>For a new village, there is the possibility to focus development in an area of less landscape sensitivity and concomitant less negative effect; negative effects on the 3 service towns and rural areas would be minimised with the potential for an overall neutral effect. There is still an element of uncertainty, as the nature and significance of the effect on landscape will be dependent on the precise location and design/layout of development.</p> <p>A new village can avoid potential significant effects on the historic environment through location, design and layout; there could be possibilities for enhancing the access or setting of locally important historic assets. It is considered that suitable mitigation will be provided by Local Plan policies, including EH7, and available at the project level to address any significant effects, such that effects are likely to be neutral at this strategic stage of assessment.</p>	O?	
<p>15. Maintain high and stable levels of employment</p>	<p>This Option has the potential for a minor long-term positive effect against this SA Objective since it is assumed that a new village option would include employment land. However, it would not help to meet the employment needs for the majority of the District with likely negative effects.</p>	+	-
<p>16. Promote sustainable economic growth and competitiveness</p>	<p>This Option has the potential for a minor long-term positive effect against this SA Objective since it is assumed that a new village option would include employment land. A new village also offers the possibilities to better enable enterprise and innovation through early planning and promotion of competitive economic growth.</p> <p>However, it would not help to meet the economic growth needs for the majority of the District with likely negative effects.</p>	+	-
<p><b>Summary Findings:</b></p> <p>A new village(s) has the potential for major positive effects for housing at this location since the scale of development can accommodate flexibility, adaptability and a range of housing that can also improve health &amp; well-being, reduce inequalities and promote inclusive communities. The scale of a village can generate major funding for community services and facilities.</p>			

Conversely, focusing development in a new settlement will have negative effects by not meeting the needs in other parts of the District. A new village offers the possibilities to better enable enterprise and innovation through early planning and promotion of competitive economic growth. However, it would not help to meet the economic growth needs for the majority of the District with likely negative effects. This Option No 5 is therefore considered to have the potential for both a minor positive and minor negative long term effects against SA Objectives relating to housing, communities, education, employment and the economy.

The scale of development for a new village is likely to facilitate more sustainable transport modes and there can be major positive effects for reducing the need to travel by car and improving/providing cycle/walking routes as these can be designed in from the onset. However, there are likely to be minor negative effects elsewhere in the District as there is limited potential to improve access to services and facilities for existing residents. Therefore, potential for minor long-term positive and negative effects against this SA Objective on access and transport. However, the scale of a village can generate major funding for infrastructure improvements including transport.

The scale of a new village also offers more possibilities for biodiversity enhancements through provision of new habitat and Green Infrastructure than the other 4 Options – at that location; conversely, there are less possibilities for other parts of the District.

For a new village, there is the possibility to focus development in an area of less landscape sensitivity to mitigate potential negative effects, and negative effects on the 3 service towns and rural areas would be minimised with the potential for an overall neutral effect. Potential significant effects on the historic environment can be mitigated through location, design and layout; there could be possibilities for enhancing the access or setting of locally important historic assets.

## Appendix IV: Strategic Options for Direction of Growth – New SAs

**Strategic Option at Witney – Land West of Downs Road**

**Strategic Option at Carterton – North East Carterton**

**Strategic Options at Eynsham – Urban Extension to the West; new Garden Village to the North**

**Key:**

Categories of Significance		
Symbol	Meaning	Sustainability Effect
<b>x</b>	Absolute constraints	Absolute sustainability constraints to development, for example, internationally protected biodiversity
<b>--</b>	Major Negative	Problematical and improbable because of known sustainability issues; mitigation likely to be difficult and/or expensive
<b>-</b>	Minor negative	Potential sustainability issues: mitigation and/or negotiation possible
<b>+</b>	Minor positive	No sustainability constraints and development acceptable
<b>++</b>	Major Positive	Development encouraged as would resolve existing sustainability problem
<b>?</b>	Uncertain	Uncertain or Unknown Effects
<b>0</b>	Neutral	Neutral effect
<b>- 0</b>	Certain SA Objectives consider more than one topic and as a result the plan could have different effects upon each topic considered. For example, SA Objective 11 relates to soil as well as water quality and resources. An Option could have a negative effect on soil through the loss of best and most versatile agricultural land but also have a neutral effect on water quality and resources.	

<b>LAND WEST OF DOWNS ROAD BETWEEN WITNEY AND MINSTER LOVELL</b>		
Approximately 750 homes and 10-20 ha of business land.		
<b>Assessment of Effects</b>		
<b>SA Objective</b>	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	All of the options have the potential to provide residential development and will need to comply with Policies OS3 - Prudent Use of Resources; OS4 - High Quality Design; H4 - Type and Mix of New Homes; and H3 – Affordable Housing. Proposed development at this site therefore has the opportunity: to increase affordable housing provision; to allow for high quality and sustainably constructed housing to be built; and for a mix of housing to be built to meet the current and future needs of the community. This has the potential to have major long term positive effects on this SA Objective.	++
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. It is assumed that there will be suitable mitigation measures provided through Local Plan policies and available at the project level to address short term negative effects during construction, with a residual neutral effect. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity.</p> <p>The site is partly bordered by the B4047 to the north and Downs Road to the east, and next to an existing area of industrial uses such that new residential properties may be affected by noise, light, odour and air pollution – mitigation measures available through Policy EH6.</p> <p>Development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>1</sup> by meeting the future needs of the District.</p> <p>In line with Policies OS5 and WIT4, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Therefore, any increase in pressure on access to existing healthcare facilities as a result of new development at the site will be mitigated. Access to existing healthcare facilities is also likely to improve through new development complying with Policy T1 – Sustainable Transport. As a</p>	+?

<sup>1</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

	<p>result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>2</sup> by meeting the future needs of the District.</p> <p>The site takes Greenfield land but is connected to the urban edge of Witney and therefore, effects regarding accessibility to the countryside are likely to be negative or neutral. Policy EH3 requires development, where appropriate, to provide or contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land. In addition, Policy OS4 requires new development to enhance local green infrastructure and its biodiversity, including the provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate. Moreover, as for the other options this option could provide the opportunity to address other shortfalls in other types open space (Allotments; Parks and Recreation Grounds (public and private); Accessible Natural Green Space; Play Space (Children); and Play Space (Youth))<sup>3</sup> for Witney as a whole. Therefore, there is potential for further long-term positive effects to be realised through development on this site. Depending on the quantum, mix and layout of any development in this location it may necessitate the relocation of parts of the Witney Lakes Golf Resort although this is uncertain at this stage.</p> <p>Overall there is the potential for long term positive effects against this SA Objective but with some uncertainty at the strategic stage until further detailed masterplanning.</p>					
3. Promote thriving and inclusive communities	<p>In line with Policies WIT4 and OS5, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Therefore, it is anticipated that the development could provide opportunities for cultural, leisure and/or recreational activity. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated. Access to existing facilities is also likely to improve through new development complying with Policy T1 – Sustainable Transport. As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. It is understood that any development at this site would require relocation of part of the Witney Lakes Golf Course but this is possible to the north west of the existing course – thus mitigated and with neutral effects.</p>	<table border="1"> <tr> <td data-bbox="1921 855 2002 991">+</td> <td data-bbox="2002 855 2080 991">-</td> </tr> <tr> <td data-bbox="1921 991 2002 1216"></td> <td data-bbox="2002 991 2080 1216"></td> </tr> </table>	+	-		
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<sup>2</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>3</sup> West Oxfordshire District Council (2013) West Oxfordshire Open Space Study 2013 – 2029. Online at <http://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf> [accessed May 2014]

	The site is approximately 4 km distance from the town centre <sup>4</sup> . It is therefore considered to be relatively remote from the Town centre and as a result it is unlikely to maintain or increase the vitality of the centre and the existing community. Overall, it is considered that development at this location has the potential for minor negative effects against this SA Objective.	
4. Improve education and training	<p>The site is some 4 km from primary schools in the west of Witney and this is beyond a reasonable walking/cycling distance; the scale of the potential development may not be sufficient to support a new primary school.</p> <p>However, in line with Policy OS5 – Supporting Infrastructure, it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. For Witney and the District as a whole the requirements for future requirements for education and training facilities are set out in the Draft Infrastructure Delivery Plan<sup>5</sup>. Therefore, it is anticipated that the development could improve and/ or deliver new educational facilities leading to minor long-term positive effects; although there is some uncertainty as the precise details of what will be provided in terms of new education facilities is not known. Furthermore, it is understood that a new primary school will be provided as part of the West Witney (North Curbridge) committed urban extension which lies to the east of Downs Road. When that facility is provided it will be within convenient walking distance of the land west of Downs Road. In addition, it is also assumed that any increase in pressure on access to existing education and training facilities as a result of new development at the site will be mitigated.</p> <p>Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 – Sustainable Transport. This could lead to further minor positive long-term effects.</p>	<p style="text-align: center;"><b>+?</b></p>
5. Maintain a low level of crime and fear of crime	As with all options, effects will be neutral because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided by Policy OS4 – High Quality Design which requires that new development should demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	<b>0</b>
6. Improve accessibility to all services and facilities	The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure services/facilities is considered	<b>0?</b> <b>?</b>

<sup>4</sup> Distance measured along main roads – walking distance. Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed October 2016].

<sup>5</sup> West Oxfordshire District Council (2012) West Oxfordshire Draft Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-evidence-base/> [accessed May 2014] and updated IDP (2016)

	<p>against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>Evidence suggests that there are high levels of traffic within Witney and congestion is a problem<sup>6</sup>. The Witney Transport Study (March 2009) concluded that the strategic site options when compared to other areas (to other destinations) do not consistently perform better or worse than each other<sup>7</sup>. The A40 is the main strategic route through West Oxfordshire but with limited access at Witney. Access to west Witney will be enhanced by a new junction at Downs Road (Policy WIT1 LTP4 2015-2031)<sup>8</sup> to accommodate the existing planning commitments (as at Feb 2015) including 1,000 homes committed at West Witney. It is assumed that the new junction would be able to accommodate further vehicles from this additional site at Downs Road without significant negative effects, but this is uncertain.</p> <p>Policy T1 – Sustainable Transport requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable. Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide contribute towards the provision of appropriate supporting infrastructure.</p> <p>It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address significant negative effects on traffic; however, there is still an element of uncertainty until lower level assessments have been carried out. Potential for residual neutral long-term negative effect with an element of uncertainty.</p> <p>The site is 4 km from the centre of the town and therefore unlikely to reduce reliance on private road vehicles unless improvements are made to the sustainable transport network including buses and walking/cycling routes.</p>	
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<sup>6</sup> Oxfordshire county Council (2012) Oxfordshire Local Transport Plan 2011-2030. Online at <https://www.oxfordshire.gov.uk/cms/content/local-transport-plan-2011-2030> [accessed May 2014]

<sup>7</sup> Ibid.

<sup>8</sup> <https://www.oxfordshire.gov.uk/cms/content/witney-area-transport-strategy>

	As for all the options there are opportunities to improve walking and cycling routes as well as public transport. The provision of housing, employment, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Uncertainty of effect against this SA Objective.	
7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this strategic site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.	-
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 - Prudent use of Natural Resources requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0
9. Reduce air pollution and improve air quality	An Air Quality Management Area has been declared on Bridge Street in Witney <sup>9</sup> as objectives for Nitrogen Dioxide are being exceeded, the cause of which is considered to be traffic <sup>10</sup> . While development at this site is unlikely to result in a significant increase in traffic on Bridge Street, the findings of the appraisal against SA Objective 6 indicate that there is the potential for residual negative effects on traffic in Witney. It is therefore considered that there is the potential for negative effects on air quality in the short to medium term through increased traffic and therefore atmospheric pollution. Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policies T1 and T3). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a minor residual short to medium term negative effect against this SA Objective. Improvements to the A40/Downs Road junction as set out in the LTP4 Policy WIT1 should provide some mitigation with people able to access the town centre via the A40 and Ducklington Lane from the south rather than travelling through Bridge Street.	- ?

<sup>9</sup> Air Quality in West Oxfordshire. Online at <https://www.westoxon.gov.uk/residents/environment/environmental-health/air-quality/> [accessed May 2014]

<sup>10</sup> West Oxfordshire District Council (2013) 2013 Air Quality Updating and Screening Assessment for West Oxfordshire District Council. Online at <http://www.westoxon.gov.uk/media/744067/Air-Quality-Progress-Report-2013.pdf> [accessed May 2014]

	<p>It should be noted that compared to the other options, this site is less likely to result in increased traffic along Bridge Street and therefore within the AQMA.</p> <p>It is assumed that long-term air quality is likely to improve as a result of stringent emissions controls on new vehicles via European standards<sup>11</sup>. In 15 to 20 years' time low emission vehicles will make up the majority of cars on the roads in the UK. It is also likely that there will be reductions in various contributing sectors that will also result in reductions in background concentrations of atmospheric pollutants. However, this is uncertain at this stage.</p>					
<p>10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</p>	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will have negative effects on greenhouse gas emissions in the short to medium-term through construction activities and increased traffic. However, this is unlikely to be significant given the mitigation measures provided by Local Plan policies such as OS3 - Prudent use of Natural Resources and T1 – Sustainable Transport and also potential mitigation available at the project level. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand and maximising passive solar heating, lighting, natural ventilation, energy and water efficiency. In addition, this Policy also sets out the requirement for achieving high standards of sustainable design and construction which could also help development to prepare for the impacts of climate change. Potential for a minor long-term positive effect.</p>	<table border="1"> <tr> <td data-bbox="1921 459 2000 587">- ?</td> <td data-bbox="2000 459 2074 587">+</td> </tr> <tr> <td colspan="2" data-bbox="1921 587 2074 1050"></td> </tr> </table>	- ?	+		
- ?	+					
<p>11. Protect and improve soil and water resources</p>	<p>This strategic site within a surface water Nitrate Vulnerable Zone<sup>12</sup>. Therefore, development at this site could lead to minor negative effects on water quality/ resources in both the short-term (construction) and long-term. However, Local Plan Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; therefore, a residual neutral effect.</p>	<table border="1"> <tr> <td data-bbox="1921 1050 2000 1161">0</td> <td data-bbox="2000 1050 2074 1161">--?</td> </tr> <tr> <td colspan="2" data-bbox="1921 1161 2074 1281"></td> </tr> </table>	0	--?		
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<sup>11</sup> <http://ec.europa.eu/environment/air/transport/road.htm>

<sup>12</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

	<p>There is no known contamination on the site. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is greenfield and Grade 3 agricultural land<sup>13</sup>. Grade 3a and above agricultural land is considered to be the best and most versatile agricultural land available and therefore, its loss as a direct result of development is likely to lead to permanent negative effects but the significance is less as no known grade 1 or 2 but- with uncertainty at this stage as it is not known if 3a or 3b. It is considered that negative effects are minor – and uncertainty remains until it is established if Grade 3a or 3b.</p>	
12. Reduce the risk from all sources of flooding	The site is not adjacent or nearby to any main rivers and is not in any Flood Zones 2 or 3 <sup>14</sup> and therefore, neutral effects.	<b>0</b>
13. Conserve and enhance biodiversity and geodiversity	<p>The site is not within close proximity to any international designated biodiversity or geodiversity. There are strands of Priority Habitat Deciduous Woodland<sup>15</sup> to the east boundary of the site. There are sites listed on the Ancient Woodland Inventory within 1 km of the site with potential for minor negative effects but uncertain. There are 4 Local Wildlife Sites between 250 and 350 m to the north of the site with the potential for minor negative effects but uncertainty exists<sup>16</sup>.</p> <p>While proposed development has the potential for impacts on these features, it is considered that the effects are unlikely to be significant. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; however, there is still an element of uncertainty until lower level assessments have been carried out. Potential for residual neutral effect with an element of uncertainty.</p>	<b>0?</b>

<sup>13</sup> <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/OxfordSpatialOptionsFinalReport.pdf>

<sup>14</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>15</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>16</sup> <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/OxfordSpatialOptionsFinalReport.pdf>

<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site provides an elevated, undeveloped backdrop to Minster Lovell and is intervisible with the Cotswold AONB to the north west. The site retains a rural character although this is degraded adjacent to the industrial estate to the east. Therefore, development at the site would be very likely to give rise to adverse landscape and/or visual effects, and there is the potential for these to be major – but uncertain<sup>17</sup>. Recent evidence through the Oxford Spatial Options Assessment (July 2016)<sup>18</sup> indicates that there would be significant negative landscape/visual effects that would require mitigation measures that might be achieved through less housing numbers.</p> <p><b>Historic Environment</b> Minster Lovell Conservation Area is located adjacent to the north of the site (north of Burford Road) and it includes several Listed Buildings and a Scheduled Monument (Minster Lovell historic core). Adjacent to the south east of the sites (east of Downs Road) is an Archaeological Alert Area. Overall, a potential significant negative effect on heritage<sup>19</sup>.</p> <p>Policy EH7 (Historic Environment) expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and preserve or enhance the District's heritage assets and their significance and settings. Despite the mitigation provided by Local Plan Policies it is considered that there is the potential for a minor long term residual negative effect on the setting of the Minster Lovell Conservation Area – but uncertain.</p>	<p>--?</p>	<p>-?</p>
<p>15. Maintain high and stable levels of employment</p>	<p>All of the site options have the potential to provide a range of additional employment opportunities appropriate to the skills of the community as well as providing residential development that will help to retain the current workforce and provide attractive homes in the future. The provision of additional employment land could also help support, develop and attract competitive business sectors and enable enterprise and innovation particularly as there are relatively few other large employment sites elsewhere in the town.<sup>20</sup> It is notable that this area of land adjoins existing industrial uses along Downs Road and therefore offers the potential for expansion of those uses. The provision of the new Downs Road/A40 junction will also open up this area to potential employment land provision in light of the improved access. The amount and type of employment land to be provided is uncertain at this stage but there is potential for minor long-term positive effects.</p>	<p>+?</p>	

<sup>17</sup>Ibid

<sup>18</sup> Ibid

<sup>19</sup> Ibid

<sup>20</sup> West Oxfordshire District Council (2012) Economy Study Update. Online at <http://www.westoxon.gov.uk/media/297993/West-Oxfordshire-economy-study-update-November-2012.pdf> [accessed May 2014]

	The site is located close to an existing industrial area with employment sites for potential positive synergistic effects and there is close access onto the A40. Therefore, this location is considered to lead to minor positive long term effects on employment, economic growth, and competitiveness.	
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	<b>+</b>

<b>NORTH EAST CARTERTON</b>		
Potential for approximately 1,200 dwellings, 4.5 ha employment land; community services & opportunities for transport improvements.		
<b>SA Objective</b>	<b>Assessment of Effects</b>	
	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	<p>All of the options have the potential to provide residential development and will need to comply with Local Plan Policies OS3 - Prudent Use of Resources; OS4 - High Quality Design; H4 - Type and Mix of New Homes; and H3 – Affordable Housing. Proposed development at this site therefore has the opportunity; to increase affordable housing provision; to allow for high quality and sustainably constructed housing to be built; and for a mix of housing to be built to meet the current and future needs of the community.</p> <p>This has the potential to have major long term positive effects on this SA Objective.</p>	<b>++</b>
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. It is assumed that there will be suitable mitigation measures provided through Local Plan policies and available at the project level to address short term negative effects during construction, with a residual neutral effect. Local Plan Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality and amenity.</p> <p>The north west corner of the site is away from the existing white limestone quarry – Burford Quarry<sup>21</sup> - and no significant effects are predicted; mitigation is provided by Policy EH6 (Environmental Protection).</p> <p>In line with Policies CA3 and OS5, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including provision of new green infrastructure, community and leisure facilities with the assumption that healthcare facilities would be included in the list. Therefore, any increase in pressure on access to existing healthcare facilities as a result of new development at the site will be mitigated. Access to existing healthcare facilities is also likely to improve through new development complying with Local Plan Policies T1-4 - Transport and Movement. As a result, development at the site has the potential to lead to minor positive effects in the</p>	<b>+?</b>

<sup>21</sup> Google (2016) Google Maps. Online at <https://www.google.co.uk/maps> [accessed 2016]

	<p>long-term. There is also the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>22</sup> by meeting the future needs of the District.</p> <p>As the site contains Greenfield land on the edge of the settlement, it is considered that development at the site could potentially erode access to the countryside for edge of settlement locations. However, the promoter of the site is suggesting possibilities for new playing fields and an extension into the Kilkenny Lane Country Park which would provide mitigation/enhancement options.</p> <p>Policy EH3 requires development, where appropriate, to provide or contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land. Policy OS4 requires new development to enhance local green infrastructure and its biodiversity, including the provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate. Moreover, development at the site could provide the opportunity to address other shortfalls in other types open space (Allotments; Parks and Recreation Grounds (public and private); Accessible Natural Green Space; Play Space (Children); and Play Space (Youth))<sup>23</sup> for the Carterton area as a whole. This site has the opportunity to make a difference to existing access to most forms of open space (either in surplus or shortfall) for Carterton. Therefore, there is potential for further long-term positive effects to be realised through development on this site. Uncertainty remains as there are various possibilities dependent upon more detailed studies.</p>					
3. Promote thriving and inclusive communities	<p>In line with Policies CA3 and OS5, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including provision of new green infrastructure, community and leisure facilities. Therefore, it is anticipated that the development could provide opportunities for cultural, leisure and recreational activity. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated. Access to existing facilities is also likely to improve through new development complying with Policy T1 – Sustainable Transport. As a result, development at the site has the potential to lead to minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>24</sup> by meeting the future needs of the District.</p>	<table border="1"> <tr> <td data-bbox="1921 855 2002 970">+</td> <td data-bbox="2002 855 2080 970">-?</td> </tr> <tr> <td colspan="2" data-bbox="1921 970 2080 1214"></td> </tr> </table>	+	-?		
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<sup>22</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>23</sup> West Oxfordshire District Council (2013) West Oxfordshire Open Space Study 2013 – 2029. Online at <http://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf> [accessed May 2014]

<sup>24</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

	<p>The site is approximately 2.5 km walking distance from the town centre<sup>25</sup> and therefore unlikely to reduce reliance on private road vehicles unless improvements are made to the sustainable transport network including buses and walking/cycling routes. It is therefore considered that development is less likely to maintain or increase the vitality of the centre and the existing community. Also, the site is separated from the main town by the Country Park which makes integration with the existing community more difficult. Overall, it is considered that development at this location will lead to minor negative effects against this SA Objective – but some uncertainty at this strategic stage.</p> <p>The site is within the West Oxfordshire 012B<sup>26</sup> neighbourhood which is amongst the 30% least deprived neighbourhoods in England and therefore, there are no known significant social exclusion problems that new development could help resolve. The scale and scope of the proposed site option should facilitate thriving and inclusive communities through early masterplanning.</p>	
<p>4. Improve education and training</p>	<p>The site is located on the boundary of Carterton, a main service town, and is considered to have access within a reasonable distance <sup>27</sup> to one or more of the schools within the settlement boundary. As a result, the site is considered to have good access to existing education facilities and will therefore have positive effects against this Objective.</p> <p>In line with Policy OS5, it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. For Carterton and the District as a whole the requirements for future requirements for education and training facilities are set out in the Draft Infrastructure Delivery Plan<sup>28</sup>. Therefore, it is anticipated that the development could improve and/ or deliver new educational facilities leading to minor long-term positive effects; although there is some uncertainty as the precise details of what will be provided in terms of new education facilities is not known. In addition, it is also assumed that any increase in pressure on access to existing education and training facilities as a result of new development at the site will be mitigated.</p>	<p style="text-align: center; background-color: #92d050;">+ ?</p>

<sup>25</sup> Measured from the southern boundary to Carterton centre. Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed March 2016].

<sup>26</sup> <http://dclgapps.communities.gov.uk/imd/idmap.html> LSOA 012B Index of Multiple Deprivation (IMD)

<sup>27</sup> Schools identified using UK Government (2014) Direct Gov – Schools finder and Google (2014) Google Maps. Online at <http://schoolsfinder.direct.gov.uk/schoolsfinder/> and <https://maps.google.co.uk/> [accessed March 2014]. Bufferzone created around schools using Defra (2014) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed May 2014].

<sup>28</sup> West Oxfordshire District Council (2012) West Oxfordshire Draft Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-evidence-base/> [accessed May 2014]

	<p>The site promoter has recently suggested (June 2016) that the proposed indicative development with 1,200 homes would include opportunity for a primary school and funding towards secondary education.</p> <p>Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 – Sustainable Transport. This could lead to further minor positive long-term effects. Some uncertainty remains as there are various possibilities dependent upon more detailed studies.</p>		
<p>5. Maintain a low level of crime and fear of crime</p>	<p>Effects will be neutral for all strategic options since effects with regards to crime will depend on the design and layout finalised at the development management level. Mitigation measures for any potential negative effects are provided by Policy OS4 – High Quality Design which requires that new development should demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should address any potential significant negative effects.</p>	<b>0</b>	
<p>6. Improve accessibility to all services and facilities</p>	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Oxfordshire Local Transport Plan 2015 – 2031 (LTP4) identifies the Carterton road network as not being congested.<sup>29</sup> [An assessment of the transport impacts associated with potential development options in Carterton was carried out in 2009 &amp; 2011.] The LTP4 Policy CA1 for Carterton includes commitments to improve the B4477 between Carteron &amp; the A40 at Minster Lovell, including cycleway) and upgrade from B to A classification. This provides some mitigation measures to address the current limited use of sustainable transport in the area and accommodate some development growth.</p> <p>The provision of approximately 1,200 dwellings along with employment land and associated services/facilities still has the potential to increase pressure on the surrounding road network and have impacts on the road links identified above, with the potential for a significant long-term negative effect on this SA Objective unless appropriate mitigation is provided. Policy T1 – Sustainable Transport requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment.</p>	<b>0?</b>	<b>0?</b>

<sup>29</sup> Oxfordshire County Council (2015) Oxfordshire Local Transport Plan 2015-2031. Online [https://consultations.oxfordshire.gov.uk/consult.ti/CO\\_LTP4/consultationHome](https://consultations.oxfordshire.gov.uk/consult.ti/CO_LTP4/consultationHome) [accessed Oct 2016]

	<p>It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable. Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide contribute towards the provision of appropriate supporting infrastructure.</p> <p>It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address significant negative effects on traffic; however, there is still an element of uncertainty until further lower level assessments have been carried out. The promoter of the site is suggesting provision of new local shopping facilities and other services which will help reduce the need to travel.</p> <p>The site is not well related to existing services, facilities and employment opportunities (approximately 2.5km walking distance). In terms of access to public transport, no bus services operate along Burford Road. The premium S2 service operates via Monahan Way to the south of the site. Bus stops are outside the recommended 400 metre maximum walking distance therefore service enhancements or diversions would be required. LTP4 Policy CA1 includes commitments to improve bus services in Carterton and this will help provide mitigation.</p> <p>There is one public right of way with a footpath between the A40 and Burford Land – and then along Kilkenny Lane and the network of footpaths to the south through the Country Park and into the town. There is the potential for new pedestrian and cycle linkages from the south west corner Burford Lane/Kilkenny Lane which would facilitate access to the various facilities available to the south.</p> <p>The provision of housing, employment and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Given the distance from and lesser access to walking and cycling there is greater uncertainty with the potential for development at this site to deliver positive effects to sustainable transport modes compared with other options. However, LTP4<sup>30</sup> includes provision of a high quality cycle route between Carterton and Witney as part of the B4477 improvement scheme. Some uncertainty remains regarding sustainable transport network opportunities.</p>	
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<sup>30</sup> Oxfordshire County Council (2015) Oxfordshire Local Transport Plan 2015-2031. Online [https://consultations.oxfordshire.gov.uk/consult.ti/CO\\_LTP4/consultationHome](https://consultations.oxfordshire.gov.uk/consult.ti/CO_LTP4/consultationHome) [accessed Oct 2016]

7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this strategic site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.	-	
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 - Prudent use of Natural Resources requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral effect against this SA Objective.	0	
9. Reduce air pollution and improve air quality	<p>There are no AQMAs within Carterton. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 – Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective.</p> <p>It is assumed that long-term air quality is likely to improve as a result of stringent emissions controls on new vehicles via European standards<sup>31</sup>. In 15 to 20 years' time low emission vehicles will make up the majority of cars on the roads in the UK. It is also likely that there will be reductions in various contributing sectors that will also result in reductions in background concentrations of atmospheric pollutants. However, this is uncertain at this stage.</p>	0?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce the need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is unlikely that development at this site will have negative effects on greenhouse gas emissions in the short to medium-term through increased traffic. Suitable mitigation will be provided by Local Plan policies such as OS3 - Prudent use of Natural Resources and T1 – Sustainable Transport and also potential mitigation available at the project level. In the longer-term it is likely that</p>	0?	+

<sup>31</sup> <http://ec.europa.eu/environment/air/transport/road.htm>

	<p>greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand and maximising passive solar heating, lighting, natural ventilation, energy and water efficiency. In addition, this Policy also sets out the requirement for achieving high standards of sustainable design and construction which could also help development to prepare for the impacts of climate change. Potential for a minor long-term positive effect.</p>					
<p>11. Protect and improve soil and water resources</p>	<p>The site is located on a minor aquifer of high vulnerability and within a Surface Water Safeguarded zone<sup>32</sup>. Given the presence of the water sensitive features, it is considered that any development at this site could lead to potential negative effects on water quality/ resources in both the short-term (construction) and long-term. Mitigation is provided by Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the potential negative effects identified to neutral.</p> <p>There are no known contamination or land stability issues on the majority of site. However, it is considered that suitable mitigation is offered by Policy EH6 - Environmental Protection and that it will also be available at the project level to address any significant effects. Therefore the residual effects with regard to soil are considered to be neutral.</p> <p>The site is greenfield and not known to be high grade (Grade 1-3a) agricultural land<sup>33</sup> and therefore minor negative effects until further project level studies are undertaken.</p>	<table border="1"> <tr> <td data-bbox="1921 560 2000 651">0</td> <td data-bbox="2000 560 2074 651">-?</td> </tr> <tr> <td colspan="2" data-bbox="1921 651 2074 1050"></td> </tr> </table>	0	-?		
0	-?					
<p>12. Reduce the risk from all sources of flooding</p>	<p>The site falls within Flood Zone 1<sup>34</sup> and is therefore not at risk of flooding with potential neutral effects. Mitigation for greenfield run-off is provided by a number of Local Plan Policies including Policy OS3 (Prudent use of Natural Resources) and Policy EH5 – Flood Risk where development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. In light of the mitigation available, it is considered that effects are neutral.</p>	<table border="1"> <tr> <td data-bbox="1921 1050 2074 1187">0</td> </tr> <tr> <td data-bbox="1921 1187 2074 1244"></td> </tr> </table>	0			
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<sup>32</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed Oct 2016]

<sup>33</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed Oct 2016]

<sup>34</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed Oct 2016]

<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>The site is not in close proximity to any international or nationally designated biodiversity or geodiversity<sup>35</sup>. Evidence submitted by the site promoter indicates that there are no strategic ecological issues related to this site, with the habitats present either of negligible or only local ecological value.<sup>36</sup> There are 3 Local Wildlife Sites (LWSs) and 2 Conservation Target Areas (CTAs) within 2 km of the site area but do not share habitat types such that there is unlikely to be any significant negative effects from development in this area.</p> <p>Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect. There are also potential opportunities to benefit biodiversity, which could include contributions to conservation work on the South Cotswolds Valley CTA. However, at this strategic stage, some uncertainty remains.</p>	<p><b>0?</b></p>	
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b></p> <p>The site is not located within, nor does it contain any statutory designations; it is some 1 km from the Cotswold AONB. A landscape and visual review of strategic development options for Carterton was carried out in 2012<sup>37</sup> and built on landscape assessment work carried out in 2009. A strategic option to the north east of Carterton was not considered, although it was noted that for an option to the north, impacts on Shilton should be avoided, and that an option to the east has THE least impacts on landscape/visual sensitivity. Studies<sup>38</sup> for the promoter of the site agree that the northern part of the area is more sensitive to development but assert that this could be mitigated through lower density of housing.</p> <p>Policy EH1 (Landscape Character) seeks to conserve and enhance the quality, character and distinctiveness of the landscape. New development is required to respect and where possible, enhance the intrinsic character, quality and distinctive natural and man-made features of the local landscape.</p> <p>Mitigation measures provided through the Draft Local Plan and available at the project level will help to reduce the significance of the potential effect. The nature and significance of the effect will be dependent the final scale, layout and design of development. Potential for residual long-term minor negative effect with an element of uncertainty through the introduction of development into a currently undeveloped area.</p>	<p><b>-?</b></p>	<p><b>0?</b></p>

<sup>35</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed Oct 2016]

<sup>36</sup> EDP Position Statement Ecological, Landscape, Archaeology & Heritage (April 2016)

<sup>37</sup> West Oxfordshire District Council (2012) Landscape and Visual Review of Submissions for Carterton and Witney Strategic Development Options.

<sup>38</sup> Ibid

	<p><b>Historic Environment</b></p> <p>There are no designated heritage assets within or adjacent to the site. Two scheduled monuments are present to the north but on the other side of the A40; 2 listed buildings are located in the south east of the site at Grove Farm. Given the location of designated heritage in relation to the site, it is considered unlikely that there would be any direct effects as a result of development.</p> <p>Policy EH7 (Historic Environment) expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment, and preserve or enhance the District's heritage assets and their significance and settings.</p> <p>It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; however, there is still an element of uncertainty until lower level assessments have been carried out. Studies<sup>39</sup> for the promoter of the site suggest that there are no significant constraints to development with sensitive masterplanning and design; some uncertainty remains until further details are known.</p>	
<p>15. Maintain high and stable levels of employment</p>	<p>All of the site options have the potential to provide a range of additional employment opportunities appropriate to the skills of the community as well as providing residential development that will help to retain the current workforce and provide attractive homes in the future. The provision of additional employment land could also help support, develop and attract competitive business sectors and enable enterprise and innovation particularly as there are relatively few other large employment sites elsewhere in the town.<sup>40</sup> The amount and type of employment land to be provided is uncertain at this stage but there is potential for minor long term positive effects.</p> <p>The site's location could allow development to increase access to employment for the existing residents on the northern part of Carterton as the majority of Carterton's employment land supply remains concentrated into two main areas south and east of the town.<sup>41</sup> Furthermore, the site benefits from having good access to the main transport route out of Carterton onto the B4477 and eventually to the A40. The site's good location and its size could enable the development of a large scale office premises subject to other constraints (see below) which could help to support, develop and attract competitive</p>	<p style="text-align: center;">+</p>

<sup>39</sup> EDP Position Statement Ecological, Landscape, Archaeology & Heritage (April 2016)

<sup>40</sup> West Oxfordshire District Council (2012) Economy Study Update. Online at <http://www.westoxon.gov.uk/media/297993/West-Oxfordshire-economy-study-update-November-2012.pdf> [accessed May 2014]

<sup>41</sup> West Oxfordshire District Council (2012) Economy Study Update. Online at <http://www.westoxon.gov.uk/media/297993/West-Oxfordshire-economy-study-update-November-2012.pdf> [accessed May 2014]

	<p>business sectors and enable enterprise and innovation. Therefore, this location is considered to lead to minor positive long-term effects on employment, economic growth, and competitiveness. The promoter of the site suggests 2.5 ha to encourage links with the aviation industry and 2 ha for leisure-related employment, such as an expansion of the nearby World of Crocodiles; however, some uncertainty remains until further discussions and masterplanning.</p> <p>The northern edge of the site may be within the Minerals Strategic Resource Area<sup>42</sup>; however, policies will ensure that the potential for exploiting crushed rock is not compromised with no significant negative effects.</p>	
<p>16. Promote sustainable economic growth and competitiveness</p>	<p>Please see commentary against the previous SA Objective 15 - Maintain high and stable levels of employment.</p>	<p style="text-align: center;">+</p>

<sup>42</sup> Oxfordshire Minerals & Waste Local Plan Core Strategy (2015) Policy M3

<b>LAND NORTH OF EYNHAM GARDEN VILLAGE</b>		
At least 2,200 homes and approximately 40 ha of science parks/business parks.		
<b>Assessment of Effects</b>		
<b>SA Objective</b>	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	<p>All of the options have the potential to provide residential development and will need to comply with Policies OS3 - Prudent Use of Resources; OS4 - High Quality Design; H4 - Type and Mix of New Homes; and H3 – Affordable Housing. Proposed development at this site therefore has the opportunity: to increase affordable housing provision; to allow for high quality and sustainably constructed housing to be built; and for a mix of housing to be built to meet the current and future needs of the community. This has the potential to have major long term positive effects on this SA Objective.</p> <p>The scale and scope of a Garden Village has more certain likelihood of positive effects for affordable and adaptable housing; housing<sup>43</sup> for self-build, key workers and starter homes are indicated with major positive and cumulative effects in the longer term.</p>	++
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. It is assumed that there will be suitable mitigation measures provided through Local Plan policies and available at the project level to address short term negative effects during construction, with a residual neutral effect. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity.</p> <p>The indicative site location<sup>44</sup> is to the north of Eynsham with the A40 providing a strong physical barrier between the site and Eynsham. This containment, together with the scale and scope of a Garden Village, indicates that accessibility to the countryside and support of healthy lifestyles can be designed into the masterplanning at an early stage. Improved green corridors with links to the surrounding countryside are proposed with major positive effects.</p>	++

<sup>43</sup> <https://www.westoxon.gov.uk/media/1483153/West-Oxon-Garden-Village-Eol-July-2016.pdf>

<sup>44</sup> Ibid

	<p>In line with Policies OS5 and WIT4, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Therefore, any increase in pressure on access to existing healthcare facilities as a result of new development at the site will be mitigated. Development also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>45</sup> by meeting the future needs of the District.</p> <p>The strategic option takes Greenfield land but indicative proposals<sup>46</sup> include provision improved accessibility to the countryside and new public open space with the potential for major positive effects. Policy EH3 requires development, where appropriate, to provide or contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land. Policy OS4 requires new development to enhance local green infrastructure and its biodiversity, including the provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate. Moreover, this option could provide the opportunity to address other shortfalls in open space<sup>47</sup> for Eynsham as a whole; compared to other options, the scale and scope of a Garden Village could provide a coordinated approach through early and high quality design.</p> <p>Moreover, development in a Garden Village also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>48</sup> by meeting the future needs of the District.</p> <p>Overall there is likely to be major long term positive effects against this SA Objective.</p>					
3. Promote thriving and inclusive communities	<p>In line with Policies EW2 and OS5, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. The indicative proposals<sup>49</sup> provide for a range of community facilities based around a Village Centre, and including High Streets and a Neighbourhood Centre, together with green corridors throughout the area and into the surrounding areas. This is likely to have major positive effects for promoting thriving and inclusive communities.</p>	<table border="1"> <tr> <td data-bbox="1921 959 2002 1094">++</td> <td data-bbox="2002 959 2080 1094">O?</td> </tr> <tr> <td data-bbox="1921 1094 2002 1185"></td> <td data-bbox="2002 1094 2080 1185"></td> </tr> </table>	++	O?		
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<sup>45</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>46</sup> <https://www.westoxon.gov.uk/media/1483153/West-Oxon-Garden-Village-Eol-July-2016.pdf>

<sup>47</sup> West Oxfordshire District Council (2013) West Oxfordshire Open Space Study 2013 – 2029. Online at <http://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf> [accessed October 2016]

<sup>48</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>49</sup> <https://www.westoxon.gov.uk/media/1483153/West-Oxon-Garden-Village-Eol-July-2016.pdf>

	<p>The site is approximately 2-3 km walking distance from the village centre<sup>50</sup> and the proposals suggest a self-contained settlement. It is therefore considered to be somewhat remote from the existing village centre and as a result it is unlikely to maintain or increase the vitality of Eynsham centre and the existing community with the potential for minor negative effects for this SA objective. However, the indicative proposals<sup>51</sup> provide a sustainable transport link from the new settlement across the A40 and into Eynsham such that the new community could access the existing community with the potential for positive effects. However, these are thought to be minor and overall neutral residual effects are indicated with some uncertainty.</p>	
<p>4. Improve education and training</p>	<p>The scale, scope and self-containment of a Garden Village is likely to have positive effects against this Objective with regard to education and training. The indicative proposals<sup>52</sup> include 2 new primary schools and a new additional secondary facility. The indicative proposals suggest that the highly regarded Bartholomew School in Eynsham could be expanded with a new secondary facility with potential enhanced positive effects but some uncertainty at this stage.</p> <p>In line with Policy OS5 – Supporting Infrastructure, it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. Thus, it is assumed that any increase in pressure on access to existing education and training facilities as a result of new development at the site will be mitigated.</p>	<p style="text-align: center;">+</p>
<p>5. Maintain a low level of crime and fear of crime</p>	<p>With regard this SA Objective, it is anticipated that the effects will be neutral as they depend on the design and layout finalised at the development management level. Mitigation is also offered by Policy OS4 – High Quality Design which requires that new development should demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced.</p> <p>The scale and scope of a Garden Village indicates that potential negative effects can be designed out at an early stage.</p>	<p style="text-align: center;">○</p>

<sup>50</sup> Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed October 2016].

<sup>51</sup> <https://www.westoxon.gov.uk/media/1483153/West-Oxon-Garden-Village-EoI-July-2016.pdf>

<sup>52</sup> ibid

<p>6. Improve accessibility to all services and facilities</p>	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The new village is adjacent to the A40, a key road transport route through the District running east/west, and there is the potential for negative effects through increased traffic contributing to congestion. The scale and scope of a Garden Village provide the potential for significant contributions to supporting infrastructure and the indicative proposals<sup>53</sup> suggest that there can be A40 duelling improvements and a western bus priority lane funded through the proposed major development. Therefore, potential negative effects on traffic from this scale of development may be mitigated to neutral but uncertainty of this significance. The effectiveness of mitigation measures is likely to be significant as the indicative proposals include for a new Park &amp; Ride (1,000 spaces), and various sustainable transport elements including safe walking/cycling connections across the A40 to Eynsham, enhanced parking and access to the nearby (approximately 11 km) Hanborough Station. The provision of a services and facilities in a self-contained settlement will also reduce the need to travel with positive effects.</p> <p>Policy T1 – Sustainable Transport requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>The site is not within reasonable walking distance (approximately 4-5 km) of the village centre and there are no footpaths in or near the site. As for all strategic options there are opportunities to improve walking and cycling routes as well as public transport. However, the scale and scope of a Garden Village indicate the certainty of such improvements and indicative proposals include walking/cycling routes that link to the railway station at Hanborough and Eynsham village with positive effects that are cumulative in the longer-term.</p> <p>Potential for a long-term positive effect against this SA Objective.</p>	<p>O?</p>	<p>+</p>
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<sup>53</sup> <https://www.westoxon.gov.uk/media/1483153/West-Oxon-Garden-Village-Eol-July-2016.pdf>

7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this strategic site will result in the permanent loss of Greenfield land leading to a minor negative effect on this SA Objective.	-	
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 - Prudent use of Natural Resources requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.  The scope and scale of a new village also offers potential possibilities for sustainable waste planning including local composting.	0	
9. Reduce air pollution and improve air quality	The scale and scope of a new village can enable sustainable transport to be implemented from an early stage and the supporting services can reduce the need to travel – with positive effects. Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policies T1 and T3). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term. However, a minor residual short to medium term negative effect remains against this SA Objective as traffic will increase with cumulative effects on air quality - uncertain.  It is assumed that long-term air quality is likely to improve as a result of stringent emissions controls on new vehicles via European standards <sup>54</sup> . In 15 to 20 years' time low emission vehicles will make up the majority of cars on the roads in the UK. It is also likely that there will be reductions in various contributing sectors that will also result in reductions in background concentrations of atmospheric pollutants. However, this is uncertain at this stage.	- ?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.  As set out above for air quality, it is likely that development at this site will have negative effects on greenhouse gas emissions in the short to medium-term through construction activities and increased	- ?	+

<sup>54</sup> <http://ec.europa.eu/environment/air/transport/road.htm>

	<p>traffic. However, this is unlikely to be significant given the mitigation measures provided by Local Plan policies such as OS3 - Prudent use of Natural Resources and T1 – Sustainable Transport and also potential mitigation available at the project level. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Any development is likely to have negative effects against this SA Objective through the embodied energy inherent in the construction and maintenance of development. Processing methods and technologies are likely to reduce the amount of embodied energy used in the future; however, this is uncertain at this stage. Much of the site is south facing and the opportunities for maximising passive solar gain are included in the indicative proposals.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand and maximising passive solar heating, lighting, natural ventilation, energy and water efficiency. In addition, this Policy also sets out the requirement for achieving high standards of sustainable design and construction which could also help development to prepare for the impacts of climate change. Potential for a minor long-term positive effect.</p> <p>The vision for an exemplar<sup>55</sup> development for this new village indicates an approach that could promote leading-edge sustainable energy to be considered at masterplanning stage.</p>					
11. Protect and improve soil and water resources	<p>As with other options, this strategic area is within a surface water Nitrate Vulnerable Zone<sup>56</sup>. Therefore, development at this site could lead to minor negative effects on water quality/ resources in both the short-term (construction) and long-term. However, Local Plan Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; therefore, a residual neutral effect.</p> <p>There is no known contamination on the site. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p>	<table border="1"> <tr> <td data-bbox="1921 922 2002 1050">0</td> <td data-bbox="2002 922 2080 1050">-?</td> </tr> <tr> <td colspan="2" data-bbox="1921 1050 2080 1279"></td> </tr> </table>	0	-?		
0	-?					

<sup>55</sup> <https://www.westoxon.gov.uk/media/1483153/West-Oxon-Garden-Village-Eol-July-2016.pdf>

<sup>56</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

	The site is mostly unclassified or Grade 3 agricultural land <sup>57</sup> . Grade 3a and above agricultural land is considered to be the best and most versatile agricultural land available and therefore, its loss as a direct result of development is likely to lead to permanent negative effects but uncertainty at this stage.	
12. Reduce the risk from all sources of flooding	The site is not adjacent or nearby to any main rivers and is not in any Flood Zones 2 or 3 <sup>58</sup> and therefore, neutral effects. The indicative proposals assert that development can be contained within Flood Zone 1 (no risk).	0
13. Conserve and enhance biodiversity and geodiversity	<p>The site is not within close proximity to any international or national designated biodiversity or geodiversity and therefore, no likely major negative effects predicted (the Oxford Meadows SAC is some 2.5 km to the east<sup>59</sup>). There are no priority habitats on the site area and it is not within a Nature Improvement Area.</p> <p>Policy EH2 requires that biodiversity shall be protected and enhanced to achieve an overall net gain – with the potential for positive effects. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects on locally important biodiversity or geodiversity – element of uncertainty until lower level assessments have been carried out. A residual neutral effect is indicated.</p> <p>The scale and scope of a new village creates possibilities for green infrastructure and biodiversity improvements. The indicative proposals<sup>60</sup> suggest a biodiverse network of GI which would have minor positive effects – but uncertain at this strategic stage until masterplanning details and further project level studies.</p>	0?
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b></p> <p>The site is relatively flat in a gently rolling landscape with trees and hedgerow vegetation limited to field boundaries; and located outside of the AONB. An overall landscape sensitivity for the southern part was identified by the 2016 Oxford Growth Options Study as medium-high<sup>61</sup> and this would suggest likely minor negative effects for landscape and visual amenity.</p>	-? 0?

<sup>57</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>58</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>59</sup> <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/OxfordSpatialOptionsFinalReport.pdf>

<sup>60</sup> <https://www.westoxon.gov.uk/media/1483153/West-Oxon-Garden-Village-Eol-July-2016.pdf>

<sup>61</sup> <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/OxfordSpatialOptionsFinalReport.pdf>

	<p>Policy EH1 Landscape Character provides mitigation measures by requiring that the quality and distinctiveness of the landscape should be conserved and enhanced. The scope and scale of a garden village promotes an integrated design at an early stage with creative masterplanning that is better able to mitigate and/or enhance landscape/visual character. Therefore, a residual neutral effects but uncertainty until more detailed project level studies are completed.</p> <p><b>Historic Environment</b> There are no designated or non-designated historic feature<sup>62s</sup> in or nearby to the site and therefore, no likely major negative effects. The Oxford Growth Options Study (2016) also found medium-low sensitivity with regard to the historic environment.</p> <p>Policy EH7 (Historic Environment) expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment, conserve or enhance the District's heritage assets and their significance and settings. Therefore, neutral residual effects are predicted but some uncertainty remains until project level studies and detailed masterplanning – particularly with regard to any archaeological interest.</p>	
<p>15. Maintain high and stable levels of employment</p>	<p>All of the site options have the potential to provide a range of additional employment opportunities appropriate to the skills of the community as well as providing residential development that will help to retain the current workforce and provide attractive homes in the future.</p> <p>The indicative proposals include a new 40-hectare science park that would capitalise on the proximity to the Oxfordshire knowledge spine and opportunities to attract high-tech university spin-outs from Oxford with the potential for major synergistic and long-term positive effects on employment, economic growth, and competitiveness – uncertainty remains at this strategic stage.</p>	<p>++?</p>
<p>16. Promote sustainable economic growth and competitiveness</p>	<p>Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.</p>	<p>++?</p>

<sup>62</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<b>LAND WEST OF EYNHAM URBAN EXTENSION</b>		
1,000 homes		
<b>Assessment of Effects</b>		
<b>SA Objective</b>	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	<p>All of the options have the potential to provide residential development and will need to comply with Policies OS3 - Prudent Use of Resources; OS4 - High Quality Design; H4 - Type and Mix of New Homes; and H3 – Affordable Housing. Proposed development at this site therefore has the opportunity: to increase affordable housing provision; to allow for high quality and sustainably constructed housing to be built; and for a mix of housing to be built to meet the current and future needs of the community. This has the potential to have major long term positive effects on this SA Objective.</p> <p>An Urban Extension has the scale to be able to provide a mix with affordable and adaptable housing, indicating major positive and cumulative effects in the longer term.</p>	++
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. It is assumed that there will be suitable mitigation measures provided through Local Plan policies and available at the project level to address short term negative effects during construction, with a residual neutral effect. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity.</p> <p>In line with Policies OS5 and WIT4, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Therefore, any increase in pressure on access to existing healthcare facilities as a result of new development at the site will be mitigated. Development also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>63</sup> by meeting the future needs of the District.</p>	+?

<sup>63</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

	<p>The strategic option takes Greenfield land but the accessibility to the countryside could be maintained or improved with new green infrastructure and linkages to footpaths in the west of the settlements. Policy EH3 requires development, where appropriate, to provide or contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land. Policy OS4 requires new development to enhance local green infrastructure and its biodiversity, including the provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate.</p> <p>Moreover, development has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>64</sup> by meeting the future needs of the District.</p> <p>Overall there is likely to be long term positive effects against this SA Objective but with some uncertainty regarding accessibility to the countryside until more detailed studies undertaken and masterplanning.</p>	
3. Promote thriving and inclusive communities	<p>In line with Policies EW2 and OS5, it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. This is likely to have minor positive effects for promoting thriving and inclusive communities.</p> <p>The site is adjacent to the western edge of Eynsham and close (approximately 1-2 km walking distance) to the village centre<sup>65</sup> such that there should be positive integration between the proposed new community and the existing communities. The proximity to the centre is also likely to increase the vitality of the centre with longer term positive effects.</p>	+
4. Improve education and training	<p>In line with Policy OS5 – Supporting Infrastructure, it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. Developer proposals include provision of a new primary school with positive effects.</p>	+
5. Maintain a low level of crime and fear of crime	<p>With regard this SA Objective, it is anticipated that the effects will be neutral as they depend on the design and layout finalised at the development management level. Mitigation is also offered by Policy OS4 – High Quality Design which requires that new development should demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting</p>	○

<sup>64</sup> ibid

<sup>65</sup> Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed October 2016].

	environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced.		
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>Policy T1 – Sustainable Transport requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable. The developer proposals indicate provision of a relief road through the site from the A40 in the north and to south of Eynsham and the B4449 which will take pressure off the historic centre of the village with positive effects on the current traffic situation; some uncertainty remains until further detailed project level studies are undertaken.</p> <p>The site is within reasonable walking distance (approximately 1-2 km) of the town centre and there is an existing footpath to the south of the site. As for all strategic options there are opportunities to improve walking and cycling routes as well as public transport. Potential for a long-term positive effect against this SA Objective but uncertain at this stage.</p>	+	+
7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this strategic site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.	-	
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 - Prudent use of Natural Resources requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0	

<p>9. Reduce air pollution and improve air quality</p>	<p>Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policies T1 and T3). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term. However, a minor residual short to medium term negative effect remains against this SA Objective as traffic will increase with cumulative effects on air quality – uncertain; however, provision of a relief road will alleviate traffic in Eynsham centre with potential local positive effects for air quality.</p> <p>It is assumed that long-term air quality is likely to improve as a result of stringent emissions controls on new vehicles via European standards<sup>66</sup>. In 15 to 20 years' time low emission vehicles will make up the majority of cars on the roads in the UK. It is also likely that there will be reductions in various contributing sectors that will also result in reductions in background concentrations of atmospheric pollutants. However, this is uncertain at this stage.</p>	<p>- ?</p>	<p>+?</p>
<p>10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</p>	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will have negative effects on greenhouse gas emissions in the short to medium-term through construction activities and increased traffic. However, this is unlikely to be significant given the mitigation measures provided by Local Plan policies such as OS3 - Prudent use of Natural Resources and T1 – Sustainable Transport and also potential mitigation available at the project level. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Any development is likely to have negative effects against this SA Objective through the embodied energy inherent in the construction and maintenance of development. Processing methods and technologies are likely to reduce the amount of embodied energy used in the future; however, this is uncertain at this stage.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand and maximising passive solar heating, lighting, natural ventilation, energy and water efficiency. In addition,</p>	<p>- ?</p>	<p>+?</p>

<sup>66</sup> <http://ec.europa.eu/environment/air/transport/road.htm>

	<p>this Policy also sets out the requirement for achieving high standards of sustainable design and construction which could also help development to prepare for the impacts of climate change. Potential for a minor long-term positive effect but some uncertainty remains at this strategic stage.</p>		
11. Protect and improve soil and water resources	<p>As with other options, this strategic area is within a surface water Nitrate Vulnerable Zone<sup>67</sup>. Therefore, development at this site could lead to minor negative effects on water quality/ resources in both the short-term (construction) and long-term. However, Local Plan Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; therefore, a residual neutral effect.</p> <p>There is no known contamination on the site. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is mostly Grade 3a &amp; b agricultural land<sup>68</sup>. Grade 3a and above agricultural land is considered to be the best and most versatile agricultural land available and therefore, its loss as a direct result of development is likely to lead to permanent negative effects; some uncertainty at this stage until more detailed studies.</p>	<b>0</b>	<b>-?</b>
12. Reduce the risk from all sources of flooding	<p>The Chil Brook runs through the site with adjacent Flood Zones 2 and 3<sup>69</sup>; therefore, there is the potential for negative effects. However, the developer proposals assert that residential development can be contained within Flood Zone 1 (no risk) and the river corridor will include flood attenuation and linkages to green infrastructure such that overall there will be neutral effects for flooding – but also possibilities for minor positive effects if existing flooding is attenuated – uncertain at this strategic stage.</p>	<b>0</b>	
13. Conserve and enhance biodiversity and geodiversity	<p>The site is not within close proximity to any international or national designated biodiversity or geodiversity and therefore, no likely major negative effects predicted (the Oxford Meadows SAC is some 2.5 km to the east<sup>70</sup>). There are no priority habitats on the site area and it is not within a Nature Improvement Area.</p>	<b>0?</b>	

<sup>67</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>68</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>69</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>70</sup> <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/GrowthBoard/OxfordSpatialOptionsFinalReport.pdf>

	<p>Policy EH2 requires that biodiversity shall be protected and enhanced to achieve an overall net gain – with the potential for positive effects. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects on locally important biodiversity or geodiversity – element of uncertainty until lower level assessments have been carried out. A residual neutral effect is indicated.</p> <p>The developer’s proposals indicate a network of Green Infrastructure which would have minor positive effects – but uncertain at this strategic stage until masterplanning details and further project level studies.</p>					
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site is adjacent to the urban edge of Eynsham and located outside of the AONB. An overall landscape sensitivity for the site was identified by the 2016 Oxford Growth Options Study as medium<sup>71</sup> and this would suggest likely minor negative effects for landscape and visual amenity. This is less landscape sensitivity than the other strategic option at Eynsham and the option to the west of Eynsham at Barnards Gate.</p> <p>Policy EH1 Landscape Character provides mitigation measures by requiring that the quality and distinctiveness of the landscape should be conserved and enhanced. The site is comprised mostly of agricultural land with some woodland to the north and playing fields associated with Bartholomew School to the south. Creative masterplanning and good design could mitigate visual effects to potentially residual neutral effects - but some uncertainty until more detailed project level studies are completed.</p> <p><b>Historic Environment</b> There are no designated or non-designated historic feature<sup>72</sup>s on the site and therefore, no likely major negative effects. However, the village has 3 Scheduled Monuments and the southern part of Eynsham is a designated Conservation Area<sup>73</sup>; the south-east element of the proposed site is adjacent to this with potential negative effects on the setting of the conservation Area and one Scheduled Monument. The Oxford Growth Options Study (2016) found medium sensitivity with regard to the historic environment.</p>	<table border="1"> <tr> <td data-bbox="1921 560 2000 660" style="background-color: yellow;">-?</td> <td data-bbox="2000 560 2080 660" style="background-color: blue;">0?</td> </tr> <tr> <td colspan="2" data-bbox="1921 660 2080 1248"></td> </tr> </table>	-?	0?		
-?	0?					

<sup>71</sup> Ibid

<sup>72</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>73</sup> <http://localplan.westoxon.gov.uk/map.aspx?map=4>

	<p>Policy EH7 (Historic Environment) expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment, conserve or enhance the District's heritage assets and their significance and settings. Therefore, neutral residual effects are predicted but some uncertainty remains until project level studies and detailed masterplanning – particularly with regard to any archaeological interest. The developer's proposals indicate green space adjacent to the Conservation Area and this should provide satisfactory mitigation measures to reduce any negative effects on the setting of the Conservation Area, including the Scheduled Monument adjacent to the B4449, to neutral – some uncertainty remains until more detailed studies.</p>	
15. Maintain high and stable levels of employment	<p>All of the site options have the potential to provide a range of additional employment opportunities appropriate to the skills of the community as well as providing residential development that will help to retain the current workforce and provide attractive homes in the future.</p> <p>The developer's proposals include opportunities for employment-generating development at and adjacent to the Oasis Business Park on the south side of the village with positive effects on employment, economic growth, and competitiveness – uncertainty remains at this strategic stage.</p>	<p><b>+</b></p>
16. Promote sustainable economic growth and competitiveness	<p>Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.</p>	<p><b>+</b></p>

## Appendix V: SA of Non-Strategic Site Options

Key:

Categories of Significance		
Symbol	Meaning	Sustainability Effect
x	Absolute constraints	Absolute sustainability constraints to development, for example, internationally protected biodiversity
--	Major Negative	Problematical and improbable because of known sustainability issues; mitigation likely to be difficult and/or expensive
-	Minor negative	Potential sustainability issues: mitigation and/or negotiation possible
+	Minor positive	No sustainability constraints and development acceptable
++	Major Positive	Development encouraged as would resolve existing sustainability problem
?	Uncertain	Uncertain or Unknown Effects
0	Neutral	Neutral effect
- 0	Certain SA Objectives consider more than one topic and as a result the plan could have different effects upon each topic considered. For example, SA Objective 11 relates to soil as well as water quality and resources. An Option could have a negative effect on soil through the loss of best and most versatile agricultural land but also have a neutral effect on water quality and resources.	

<b>Sites Appraised through SA</b>	
<b>Option</b>	<b>Description</b>
<b>Witney Sub-Area</b>	
1	Land West of Minster Lovell (85 dwellings)
2	Woodford Way Car Park (50 dwellings)
<b>Carterton Sub-Area</b>	
1	REEMA North and Central (300 dwellings)
2	Land South of Milestone Road (200 dwellings)
3	Land at Swinbrook Road (Land north of Carterton) (70 dwellings)
<b>Eynsham – Woodstock Sub-Area</b>	
1	Land North of Hill Rise (120 dwellings)
2	Land North of Banbury Road (250 dwellings)
3	Land East of Woodstock (300 dwellings)
4	Land at Myrtle Farm (50 dwellings)
5	Oliver's Garage (25 dwellings)
6	Stanton Harcourt Airfield (50 dwellings)
<b>Burford – Charlbury Sub-Area</b>	
1	Land North of Woodstock Road, Stonesfield (50 dwellings)
2	Land South of Milton Road, Shipton under Wychwood (40 dwellings)
3	Land north of Jefferson's Piece, Charlbury (40 dwellings)
4	Land East of Burford (85 dwellings)

## Witney Sub-Area

Land west of Minster Lovell – 85 dwellings		
SA Objective	Assessment of Effects	
	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the relatively small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, will the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses being bordered by Burford Road to the north with agricultural land beyond, agricultural land to the west and south, and existing residential development to the east.</p> <p>In line with Policies OS5 (Supporting Infrastructure) and WIT2b (Land west of Minster Lovell), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Access to existing healthcare facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>1</sup> by meeting the future needs of the District.</p>	+?

<sup>1</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<p>3. Promote thriving and inclusive communities</p>	<p>In line with Policies WIT2b (Land west of Minster Lovell) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>2</sup> by meeting the future needs of the District.</p> <p>The site is approximately 800m walking distance from the local services and facilities along Brize Norton Rd in Minster Lovell<sup>3</sup>, these are limited but development will contribute to maintaining and increasing the viability of these, with the potential for minor long term positive effects.</p>	<p style="text-align: center;">+</p>
<p>4. Improve education and training</p>	<p>The site is located around 640m from St Kenelm's C of E School in Minster Lovell<sup>4</sup>. As a result, the site is considered to have good access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. For Witney and the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>5</sup>. Therefore, it is anticipated that the development could improve and/ or contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 – Sustainable Transport. This could lead to further minor positive long-term effects.</p>	<p style="text-align: center;">+</p>

<sup>2</sup> Ibid.

<sup>3</sup> Measured from the northern boundary where the site joins Burford Road, Witney using Google Maps (2016) walking distance.

<sup>4</sup> Ibid.

<sup>5</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

<p>5. Maintain a low level of crime and fear of crime</p>	<p>With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires that new development should demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.</p>	0	
<p>6. Improve accessibility to all services and facilities</p>	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>Evidence suggests that there are high levels of traffic within Witney and congestion is a problem<sup>6</sup>, infrastructure improvements have sought to alleviate some of these problems, however further development is likely to place further pressures on existing infrastructure. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable. Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the scale of development at the site however, it is unlikely that it will lead to any significant negative effects, potential for a residual minor negative effect against this SA Objective.</p> <p>As for all the options there are opportunities to improve walking and cycling routes as well as public transport. The provision of housing, and contributions to community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	-	+

<sup>6</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.</p> <p>The site is not located within a Minerals Strategic Resource Area (Policy M3)<sup>7</sup> and development is unlikely to lead to any significant effects on mineral resources.</p>	-	
8. Reduce waste generation and disposal	<p>Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.</p>	0	
9. Reduce air pollution and improve air quality	<p>There is an Air Quality Management Area on Bridge Street in Witney<sup>8</sup> as objectives for Nitrogen Dioxide are being exceeded, the cause of which is considered to be traffic<sup>9</sup>. The findings of the appraisal against SA Objective 6 indicate that there is the potential for development to negatively affect traffic in Minster Lovell, and Witney and therefore the AQMA. Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 – Sustainable Transport). The policies within the Local Plan have the potential to improve air quality within Witney and have minor long-term positive effects. However, there is still an element of uncertainty until project level assessments have been carried out and transport infrastructure improvements delivered.</p>	+?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, the policies within the Local Plan have the potential to reduce traffic in Witney and have minor long-term positive effects on air quality. It is therefore considered that there is the</p>	+?	+

<sup>7</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<sup>8</sup> Air Quality in West Oxfordshire. Online at <https://www.westoxon.gov.uk/residents/environment/environmental-health/air-quality/> [accessed October 2016]

<sup>9</sup> West Oxfordshire District Council (2015) 2015 Air Quality Updating and Screening Assessment for West Oxfordshire District Council. Online at <https://www.westoxon.gov.uk/media/1225316/Updating-and-Screening-Assessment-Report-2015.pdf> [accessed October 2016]

	<p>potential for a minor short to medium term positive effect against this SA Objective through helping to reduce greenhouse gas emissions. However, there is still an element of uncertainty until project level assessments have been carried out and transport infrastructure improvements delivered.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency. This is supported by site specific Policy WIT2b. Potential for a minor long-term positive effect.</p>					
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a major aquifer of high vulnerability<sup>10</sup>. In addition, the majority of the site is within a Surface Water Safeguard Zone<sup>11</sup>. The presence of these features could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is offered to a certain extent by Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects.</p> <p>It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is not known to contain best and most versatile agricultural land, however the loss of greenfield land is considered to have the potential for a minor long term negative effect on soil quality.</p>	<table border="1"> <tr> <td data-bbox="1921 523 2000 678">0</td> <td data-bbox="2000 523 2080 678">-</td> </tr> <tr> <td colspan="2" data-bbox="1921 678 2080 1082"></td> </tr> </table>	0	-		
0	-					
<p>12. Reduce the risk from all sources of flooding</p>	<p>The site is not located within an area of flood risk and Local Plan Policies Policy OS3 (Prudent use of Natural Resources) and Policy EH5 (Flood Risk) requires development to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy WIT2b. In light of the mitigation available, it is anticipated that any potential surface water issues could be resolved and therefore the residual effects are considered to be neutral.</p>	<table border="1"> <tr> <td data-bbox="1921 1082 2080 1220">0</td> </tr> <tr> <td data-bbox="1921 1220 2080 1278"></td> </tr> </table>	0			
0						

<sup>10</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>11</sup> Ibid.

13. Conserve and enhance biodiversity and geodiversity	South of the development site adjacent to the A40 is Worsham Lane SSSI, however given the distance between the site option and SSSI, and the scale of development proposed at the site, it is considered unlikely that development would lead to any significant negative effects. Mitigation is further provided through Policy EH2 (Biodiversity). The site is not known to contain or lie adjacent to any Priority Habitats <sup>12</sup> . Potential for a neutral effect against this SA Objective.	0	
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b> The 2007 landscape assessment<sup>13</sup> identifies that the land extending west of Witney between Witney and Charterville Allotments (Minster Lovell) and further north to include land north of the B4047 lies within Area H The West Witney Ridge. The topography of the area is a plateau, part of the high ridge between the Upper and Lower Windrush valley. Overall this area is considered to be of high importance and sensitivity as a high plateau, part of the prominent ridge extending west of Witney and with high intervisibility to both north and south from the highest ground. Development below the highest ground would have relatively little visual impact. The lower ground to the south of the area can accommodate built development. However the site is located in the north of Area H, adjacent to the AONB and is therefore considered to have the potential for a major negative effect on landscapes.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets, however it is located close to Listed Buildings along Upper Crescent, those these are protected to some extent by existing development along Wenrise Drive. Further protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings. The site is not located within Minster Lovell Conservation Area. Overall, it is considered that there is the potential for a residual neutral effect.</p>	--	0
15. Maintain high and stable levels of employment	The site does not propose employment development. There are two main areas of employment in Witney: Station Lane on the southern edge of Witney and the Downs Road/Range Road Area to the West of Witney <sup>14</sup> . The site is located approximately 2.9km from the closest of these employment areas (Downs Road/Range Road), and as such is considered beyond reasonable walking distance. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local	0	

<sup>12</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>13</sup> Amanda Hopwood Landscape Consultancy (2007) Witney Landscape Assessment 2007 [online] available from: <http://www.westoxon.gov.uk/media/286883/Witney-landscape-assessment-2007-Executive-summary.pdf> [accessed October 2016]

<sup>14</sup> West Oxfordshire District Council (2012) Economy Study Update. Online at <http://www.westoxon.gov.uk/media/297993/West-Oxfordshire-economy-study-update-November-2012.pdf> [accessed October 2016]

	residents, business and the environment, which will contribute to improving accessibility to this area. Overall, it is considered that there is the potential for a residual neutral effect against this SA Objective.	
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	<b>0</b>

Woodford Way Car Park, Witney - 50 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, will the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is adjacent to a hospital which may have short-term negative effects through noise, light and air pollution. This could result in negative effects on health; however, as stated previously, mitigation is available in the form of Policy EH6 (Environmental Protection) and as a result the residual effects are considered to be neutral.</p> <p>In line with Policies OS5 (Supporting Infrastructure) and WIT2a (Woodford Way Car Park), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Access to existing healthcare facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>15</sup> by meeting the future needs of the District.</p>	+?

<sup>15</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<p>3. Promote thriving and inclusive communities</p>	<p>In line with Policies WIT2a (Woodford Way Car Park) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>16</sup> by meeting the future needs of the District.</p> <p>The site is approximately 650m walking distance from the local services and facilities along the High Street<sup>17</sup>, development will contribute to maintaining and increasing the viability of these.</p>	<p style="text-align: center;">+</p>
<p>4. Improve education and training</p>	<p>The site is located close to the centre of Witney, a main service town, and around 650m from Tower Hill Community Primary School in Witney. As a result, the site is considered to have good access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. For Witney and the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>18</sup>. Therefore, it is anticipated that the development could improve and/ or contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 – Sustainable Transport. This could lead to further minor positive long-term effects.</p>	<p style="text-align: center;">+</p>
<p>5. Maintain a low level of crime and fear of crime</p>	<p>With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires that new development should demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant,</p>	<p style="text-align: center;">0</p>

<sup>16</sup> Ibid.

<sup>17</sup> Measured from Woodford Way, Witney using Google Maps (2016) walking distance.

<sup>18</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.		
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>Evidence suggests that there are high levels of traffic within Witney and congestion is a problem<sup>19</sup>, infrastructure improvements have sought to alleviate some of these problems, however further development is likely to place further pressures on existing infrastructure. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable. Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide contribute towards the provision of appropriate supporting infrastructure.</p> <p>Given the mitigation outlined above, and the scale of development at the site however, it is unlikely that it will lead to any significant negative effects, potential for a residual minor negative effect against this SA Objective.</p> <p>As for all the options there are opportunities to improve walking and cycling routes as well as public transport. The provision of housing, and contributions to community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	-	+
7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will regenerate previously developed land with the potential for a minor positive effect against this SA Objective.</p>		+

<sup>19</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>20</sup> and development is unlikely to lead to any significant effects on mineral resources.		
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0	
9. Reduce air pollution and improve air quality	There is an Air Quality Management Area on Bridge Street in Witney <sup>21</sup> as objectives for Nitrogen Dioxide are being exceeded, the cause of which is considered to be traffic <sup>22</sup> . The findings of the appraisal against SA Objective 6 indicate that there is the potential for development to negatively affect traffic in Minster Lovell, and Witney and therefore the AQMA. Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 – Sustainable Transport). The policies within the Local Plan have the potential to improve air quality within Witney and have minor long-term positive effects. However, there is still an element of uncertainty until project level assessments have been carried out and transport infrastructure improvements delivered.	+?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, the policies within the Local Plan have the potential to reduce traffic in Witney and have minor long-term positive effects on air quality. It is therefore considered that there is the potential for a minor short to medium term positive effect against this SA Objective through helping to reduce greenhouse gas emissions. However, there is still an element of uncertainty until project level assessments have been carried out and transport infrastructure improvements delivered.</p>	+?	+

<sup>20</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<sup>21</sup> Air Quality in West Oxfordshire. Online at <https://www.westoxon.gov.uk/residents/environment/environmental-health/air-quality/> [accessed October 2016]

<sup>22</sup> West Oxfordshire District Council (2015) 2015 Air Quality Updating and Screening Assessment for West Oxfordshire District Council. Online at <https://www.westoxon.gov.uk/media/1225316/Updating-and-Screening-Assessment-Report-2015.pdf> [accessed October 2016]

	<p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy WIT2a. Potential for a minor long-term positive effect.</p>		
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a minor aquifer of high vulnerability<sup>23</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is offered to a certain extent by Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is previously developed land and the regeneration of the site is considered to have the potential for a minor long term positive effect on soil quality.</p>	0	+
<p>12. Reduce the risk from all sources of flooding</p>	<p>The site is located partially within a flood risk zone 2 area to the south of the site with the potential for minor negative effects against this SA Objective and it would be recommended that development avoids this area of the site. Local Plan Policies Policy OS3 (Prudent use of Natural Resources) and Policy EH5 (Flood Risk) requires development to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy WIT2a. In light of the mitigation available, it is anticipated that any potential surface water issues could be resolved and therefore the residual effects for surface water are considered to be neutral.</p>	-	

<sup>23</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

13. Conserve and enhance biodiversity and geodiversity	The site does not contain and is not located in close proximity to any designated biodiversity or Priority Habitats <sup>24</sup> , it is considered unlikely that development would lead to any significant negative effects. Mitigation is further provided through Policy EH2 (Biodiversity). Potential for a neutral effect against this SA Objective.	<b>0</b>	
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b> The site is located in the urban area and is unlikely to significantly affect the landscape. Given the nature of the site as an existing car park, it is considered that development has the potential to enhance the townscape with the potential for minor long term positive effects.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets. It does however, lie adjacent to a Conservation Area. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). The potential positive effects on townscape are also considered to have the potential for an indirect positive effect on the historic environment in Witney.</p>	<b>+</b>	<b>+?</b>
15. Maintain high and stable levels of employment	The site does not propose employment development. There are two main areas of employment in Witney: Station Lane on the southern edge of Witney and the Downs Road/Range Road Area to the West of Witney <sup>25</sup> . The site is located approximately 1.4km from the closest of these employment areas (Station Lane), and as such is considered beyond reasonable walking distance although there are job opportunities in and around the town centre including retail and small-scale office provision. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to this area. Overall, it is considered that there is the potential for a residual neutral effect against this SA Objective.	<b>0</b>	
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	<b>0</b>	

<sup>24</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>25</sup> West Oxfordshire District Council (2012) Economy Study Update. Online at <http://www.westoxon.gov.uk/media/297993/West-Oxfordshire-economy-study-update-November-2012.pdf> [accessed October 2016]

## Carterton Sub-Area

REEMA North and Central – 300 homes		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the scale of development at this site, it is considered that there is the potential for a major long term positive effect against SA Objective 1.	++
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. It is assumed that there will be suitable mitigation measures provided through Local Plan policies and available at the project level to address short term negative effects during construction, with a residual neutral effect. Local Plan Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality and amenity.</p> <p>The site is surrounded by compatible land uses (existing residential and employment land)</p> <p>In line with Local Plan Policies CA1 and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including provision of new green infrastructure, community and leisure facilities with the assumption that healthcare facilities would be included in the list. Therefore, any increase in pressure on access to existing healthcare facilities as a result of new development at the site will be mitigated. Access to existing healthcare facilities is also likely to improve through new development complying with Local Plan Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>26</sup> by meeting the future needs of the District.</p>	+

<sup>26</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<p>3. Promote thriving and inclusive communities</p>	<p>In line with Local Plan Policies CA1 and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision for / contribution to necessary supporting infrastructure, including new green infrastructure, community and leisure facilities. Therefore, it is anticipated that the development could provide opportunities for cultural, leisure and recreational activity. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated. Access to existing facilities is also likely to improve through new development complying with Local Plan Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>27</sup> by meeting the future needs of the District.</p> <p>The northern parcel is approximately 0.9 km walking distance from the town centre and the southern parcel is approximately 0.2 km away<sup>28</sup>. Its access to the town centre is therefore considered to be excellent and as a result the development at the site is likely to maintain or increase the vitality of the centre and the existing community. Overall, it is considered that development at this location will lead to minor long-term positive effects against this SA Objective.</p>	<p style="text-align: center;"><b>+</b></p>
<p>4. Improve education and training</p>	<p>As the site is located within the settlement boundary of Carterton, a main service town, it is considered to have access within a reasonable walking distance (e.g. Carterton Community College within 0.65 km<sup>29</sup>) to one or more of the schools within Carterton. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. For the District as a whole the requirements for future requirements for education and training facilities are set out in the</p>	<p style="text-align: center;"><b>+?</b></p>

<sup>27</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>28</sup> Measured from the southern parcel along the southern boundary where it joins Brize Norton Road and from the northern parcel along the southern boundary where it joins Upavon Way - to the junction of Burford, Brize Norton, Black Bourton and Alvescot Roads. Distance measured along main roads – walking distance. Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed October 2016].

<sup>29</sup> Measured from the northern parcel along the southern boundary where it joins Upavon Way. Distance measured along main roads – walking distance. Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed October 2016].

	Draft Infrastructure Delivery Plan <sup>30</sup> . Therefore, it is anticipated that the development could improve and/or contribute to new educational facilities leading to minor long-term positive effects; although there is some uncertainty as the precise details of what will be provided in terms of new education facilities is not known. Furthermore, access to existing facilities is also likely to improve through new development complying with Local Plan Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.		
5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	0	
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The site is Brownfield land and the REEMA Central component of the site already contains residential development (REEMA North having been cleared ready for development) and the Carterton road network is not considered to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>31</sup>. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address significant negative effects on traffic; however, there is still an element of uncertainty until lower level assessments have been carried out. Potential for residual neutral effect with an element of uncertainty. It is outside the scope of this strategic level appraisal to consider how mitigation, in particular road infrastructure improvements, may affect the viability of development.</p> <p>The site is in close proximity to the town centre and to a primary school. S1 and S2 high frequency bus services to Carterton town centre, Witney and Oxford and 64 service to Swindon with bus stops on Upavon Way and Brize Norton Road. The redevelopment of the site has the potential to improve sustainable transport modes, in particular walking and cycling links to the town centre given its proximity.</p>	0?	+

<sup>30</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

<sup>31</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	The provision of housing, employment and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.	
7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. The Site is located on previously developed land which supports this SA Objective. However, the environmental value of the area is unknown although given the nature of the site and its location within the town centre it is considered unlikely to have high environmental value. Potential for a long-term positive effect.</p> <p>The site is not located within a Minerals Strategic Resource Area (Policy M3)<sup>32</sup> and development is unlikely to lead to any significant effects on mineral resources.</p>	<b>+</b>
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Local Plan Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral effect against this SA Objective.	<b>0</b>
9. Reduce air pollution and improve air quality	There are no AQMAs within Carterton. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.	<b>0?</b>

<sup>32</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<p>10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</p>	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Core Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy CA1. Potential for a minor long-term positive effect.</p>	<p>0?</p>	<p>+</p>
<p>11. Protect and improve soil and water resources</p>	<p>Both parcels of the site contain a minor aquifer of high vulnerability and are in a Surface Water Safeguarded zone<sup>33</sup>. In addition, part of REEMA North is underlain by the Burford Jurassic Water Body where its current quantitative quality is considered to be 'poor' and its current chemical quality is considered to be 'poor (deteriorating)'<sup>34</sup>. Given the presence of the water sensitive features, it is considered that any development at this site could lead to major negative effects on water quality/ resources in both the short-term (construction) and long-term. However, groundwater investigations carried out by consultants in support of a planning application on the site, did not indicate any significant risks to controlled waters<sup>35</sup> and therefore there are unlikely to be any significant effects on water quality. In addition, mitigation is offered to a certain extent by Local Plan Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. The presence of the mitigation is likely to reduce the magnitude of the negative effects down to minor on water resources.</p>	<p>-?</p>	<p>0</p>

<sup>33</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>34</sup> Ibid.

<sup>35</sup> Information provided by West Oxfordshire District Council May 2014

	<p>There is no known contamination or land stability issues on the majority of site although the site is on previously developed land and therefore there is a higher likelihood to contaminants to be present with the potential for minor negative effects both against this SA Objective but also against SA Objective 2. However, investigations carried out by consultants in support of a planning application on the site found no constraint to the development arising from ground contamination<sup>36</sup>. In light of this information and also because suitable mitigation is offered by Local Plan Policy EH6 (Environmental Protection), there are unlikely to be any significant effects on soils. Furthermore, the site is located within the existing settlement footprint and is not identified as containing any agricultural land<sup>37</sup>. Therefore, the residual effects on soil against this objective are considered to be neutral.</p>	
<p>12. Reduce the risk from all sources of flooding</p>	<p>Both REEMA North and REEMA Central fall with Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>38</sup>. Surface water flooding is a particular concern in Carterton<sup>39</sup>. This could lead to minor negative effects. However, mitigation is offered by a number of Local Plan Policies including Policy OS3 (Prudent use of Natural Resources) and Policy EH5 (Flood Risk) where development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. In light of the mitigation available, it is anticipated that surface water issues could be resolved and therefore the effects are considered to be neutral.</p>	<p><b>0</b></p>
<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>The site is situated within Carterton and consists of MOD housing. The site is not in close proximity to any international or nationally designated biodiversity or geodiversity. A small area of deciduous woodland BAP habitat is situated to the south east of the site; however, this is separated by an existing road<sup>40</sup>. A number of farmland birds species have been recorded on this site including: Corn Bunting; Grey Partridge; Tree Sparrow; Turtle Dove; Yellow Wagtail; and Lapwing<sup>41</sup>.</p> <p>Local Plan Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; however, there is still an element of uncertainty until further lower level assessments have been carried out. Potential for residual neutral effect with an element of uncertainty.</p>	<p><b>0?</b></p>

<sup>36</sup> Ibid.

<sup>37</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>38</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>39</sup> Information provided by West Oxfordshire District Council May 2014.

<sup>40</sup> Defra (2016) Magic map. Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>41</sup> Ibid.

<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site is Brownfield land consisting of old MOD housing on REEMA Central with REEMA North having been cleared ready for development. The redevelopment of this site has the potential for a long-term positive effect on townscape. The significance of the positive effect will be dependent on the final design and layout of development. Local Plan Policy OS4 (High Quality Design) expects proposals for development to demonstrate high quality, inclusive sustainable design that respects and contributes to local distinctiveness and enhances the character and quality of the surroundings.</p> <p><b>Historic Environment</b> There are no designated heritage assets within or directly adjacent to the site. There are some Listed Buildings over 400m away from the site to the west; however, it is unlikely that there would be any negative effects as a result of development. It is considered that there will be suitable mitigation provided through Local Plan policies and available at the project level to address any potential negative effects on heritage; however, there is still an element of uncertainty until lower level assessments have been carried out. The potential positive effects on townscape have the potential for an indirect positive effect on the historic environment in Carterton.</p>	+	+?
<p>15. Maintain high and stable levels of employment</p>	<p>The site does not propose employment development. The site (consisting of two parcels of land) is located close to the town centre and is within 0.8 km<sup>42</sup> of all the main employment areas in Carterton (RAF Brize Norton, South Carterton Industrial Estate and Ventura/ West Oxon Business Parks<sup>43</sup>) and therefore new development here is likely to support the existing main employment areas. The site also benefits from having good access to the main transport route through Carterton and eventually to the A40 and therefore is also likely to help support, develop and attract competitive business sectors and enable enterprise and innovation. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects on employment, economic growth and competitiveness.</p>	+?	

<sup>42</sup> Measured from the southern parcel along the southern boundary where it joins Brize Norton Road and from the northern parcel along the southern boundary where it joins Upavon Way. Distance measured along main roads – walking distance. Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed October 2016].

<sup>43</sup> West Oxfordshire District Council (2012) Economy Study Update. Online at <http://www.westoxon.gov.uk/media/297993/West-Oxfordshire-economy-study-update-November-2012.pdf> [accessed October 2016]

16. Promote sustainable economic growth and competitiveness	Please see commentary against the previous SA Objective 15 - Maintain high and stable levels of employment.	<b>+?</b>
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<b>Land at Swinbrook Road, Carterton– 70 dwellings</b>			
<b>Assessment of Effects</b>			
<b>SA Objective</b>	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>		
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.		<b>+</b>
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction, though it should be noted that there is relatively little existing development surrounding the site. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, will the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses being bordered by Swinbrook Road to the west, Kilkenny Lane to the north and predominantly rural land beyond these roads (with the exception of Carterton Football Club to the north west of the site boundary). Fields border the site to the south and east which include a playground in the east (forming part of Kilkenny Country Park) and a couple detached houses in the south.</p> <p>In line with Policies OS5 (Supporting Infrastructure) and CA1b (Land at Swinbrook Road), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. It will be important for development to comply with Policy T1 (Sustainable Transport) as an edge of settlement location to</p>		<b>+</b>

	increase accessibility to the town centre services and facilities (including healthcare facilities). This is considered achievable via the adjoining 250 home residential development which is currently under construction to the south. As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing <sup>44</sup> by meeting the future needs of the District.	
3. Promote thriving and inclusive communities	<p>In line with Policies CA1b (Land at Swinbrook Road) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>45</sup> by meeting the future needs of the District.</p> <p>The site is approximately 1.8km walking distance from the local services and facilities in the central area<sup>46</sup>, development will contribute to maintaining and increasing the viability of these although they are considered beyond reasonable walking distance.</p>	+
4. Improve education and training	<p>The site is located around 1.8km from the central area, and around 1.3km from Carterton Community College / 1.4km Carterton Primary School. As a result, the site is considered to have good access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. Provision will be secured through mechanisms including conditions on planning permissions, planning obligations and/or the Community Infrastructure Levy. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>47</sup>. Therefore, it is anticipated that the development could improve and/ or</p>	+

<sup>44</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>45</sup> Ibid.

<sup>46</sup> Measured from the western boundary where the site joins Swinbrook Road to central area (Burford Rd/Alvescot Rd/Brize Norton Rd/Black Bourton Rd Juntion) using Google Maps (2016) walking distance.

<sup>47</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.		
5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	0	
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Carterton road network is not considered to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>48</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable. Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the scale of development at the site however, it is unlikely that it will lead to any significant negative effects, potential for a residual minor negative effect against this SA Objective.</p> <p>The site is in relatively close proximity to the town centre, however the site would benefit from improved bus connections. The provision of housing, and community facilities/services along with improvements to</p>	0?	+

<sup>48</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.	
7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.</p> <p>The site is not located within a Minerals Strategic Resource Area (Policy M3)<sup>49</sup> and development is unlikely to lead to any significant effects on mineral resources.</p>	-
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0
9. Reduce air pollution and improve air quality	There are no AQMAs within Carterton. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.	0?

<sup>49</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<p>10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</p>	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy CA1b. Potential for a minor long-term positive effect.</p>	<p>0?</p>	<p>+</p>
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a minor aquifer of high vulnerability<sup>50</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is offered to a certain extent by Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p>	<p>0</p>	<p>-</p>

<sup>50</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

	The southern section of the site is Grade 3b agricultural land and the loss of this land, along with the further loss of greenfield land in the northern section of the site is considered to have the potential for a minor long term negative effect on soil quality.	
12. Reduce the risk from all sources of flooding	The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring <sup>51</sup> . Surface water flooding is a particular concern in Carterton <sup>52</sup> . This could lead to minor negative effects. However, mitigation is offered by a number of Local Plan Policies including Policy OS3 (Prudent use of Natural Resources) and Policy EH5 (Flood Risk) where development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy CA1b. In light of the mitigation available, it is anticipated that surface water issues could be resolved and therefore the effects are considered to be neutral.	0
13. Conserve and enhance biodiversity and geodiversity	The site does not contain any designated biodiversity or Priority Habitats <sup>53</sup> , however it is located adjacent to Deciduous Woodland Priority Habitats. While proposed development has the potential for impacts on these features, it is considered that the effects are unlikely to be significant. Local Plan Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; however, there is still an element of uncertainty until lower level assessments have been carried out. Potential for residual neutral effect with an element of uncertainty.	0?
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b></p> <p>The 2009 Landscape Assessment<sup>54</sup> identifies that the site lies within Area A3: Rural Fringe and is a small part of the plateau area differentiated from it by its rural fringe uses. The topography of the area is part of the gently sloping plateau overlain by the small scale small holding pattern typical of Carterton. The area is part of the rural fringe of Carterton providing a soft edge to the north western part of the town, important in views from Shilton Road. The area has high local landscape/visual importance and sensitivity. Development is therefore considered to have the potential for a major negative effect on landscapes.</p> <p><b>Historic Environment</b></p> <p>The site does not contain and is not located within close proximity to any designated heritage assets, and does not lie within a conservation area. Protection is provided through Policy EH7 (Historic</p>	-- 0

<sup>51</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>52</sup> Information provided by West Oxfordshire District Council May 2014.

<sup>53</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>54</sup> Amanda Hopwood Landscape Consultancy (2009) Carterton Landscape Assessment 2009 [online] available from: <http://www.westoxon.gov.uk/media/286910/Carterton-landscape-assessment-2009-Executive-summary.pdf> [accessed October 2016]

	Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings. Overall, it is considered that there is the potential for a residual neutral effect.	
15. Maintain high and stable levels of employment	The site does not propose employment development. The site is located relatively close to the town centre and is between 2.2km – 2.7km <sup>55</sup> from the main employment areas in Carterton (RAF Brize Norton, South Carterton Industrial Estate and Ventura/ West Oxon Business Parks <sup>56</sup> ), and as such is considered beyond reasonable walking distance. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to this area. Overall, it is considered that there is the potential for a residual neutral effect against this SA Objective. The site does however, benefit from having good access to the north to the A40.	0
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	0

Land at Milestone Road, Carterton – 200 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of	+

<sup>55</sup> Measured from the southern parcel along the southern boundary where it joins Brize Norton Road and from the northern parcel along the southern boundary where it joins Upavon Way. Distance measured along main roads – walking distance. Google (2016) Google Maps. Online at <https://maps.google.co.uk/> [accessed October 2016].

<sup>56</sup> West Oxfordshire District Council (2012) Economy Study Update. Online at <http://www.westoxon.gov.uk/media/297993/West-Oxfordshire-economy-study-update-November-2012.pdf> [accessed October 2016]

constructed affordable home	development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise these effects, providing suitable mitigation to ensure that development will not lead to any significant negative effects. Potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (predominantly housing, but also employment land and RAF land). Site specific Policy CA1a provides mitigation for potential noise affects arising from the airfield.</p> <p>In line with Policies OS5 (Supporting Infrastructure) and CA1a (Land at Milestone Road), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) seeks to increase accessibility, and the site is in relatively close proximity to the town centre services and facilities (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>57</sup> by meeting the future needs of the District.</p>	+
3. Promote thriving and inclusive communities	<p>In line with Policies CA1a (Land at Milestone Road) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>58</sup> by meeting the future needs of the District.</p> <p>The site is approximately 1km walking distance from the local services and facilities in the central area<sup>59</sup>, development will contribute to maintaining and increasing the viability of these.</p>	+

<sup>57</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>58</sup> Ibid.

<sup>59</sup> Measured from the northern boundary where the site joins Milestone Road to central area (Burford Rd/Alvescot Rd/Brize Norton Rd/Black Bourton Rd Juntion) using Google Maps (2016) walking distance.

<p>4. Improve education and training</p>	<p>The site is located around 1km from the central area, and around 1.2km from Edith Moorhouse and St Joseph's Catholic Primary Schools. As a result, the site is considered to have good access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>60</sup>. Access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). Potential for minor positive long-term effects.</p>	+	
<p>5. Maintain a low level of crime and fear of crime</p>	<p>With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.</p>	0	
<p>6. Improve accessibility to all services and facilities</p>	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Carterton road network is not considered to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>61</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements.</p>	0?	+

<sup>60</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

<sup>61</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	<p>Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is in close proximity to the town centre (1km). The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	
7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.</p> <p>The site is not located within a Minerals Strategic Resource Area (Policy M3)<sup>62</sup> and development is unlikely to lead to any significant effects on mineral resources.</p>	-
8. Reduce waste generation and disposal	<p>Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.</p>	0
9. Reduce air pollution and improve air quality	<p>There are no AQMAs within Carterton. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) further seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and</p>	0?

<sup>62</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

	improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective, with an element of uncertainty until lower level studies and assessments have been carried out.		
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy CA1a. Potential for a minor long-term positive effect.</p>	0?	+
11. Protect and improve soil and water resources	The site is covered by a minor aquifer of high vulnerability <sup>63</sup> , which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.	0	-

<sup>63</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

	<p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is identified to contain Grade 3b agricultural land<sup>64</sup> and the loss of this greenfield land is considered to have the potential for a minor long term negative effect on soil quality.</p>	
12. Reduce the risk from all sources of flooding	<p>The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>65</sup>. Surface water flooding is a particular concern in Carterton<sup>66</sup>. This could lead to minor negative effects. However, mitigation is offered by a number of Local Plan Policies including Policy OS3 (Prudent use of Natural Resources) and Policy EH5 (Flood Risk) where development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. Potential for a residual neutral effect.</p>	0
13. Conserve and enhance biodiversity and geodiversity	<p>The site is separated from Alvescot Meadows SSSI by the airfield, which will provide a suitable buffer to minimise potential effects. The site contains Deciduous Woodland Priority Habitats, however Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.</p>	0?
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b></p> <p>The site was not assessed within the 2009 Landscape Assessment<sup>67</sup> and although it is greenfield land it is located within the urban area and surrounded by built development. As such it is considered unlikely that development will lead to any significant negative effects. Potential for a minor negative effect through development in a previously undeveloped area however.</p> <p><b>Historic Environment</b></p> <p>The site does not contain and is not located within close proximity to any designated heritage assets, and does not lie within a conservation area. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character</p>	- 0

<sup>64</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>65</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>66</sup> Information provided by West Oxfordshire District Council May 2014, supported by Aecom (2016) West Oxfordshire District Council Strategic Flood Risk Assessment Draft SFRA Update Report August 2016 [accessed October 2016] not yet available online.

<sup>67</sup> Amanda Hopwood Landscape Consultancy (2009) Carterton Landscape Assessment 2009 [online] available from: <http://www.westoxon.gov.uk/media/286910/Carterton-landscape-assessment-2009-Executive-summary.pdf> [accessed October 2016]

	and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings. Overall, it is considered that there is the potential for a residual neutral effect.	
15. Maintain high and stable levels of employment	The site does not propose employment development. The site is located in close proximity to the town centre, and the main employment areas of the RAF Brize Norton site and South Carterton Industrial Estate (adjacent). The site is therefore considered to have excellent access to these employment areas, and development is likely to support the existing main employment areas. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects on employment.	+
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+

## Eynsham – Woodstock Sub-Area

Land north of Hill Rise, Woodstock – 120 dwellings		
SA Objective	Assessment of Effects	
	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise these effects, providing suitable mitigation to ensure that development will not lead to any significant negative effects. Potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (predominantly rural land and housing to the south).</p> <p>In line with Policies OS5 (Supporting Infrastructure) and EW1d (Land north of Hill Rise), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) seeks to increase accessibility, and the site is in close proximity (around 950m<sup>68</sup>) to the central area services and facilities (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>69</sup> by meeting the future needs of the District.</p>	+
3. Promote thriving and inclusive communities	In line with Policies EW1d (Land north of Hill Rise) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary	+

<sup>68</sup> Measured from the southern boundary where the site joins Rosamund Drive – to Market Place using Google Maps (2016) walking distance

<sup>69</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

	<p>supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>70</sup> by meeting the future needs of the District.</p> <p>The site is approximately 950m walking distance from the local services and facilities in the central area<sup>71</sup>, development will contribute to maintaining and increasing the viability of these.</p>	
4. Improve education and training	<p>The site is located around 950m from the central area, and around 1.9km<sup>72</sup> from Woodstock C of E Primary School. As a result, the site is considered to have good access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>73</sup>. Access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). Potential for minor positive long-term effects.</p>	+
5. Maintain a low level of crime and fear of crime	<p>With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.</p>	0

<sup>70</sup> Ibid.

<sup>71</sup> Measured from the southern boundary where the site joins Rosamund Drive – to Market Place using Google Maps (2016) walking distance

<sup>72</sup> Measured from the southern boundary where the site joins Rosamund Drive using Google Maps (2016) walking distance

<sup>73</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

<p>6. Improve accessibility to all services and facilities</p>	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Woodstock road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>74</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is in close proximity to the central area (950m). The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	<p>0?</p>	<p>+</p>
<p>7. Improve the efficiency of land use</p>	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.</p>	<p>-</p>	

<sup>74</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>75</sup> and development is unlikely to lead to any significant effects on mineral resources.		
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0	
9. Reduce air pollution and improve air quality	There are no AQMAs within Woodstock. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) further seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective, with an element of uncertainty until lower level studies and assessments have been carried out.	0?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce the need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects.</p>	0?	+

<sup>75</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

	<p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy EW1d. Potential for a minor long-term positive effect.</p>		
11. Protect and improve soil and water resources	<p>The site is covered by a major aquifer of high vulnerability and Surface water Safeguard Zone<sup>76</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is known to contain Grade 3b agricultural land<sup>77</sup> and the loss of this greenfield land is considered to have the potential for a minor long term negative effect on soil quality.</p>	0	-
12. Reduce the risk from all sources of flooding	<p>The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>78</sup>. Development may increase surface water flood risk and Woodstock is at greater risk of groundwater flooding<sup>79</sup>, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1d. Potential for a residual neutral effect.</p>	0	

<sup>76</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>77</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>78</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>79</sup> Aecom (2016) West Oxfordshire District Council Strategic Flood Risk Assessment Draft SFRA Update Report August 2016 [accessed October 2016] not yet available online.

<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>The site is separated from Blenheim Park SSSI by existing residential development and the A44, although development may slightly increase traffic along the A44 given the scale of development at the site and findings against SA Objective 6, it is considered unlikely that development would lead to any significant negative effects. The site is not known to contain any designated biodiversity or Priority Habitats. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.</p>	<p>0?</p>	
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site has not been assessed through a recent landscape assessment. The site is not located within the AONB and is separated from the Blenheim Parkland by existing urban development and the A44. The site however is entirely greenfield land and as such it is considered that there is the potential for a minor negative effect through development in a previously undeveloped area.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets. It does however lie in close proximity to Blenheim Palace World Heritage Site (WHS) and Registered Park and Garden and a Conservation Area. Site specific mitigation for the WHS is provided through Policy EW1d and further protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings. Overall, it is considered that there is the potential for a residual neutral effect with an element of uncertainty until site level assessments have been completed.</p>	<p>-</p>	<p>0?</p>
<p>15. Maintain high and stable levels of employment</p>	<p>The site does not propose employment development. The site is located in close proximity to the town centre, which contains and is in close proximity to the main employment sources in Woodstock. The site is therefore considered to have excellent access to these employment areas, and development is likely to support the existing main employment areas. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects against this SA Objective.</p>	<p>+</p>	

16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+
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Land north of Banbury Road, Woodstock – 250 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise these effects, providing suitable mitigation to ensure that development will not lead to any significant negative effects. Potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (adjacent to the urban edge with rural land beyond).</p> <p>In line with Policies OS5 (Supporting Infrastructure) and EW1e (Land north of Banbury Road), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) seeks to increase accessibility, and the site is in close proximity (around 950m<sup>80</sup>) to the central area services and facilities (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development on the site</p>	+

<sup>80</sup> Measured from the southern boundary where the site joins Banbury Road – to Market Place using Google Maps (2016) walking distance

	also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing <sup>81</sup> by meeting the future needs of the District.	
3. Promote thriving and inclusive communities	<p>In line with Policies EW1e (Land north of Banbury Road) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>82</sup> by meeting the future needs of the District.</p> <p>The site is approximately 950m walking distance from the local services and facilities in the central area<sup>83</sup>, development will contribute to maintaining and increasing the viability of these.</p>	+
4. Improve education and training	<p>The site is located around 950m from the central area, and around 650m<sup>84</sup> from Woodstock C of E Primary School. As a result, the site is considered to have good access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>85</sup>. Access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). Potential for minor positive long-term effects.</p>	+
5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to	0

<sup>81</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>82</sup> Ibid.

<sup>83</sup> Measured from the southern boundary where the site joins Banbury Road – to Market Place using Google Maps (2016) walking distance

<sup>84</sup> Measured from the southern boundary where the site joins Banbury Road using Google Maps (2016) walking distance

<sup>85</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.		
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Woodstock road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>86</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is in close proximity to the central area (around 950m<sup>87</sup>). The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	0?	+
7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.		-

<sup>86</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

<sup>87</sup> Measured from the southern boundary where the site joins Banbury Road – to Market Place using Google Maps (2016) walking distance

	The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>88</sup> and development is unlikely to lead to any significant effects on mineral resources.		
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new development to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0	
9. Reduce air pollution and improve air quality	There are no AQMAs within Woodstock. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) further seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective, with an element of uncertainty until lower level studies and assessments have been carried out.	0?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce the need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand,</p>	0?	+

<sup>88</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

	<p>minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy EW1e. Potential for a minor long-term positive effect.</p>		
11. Protect and improve soil and water resources	<p>The site is covered partially by a major aquifer of high vulnerability and partially by a minor aquifer of high vulnerability and wholly be a Surface water Safeguard Zone <sup>89</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is identified as containing Grade 3a and Grade 3b agricultural land<sup>90</sup>, the potential loss of best and most versatile agricultural land is considered to have the potential for a major long term negative effect on soil quality.</p>	0	--
12. Reduce the risk from all sources of flooding	<p>The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>91</sup>. Development may increase surface water flood risk and Woodstock is at greater risk of groundwater flooding<sup>92</sup>, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1e. Potential for a residual neutral effect.</p>	0	

<sup>89</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>90</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>91</sup> Environment Agency (2016) Maps. Online at [www. http://maps.environment-agency.gov.uk/](http://maps.environment-agency.gov.uk/) [accessed October 2016]

<sup>92</sup> Aecom (2016) West Oxfordshire District Council Strategic Flood Risk Assessment Draft SFRA Update Report August 2016 [accessed October 2016] not yet available online.

<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>The site is separated from Blenheim Park SSSI by existing residential development and the A44, although development may slightly increase traffic along the A44 given the scale of development at the site and the findings against SA Objective 6, it is considered unlikely that development would lead to any significant negative effects. The site is not known to contain any designated biodiversity or Priority Habitats. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.</p>	0?	
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site has not been assessed through a recent landscape assessment. The site is not located within the AONB and is separated from the Blenheim Parkland by existing urban development and the A44. The site however is entirely greenfield land and as such it is considered that there is the potential for a minor negative effect through development in a previously undeveloped area.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets, and does not lie within a conservation area. It does however lie in close proximity to Blenheim Palace World Heritage Site (WHS) and Registered Park and Garden, and adjacent to Listed Buildings. The existing urban area of Woodstock lies between the site options and WHS which provides mitigation to some extent. Further protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings, and through Policy OS4 (High Quality Design). Overall, it is considered that there is the potential for a residual neutral effect with an element of uncertainty until site level assessments have been completed.</p>	-	0?
<p>15. Maintain high and stable levels of employment</p>	<p>The site does not propose employment development. The site is located in close proximity to the town centre, which contains and is in close proximity to the main employment sources in Woodstock. The site is therefore considered to have excellent access to these employment areas, and development is likely to support the existing main employment areas. A leading local employer, Owen Mumford is located to the west of the site on Green Lane. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects against this SA Objective.</p>	+	

16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+
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<b>Land East of Woodstock – 300 dwellings</b>		
<b>Assessment of Effects</b>		
<b>SA Objective</b>	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise these effects, providing suitable mitigation to ensure that development will not lead to any significant negative effects. Potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (rural land to the east, Oxford Road to the south with parkland beyond and Woodstock main urban area to the west).</p> <p>In line with Policies OS5 (Supporting Infrastructure) and EW1c (Land East of Woodstock), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) seeks to increase accessibility, and the site is in close proximity (around 950m<sup>93</sup>) to the central area services and facilities (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development on the site</p>	+

<sup>93</sup> Measured from the southern boundary where the site joins Oxford Road – to Market Place using Google Maps (2016) walking distance

	also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing <sup>94</sup> by meeting the future needs of the District.	
3. Promote thriving and inclusive communities	<p>In line with Policies EW1c (Land East of Woodstock) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>95</sup> by meeting the future needs of the District.</p> <p>The site is approximately 950m walking distance from the local services and facilities in the central area<sup>96</sup>, development will contribute to maintaining and increasing the viability of these.</p>	+
4. Improve education and training	<p>The site is located around 950m from the central area, and around 480m<sup>97</sup> from Woodstock C of E Primary School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>98</sup>. Access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). Potential for minor positive long-term effects.</p>	+
5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to	0

<sup>94</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>95</sup> Ibid.

<sup>96</sup> Measured from the southern boundary where the site joins Oxford Road – to Market Place using Google Maps (2016) walking distance

<sup>97</sup> Measured from the western boundary where the site joins Flemings Road using Google Maps (2016) walking distance

<sup>98</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.		
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Woodstock road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>99</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is in close proximity to the central area (around 950m<sup>100</sup>). The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	0?	+
7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.		-

<sup>99</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

<sup>100</sup> Measured from the southern boundary where the site joins Oxford Road – to Market Place using Google Maps (2016) walking distance

	The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>101</sup> and development is unlikely to lead to any significant effects on mineral resources.		
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0	
9. Reduce air pollution and improve air quality	There are no AQMAs within Woodstock. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) further seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective, with an element of uncertainty until lower level studies and assessments have been carried out.	0?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce the need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects.</p>	0?	+

<sup>101</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

	<p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy EW1c. Potential for a minor long-term positive effect.</p>		
11. Protect and improve soil and water resources	<p>The site is covered by a minor aquifer of high vulnerability and Surface water Safeguard Zone <sup>102</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is identified as containing Grade 3b agricultural land<sup>103</sup> and the loss of this greenfield land is considered to have the potential for a minor long term negative effect on soil quality.</p>	0	-
12. Reduce the risk from all sources of flooding	<p>The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>104</sup>. Development may increase surface water flood risk and Woodstock is at greater risk of groundwater flooding<sup>105</sup>, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1c. Potential for a residual neutral effect.</p>	0	

<sup>102</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>103</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>104</sup> Ibid.

<sup>105</sup> Aecom (2016) West Oxfordshire District Council Strategic Flood Risk Assessment Draft SFRA Update Report August 2016 [accessed October 2016] not yet available online.

<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>The site is separated from Blenheim Park SSSI by existing residential development, parkland and the A44, although development may slightly increase traffic along the A44 given the scale of development at the site and findings against SA Objective 6, it is considered unlikely that development would lead to any significant negative effects. The site is not known to contain any designated biodiversity or Priority Habitats, though the parkland (separated from the site option by the A44) contains BAP Priority Habitats of Woodpasture and Parkland, and Deciduous Woodland. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.</p>	<p>0?</p>
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site has not been assessed through a recent landscape assessment. The site is not located within the AONB and is separated from the Blenheim Parkland by the A44. Development will inevitably affect the setting of the parkland and the site is entirely greenfield land and as such it is considered that there is the potential for a minor negative effect through development in a previously undeveloped area. Policy OS4 (High Quality Design) will provide mitigation to protect the setting of the parkland.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets, and does not lie within a conservation area. It does however lie adjacent to Blenheim Palace World Heritage Site (WHS) and Registered Park and Garden to the south and a Scheduled Monument in the east (Blenheim Villa, a Roman villa and associated field system 200m north east of Little Cote). Site specific mitigation for the WHS is provided through Policy EW1c and further protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Overall, it is considered that there is the potential for a residual neutral effect with an element of uncertainty until site level assessments have been completed. It is recommended however that Policy EW1c includes mitigation to ensure appropriate archaeological investigation prior to development.</p>	<p>- 0?</p>
<p>15. Maintain high and stable levels of employment</p>	<p>The site does not propose employment development. The site is located in close proximity to the town centre, which contains and is in close proximity to the main employment sources in Woodstock. The site is therefore considered to have excellent access to these employment areas, and development is likely to support the existing main employment areas. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will</p>	<p>+</p>

	contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects against this SA Objective.	
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+

Land at Myrtle Farm, Long Hanborough – 50 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, with the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (predominantly existing residential but also rural land to the north)</p> <p>In line with Policies OS5 (Supporting Infrastructure) and EW1f (Land at Myrtle Farm), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) seeks to increase accessibility, and the site is in close proximity (around 50m<sup>106</sup>) to the central area services and facilities along Main Road (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>107</sup> by meeting the future needs of the District.</p>	+

<sup>106</sup> Measured from the eastern boundary where the site joins Wastie's Orchard – to Main Road/Church Road Roundabout using Google Maps (2016) walking distance

<sup>107</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<p>3. Promote thriving and inclusive communities</p>	<p>In line with Policies EW1f (Land at Myrtle Farm) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Moreover, development on the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>108</sup> by meeting the future needs of the District.</p> <p>The site is approximately 50m walking distance from the local services and facilities along Main Road / the A4095<sup>109</sup>, development will contribute to maintaining and increasing the viability of these.</p>	<p style="text-align: center;"><b>+</b></p>
<p>4. Improve education and training</p>	<p>The site is located around 50m from the services and facilities along the A4095, and around 480m from Hanborough Manor C of E School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>110</sup>. Therefore, it is anticipated that the development could improve and/ or contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.</p>	<p style="text-align: center;"><b>+</b></p>
<p>5. Maintain a low level of crime and fear of crime</p>	<p>With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.</p>	<p style="text-align: center;"><b>0</b></p>

<sup>108</sup> Ibid.

<sup>109</sup> Measured from the eastern boundary where the site joins Wastie's Orchard – to Main Road/Church Road Roundabout using Google Maps (2016) walking distance

<sup>110</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

<p>6. Improve accessibility to all services and facilities</p>	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Long Hanborough road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>111</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is in close proximity to the central area (A4095) (around 50m<sup>112</sup>). The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	<p>0?</p>	<p>+</p>
<p>7. Improve the efficiency of land use</p>	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.</p>	<p>-</p>	

<sup>111</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

<sup>112</sup> Measured from the eastern boundary where the site joins Wastie's Orchard – to Main Road/Church Road Roundabout using Google Maps (2016) walking distance

	The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>113</sup> and development is unlikely to lead to any significant effects on mineral resources.		
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0	
9. Reduce air pollution and improve air quality	There are no AQMAs within Long Hanborough. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.	0?	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p>	0?	+

<sup>113</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

	<p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy EW1f. Potential for a minor long-term positive effect.</p>			
11. Protect and improve soil and water resources	<p>The site is covered by a minor aquifer of intermediate vulnerability and a Surface Water Safeguard Zone<sup>114</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is entirely greenfield and identified as predominantly Grade 3a best and most versatile agricultural land<sup>115</sup>, and development would result in the permanent loss of this resource with the potential for major long term negative effects on soil resources.</p>	<table border="1"> <tr> <td>0</td> <td>--</td> </tr> </table>	0	--
0	--			
12. Reduce the risk from all sources of flooding	<p>The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>116</sup>. Development may increase surface water flood risk, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1f. Potential for a residual neutral effect.</p>	<table border="1"> <tr> <td>0</td> </tr> </table>	0	
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<sup>114</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>115</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>116</sup> Ibid.

<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>The site is separated from Long Hanborough Gravel Pit SSSI by the existing urban area of Long Hanborough, and it is considered unlikely that development would lead to any significant negative effects. The site is not known to contain any designated biodiversity or Priority Habitats. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.</p>	<p>0?</p>
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site has not been assessed through a recent landscape assessment. The site is however located adjacent to the AONB, although largely surrounded by existing development. Development will inevitably affect the setting of the AONB, and as the site is entirely greenfield land it is considered that there is the potential for a minor negative effect through development in a previously undeveloped area. Policy OS4 (High Quality Design) will provide mitigation to protect the setting of the AONB.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets, however it is located adjacent to Millwood End Conservation Area and its associated Listed Buildings. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Overall, it is considered that there is the potential for a residual neutral effect with an element of uncertainty at this stage of assessment.</p>	<p>- 0?</p>
<p>15. Maintain high and stable levels of employment</p>	<p>The site does not propose employment development. The site is located close to the central area (A4095) (around 50m<sup>117</sup>) which provides the main employment within Long Hanborough. Development is likely to support this area. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects on employment.</p>	<p>+</p>

<sup>117</sup> Measured from the eastern boundary where the site joins Wastie's Orchard – to Main Road/Church Road Roundabout using Google Maps (2016) walking distance

16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+

<b>Land at Oliver's Garage, Long Hanborough – 25 dwellings</b>		
<b>Assessment of Effects</b>		
<b>SA Objective</b>	<b>Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty</b>	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, with the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (predominantly existing residential but also rural land to the south)</p> <p>In line with Policies OS5 (Supporting Infrastructure) and EW1g (Land at Oliver's Garage), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) seeks to increase accessibility, and the site is adjacent to the central area services and facilities along Main Road (A4095) (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also</p>	+

	has the potential for indirect long-term positive effects on health and inequalities through the provision of housing <sup>118</sup> by meeting the future needs of the District.	
3. Promote thriving and inclusive communities	<p>In line with Policies EW1g (Land at Oliver's Garage) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>119</sup> by meeting the future needs of the District.</p> <p>The site is adjacent to the local services and facilities along Main Road / the A4095, development will contribute to maintaining and increasing the viability of these.</p>	+
4. Improve education and training	<p>The site is located adjacent to the A4095, and around 150m from Hanborough Manor C of E School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>120</sup>. Therefore, it is anticipated that the development could improve and / or contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.</p>	+

<sup>118</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>119</sup> Ibid.

<sup>120</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	0	
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Long Hanborough road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>121</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the small scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is adjacent to the A4095 and the services and facilities along this road. The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	0?	+

<sup>121</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will regenerate previously developed land with the potential for a minor positive effect against this SA Objective.</p> <p>The site is not located within a Minerals Strategic Resource Area (Policy M3)<sup>122</sup> and development is unlikely to lead to any significant effects on mineral resources.</p>	<b>+</b>	
8. Reduce waste generation and disposal	<p>Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.</p>	<b>0</b>	
9. Reduce air pollution and improve air quality	<p>There are no AQMAs within Long Hanborough. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.</p>	<b>0?</b>	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant</p>	<b>0?</b>	<b>+</b>

<sup>122</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

	<p>negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy EW1g. Potential for a minor long-term positive effect.</p>					
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a minor aquifer of intermediate vulnerability and a Surface Water Safeguard Zone<sup>123</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is previously developed land and the regeneration of the site is considered to have the potential for a minor long term positive effect on soil quality.</p>	<table border="1"> <tr> <td data-bbox="1921 651 2000 807">0</td> <td data-bbox="2000 651 2074 807">+</td> </tr> <tr> <td colspan="2" data-bbox="1921 807 2074 1114"></td> </tr> </table>	0	+		
0	+					
<p>12. Reduce the risk from all sources of flooding</p>	<p>The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>124</sup>. Development may increase surface water flood risk, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. Potential for a residual neutral effect.</p>	<table border="1"> <tr> <td data-bbox="1921 1114 2074 1254">0</td> </tr> <tr> <td data-bbox="1921 1254 2074 1283"></td> </tr> </table>	0			
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<sup>123</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>124</sup> Ibid.

<p>13. Conserve and enhance biodiversity and geodiversity</p>	<p>The site is separated from Long Hanborough Gravel Pit SSSI by existing residential development, and it is considered unlikely that development would lead to any significant negative effects. The site is not known to contain any designated biodiversity or Priority Habitats. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.</p>	0?	
<p>14. Conserve and enhance landscape character and the historic environment</p>	<p><b>Landscape</b> The site has not been assessed through a recent landscape assessment. The site is however predominantly previously developed land within the existing urban area. Given the nature of the site as a garage, it is considered that development has the potential for minor positive effects on the townscape.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets; however, it is located adjacent to a Listed Building. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Given the potential positive effects identified for the townscape, it is considered that there is also the potential for indirect positive effects on the historic environment.</p>	+	+
<p>15. Maintain high and stable levels of employment</p>	<p>The site does not propose employment development. The site is located adjacent to the Main Street (A4095) which provides the main employment within Long Hanborough itself. Development is likely to support this area. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects on employment, economic growth and competitiveness.</p>	+	
<p>16. Promote sustainable economic growth and competitiveness</p>	<p>Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.</p>	+	

Former Stanton Harcourt Airfield – 50 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, with the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (predominantly existing residential but also greenfield/rural land)</p> <p>In line with Policies OS5 (Supporting Infrastructure) and EW1h (Former Stanton Harcourt Airfield), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) also seeks to increase accessibility. However, the village lacks a range of services and facilities and as such residents are likely to travel outside of the settlement. Given the scale of development at the site, development contributions to infrastructure improvements are unlikely to significantly affect the level of provisions in Stanton Harcourt. Potential for a very minor positive effect through development contributions. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>125</sup> by meeting the future needs of the District.</p>	+

<sup>125</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<p>3. Promote thriving and inclusive communities</p>	<p>In line with Policies EW1h (Former Stanton Harcourt Airfield) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>126</sup> by meeting the future needs of the District.</p> <p>The site is adjacent to Main Road, however, the village lacks a range of services and facilities and as such residents are likely to travel outside of the settlement. Given the scale of development at the site, development contributions to infrastructure improvements are unlikely to significantly affect the level of provisions in Stanton Harcourt. Potential for a very minor positive effect through development contributions.</p>	<p style="text-align: center;">+</p>
<p>4. Improve education and training</p>	<p>The site is located adjacent to the A4095, and around 150m from Stanton Harcourt C of E School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>127</sup>. Therefore, it is anticipated that the development could improve and / or contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.</p>	<p style="text-align: center;">+</p>
<p>5. Maintain a low level of crime and fear of crime</p>	<p>With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant,</p>	<p style="text-align: center;">0</p>

<sup>126</sup> Ibid.

<sup>127</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.		
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Stanton Harcourt road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>128</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the small scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is located adjacent to Main Road, however, the village lacks a range of services and facilities and as such residents are likely to travel outside of the settlement. Given the scale of development at the site, development contributions to infrastructure improvements are unlikely to significantly affect the level of provisions in Stanton Harcourt. Potential for a very minor positive effect through development contributions. The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.</p>	0?	+

<sup>128</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will regenerate previously developed land with the potential for a minor positive effect against this SA Objective.</p> <p>The site is located within a Sharp Sand and Gravel Minerals Strategic Resource Area (Policy M3)<sup>129</sup> however given that the site is previously developed land, regeneration of the site is unlikely to hinder access to these resources. Potential for a residual neutral effect.</p>	<b>+</b>	
8. Reduce waste generation and disposal	<p>Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.</p>	<b>0</b>	
9. Reduce air pollution and improve air quality	<p>There are no AQMAs within Stanton Harcourt. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.</p>	<b>0?</b>	
10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural</p>	<b>0?</b>	<b>+</b>

<sup>129</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

	<p>Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy EW1h. Potential for a minor long-term positive effect.</p>					
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a minor aquifer of high vulnerability and a Surface Water Safeguard Zone<sup>130</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is previously developed land and the regeneration of the site is considered to have the potential for a minor long term positive effect on soil quality.</p>	<table border="1"> <tr> <td data-bbox="1921 687 2000 794">0</td> <td data-bbox="2000 687 2080 794">+</td> </tr> <tr> <td colspan="2" data-bbox="1921 794 2080 1150"></td> </tr> </table>	0	+		
0	+					
<p>12. Reduce the risk from all sources of flooding</p>	<p>The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring<sup>131</sup>. Development may increase surface water flood risk, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use</p>	<table border="1"> <tr> <td data-bbox="1921 1150 2080 1262">0</td> </tr> <tr> <td data-bbox="1921 1262 2080 1292"></td> </tr> </table>	0			
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<sup>130</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>131</sup> Ibid.

	appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1h. Potential for a residual neutral effect.		
13. Conserve and enhance biodiversity and geodiversity	The site contains Stanton Harcourt SSSI and whilst it is assumed that development would retain the designated area it is considered that there is the potential for negative effects through increased noise and light pollution and disturbance. It is recommended that the site specific Policy EW1h includes mitigation to reduce the significance of these effects. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. Whilst Policy EH2 provides mitigation to a certain extent, it is considered that there is the potential for a residual minor negative effect with an element of uncertainty at this stage.	-?	
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b> The site has not been assessed through a recent landscape assessment. The site is however predominantly previously developed land within the existing urban area. The regeneration of the site has the potential for minor positive effects on the townscape.</p> <p><b>Historic Environment</b> The site does not contain any designated heritage assets; however, it is located adjacent to a number of Listed Buildings and the Stanton Harcourt and Sutton Conservation Area. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Site specific Policy EW1h also seeks to incorporate any defining site characteristics and features of historic significance to the former role of the site as an airfield in new development which alongside the potential positive effects identified for the townscape, is considered to have the potential for minor positive effects on the historic environment.</p>	+	+
15. Maintain high and stable levels of employment	The site does not propose employment development. The site is located adjacent to an Industrial Estate and development could provide direct walking / cycling connections to this area. Development is likely to support this area. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility. Therefore, this location is considered to lead to minor positive long-term effects on employment, economic growth and competitiveness.	+	

16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+
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## Burford – Charlbury Sub-Area

Land North of Woodstock Road, Stonesfield – 50 dwellings		
SA Objective	Assessment of Effects	
	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, with the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (existing residential and rural land)</p> <p>In line with Policies OS5 (Supporting Infrastructure) and BC1a (Land North of Woodstock Road), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) also seeks to increase accessibility. However, the village lacks a wide range of services and facilities and as such residents are likely to travel outside of the settlement. Given the scale of development at the site, development contributions to infrastructure improvements are unlikely to significantly affect the level of provisions in Stonesfield. Potential for a very minor positive effect through development contributions. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>132</sup> by meeting the future needs of the District.</p>	+

<sup>132</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<p>3. Promote thriving and inclusive communities</p>	<p>In line with Policies BC1a (Land North of Woodstock Road) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>133</sup> by meeting the future needs of the District.</p> <p>The site is in relatively close proximity to High Street, however, the village lacks a range of services and facilities and as such residents are likely to travel outside of the settlement. Given the scale of development at the site, development contributions to infrastructure improvements are unlikely to significantly affect the level of provisions in Stonesfield. Potential for a very minor positive effect through development contributions.</p>	<p style="text-align: center;">+</p>
<p>4. Improve education and training</p>	<p>The site is located in close proximity to the High Street, and around 650m<sup>134</sup> from Stonesfield Primary School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>135</sup>. Therefore, it is anticipated that the development could improve and / or contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.</p>	<p style="text-align: center;">+</p>

<sup>133</sup> Ibid.

<sup>134</sup> Measured from the southern boundary where the site joins Woodstock Road using Google Maps (2016) walking distance

<sup>135</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	0	
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Stonesfield road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>136</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the small scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is located in close proximity to High Street, however, the village lacks a range of services and facilities and as such residents are likely to travel outside of the settlement. Given the scale of development at the site, development contributions to infrastructure improvements are unlikely to significantly affect the level of provisions in Stonesfield. Potential for a very minor positive effect through development contributions. The provision of housing, and community facilities/services along with</p>	0?	+

<sup>136</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.	
7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.  The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>137</sup> and development is unlikely to lead to any significant effects on mineral resources.	-
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0
9. Reduce air pollution and improve air quality	There are no AQMAs within Stonesfield. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.	0?
10. Address the causes of climate change by reducing greenhouse	The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.	0? +

<sup>137</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<p>gas emissions and be prepared for its impacts</p>	<p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy EW1d. Potential for a minor long-term positive effect.</p>		
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a major aquifer of high vulnerability and a Surface Water Safeguard Zone<sup>138</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is not known to contain best and most versatile agricultural land, however the site is entirely greenfield and as such development is considered to have the potential for a minor long term negative effect on soil quality.</p>	0	-

<sup>138</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

12. Reduce the risk from all sources of flooding	The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring <sup>139</sup> . Development may increase surface water flood risk, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1d. Potential for a residual neutral effect.	0	
13. Conserve and enhance biodiversity and geodiversity	The site is separated from Stonesfield Common, Bottoms and Banks SSSI by existing residential development, and it is considered unlikely that development would lead to any significant negative effects. The site is not known to contain any designated biodiversity or Priority Habitats. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.	0?	
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b></p> <p>The site has not been assessed through a recent landscape assessment. The site is however greenfield land located within the AONB. Development is therefore considered to have the potential for a major long term negative effect on landscapes through the development of a previously undeveloped area within the AONB.</p> <p><b>Historic Environment</b></p> <p>The site does not contain any designated heritage assets; however, it is located in close proximity to a Scheduled Monument (Stonesfield Roman Villa). Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Potential for a residual neutral effect, however, it is recommended that site specific Policy EW1d includes mitigation to ensure appropriate archaeological investigation prior to development.</p>	--	+
15. Maintain high and stable levels of employment	The site does not propose employment development. The site is located in close proximity to High Street though employment options here are limited. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will	+	

<sup>139</sup> Ibid.

	contribute to improving accessibility to employment areas. Therefore, this location is considered to lead to minor positive long-term effects on employment.	
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+

Land South of Milton Road, Shipton under Wychwood – 40 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, with the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (school, existing residential and rural land)</p> <p>In line with Policies OS5 (Supporting Infrastructure) and BC1d (Land South of Milton Road), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable Transport) also seeks to increase accessibility. The site is located on Milton Road in between the settlements of Milton-under-Wychwood and Shipton-under-Wychwood. The site has good access to the</p>	+

	<p>services and facilities along Milton Road in both of these settlements, and is located around 950m from the High Street in Milton-under-Wychwood<sup>140</sup>, with the potential for minor positive effects in the long term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>141</sup> by meeting the future needs of the District.</p>	
3. Promote thriving and inclusive communities	<p>In line with Policies BC1d (Land South of Milton Road) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>142</sup> by meeting the future needs of the District.</p> <p>The site is located on Milton Road in between the settlements of Milton-under-Wychwood and Shipton-under-Wychwood. The site has good access to the services and facilities along Milton Road in both of these settlements, and is located around 950m<sup>143</sup> from the High Street in Milton-under-Wychwood, with the potential for minor positive effects in the long term.</p>	+
4. Improve education and training	<p>The site is located adjacent to Wychwood C of E Primary School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>144</sup>. Therefore, it is anticipated that the development could improve and / or contribute to new educational facilities leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to</p>	+

<sup>140</sup> Measured from the northern boundary where the site joins Milton Road – High Street using Google Maps (2016) walking distance

<sup>141</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>142</sup> Ibid.

<sup>143</sup> Measured from the northern boundary where the site joins Milton Road – High Street using Google Maps (2016) walking distance

<sup>144</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.		
5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	0	
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Shipton-under-Wychwood road network is not known to be significantly congested; therefore, it is considered that development is unlikely to significantly affect levels of existing traffic<sup>145</sup>. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the small scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p> <p>The site is located on Milton Road in between the settlements of Milton-under-Wychwood and Shipton-under-Wychwood. The site has good access to the services and facilities along Milton Road in both of</p>	0?	+

<sup>145</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	these settlements, and is located around 950m <sup>146</sup> from the High Street in Milton-under-Wychwood, with the potential for minor positive effects in the long term. The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.	
7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.  The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>147</sup> and development is unlikely to lead to any significant effects on mineral resources.	-
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0
9. Reduce air pollution and improve air quality	There are no AQMAs within Shipton-under-Wychwood. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.	0?

<sup>146</sup> Measured from the northern boundary where the site joins Milton Road – High Street using Google Maps (2016) walking distance

<sup>147</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<p>10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</p>	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding / use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy BC1d. Potential for a minor long-term positive effect.</p>	<p>0?</p>	<p>+</p>
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered partially (in the south of the site) by a minor aquifer of intermediate vulnerability and wholly by a Surface Water Safeguard Zone<sup>148</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p>	<p>0</p>	<p>-</p>

<sup>148</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

	The site is not known to contain best and most versatile agricultural land, however the site is entirely greenfield and as such development is considered to have the potential for a minor long term negative effect on soil quality.	
12. Reduce the risk from all sources of flooding	The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring, although it is adjacent to an area of high flood risk <sup>149</sup> . Development may increase surface water flood risk, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1f. Potential for a residual neutral effect.	0
13. Conserve and enhance biodiversity and geodiversity	The site does not contain and is not located in close proximity to any designated biodiversity or Priority Habitats <sup>150</sup> , it is considered unlikely that development would lead to any significant negative effects. Mitigation is further provided through Policy EH2 (Biodiversity). Potential for a neutral effect against this SA Objective.	0
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b></p> <p>The site has not been assessed through a recent landscape assessment. The site is however greenfield land located within the AONB. Development is therefore considered to have the potential for a major long term negative effect on landscapes through the development of a previously undeveloped area within the AONB.</p> <p><b>Historic Environment</b></p> <p>The site does not contain any designated heritage assets; however, it is located in close proximity to a Shipton Court Registered Park and Garden and lies within a Conservation Area. Development will inevitably affect the setting of the parkland to some degree. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Potential for a residual neutral effect, with an element of uncertainty at this stage.</p>	-- 0?
15. Maintain high and stable levels of employment	The site does not propose employment development. The site is located adjacent to an Industrial Estate and development could provide direct walking / cycling connections to this area. Development is likely to support this area. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving	+

<sup>149</sup> Ibid.

<sup>150</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

	accessibility. Therefore, this location is considered to lead to minor positive long-term effects on employment, economic growth and competitiveness.	
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+

Land North of Jefferson's Piece, Charlbury – 40 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, with the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (existing residential and rural land)</p> <p>In line with Policies OS5 (Supporting Infrastructure) and BC1c (Land North of Jeffersons Piece), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1</p>	+

	(Sustainable Transport) seeks to increase accessibility, and the site is in close proximity (around 800m <sup>151</sup> ) to the central area services and facilities (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing <sup>152</sup> by meeting the future needs of the District.	
3. Promote thriving and inclusive communities	<p>In line with Policies BC1c (Land North of Jeffersons Piece) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>153</sup> by meeting the future needs of the District.</p> <p>The site is approximately 800m walking distance from the local services and facilities in the central area<sup>154</sup>, development will contribute to maintaining and increasing the viability of these.</p>	+
4. Improve education and training	<p>The site is approximately 800m from the central area<sup>155</sup>, and around 650m<sup>156</sup> to Charlbury Primary School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>157</sup>. Therefore, it is anticipated that the development could improve and / or contribute to new educational facilities</p>	+

<sup>151</sup> Measured from the eastern boundary where the site joins Hundley Way – to Church Street/Sheep Street Junction using Google Maps (2016) walking distance

<sup>152</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>153</sup> Ibid.

<sup>154</sup> Measured from the eastern boundary where the site joins Hundley Way – to Church Street/Sheep Street Junction using Google Maps (2016) walking distance

<sup>155</sup> Ibid.

<sup>156</sup> Measured from the eastern boundary where the site joins Hundley Way using Google Maps (2016) walking distance

<sup>157</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.		
5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	0	
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Charlbury road network is not known to be significantly congested<sup>158</sup> and given the scale of development at the site it is considered that development is unlikely to significantly affect levels of existing traffic. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the small scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p>	0?	+

<sup>158</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	The site is in close proximity to the town centre (around 800m <sup>159</sup> ) and to a primary school. The development of the site has the potential to improve sustainable transport modes, in particular walking and cycling links to the town centre given its proximity. The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.	
7. Improve the efficiency of land use	<p>It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.</p> <p>The site is not located within a Minerals Strategic Resource Area (Policy M3)<sup>160</sup> and development is unlikely to lead to any significant effects on mineral resources.</p>	-
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0
9. Reduce air pollution and improve air quality	There are no AQMAs within Charlton. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.	0?

<sup>159</sup>

<sup>160</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<p>10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</p>	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy BC1c. Potential for a minor long-term positive effect.</p>	<p>0?</p>	<p>+</p>
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a major aquifer of high vulnerability and a Surface Water Safeguard Zone<sup>161</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p> <p>The site is identified as Grade 3b agricultural land<sup>162</sup>, and the loss of this greenfield land is considered to have the potential for a minor long term negative effect on soil quality.</p>	<p>0</p>	<p>-</p>

<sup>161</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>162</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

12. Reduce the risk from all sources of flooding	The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring <sup>163</sup> . Development may increase surface water flood risk, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1e. Potential for a residual neutral effect.	0	
13. Conserve and enhance biodiversity and geodiversity	The site is separated from Ditchley Road Quarry SSSI by fields and Ditchley Road with no significant environmental pathways identified. It is considered unlikely that development would lead to any significant negative effects. The site is not known to contain any designated biodiversity or Priority Habitats. Policy EH2 (Biodiversity) seeks to enhance and protect biodiversity. New development will need to avoid harm to biodiversity and geodiversity as well as provide enhancements where possible. It is considered that there is suitable mitigation provided through Local Plan policies and available at the project level to address negative effects; potential for residual neutral effect with an element of uncertainty at this stage.	0?	
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b></p> <p>The site has not been assessed through a recent landscape assessment. The site is however greenfield land located within the AONB. Development is therefore considered to have the potential for a major long term negative effect on landscapes through the development of a previously undeveloped area within the AONB.</p> <p><b>Historic Environment</b></p> <p>The site does not contain any designated heritage assets. It does however, lie within a Conservation Area. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Given the mitigation provided through the Local Plan it is considered that there is the potential for a residual neutral effect.</p>	--	0
15. Maintain high and stable levels of employment	The site is located around 800m to the central area <sup>164</sup> and development could provide direct walking / cycling connections to this area. Development is likely to support employment opportunities within this area. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving	+	

<sup>163</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>164</sup> Measured from the eastern boundary where the site joins Hundley Way – to Church Street/Sheep Street Junction using Google Maps (2016) walking distance

	accessibility. Therefore, this location is considered to lead to minor positive long-term effects on employment.	
16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+

Land East of Burford – 85 dwellings		
Assessment of Effects		
SA Objective	Nature of the likely sustainability effect (including positive/negative, short - medium term (5-10 years)/long-term (10 - 20 years plus), permanent/temporary, secondary, cumulative and synergistic); Uncertainty	
1. Ensure everyone has the opportunity to live in a decent, sustainably constructed affordable home	Development at the site would provide new housing, and will need to comply with the general principles set out in Policy OS2, as well as policies OS3 (Prudent Use of Resources), OS4 (High Quality Design), H3 (Affordable Housing), and H4 (Type and Mix of New Homes). Given the small scale of development at this site, it is considered that there is the potential for a minor long term positive effect against SA Objective 1.	+
2. Improve health and well-being and reduce inequalities	<p>There is the potential for short-term negative effects on human health through development causing increased noise, light and air pollution during construction. Policy EH6 (Environmental Protection) seeks to minimise pollution and risk from new development to a level that provides a high standard of protection for health, environmental quality, and amenity, providing suitable mitigation to ensure that development will not lead to any significant negative effects, with the potential for a residual neutral effect against SA Objective 2.</p> <p>The site is surrounded by compatible land uses (existing residential and rural land)</p> <p>In line with Policies OS5 (Supporting Infrastructure) and BC1b (Land East of Burford), it is assumed that any proposal for development will make appropriate and timely provision for necessary supporting infrastructure, including health, green infrastructure and other community facilities. Policy T1 (Sustainable</p>	+

	Transport) seeks to increase accessibility, and the site is in close proximity (around 300m <sup>165</sup> ) to the central area services and facilities (including healthcare facilities). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing <sup>166</sup> by meeting the future needs of the District.	
3. Promote thriving and inclusive communities	<p>In line with Policies BC1b (Land East of Burford) and OS5 (Supporting Infrastructure), it is assumed that any proposal for development will make appropriate and timely provision/contribution for necessary supporting infrastructure, including health, green infrastructure and other community facilities. In addition, it is also assumed that any increase in pressure on access to existing cultural, leisure and recreational facilities as a result of new development at the site will be mitigated through policies increasing accessibility such as Policy T1 (Sustainable Transport). As a result, development at the site has the potential to lead to residual minor positive effects in the long-term. Development at the site also has the potential for indirect long-term positive effects on health and inequalities through the provision of housing<sup>167</sup> by meeting the future needs of the District.</p> <p>The site is approximately 300m walking distance from the local services and facilities in the central area<sup>168</sup>, development will contribute to maintaining and increasing the viability of these.</p>	+
4. Improve education and training	<p>The site is approximately 300m from the central area<sup>169</sup>, and around 650m<sup>170</sup> to Burford School. As a result, the site is considered to have excellent access to existing education facilities and will therefore have positive effects against this SA Objective.</p> <p>In line with Policy OS5 (Supporting Infrastructure), it is assumed that where necessary and viable, development will deliver or contribute towards the provision of appropriate supporting infrastructure which includes education facilities. For the District as a whole the requirements for future requirements for education and training facilities are set out in the Infrastructure Delivery Plan<sup>171</sup>. Therefore, it is anticipated that the development could improve and / or contribute to new educational facilities</p>	+

<sup>165</sup> Measured from the eastern boundary where the site joins Barns Lane – to A361/Sheep Street Junction using Google Maps (2016) walking distance

<sup>166</sup> Chartered Institute for Environmental Health (2008) Good Housing Leads to Good Health - A Toolkit for Environmental Health Practitioners.

<sup>167</sup> Ibid.

<sup>168</sup> Measured from the eastern boundary where the site joins Barns Lane – to A361/Sheep Street Junction using Google Maps (2016) walking distance

<sup>169</sup> Ibid.

<sup>170</sup> Measured from the eastern boundary where the site joins Barns Lane using Google Maps (2016) walking distance

<sup>171</sup> West Oxfordshire District Council (2014) West Oxfordshire Infrastructure Delivery Plan. Online at <https://www.westoxon.gov.uk/media/884551/Infrastructure-Delivery-Plan-Update-June-2014.pdf> [accessed October 2016]

	leading to minor long-term positive effects. Furthermore, access to existing facilities is also likely to improve through new development complying with Policy T1 (Sustainable Transport). This could lead to further minor positive long-term effects.		
5. Maintain a low level of crime and fear of crime	With regards to this SA Objective, it is anticipated that the effects will be neutral. This is because the effects on crime will depend on the design and layout finalised at the development management level. Mitigation is provided through Policy OS4 (High Quality Design) which requires new development to demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced. This should prevent any significant negative effects.	0	
6. Improve accessibility to all services and facilities	<p>The decision aiding questions for this SA Objective relate to transport matters rather than the provision of facilities and services. The potential provision of and increased pressure on services/facilities is considered against SA Objectives 2 (health facilities/services), 3 (cultural, leisure and recreational services/facilities) and 4 (education facilities/services).</p> <p>The Burford road network is not known to be significantly congested<sup>172</sup> and given the scale of development at the site it is considered that development is unlikely to significantly affect levels of existing traffic. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment. It also requires any proposals for new developments that have significant transport implications either themselves or with other proposals to include a transport assessment and a travel plan for those proposals that have the potential to attract significant numbers of traffic movements. Policy OS5 (Supporting Infrastructure) requires development to contribute towards the provision of appropriate supporting infrastructure, where necessary and viable.</p> <p>Local Plan policies ensure that any proposal for development minimises the potential impacts on traffic, maximise opportunities to utilise sustainable transport modes and provide / contribute towards the provision of appropriate supporting infrastructure. Given the mitigation outlined above, and the small scale of development at the site, it is unlikely that it will lead to any significant negative effects, potential for a residual neutral effect against this SA Objective.</p>	0?	+

<sup>172</sup> Oxfordshire County Council – Connecting Oxfordshire Local Transport Plan 2015-2031. Online at <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshireVol4CycleBusStrategies.pdf> [accessed October 2016]

	The site is in close proximity to the town centre (around 300m <sup>173</sup> ) and to a primary school. The development of the site has the potential to improve sustainable transport modes, in particular walking and cycling links to the town centre given its proximity. The provision of housing, and community facilities/services along with improvements to sustainable transport modes has the potential to help reduce the need to travel. Potential for a long-term positive effect against this SA Objective.	
7. Improve the efficiency of land use	It is expected that all site options would be developed to make the most efficient use of land. Development at this site will result in the permanent loss of Greenfield land leading to minor negative effect on this SA Objective.  The site is not located within a Minerals Strategic Resource Area (Policy M3) <sup>174</sup> and development is unlikely to lead to any significant effects on mineral resources.	-
8. Reduce waste generation and disposal	Development at this site is likely to increase waste in the short (construction) and long-term (operation and decommissioning). Policy OS3 (Prudent use of Natural Resources) requires all new developments to show consideration of the efficient, prudent use and management of natural resources, which includes minimising waste and making adequate provision for the re-use and recycling of waste. It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed with a neutral residual effect against this SA Objective.	0
9. Reduce air pollution and improve air quality	There are no AQMAs within Burford. The appraisal against SA Objective 6 found that there is suitable mitigation available to address the potential increase in traffic as a result of development at this site. It is therefore considered unlikely that there will be any significant effects on air quality in the short to medium term as a result of increased traffic and therefore atmospheric pollution. Local Plan Policy EH6 (Environmental Protection) seeks to minimise the impacts of development on air quality and improve the overall air quality of the District. The Local Plan also seeks to reduce the need to travel and improve sustainable transport modes, including walking and cycling (Policy T1 - Sustainable Transport). It is considered that there will be sufficient mitigation provided through Local Plan policies and available at the project level to ensure any significant negative effects are addressed in the short to medium term with a residual neutral effect against this SA Objective. However, there is still an element of uncertainty until lower level studies and assessments have been carried out.	0?

<sup>173</sup> Measured from the eastern boundary where the site joins Barns Lane – to A361/Sheep Street Junction using Google Maps (2016) walking distance

<sup>174</sup> Oxfordshire County Council (2015) Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy Proposed Submission Document [online] available at: [https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1\\_M%26W\\_CoreStrategy\\_ProposedSubmissionDocument\\_August2015.pdf](https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/mineralsandwaste/mw2016/1plan/1.1_M%26W_CoreStrategy_ProposedSubmissionDocument_August2015.pdf) [accessed October 2016]

<p>10. Address the causes of climate change by reducing greenhouse gas emissions and be prepared for its impacts</p>	<p>The potential for development to reduce need to travel is considered against SA Objective 6 and flooding/ use of sustainable urban drainage systems is considered against SA Objective 12.</p> <p>As set out above for air quality, it is likely that development at this site will not have negative effects on greenhouse gas emissions as a result of increased traffic in the short to medium term. It is considered that suitable mitigation is provided through Local Plan Policies such as OS3 (Prudent use of Natural Resources) and T1 (Sustainable Transport) and available at the project level to address any significant negative effects. In the longer-term it is likely that greenhouse gas emissions from general activities including vehicles usage will reduce as a result of stringent emissions controls on new vehicles via Euro standards. However, at this stage this is uncertain.</p> <p>Development at the site has the potential to incorporate energy and water efficiency measures as well as renewable energy. Policy OS3 (Prudent use of Natural Resources) requires new development to consider minimising use of non-renewable resources (including energy), minimising energy demand, minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency including application of the optional building regulation regarding water efficiency.</p> <p>This is supported by site specific Policy BC1b. Potential for a minor long-term positive effect.</p>	<p>0?</p>	<p>+</p>
<p>11. Protect and improve soil and water resources</p>	<p>The site is covered by a major aquifer of high vulnerability<sup>175</sup>, which could lead to minor negative effects on water quality/ resources in both the short term (construction) and long term. However, mitigation is provided through Policy OS3 (Prudent use of Natural Resources) which requires new development to consider minimising impacts on the soil resource, maximising water efficiency and causing no deterioration and, where possible, improvements in water quality. Therefore, the mitigation available is likely to reduce the negative effects identified to neutral.</p> <p>The site is not known to be contaminated, and it is considered that suitable mitigation is provided through Policy EH6 (Environmental Protection) and is available at the project level to address significant effects. It is anticipated that all new development would ensure provision of sufficient foul drainage/ other water related infrastructure and as a result the effects are considered to be neutral.</p>	<p>0</p>	<p>-</p>

<sup>175</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

	The site is not known to contain agricultural land <sup>176</sup> , however, the loss of this greenfield land is considered to have the potential for a minor long term negative effect on soil quality.	
12. Reduce the risk from all sources of flooding	The site is located within Flood Zone 1 where there is considered to be a low risk of flooding occurring <sup>177</sup> . Development may increase surface water flood risk, however, mitigation is provided through Policies OS3 (Prudent use of Natural Resources) and EH5 (Flood Risk) in which development proposals will be required to minimise risk of flooding; make use of appropriate sustainable drainage systems; and use appropriate flood resilient and resistant measures. This is supported by further mitigation for flood risk outlined in site specific Policy EW1e. Potential for a residual neutral effect.	0
13. Conserve and enhance biodiversity and geodiversity	The site does not contain and is not located in close proximity to any designated biodiversity or Priority Habitats <sup>178</sup> , it is considered unlikely that development would lead to any significant negative effects. Mitigation is further provided through Policy EH2 (Biodiversity). Potential for a neutral effect against this SA Objective.	0?
14. Conserve and enhance landscape character and the historic environment	<p><b>Landscape</b></p> <p>The site has not been assessed through a recent landscape assessment. The site is however greenfield land located within the AONB. Development is therefore considered to have the potential for a major long term negative effect on landscapes through the development of a previously undeveloped area within the AONB.</p> <p><b>Historic Environment</b></p> <p>The site does not contain any designated heritage assets. It does however, lie within a Conservation Area. Protection is provided through Policy EH7 (Historic Environment) which expects all development proposals to conserve or enhance the special character and distinctiveness of the historic environment and to preserve or enhance the District's heritage assets and their significance and settings and Policy OS4 (High Quality Design). Given the mitigation provided through the Local Plan it is considered that there is the potential for a residual neutral effect.</p>	-- 0
15. Maintain high and stable levels of employment	The site is located around 300m to the central area and 650m to employment areas in the south of the settlement <sup>179</sup> and development could provide direct walking / cycling connections to these areas. Development is likely to support employment opportunities within these areas. Policy T1 (Sustainable Transport) requires all new development to be designed to maximise opportunities for walking, cycling and use of public transport and minimise the impact of moving vehicles on local residents, business and the environment, which will contribute to improving accessibility. Therefore, this location is considered to lead to minor positive long-term effects on employment.	+

<sup>176</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>177</sup> Environment Agency (2016) Maps. Online at <http://maps.environment-agency.gov.uk/> [accessed October 2016]

<sup>178</sup> DEFRA Magic Map Application (2016) Online at <http://magic.defra.gov.uk/MagicMap.aspx> [accessed October 2016]

<sup>179</sup> Measured from the eastern boundary where the site joins Barns Lane using Google Maps (2016) walking distance

16. Promote sustainable economic growth and competitiveness	Please refer to the commentary against SA Objective 15 - Maintain high and stable levels of employment.	+

## Appendix VI: Screening of Changes & Modifications for Significance with regard to SA

Pre-Submission Draft Local Plan (2015)	Proposed Changes (October 2016)	Proposed Changes & Modifications Arising from Stage 1 Examination (Nov 2015)	Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?
<b>OVERALL STRATEGY</b>			
Policy OS1 – Presumption in Favour of SD	Policy OS1 – Presumption in Favour of SD	No change	N/A
Policy OS2 – Locating Development in the Right Places	Policy OS2 – Locating Development in the Right Places	<p>Policy amended to recognise the inclusion of a number of new site allocations as well as the enhanced role to be played by Eynsham in helping to deliver some of Oxford's unmet housing need. Recognition of the new garden village proposed to the north of Eynsham.</p> <p>Ascott under Wychwood added to the settlement hierarchy &amp; Minster Lovell amended to refer to land south of Burford Road. Minor changes made to some of the criteria against which applications will be determined.</p>	Significant; strategic and site allocation options subject to detailed SA. Policy refreshed.
Policy OS3 – Prudent Use of Natural Resources	Policy OS3 – Prudent Use of Natural Resources	<p>Minor amendments to delete reference to development having to achieve high standards of sustainable design and construction taking account of Inspector's concerns that this was too vague.</p> <p>Policy amended to include optional building regulation standard on water efficiency in line with EA recommendations based on water scarcity in the area and emerging findings set out in Water Cycle Study scoping report.</p>	Proposed changes do not significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2].

Pre-Submission Draft Local Plan (2015)	Proposed Changes (October 2016)	Proposed Changes & Modifications Arising from Stage 1 Examination (Nov 2015)	Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?
Policy OS4 – High Quality Design	Policy OS4 – High Quality Design	Minor wording changes for clarification & updating.	Minor amendments which do not significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2].
Policy OS5 – Supporting Infrastructure	Policy OS5 – Supporting Infrastructure	Minor change with some wording deleted to reflect Inspector's concerns that developers do not always control delivery of infrastructure.	
<b>HOUSING</b>			
Policy H1 – Amount and Distribution of Housing	Policy H1 – Amount and Distribution of Housing	<p>Significant change to increase the housing target (to 660 dwellings per annum) for the District over the life of the plan and to identify new housing allocations to meet the housing target.</p> <p>Also takes account of Oxford City's unmet housing need (2,750 up to 2031). Total revised housing target is 15,950 up to 2031 (An increase from 10,500).</p> <p>Introduces a series of smaller allocations to supplement the strategic allocations at Witney and Chipping Norton as well as a new strategic allocation at West Eynsham and a new standalone settlement (classed as a rural service centre) to the north of Eynsham – Tilgarsley Garden Village.</p>	Significant - strategic options refreshed; and site allocation options subject to detailed SA. Policy SA refreshed.
Policy H2 – Housing Delivery	Policy H2 – Housing Delivery	Overall housing target increased from 10,500 to 15,950.	Significant - strategic options refreshed; and site allocation options subject to detailed SA. Policy SA refreshed.

Pre-Submission Draft Local Plan (2015)	Proposed Changes (October 2016)	Proposed Changes & Modifications Arising from Stage 1 Examination (Nov 2015)	Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?
		Reference inserted to role of neighbourhood plans in potentially delivering new housing. The general principles have been removed from policy to avoid duplication with Policy OS2.	
Policy H3 – Affordable Housing	Policy H3 – Affordable Housing	Policy amended to include reference to starter homes and the delivery of market housing on rural exception sites to facilitate the delivery of affordable housing.	Minor changes for clarification and not significant with regard to the SA.
Policy H4 – Type and Mix of New Homes	Policy H4 – Type and Mix of New Homes	Requirement to provide a proportion of accessible and adaptable housing increased from sites of 11 or more dwellings to sites of 50 or more. Reference to wheelchair user dwellings deleted and replaced with reference to wheelchair adaptable dwellings. Threshold for provision of wheelchair adaptable dwellings increased from sites of 11 or more to sites of 50 or more	Minor changes for clarification and not significant with regard to the SA. The increased threshold for the requirement to provide a proportion of accessible & adaptable housing will reduce the positive effects found for SA Objective No2.
Policy H5 – Custom & Self-Build Housing	Policy H5 – Custom & Self-Build Housing	Very minor formatting change only.	Minor change for clarification and not significant with regard to the SA.
Policy H6 – Existing Housing	Policy H6 – Existing Housing	No Change	N/A
Policy H7 – Travelling Communities	Policy H7 – Travelling Communities	Policy updated with reference to new evidence as well as specific commitment to deliver additional gypsy and traveller plots and pitches throughout the District in line with evidence.  As far as possible certainty provided about how accommodation requirements will be met, for example, consideration of site within Tilgarsley Garden Village proposal.	Clarification, updating and additional information to help to make more explicit how Travelling Communities needs will be accommodated. Minor changes for updating and not significant overall with regard to the SA but will strengthen the sustainability against SA objectives for housing, communities and inclusion with

Pre-Submission Draft Local Plan (2015)	Proposed Changes (October 2016)	Proposed Changes & Modifications Arising from Stage 1 Examination (Nov 2015)	Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?
			positive effects by reducing some uncertainty.
N/A	New Policy H8 – Land at Cuckoowood Farm, Freeland	New policy to accommodate up to 6 plots for showpeople as an extension to the existing showpeople's site.	Extension to existing site; implications for SA considered.
<b>EMPLOYMENT</b>			
Policy E1 – Land for Business	Policy E1 – Land for Business	Significant change in terms of quantum of business land planned for. Reference to provision of 9 ha of business land at Chipping Norton and 40 ha science park north of Eynsham.	Significant - strategic options refreshed. Employment land appraised as part of the strategic options for Chipping Norton SDA & Eynsham Garden Village.
Policy E2 – Supporting the Rural Economy	Policy E2 – Supporting the Rural Economy	Minor change to refer to the scale of 'settlement' rather than 'centre or village'. Also additional text inserted relating to the need for any new buildings to be suitably located for the scale and type of the proposed use and have regard to the level of accessibility to settlements, facilities and services and impact on the character and amenity of the area.	The additional specificity and clarity will strengthen the SA findings with regard to positive effects & mitigation of negative effects for SA objective numbers 2, 3 and 6.
Policy E3 – Re-use of Non-Residential Buildings	Policy E3 – Re-use of Non-Residential Buildings	Minor change to include reference to features of historic interest. Also a minor formatting change.	Minor changes for clarification and not significant with regard to the SA.
Policy E4 – Sustainable Tourism	Policy E4 – Sustainable Tourism	Additional criterion included to require it to be demonstrated that the nature of the tourist and visitor facility is such that it could not reasonably be located within or close to Service Centres and Villages. Further very minor changes for clarification.	Minor changes for clarification and not significant with regard to the SA.

<b>Pre-Submission Draft Local Plan (2015)</b>	<b>Proposed Changes (October 2016)</b>	<b>Proposed Changes &amp; Modifications Arising from Stage 1 Examination (Nov 2015)</b>	<b>Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?</b>
Policy E5 – Local Services and Community Facilities	Policy E5 – Local Services and Community Facilities	No change	N/A
Policy E6 – Town Centres	Policy E6 – Town Centres	No change	N/A
<b>TRANSPORT</b>			
Policy T1 – Sustainable Transport	Policy T1 – Sustainable Transport	Minor changes in relation to reducing the need to travel by car and travel plans made for clarification only.	Minor changes for clarification and not significant with regard to the SA.
Policy T2 - Highway Improvement Schemes	Policy T2 - Highway Improvement Schemes	Additional highway improvement schemes identified at Eynsham and Chipping Norton to support increased scale of housing delivery. Additional wording added on nature of proposed improvements to A40 between Eynsham and Oxford.	Significant with regard to provision of mitigation measures for likely significant negative effects arising from increased housing numbers.
Policy T3 - Public Transport, Walking and Cycling	Policy T3 - Public Transport, Walking and Cycling	Very minor formatting change to refer to 'Connecting Oxfordshire' the Local Transport Plan.	Minor change for clarification and not significant with regard to the SA.
Policy T4 – Parking Provision	Policy T4 – Parking Provision	No change.	N/A
<b>ENVIRONMENTAL &amp; HERITAGE</b>			
Policy EH1 – Landscape Character	Policy EH1 – Landscape Character	No policy change. Reference made to dark skies in the supporting text.	N/A

Pre-Submission Draft Local Plan (2015)	Proposed Changes (October 2016)	Proposed Changes & Modifications Arising from Stage 1 Examination (Nov 2015)	Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?
Policy EH2 – Biodiversity	Policy EH2 – Biodiversity	Limited policy changes. Reference made to nature improvement areas and priority species in order to strengthen the policy; also requirement to minimise impacts on geodiversity.	The additional specificity and clarity will strengthen the SA findings with regard to positive effects & mitigation of negative effects.
Policy EH3 – Public Realm and Green Infrastructure	Policy EH3 – Public Realm and Green Infrastructure	No change.	N/A
Policy EH4 - Decentralised and renewable or low carbon energy development	Policy EH4 - Decentralised and renewable or low carbon energy development	Policy amended to direct solar and wind energy development to specifically identified areas in the District – see renewable energy study by LDA. Additional requirement for developments of 100 dwellings or more to be supported by an energy assessment or strategy.	Will also strengthen the SA findings with regard to positive effects & mitigation of negative effects; overall not significant to the findings of the SA but will strengthen the cumulative positive effects against SA objective number 10.
Policy EH5 – Flood Risk	Policy EH5 – Flood Risk	Minor policy change to refer to supporting improvements in water quality and pressures on sewer infrastructure. Supporting text amended to reflect updated evidence.	Minor amendments which do not significantly affect the findings of the Submission Local Plan SA Report (Feb 2015).
Policy EH6 – Environmental Protection	Policy EH6 – Environmental Protection	Policy updated to include reference to air quality assessments where necessary.	Will strengthen the SA findings with regard to mitigation of negative effects; overall not significant to the findings of the SA.
Policy EH7 – Historic Environment	Policy EH7 – Historic Environment	Significant changes to policy to more fully reflect the requirements of the NPPF. Also some revisions to supporting text to reflect updated evidence, including archaeological evaluation to be required – where appropriate.	Will strengthen the SA findings with regard to mitigation of negative effects for archaeology with overall cumulative positive effects in the medium to longer term for SA objective number 13.

Pre-Submission Draft Local Plan (2015)	Proposed Changes (October 2016)	Proposed Changes & Modifications Arising from Stage 1 Examination (Nov 2015)	Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?
<b>WITNEY</b>			
Policy WIT1 – East Witney SDA	Policy WIT1 – East Witney SDA	Policy amended to increase housing target for site from 400 – 450 dwellings. Additional flexibility inserted in relation to delivery of Shores Green Slip Roads. Additional reference made to heritage conservation and the need to survey for archaeological remains before development takes place. Also reference added to landscape and public access arrangements within the Lower Windrush Valley.	Significant - strategic options & policy refreshed.
Policy WIT2 – North Witney SDA	Policy WIT2 – North Witney SDA	Policy amended with increased housing target from 1,000 to 1,400 dwellings. Site area expanded to include land to west to enable increase in housing numbers. Size of new primary school requirement increased. Additional reference made to heritage conservation and the need to survey for archaeological remains before development takes place. Reference to potential off-site drainage solutions incorporated in line with evidence set out in the Council's Level 2 SFRA of the North Witney SDA and West End Link.	Significant - strategic options & policy refreshed.
N/A	Policy WIT2a – Woodford Way Car Park, Witney	New policy. Housing allocation for 50 dwellings expected to come forward in the medium to long term.	Significant and potential non-strategic site option subject to full SA.
N/A	Policy WIT2b – Land west of Minster Lovell	New policy. Housing allocation for 85 dwellings expected to come forward in the short-term (current planning application on site).	Significant and potential non-strategic site option subject to full SA.

Pre-Submission Draft Local Plan (2015)	Proposed Changes (October 2016)	Proposed Changes & Modifications Arising from Stage 1 Examination (Nov 2015)	Screening - do the changes, deletions and additions significantly affect the findings of the Submission Local Plan SA Report (Feb 2015) [CD2] or do they give rise to significant environmental effects?
Policy WIT3 – Witney Town Centre Strategy	Policy WIT3 – Witney Town Centre Strategy	Additional reference added to conserving and enhancing the Witney Conservation Area.	Will strengthen the SA findings with regard to positive effects & mitigation of negative effects; overall not significant to the findings of the SA.
Policy WIT4 – Witney Sub-Area Strategy	Policy WIT4 – Witney Sub-Area Strategy	Policy amended to reference increased housing target for the sub area as well as increased housing numbers on strategic allocations and inclusion of two non-strategic housing allocations. Land west of Down's Road identified as an area of 'future long-term development potential'. Additional reference included to the conservation and enhancement of the historic environment.	Significant - strategic options & policy refreshed.  Strategic option subject to detailed SA. This strengthens the findings of the SA (2015) by removing uncertainty and confirming mitigation measures in Policy.
<b>CARTERTON</b>			
Policy CA1 – REEMA Central SDA	Policy CA1 – REEMA North & Central	Policy extended to include REEMA North, an additional development in close proximity to the REEMA Central site. Overall numbers increased from 200 to 300 units (net gain over and above the 200 units already permitted in REEMA North i.e. 500 in total).	Significant and SA refreshed.
N/A	New Policy CA1a – Land at Milestone Road, Carterton	New policy. Housing allocation for 200 dwellings expected to come forward in the medium to long term.	Significant and potential non-strategic site option subject to full SA.
N/A	New Policy CA1b – Land at	New policy. Housing allocation for 70 dwellings expected to come forward in the medium to long term.	Significant and potential non-strategic site option subject to full SA.

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	Swinbrook Road, Carterton		
Policy CA2 – Carterton Town Centre Strategy	Policy CA2 – Carterton Town Centre Strategy	No change to policy	N/A
Policy CA3 – Carterton Sub-Area Strategy	Policy CA3 – Carterton Sub-Area Strategy	Policy amended to include increased housing target and additional allocations within Carterton.  Emphasis shifted from provision to promotion of road infrastructure in the sub area (west facing slip roads at Minster Lovell junction) in line with LTP4.	Significant - strategic options & policy refreshed/updated.
<b>CHIPPING NORTON</b>			
Policy CN1 – East Chipping Norton SDA	Policy CN1 – East Chipping Norton SDA	Housing target increased for the SDA from 600 to 1,400 with provision made for new highway infrastructure (eastern distributor road) and employment allocation of 9 ha to the north of London Road.  Additional references added to archaeology and air quality as well as the potential effect of lighting on the dark skies area of the Rollright Stones.	Significant - strategic options & policy refreshed.  This strengthens the findings of the SA (2015) by removing uncertainty and confirming mitigation measures in Policy.
Policy CN2 – Chipping Norton Sub-Area Strategy	Policy CN2 – Chipping Norton Sub-Area Strategy	Sub area housing target increased. Employment quantum increased to 9 ha (previously a range of 4.5 – 7.39 ha).	Significant - strategic options & policy refreshed.

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<b>EYNHAM-WOODSTOCK SUB-AREA</b>			
Policy EW1 Blenheim World Heritage Site	Policy EW1 Blenheim World Heritage Site	Amendments to Policy to make explicit the great weight given to the conservation of the WHS.	This will strengthen mitigation measures.
Policy EW2 Eynsham-Woodstock Sub-Area Strategy	Policy EW2 Eynsham-Woodstock Sub-Area Strategy	Focus of development amended to Eynsham, Woodstock and Tilgarsley Garden Village; proposals amended from delivery of 1,600 to 5,500 new homes including 2,800 homes to meet West Oxfordshire's housing needs and a further 2,750 (from 2012-2031) homes to meet the needs of Oxford city. Two new SDAs and 6 non-strategic sites; around 40 ha new employment – science park as part of Tilgarsley Village.	Significant – strategic & non-strategic options subject to the full SA; policy SA refreshed.
N/A	New Policy EW1a Tilgarsley Garden Village SDA	New strategic housing allocation of 2,200 dwellings plus 40 ha science park to the north of the A40 near Eynsham.	Significant - strategic options & policy subject to full SA.
N/A	New Policy EW1b West Eynsham SDA	New strategic housing allocation of about 1,000 homes	Significant - strategic options & policy subject to full SA.
N/A	New Policy EW1c Land East of Woodstock	New housing allocation of 300 homes	Significant and potential non-strategic site option subject to full SA.
N/A	New Policy EW1d Land north of Hill Rise, Woodstock	New housing allocation of 120 homes	Significant and potential non-strategic site option subject to full SA.
N/A	New Policy EW1e Land	New housing allocation of 250 homes	Significant and potential non-strategic site option subject to full SA.

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	north of Banbury Rd, Woodstock		
N/A	New Policy EW1f Land at Myrtle Farm, Long Hanborough	New housing allocation of 50 homes	Significant and potential non-strategic site option subject to full SA.
N/A	New Policy EW1g Land at Oliver's Garage, Long Hanborough	New housing allocation of 25 homes	Significant and potential non-strategic site option subject to full SA.
N/A	New Policy EW1h Former Stanton Harcourt Airfield	New housing allocation of 50 homes	Significant and potential non-strategic site option subject to full SA.
<b>BURFORD-CHARLBURY SUB-AREA</b>			
Policy BC1 Burford-Charlbury Sub-Area Strategy	Policy BC1 Burford-Charlbury Sub-Area Strategy	Proposals modified from about 800 to 1,000 new homes by the inclusion of 4 non-strategic sites.	Significant – non-strategic options subject to the full SA; policy SA refreshed.
N/A	New Policy BC1a Land north of Woodstock Rd, Stonesfield	New housing allocation of around 50 homes	Significant and potential non-strategic site option subject to full SA.
N/A	New Policy BC1b	New housing allocation of around 85 homes	Significant and potential non-strategic site option subject to full SA.

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	Land east of Burford		
N/A	New Policy BC1c Land north of Jeffersons Piece, Charlbury	New housing allocation of around 40 homes	Significant and potential non-strategic site option subject to full SA.
N/A	New Policy BC1d Land south of Milton Rd, Shipton-under-Wychwood	New housing allocation of around 44 homes	Significant and potential non-strategic site option subject to full SA.