

Appendix A Table 8 Sustainability Appraisal Matrices Alternative Strategic Allocations

The following Alternatives have been subject to a Sustainability Appraisal

1. Chalgrove Airfield 3,500 dwellings within the plan period.
2. Harrington Junction 7 M40 3,500 dwellings within the plan period.
3. Grenoble Road 3,500 dwellings within the plan period.
4. Wick Farm 1400 dwellings within the plan period.
5. Thornhill 1,000 dwellings within the plan period.
6. Lower Elsfield 3,500 – 4,000 in the plan period.

✓✓	✓	x x	x	0	?
Major positive	Minor positive	Major negative	Minor negative	Neutral effect	Uncertain effect

SA Objectives	Option 1 Chalgrove Airfield		Option 2 Junction 7 M40		Option 3 Grenoble Road		Option 4 Wick Farm		Option 5 Thornhill		Option 6 Lower Elsfield	
1. To help to provide existing and future residents with the opportunity to live in a decent home and in a decent environment supported by appropriate levels of infrastructure	✓✓	x x	✓✓	x x	✓✓	x x	✓✓	x x	✓✓	x x	✓✓	x x
	Chalgrove site comprises a former airfield which is a partially previously developed site adjacent to the B480 comprising 130 Ha. At a nominal density of 30dph, 3,900 dwellings might be accommodated on the site, 3,500 dwellings are being considered within this Plan period. The site is in single ownership, Single ownership can provide a greater certainty of delivery, which will result in significant positive effects in terms of providing housing. Significant negative effects have been identified due to the		This greenfield site comprises 500 Ha, at a density 30dph 15,000, might be accommodated on the site, 3,500 dwellings are being considered within this Plan period; which will result in significant positive effects in terms of providing housing. The site is approx. 13 miles from Oxford. The site is made up of four land ownerships. These owners are promoting their combined land for residential development. Framptons Town Planning Ltd is currently promoting approximately 500ha of land south-east and east of Junction 7 of the M40.		The site would form an urban extension to Oxford. It comprises 300 Ha, at a density 30dph 9000 dwellings might be accommodated on the site, 3,500 dwellings are being considered within this Plan period; which will result in significant positive effects in terms of providing housing. The site is 4 miles direct along the A4144 to Oxford city centre by bus. The area falls within four different landownerships, it is considered available. Existing Sewage treatment works are within the site boundary, these are not compatible with good living environment (smell), and mitigation		The site would form an urban extension to Oxford. It comprises of 128ha. 1,400 dwellings might be accommodated on the site within this plan period, which will result in significant positive effects in terms of providing housing. The site is 3 miles direct along the A420 to Oxford city centre by bus or 6.8 miles along the eastern bypass, in a private vehicle. The land ownership suggests development is likely to be deliverable. (1,400 dwellings are being considered within this Plan period) Proximity to Oxford with existing infrastructure and		The site comprises of 40.5ha 1,000 dwellings are being considered within this Plan period which will result in significant positive effects in terms of providing housing. The site would form an urban extension to Oxford and is located to the west of Risinghurst which is an outlying residential area of Oxford, just outside the Eastern Bypass Road which forms part of the Oxford ring road. It is about 1 mile (1.6 km) east of the centre of Headington and 3 miles (4.8 km) east of Oxford city centre. The site is available from the land owner.		The site comprises of 675ha 3,500 – 4,000 dwellings are being considered within this Plan period on the site, which will result in significant positive effects in terms of providing housing. The site is extremely large, it encompasses the village of Elsfield, and the boundary is as far north as Woodeaton and south to the A40. Elsfeld itself is approx. 5 miles from Oxford, easy access along the northern bypass by car, however the accessibility to others areas of the site depending which section of the site was developed would need some extensive infrastructure	

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	relative isolation of the site, the larger village of Chalgrove is located north of the B480, approx. 0.7 miles from the site, however there is a lack of existing infrastructure and services due to isolated location, and the development would need to include provision of infrastructure and services to serve residents.	<p>This development would create a ‘new town’ and would therefore provide further housing in the long-term as infrastructure was developed as part of a long term plan. Current infrastructure is limited, which reduces the positive effects and may lead to significant negative effects due to the potential scale of development.</p> <p>This development would need to be developed for a long term plan - other options are more likely to be a “one-time” extension. Proximity to motorway could compromise a good living environment, resulting in negative effects to new residents and would require mitigation.</p>	<p>would be required in the form of a buffer zone around the sewage treatment works, to prevent significant negative effects from occurring.</p> <p>Proximity to Oxford with existing infrastructure and services, resulting in positive effects, however development of the site would need to ensure it could be well connected to these existing services, without improvement significant negative effects may occur in the long term.</p>	services resulting in positive effects , however, development of the site would need to ensure it could be well connected to these existing services to prevent significant negative effects from occurring.	Proximity to Oxford with existing infrastructure and services resulting in positive effects , however, development of the site would need to ensure it could be well connected to these existing services to prevent significant negative effects from occurring.	<p>and accessibility improvement. The site is available from the land owner</p> <p>Proximity to Oxford with existing infrastructure and services resulting in positive effects, however, development of the site would need to ensure it could be well connected to these existing services to prevent significant negative effects from occurring.</p>
<p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the sites. Ensure infrastructure is phased alongside new housing development and is integrated with the surrounding towns and villages were appropriate. Affordable homes will be provided within all strategic developments. Significant infrastructure development will be required for any new settlement/urban extension it will be essential to work with service providers to ensure this is implemented in a timely fashion. Continued consultation with Oxford City is essential to ensure that their unmet housing needs are incorporated into the Local Plan development. A masterplan would need to be developed to encompass all mitigation recommendations. Mitigation would be required in the form of a buffer zone around the sewage treatment works at Grenoble Rd. Development sites adjacent to motorways require mitigation, buffer zones etc.</p> <p>Cumulative effects If infrastructure is phased through-out, then the positive effects will be enhanced however if development is not supported by appropriate infrastructure, in the long term and combined with the existing housing allocations this could lead to significant negative effects. The ‘new settlements /.urban extension will be isolated.</p> <p>Enhancement: The positive effect of providing new homes could be enhanced by ensuring that new homes are built to high standards of sustainable design and supported by appropriate levels of infrastructure.</p> <p>Likelihood: High</p> <p>Scale:</p>						

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	Large scale Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.					
2. To help to create safe places for people to use and for businesses to operate, to reduce anti-social behaviour and reduce crime and the fear of crime.	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm & Barton	Option 5 Thornhill	Option 6 Lower Elsfield
	✓	✓	✓	✓	✓	✓
	A new settlement / urban extension would provide the opportunity to design a safe environment which could reduce and prevent antisocial behaviour, resulting in positive effects . Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced. Ensure good quality urban design is implemented and work with the local community. Work with Thames Valley police. Likelihood: High Scale: Localised Temp or perm: Perm Timing: Short to long term Significance of effect: Not significant.					
	xx	xx	✓	✓	x	✓
3. To improve accessibility for everyone to health, education, recreation, cultural, and community facilities and services	A new settlement at Chalgrove could be developed over time in line with infrastructure delivery. An IDP would be produced, to ensure that infrastructure is provided in a timely fashion.	A 'new town' could be developed over time in line with infrastructure delivery. An IDP would be produced, to ensure that infrastructure would be provided in a timely fashion.	An urban extension could be developed over time in line with infrastructure delivery. An IDP would be produced, to ensure that infrastructure is provided in a timely fashion.	An urban extension could be developed over time in line with infrastructure delivery. An IDP would be produced, to ensure that infrastructure is provided in a timely fashion.	An urban extension could be developed over time in line with infrastructure delivery. An IDP would be produced, to ensure that infrastructure is provided in a timely fashion.	An urban extension could be developed over time in line with infrastructure delivery. An IDP would be produced, to ensure that infrastructure is provided in a timely fashion.
	Although Chalgrove is classified as a larger village existing services would reach capacity with an adjacent new settlement, because the population would double in size.	There are a number of small villages and hamlets surrounding the site. A new settlement may provide additional facilities for these smaller villages, resulting in positive effects , however without the provision of services	The site is south of Littlemore, Oxford and is within the Oxford City administrative area. South of Grenoble Road is located close to the established and well-served settlements of Littlemore and Blackbird Leys, and as such	The proximity of Wick Farm to the established district centre of Headington (directly opposite on the other side of the A40) provides a range of community facilities, including retail, schools and medical facilities.	The site is adjacent to Risinghurst, which has limited services, however the proximity of Thornhill to the established district centre of Headington approx. 1 mile away to the west provides a range of community facilities, including retail, schools and medical facilities.	The proximity of Elsfield to the established district centre of Headington (directly opposite on the other side of the A40) provides a range of community facilities, including retail, schools and medical facilities.

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	<p>The site is relatively isolated and does not have good accessibility to Chalgrove due to the site's location north of the B480, resulting in significant negative effects towards access to services. Development could provide the opportunity to improve services in Chalgrove, through the CIL requirements and the IDP.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Good phasing of development will be required.</p> <p>Continue to work with the masterplan developers to ensure a masterplan is produced with all mitigation recommendations incorporated.</p> <p>Mix use development with a range of housing tenure</p>	<p>significant negative effects would occur.</p> <p>Development would have to provide health, education, recreation, community etc facilities as part of the scheme through CiL requirements and the IDP.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Good phasing of development will be required. Integration with the villages and towns nearby would be essential, however the identity of these places should be protected. A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Cumulative effects If improvements to service provision is not provided, negative effects will occur especially when combined</p>	<p>benefits from numerous community facilities within these areas. The area is served by several schools, healthcare facilities, and is located close to areas of future employment growth. This includes Oxford Business park, Oxford Science Park and Harrow Road Industrial Estate, as well as future expansion by BMW. Therefore Positive effects are identified,</p> <p>Services and facilities are available, there is a primary and secondary school, community centre and allocated employment sites. The capacity of existing schools would not be able to cope with an adjacent new settlement so new schools, as well as other services, would need to be provided as part of the development, to prevent negative effects.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure improvements to service provision</p>	<p>Barton approx. 1 mile from the site has some local scale retail, a community centre and school. Barton Park is a planned 800+ residential development adjacent to Wick Farm that will also provide health, education and community services. Therefore Positive effects are identified.</p> <p>There are a number of PRoW that cross the sites.</p> <p>Mitigation/enhancement The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Integration with Barton is essential to avoid segregation. Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p> <p>Mix use development with a range of housing tenure is required, to improve the availability of larger dwellings.</p> <p>Protect access to PRoW.</p>	<p>Therefore Positive effects are identified.</p> <p>There is a ProW to the left of the site boundary.</p> <p>Mitigation/enhancement The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Integration with Risinghurst is essential to avoid segregation.</p> <p>Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p> <p>Mix use development with a range of housing tenure is required.</p> <p>Protect access to PRoW.</p> <p>A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Cumulative effects If improvements to service provision is not provided, negative effects will occur especially when combined</p>	<p>Barton is located approx. 3 miles south east of Elsfield has some local scale retail, a community centre and school. Barton Park is a planned 800+ residential development adjacent to Wick Farm that will also provide health, education and community services. Therefore Positive effects are identified.</p> <p>There are a number of PRoW that cross the sites and the Oxford Greenbelt way borders the western boundary.</p> <p>Mitigation/enhancement The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Integration with Barton is essential to avoid segregation. Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p> <p>Mix use development with a range of housing tenure is required, to improve the</p>

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	<p>is required, to improve the availability of larger dwellings.</p> <p>Cumulative effects If improvements to service provision is not provided, negative effects across the district. Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>with the existing housing allocations. Loss of identity of the surrounded villages will be detriment and the impacts are unlikely to be reverted.</p> <p>Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>commensurate with any increases in population. Good phasing of development will be required.</p> <p>Integration with Littlemore and Blackbird Leys would be essential.</p> <p>Replace any loss of recreation facilities and ensure that access to green infrastructure is maintained or replaced.</p> <p>A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Cumulative effects If improvements to service provision is not provided, negative effects will occur.</p> <p>Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Cumulative effects If improvements to service provision is not provided, negative effects will occur especially when combined with the existing housing allocations. . Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>with the existing housing allocations. Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>availability of larger dwellings. Protect access to PRow. A masterplan would need to be developed to encompass all mitigation recommendations. Cumulative effects If improvements to service provision is not provided, negative effects will occur especially when combined with the existing housing allocations. . Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>
4. To maintain and improve people's health, well-being, and community cohesion and support voluntary, community, and faith groups.	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm & Barton	Option 5 Thornhill	Option 6 Lower Elsfield
	xx	xx	xx	x	x	x
	<p>Although Chalgrove is classified as a larger village existing services would reach capacity with an adjacent new settlement, because the population would double</p>	<p>Potential significant negative effects have been identified as discussed below:</p> <p>There are a number of Hazardous Installations</p>	<p>The site is adjacent to the south of Littlemore and Blackbird Leys, Oxford.</p> <p>The sites includes a sewage works and a substation, a number of</p>	<p>The Site is adjacent to the A40, therefore there are noise implications for new residents.</p> <p>Barton: The ethnic and international diversity of</p>	<p>The Site is adjacent to the A420, therefore there might be noise implications for new residents.</p> <p>Barton: The ethnic and international diversity of</p>	<p>Part of the site is adjacent to the A40, therefore there are noise implications for new residents.</p> <p>Barton: The ethnic and international diversity of</p>

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	<p>in size. This will put pressure on existing communities which could reduce community cohesion, resulting in significant negative effects.</p> <p>The site is relatively isolated and does not have good accessibility to Chalgrove due the sites location on the east side of the B480.</p> <p>The site is a 2nd World war airfield and issues of contamination maybe present at the site, this could result in negative effects to new residents without mitigation.</p> <p>The site is also under the flight path of RAF Benson, Martin Bakers Meteor also occupies the site which requires some flights and carries out explosive tests as part of their business. Resulting in potential significant negative effects to new residents in terms of noise.</p> <p>There are AQMA's in AQMA Wallingford (approx 9 miles from Chalgrove Airfield) and Watlington (3.7 miles from Chalgrove Airfield). Further information on air quality and congestion is addressed below in Objectives 5 & 6.</p> <p>Mitigation:</p>	<p>within and surrounding this site. The site is subject to a number of restrictions and constraints owing to the presence of strategic utility apparatus crossing the site and a small area of floodplain.</p> <p>Overhead power line, the high pressure gas mains and floodplain which will restrict development in part of the site.</p> <p>Therefore development could propose a risk to human health and well-being both during construction and operational phases.</p> <p>The site is adjacent to the M40, noise and air quality could result in negative health impacts. Any further development would increase noise and reduce air quality.</p> <p>There are a number of small villages and hamlets surrounding the site These places will be impacted by a settlement being developed nearby, this may result in a breakdown of community and social cohesion.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p>	<p>electricity pylons cross the site, residential development may lead to safety and health concerns. Resulting in significant negative effects.</p> <p>The ethnic diversity of the population has increased markedly over the last decade. In 2011 29% of residents were from an ethnic group other than White British, compared to 12% in 2001</p> <p>South of Grenoble Road is located close to the established and well-served settlements of Littlemore and Blackbird Leys, and as such benefits from numerous community facilities within these areas. The area is served by several schools, healthcare facilities, and is located close to areas of future employment growth. This includes Oxford Business park, Oxford Science Park and Harrow Road Industrial Estate, as well as future expansion by BMW.</p> <p>The villages of Toot Baldon, Marsh Baldon and Nuneham Courtney are located to the south of the site.</p> <p>Social cohesion is an important aspect of any future residential development within the area. Additional</p>	<p>Barton changed very rapidly over the last decade</p> <p>Wick Farm is located close to the established and well-served area of Headington.</p> <p>Additional development may put pressure on existing communities, reducing community cohesion resulting in negative effects.</p> <p>Wick Copse is within the proposed development site and is an area of accessible countryside.</p> <p>There are AQMAs in Barton and Headington, which are within Oxford City's administrative area.</p> <p>There are a number of PRoW that cross the sites.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p> <p>Good urban design principles should be implanted to ensure social cohesion occurs, access</p>	<p>The area remains less ethnically diverse than Oxford as a whole.</p> <p>Poverty and deprivation appears to be lower than average in the ward.</p> <p>Shotover Country Park is located south of the site and is an area of accessible country side.</p> <p>There are AQMA within in Barton and Headington, which are within Oxford City's administrative area.</p> <p>There is a PRoW to the left of the site.</p> <p>Additional development may put pressure on existing communities, reducing community cohesion resulting in negative effects.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p> <p>Good urban design principles will be required that ensure accessibility is promoted throughout the development phases,</p>	<p>Barton changed very rapidly over the last decade</p> <p>Elsfield is located close to the established and well-served area of Headington.</p> <p>Additional development may put pressure on existing communities, reducing community cohesion resulting in negative effects.</p> <p>The boundary of the site crosses Wick Copse to the east, which is an area of accessible countryside</p> <p>The proposed development site and is an area of accessible countryside.</p> <p>There are AQMAs in Barton and Headington, which are within Oxford City's administrative area.</p> <p>There are a number of PRoW that cross the sites.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p>

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	<p>The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required. Good urban design principles will be required that ensure accessibility is promoted throughout the development phases, pedestrian access should be improved across the B480. Ensure any issues of contaminated land are addressed.</p> <p>Carry out an acoustic study to inform site selection and mitigation required.</p> <p>Cumulative effects If improvements to service provision and accessibility is not provided, negative effects will occur this may lead to a break down in social cohesion developing long term problems within the area. Noise and contaminated land issues may have a detrimental effect on new residents.</p> <p>Likelihood: High Scale: Local Temp or perm: Perm</p>	<p>Undertake a review of the existing legal tenure relating to the existing utilities infrastructure within the site boundary and any restrictions likely to be imposed.</p> <p>Carry out an EMF survey to determine actual readings and advise on any refinement of standoff distances from the existing overhead power lines.</p> <p>Continue liaison with Scottish & Southern and National Grid to discuss and agree no build area/safety zones should their infrastructure remain insitu. The potential to divert their apparatus will also be discussed.</p> <p>An acoustic survey may be required to identify current and future noise levels of the M40. Noise barriers and other mitigation measure may be required to be integrated into new housing.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p> <p>A masterplan would need to be developed to encompass all mitigation</p>	<p>development may put pressure on existing communities, reducing community cohesion resulting in negative effects.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure improvements to service provision commensurate with any increases in population. Good phasing of development will be required.</p> <p>Good urban design principles should be implanted to ensure social cohesion occurs, access to community and faith groups should be integrated into the development, through the masterplan process.</p> <p>Consider appropriate uses for the sites especially the sewage works the site would need to be remediated this may involve excavation and removal of contaminated land.</p> <p>If the sewage works remains a buffer zone would need to be implemented. A good and informative method of consultation</p>	<p>to community and faith groups should be integrated into the development, through the masterplan process.</p> <p>Good urban design principles will be required that ensure accessibility is promoted throughout the development phases, pedestrian access should be improved across the A40.</p> <p>A good and informative method of consultation should be undertaken with the residents of both Barton and Headington.</p> <p>Ensure Wick Copse remains accessible.</p> <p>Ensure PRoW are protected.</p> <p>Cumulative effects If improvements to service provision and accessibility is not provided, negative effects will occur this may lead to a break down in social cohesion developing long term problems within the area. Some areas of Barton have high levels of deprivation and existing issues will not improve and are likely to escalate.</p> <p>Likelihood: High Scale: Local Temp or perm: Perm</p>	<p>pedestrian access should be improved, to Headington and Shotover Country Park.</p> <p>Cumulative effects If improvements to service provision and accessibility is not provided, negative effects will occur this may lead to a break down in social cohesion developing long term problems within the area.</p> <p>Likelihood: High Scale: Local Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>Good urban design principles should be implanted to ensure social cohesion occurs, access to community and faith groups should be integrated into the development, through the masterplan process.</p> <p>Good urban design principles will be required that ensure accessibility is promoted throughout the development phases, pedestrian access should be improved across the A40.</p> <p>A good and informative method of consultation should be undertaken with the residents of both Barton and Headington.</p> <p>Ensure Wick Copse remains accessible.</p> <p>Ensure PRoW are protected.</p> <p>Cumulative effects If improvements to service provision and accessibility is not provided, negative effects will occur this may lead to a break down in social cohesion developing long term problems within the area. Some areas of Barton have high levels of deprivation and existing issues will not improve and are likely to escalate.</p> <p>Likelihood:</p>

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	Timing: Short to long term Significance of effect: Significant.	<p>recommendations from detailed site assessments.</p> <p>Cumulative effects Severe health impacts will arise without mitigation, both in the short term and long term.</p> <p>If improvements to service provision is not provided, negative effects will occur especially when combined with the existing housing allocations. Loss of identity of the surrounding villages will be detrimental and the impacts are unlikely to be reversible.</p> <p>Likelihood: High Scale: Local Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>should be undertaken with the residents of surrounding areas.</p> <p>Cumulative effects If improvements to service provision and accessibility is not provided, negative effects will occur this may lead to a break down in social cohesion developing long term problems within the area. Existing issues will not improve and are likely to escalate.</p> <p>Likelihood: High Scale: Local Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>	Timing: Short to long term Significance of effect: Significant.		<p>High Scale: Local Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>
5. To reduce harm to the environment by seeking to minimise pollution of all kinds especially water, air, soil and noise pollution.	<p>x</p> <p>The site is an airfield which is partially previously developed land.</p> <p>There are no known mineral resources on the site.</p> <p>The site is within a Nitrate Vulnerability Zone, there is low chance of surface water flooding; however the addition of hard surfaces can increase the risk of surface water runoff</p>	<p>xx</p> <p>The site is greenfield land any reduction in greenfield land may result in pollution from surface run-off.</p> <p>The sites is within a Nitrate Vulnerability Zone, there is low chance of surface water flooding; however the addition of hard surfaces can increase the risk of surface water runoff and pollution, resulting in</p>	<p>x</p> <p>The site is in the Oxford Green belt; the majority of the land is greenfield land, with the exception of the historic landfill sites and the sewage works, which are brownfield land.</p> <p>Any reduction in greenfield land may result in pollution from surface run-off, resulting in potential negative effects.</p>	<p>x</p> <p>The site is greenfield land, within the Oxford Greenbelt. Any reduction in greenfield land may result in pollution from surface run-off.</p> <p>The site is within a Groundwater Vulnerability Zone (GVA) and Surface Water Safeguard Zone/ Nitrate Vulnerability Zone. There is a risk of surface water flooding from the main rivers and Brooks, within the proposed site,</p>	<p>x</p> <p>The site is greenfield land, within the Oxford Greenbelt. Any reduction in greenfield land may result in pollution from surface run-off.</p> <p>The Site is within an area of open/accessible countryside with relative tranquillity, any development here may reduce this quality, resulting in potential negative effects.</p>	<p>xx</p> <p>The site is greenfield land, within the Oxford Greenbelt. Any reduction in greenfield land may result in pollution from surface run-off.</p> <p>The site is within a Groundwater Vulnerability Zone (GVA) and Surface Water Safeguard Zone/ Nitrate Vulnerability Zone. There is a risk of surface water flooding from the main rivers and Brooks, within the proposed site,</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>and pollution, resulting in potential negative effects.</p> <p>Consultation comments received raise the following concerns: The airfield being topographically higher already contributes to flooding in Chalgrove.</p> <p>The site is a 2nd World war airfield and issues of contamination maybe present at the site, this could result in significant negative effects to new residents without mitigation.</p> <p>There are AQMA's in AQMA Wallingford (approx 9 miles from Chalgrove Airfield) and Watlington (3.7 miles from Chalgrove Airfield).</p> <p>Wallingford: Air pollution here has also been monitored since 1998. An AQMA was declared in 2005 again as a result of NO2 levels exceeding the national objectives.</p> <p>Watlington: Air pollution monitoring in Watlington commenced in 2003 with an AQMA designated in 2009 due to NO2 exceedances'.</p> <p>The air pollution problem in Wallingford and Watlington are attributable to the traffic congestion</p>	<p>potential negative effects.</p> <p>There are a number of Hazardous Installations within and surrounding this site, therefore development proposes a risk to human health specifically during the construction phase, resulting in potential significant negative effects if further development occurs here.</p> <p>Due to the scale of development noise pollution will increase during the construction phase, which may continue for a number of years, resulting in potential negative effects if further development occurs here.</p> <p>Due to the relative isolation of the site, it is likely that a car based development will occur, resulting in potential negative effects if further development occurs here.</p> <p>There is likely to be an increase in car borne traffic locally, both during the construction and operational phase.</p> <p>Spartum Fen SSSI is discussed in objective 9 below.</p> <p>Consideration should be given to the impact of the surrounding villages in</p>	<p>There are 2 historic landfills within the north west of the site boundary.</p> <p>The sites includes a sewage works, development may result in pollution to soil and water. The sewage works release bad odours, resulting in potential negative effects for new residents if further development occurs here.</p> <p>Sandford Brake electricity substation is located to the north of the site, with very good compliance rates.</p> <p>The sites is within a Nitrate Vulnerability Zone, there is a low chance of surface water flooding, the addition of hard surfaces can increase the risk of surface water runoff and pollution, resulting in potential negative effects if further development occurs here..</p> <p>Due to the scale of development noise pollution will increase during the construction phase, which may continue for a number of years, resulting in potential negative effects if further development occurs here.</p> <p>There is likely to be an increase in car borne traffic locally, both during</p>	<p>resulting in potential negative effects.</p> <p>There is likely to be an increase in car borne traffic locally, both during the construction and operational phase. There are AQMA's in Barton and Headington, which are within Oxford City's administrative area, resulting in potential negative effects if further development occurs here.</p> <p>There are two areas of historic landfill: Wick Copse and Wick Farm.</p> <p>There are no known mineral resources on the site.</p> <p>The north east boundary of the site is within an oil buffer zone, resulting in potential negative effects if further development occurs here.</p> <p>Due to the scale of development noise pollution will increase during the construction phase, which may continue for a number of years, resulting in potential negative effects if further development occurs here.</p> <p>There is likely to be an increase in car borne traffic locally, both during the construction and operational phase,</p>	<p>In the short term noise pollution may increase during the construction phase.</p> <p>There is likely to be an increase in car borne traffic locally, both during the construction and operational phase.</p> <p>There are AQMA's in Barton and Headington, which are within Oxford City's administrative area, resulting in potential negative effects if further development occurs here.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Work with Oxford City to ensure the air quality is monitored during both the construction and operational phases.</p> <p>Ensure phasing of development occurs to reduce noise impacts.</p> <p>Encourage the use of permeable surfaces and SuDS, to reduce surface run off.</p>	<p>resulting in potential negative effects.</p> <p>There is likely to be an increase in car borne traffic locally, both during the construction and operational phase. There are AQMA's in Barton and Headington, which are within Oxford City's administrative area, resulting in potential negative effects if further development occurs here.</p> <p>There are one area of historic landfill: Wick Copse.</p> <p>The north west boundary of the site is within a mineral consultation zone, resulting in potential negative effects if further development occurs here.</p> <p>Due to the scale of development noise pollution will increase during the construction phase, which may continue for a number of years, resulting in potential negative effects if further development occurs here.</p> <p>The north east boundary of the site is within an oil buffer zone, resulting in potential negative effects if further development occurs here.</p> <p>There is likely to be an increase in car borne</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>along narrow streets lined with high sided buildings which leads to the creation of a 'street canyon' effect with pollutants unable to effectively disperse and are trapped at ground level. Both Watlington and Wallingford are within a 10 miles radius of Chalgrove Airfield, therefore potential significant negative effects may occur without mitigation if further development is allocated.</p> <p>Due to the scale of development noise pollution will increase during the construction phase, which may continue for a number of years, resulting in potential negative effects if further development occurs here.</p> <p>Due to the relative isolation of the site, it is likely that a car based development will occur, resulting in potential negative effects if further development occurs here.</p> <p>There is likely to be an increase in car borne traffic locally, both during the construction and operational phase. Consideration should be given to the impact of the surrounding villages in terms of congestion and air quality, which could</p>	<p>terms of congestion and air quality, which could result in negative effects without mitigation.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced. A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Identify future utility provision. Continued liaison with utility providers regarding the current on-site infrastructure and validate historic strategic utility routes.</p> <p>Undertake a review of the existing legal tenure relating to the existing utilities infrastructure within the site boundary and any restrictions likely to be imposed.</p> <p>Carry out an EMF survey to determine actual readings and advise on any refinement of standoff distances from the existing overhead power lines.</p> <p>Continue liaison with Scottish & Southern and National Grid to discuss and agree no build area/safety zones should their infrastructure remain</p>	<p>the construction and operational phase.</p> <p>Consideration should be given to the impact of Oxford and the surrounding villages in terms of congestion and air quality, which could result in negative effects without mitigation.</p> <p>There are no known mineral resources on the site. Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Consider how development may be impacted by the existing historic landfill located on the site.</p> <p>Work with Oxford City to ensure the air quality is monitored during both the construction and operational phases.</p> <p>Encourage the use of permeable surfaces and SuDS, to reduce surface run off.</p> <p>Improve sustainable transport and accessibility</p>	<p>resulting in potential negative effects if further development occurs here.</p> <p>Mitigation; The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Consider how development may be impacted by the existing historic landfill located on the site.</p> <p>Work with Oxford City to ensure the air quality is monitored during both the construction and operational phases. Ensure phasing of development occurs to reduce noise impacts.</p> <p>Encourage the use of permeable surfaces and SuDS, to reduce surface run off.</p> <p>Improve sustainable transport and accessibility to reduce use of personal vehicle use.</p> <p>Ensure the ETI results inform the decision making process.</p>	<p>Improve sustainable transport and accessibility to reduce use of personal vehicle use.</p> <p>Ensure the ETI results inform the decision making process. Consider how a level of tranquillity can be maintained.</p> <p>Cumulative effects Severe impacts will arise without mitigation, both in the short term and long term, with regard to the environment.</p> <p>Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>traffic locally, both during the construction and operational phase, resulting in potential negative effects if further development occurs here.</p> <p>The site is extremely large, it encompasses the village of Elsfield, and the boundary is as far north as Woodeaton and south to the A40, therefore overall significant negative effects are noted due to the scale of development compared to the alternative option.</p> <p>Mitigation; The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A masterplan would need to be developed to encompass all mitigation recommendations.</p> <p>Consider how development may be impacted by the existing historic landfill located on the site.</p> <p>Work with Oxford City to ensure the air quality is monitored during both the construction and operational phases. Ensure phasing of development occurs to reduce noise impacts.</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>result in negative effects without mitigation.</p> <p>Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure phasing of development occurs to reduce impacts.</p> <p>Encourage the use of permeable surfaces and SuDS, to reduce surface runoff.</p> <p>Improve sustainable transport and accessibility to reduce use of personal vehicles use.</p> <p>Ensure the Evaluation of Transport Impact (ETI) results inform the decision making process.</p> <p>Ensure any issues of contaminated land are addressed.</p> <p>Continue to monitor air quality in line with regulation requirements.</p> <p>Policy on strategic sites should require any preferred option to be 'air quality neutral' both during construction and operational phases.</p> <p>Cumulative effects Without mitigation the cumulative and long term</p>	<p>in situ. The potential to divert their apparatus will also be discussed.</p> <p>An acoustic survey will be required to identify current and future noise levels of the M40. Noise barriers and other mitigation measure may be required to be integrated into new housing.</p> <p>Encourage the use of permeable surfaces and SuDS, to reduce surface run off.</p> <p>Improve sustainable transport and accessibility to reduce use of personal vehicle use.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>Carry out further discussions with the EA with respect to developing the masterplan.</p> <p>Policy on strategic sites should require any preferred option to be 'air quality neutral' both during construction and operational phases.</p> <p>Cumulative effects Severe impacts will arise without mitigation, both in the short term and long term, with regard to the environment.</p> <p>Likelihood:</p>	<p>to reduce use of personal vehicle use.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>An acoustic survey will be required to identify current and future noise levels of the adjacent roads. Noise barriers and other mitigation measure may be required to be integrated into new housing.</p> <p>Consider appropriate uses for the sites especially the sewage works the site would need to be remediated this may involve excavation and removal of contaminated land.</p> <p>Policy on strategic sites should require any preferred option to be 'air quality neutral' both during construction and operational phases.</p> <p>Cumulative effects Severe impacts will arise without mitigation, both in the short term and long term, with regard to the environment.</p> <p>Likelihood: High Scale: District wide Temp or perm: Perm</p>	<p>An acoustic survey will be required to identify current and future noise levels of the adjacent roads. Noise barriers and other mitigation measure may be required to be integrated into new housing.</p> <p>Consider the impacts of the oil buffer zone.</p> <p>Policy on strategic sites should require any preferred option to be 'air quality neutral' both during construction and operational phases.</p> <p>Cumulative effects Severe impacts will arise without mitigation, both in the short term and long term, with regard to the environment.</p> <p>Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>		<p>Encourage the use of permeable surfaces and SuDS, to reduce surface run off.</p> <p>Improve sustainable transport and accessibility to reduce use of personal vehicle use.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>An acoustic survey will be required to identify current and future noise levels of the adjacent roads. Noise barriers and other mitigation measure may be required to be integrated into new housing.</p> <p>Consider the impacts of the oil buffer zone.</p> <p>Policy on strategic sites should require any preferred option to be 'air quality neutral' both during construction and operational phases.</p> <p>Cumulative effects Severe impacts will arise without mitigation, both in the short term and long term, with regard to the environment.</p> <p>Likelihood: High Scale: District wide Temp or perm: Perm</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40		Option 3 Grenoble Road		Option 4 Wick Farm		Option 5 Thornhill		Option 6 Lower Elsfield	
	effects will be negative this may include, pollution from surface run off and air pollution from transportation. Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.	High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.		Timing: Short to long term Significance of effect: Significant.						Timing: Short to long term Significance of effect: Significant.	
	xx	✓	xx	✓	x	✓	x	✓	x	✓	xx
6. To improve travel choice and accessibility, reduce the need to travel by car and shorten the length and duration of journeys.	<p>Chalgrove site comprises a former airfield which is a partially previously developed site, north of the B480, approximately 14.1 miles from Oxford, 19 miles from Reading and approximately 7 miles from junction 7 of the M40 motorway. There is no train station at Chalgrove.</p> <p>The road network to the site comprises the B480, a two lane carriageway running east-west to the south of the site, serving chalgrove village and connecting to the a329 via Stadhampton to the west. The B480 continues westwards towards Oxford and east towards Watlington. The site is relatively isolated and does not have good accessibility to Chalgrove due to the sites location to the north of the B480.</p>	<p>A new settlement would create a “new town” in an area with few services at the moment, this includes sustainable transport options. There is currently an infrequent bus service.</p> <p>The “Oxford Tube” coach service to London could be re-routed here – instead or additional to Lewknor</p> <p>The scale of development would allow for sustainable forms of transport to be implemented.</p> <p>Development at this site could relate well to the strategic ambitions for linking the A34 to the M40 and beyond.</p> <p>The promoter has advised that access will be provided onto both the A329 and A40 and these</p>		<p>The site is an edge of Oxford site, south of the city, within the administrative area of SODC.</p> <p>South of Grenoble Road is located close to the established and well-served settlements of Littlemore and Blackbird Leys, and as such benefits from numerous community facilities within these areas, resulting in positive effects.</p> <p>The site is located close to areas of future employment growth. This includes Oxford Business park, Oxford Science Park and Harrow Road Industrial Estate, as well as future expansion by BMW, resulting in positive effects.</p>		<p>The site is located to the north of the Northern Bypass, and is well connected to Oxford and employment areas in Headington. The area offers good proximity to the Headington area and to retail and leisure facilities, resulting in positive effects. However, proximity to supermarkets and secondary schools needs to be improved.</p> <p>The wider Headington area also provides a range of employment opportunities linked to the area’s hospitals and Oxford Brooks University in particular, while Headington is also well-connected to the city centre, where significant job creation is expected, resulting in positive effects.</p>		<p>The site is located close to the eastern bypass, and is well connected to Oxford and employment areas in Headington. The area offers good proximity to the Headington area and to retail and leisure facilities, resulting in positive effects. However, proximity to supermarkets and secondary schools needs to be improved.</p> <p>The wider Headington area also provides a range of employment opportunities linked to the area’s hospitals and Oxford Brooks University in particular, while Headington is also well-connected to the city centre, where significant job creation is expected, resulting in positive effects.</p>		<p>Elsfield itself is approx. 5 miles from Oxford, easy access along the northern bypass by car, however the accessibility to others areas of the site depending which section of the site was developed would need some extensive infrastructure and accessibility improvement, therefore significant negative effects are noted without mitigation.</p> <p>The site is located to the north of the Northern Bypass, and is well connected to Oxford and employment areas in Headington. The area offers good proximity to the Headington area and to retail and leisure facilities, resulting in positive effects. However, proximity to supermarkets and</p>	

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	<p>There are buses to Oxford every hour (with changes in the off peak), buses stop early evening and there is no Sunday services. Buses take approx. 1hr and stop at larger villages on route.</p> <p>There is no direct route to Reading.</p> <p>Buses to Didcot and Milton Park are not direct and provide limited access, compared to a car journey of 30 minutes.</p> <p>Monument Park, business park is located across the road on Warpsgrove Lane and provides 17 hectares of B1 and B2 employment uses this would provide employment opportunities for new residents, if employment provision was expanded.</p> <p>Due to the relative isolation of the site, it is likely that a car based development will occur. During the construction phase a large increase in vehicle movement will occur. Consideration should be given to the impact of the surrounding villages in terms of congestion and air quality, which could result in negative effects without mitigation.</p> <p>The site has limited access as discussed above, leading to potential</p>	<p>would be linked internally via an improved crossing of the M40. M40 junction 7 would be remodelled, with roundabouts instead of the priority junctions, providing direct access to the motorway. The M40 west-facing slip roads would be reinstated but these may be reserved for public transport services only. The interchange hub would take direct access from the remodelled M40 Junction 7.</p> <p>It is unlikely that the full extent of sustainable transport and strategic networks improvements could be implemented prior to the development, therefore there is likely to be a short fall as the developed was phased. This would result in further vehicle use which could severely impact the M40 and other road networks around Oxford which are already near capacity.</p> <p>Due to the location of the site, it is likely that a car based development will occur.</p> <p>During the construction phase a large increase in vehicle movement will occur.</p> <p>The site has limited access as discussed above, leading to potential significant negative effects if development</p>	<p>The site is 4 miles direct along the A4144 to Oxford by bus. There are regular services, however the journey takes approx. 30-40 minutes to Oxford City Centre, resulting in positive effects.</p> <p>South of Grenoble Road is close to high frequency services operating in the Blackbird Leys and Greater Leys areas, and presents a significant opportunity if it is possible to extend some services through this area to the new development; however, these services are circular routes that may make this more problematic. Journey times to Oxford city centre are also significant because of the heavily trafficked nature of the Cowley Road and the number of passengers carried, resulting in potential negative effects.</p> <p>There are several cycle friendly routes to Oxford, approx. 20 minutes along flat routes, resulting in positive effects.</p> <p>During the construction phase a large increase in vehicle movement will occur, resulting in potential negative effects.</p> <p>Mitigation:</p>	<p>Sustainable and safe forms of transport need to be improved through access routes for residents of Barton to prevent negative effects.</p> <p>The area has potential to offer good connections by public transport to the city centre and employment opportunities. There are currently regular bus services to Barton every 10 minutes, resulting in positive effects.</p> <p>During the construction phase a large increase in vehicle movement will occur, resulting in potential negative effects.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Produce an IDPto ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>Work with infrastructure providers to identify were an increase in sustainable modes of transport is required. This should include, cycle ways,</p>	<p>Headington offers good connections by public transport to the city centre and employment opportunities, with regular bus services every 10 minutes. Headington is approx. 20 minutes' walk away from the site, resulting in positive effects.</p> <p>There is a P&R located adjacent to the north west of the site, buses leave every 12 minutes to Oxford, which is approx. 4 miles away, resulting in positive effects.</p> <p>The P&R is also a stop for the Oxford-London coach</p> <p>During the construction phase a large increase in vehicle movement will occur, resulting in potential negative effects.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Produce an IDPto ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure the ETI results inform the decision making process.</p>	<p>secondary schools needs to be improved.</p> <p>The wider Headington area also provides a range of employment opportunities linked to the area's hospitals and Oxford Brooks University in particular, while Headington is also well-connected to the city centre, where significant job creation is expected, resulting in positive effects.</p> <p>Sustainable and safe forms of transport need to be improved through access routes for residents of Barton to prevent negative effects.</p> <p>The area has potential to offer good connections by public transport to the city centre and employment opportunities. There are currently regular bus services to Barton every 10 minutes, resulting in positive effects, however access to bus stops would be determined by the location of housing on this large site.</p> <p>During the construction phase a large increase in vehicle movement will occur, resulting in potential negative effects.</p> <p>Mitigation: The negative effects identified above could</p>

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	<p>significant negative effects if development occurs here, without mitigation.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>Ensure good urban design principles are implemented within the new settlement and to create good access to Chalgrove Village.</p> <p>Continue to monitor air quality in line with regulation requirements.</p> <p>Access to other locations where service provision and employment options exist, should be improved by working with infrastructure providers to identify where an increase in sustainable modes of transport is required. This should include, cycle ways, linking to green infrastructure.</p> <p>Cumulative effects</p>	<p>occurs here, without mitigation.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Work with infrastructure providers to identify were an increase in sustainable modes of transport is required. This should include, cycle ways, linking to green infrastructure.</p> <p>Access to other locations were service provision and employment options exist, should be provided.</p> <p>Continue to work with the site promoter to ensure all mitigation is included in a masterplan.</p> <p>Cumulative effects Without mitigation congestion and the associated impacts will increase, this will have a detrimental impact over a wider area. Likelihood:</p>	<p>The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>Work with infrastructure providers to identify were an increase in sustainable modes of transport is required. This should include, cycle ways, linking to green infrastructure.</p> <p>The area will benefit from the highway improvements carried out at the Kennington and Hinksey Hill interchanges and the proposed re-opening of the Cowley Line.</p> <p>Access to other locations were service provision and employment options exist, should be provided.</p> <p>Good urban design principles should be integrated into the design to improve accessibility.</p> <p>Cumulative effects Without mitigation congestion and the associated impacts will</p>	<p>linking to green infrastructure. Cumulative effects Without mitigation congestion and the associated impacts will increase, this will have a detrimental impact over a wider area. Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>Work with infrastructure providers to identify were an increase in sustainable modes of transport is required. This should include, cycle ways, linking to green infrastructure.</p> <p>Cumulative effects Without mitigation congestion and the associated impacts will increase, this will have a detrimental impact over a wider area. Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Produce an IDP to ensure that infrastructure is provided in a timely fashion.</p> <p>Ensure the ETI results inform the decision making process.</p> <p>Work with infrastructure providers to identify were an increase in sustainable modes of transport is required. This should include, cycle ways, linking to green infrastructure. Cumulative effects Without mitigation congestion and the associated impacts will increase, this will have a detrimental impact over a wider area. Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	Without mitigation congestion and the associated impacts will increase, this will have a detrimental impact over a wider area. Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.	High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.	increase, this will have a detrimental impact over a wider area. Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect:			
7. To conserve and enhance biodiversity	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	?	xx	0 ?	? xx	? xx	? xx
	<p>No known biodiversity constraints are identified, resulting in potentially no impact to biodiversity constraints, however a BAP phase 1 survey should be undertaken</p> <p>The following European Sites need to be considered when identifying areas for additional housing development: Aston Rowant SAC, Chiltern Beechwoods SAC, Cothill Fen SAC, Hartslock Woods SAC, Little Wittenham SAC Oxford Meadows SAC</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's. A</p>	<p>The site is within an SSSI impact zone. Spartum Fen SSSI is one of a group of important fen sites found in Oxfordshire and lies to the south western boundary of the site. Spartum Fen supports a rich invertebrate fauna including over forty species of nationally uncommon and rare insects. Changes in water supply and water quality have the potential to result in harm to the SSSI. Any new development on this site may lead to significant negative effects on the SSSI.</p> <p>Great crested newts are found around Milton common. Godwin's copse adjacent to the site to the south-west is classed as</p>	<p>Sandford Brake electricity substation is located to the north of the site within an area of woodland. The woodland is a local wildlife site.</p> <p>No further biodiversity constraints have been identified, resulting in no impact to biodiversity constraints.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement for example: green infrastructure, wildlife areas, buffer zones etc.</p> <p>The following European Sites need to be considered when identifying areas for additional housing development: Aston Rowant SAC, Chiltern</p>	<p>The following bird species are present in the area Grey Partridge, Yellow Wagtail and Lapwing. All are classified as Red List species.</p> <p>Sydlings Copse and Wicks copse are located within the site. Providing ancient broadleaved woodland, limestone grasslands, reedbed, fen, a stream and rare Oxfordshire heathland, the reserve supports over 400 plant species. The site contains birds and insect life; butterflies include the purple hairstreak, brown hairstreak, common blue and marbled white. (BBOWT2015) Changes in water supply and water quality have the potential to result in harm to the SSSI</p>	<p>Shotover Country Park is located to the south of the proposed site. The country park covers most of the 100ha of land between Shotover Plain and the Eastern Bypass and falls into two main parts, the southern slopes of Shotover Hill and the flat predominantly wooded land near the bypass. Brasenose Woodland and Shotover Hill within Shotover Country park are Sites of Special Scientific Interest (SSSI).</p> <p>Any new development on this site may lead to significant negative effects on the SSSI.</p> <p>The site is adjacent to a Nature Conservation Target Area.</p>	<p>The following bird species are present in the area Grey Partridge, Yellow Wagtail and Lapwing. All are classified as Red List species.</p> <p>Sydlings Copse and Wicks copse are located next to the eastern boundary. Providing ancient broadleaved woodland, limestone grasslands, reedbed, fen, a stream and rare Oxfordshire heathland, the reserve supports over 400 plant species. The site contains birds and insect life; butterflies include the purple hairstreak, brown hairstreak, common blue and marbled white (BBOWT, 2015). Changes in water supply and water quality have the potential to result in harm to the SSSI</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>Habitats Regulations Assessment for South Oxfordshire District Council was prepared by LUC January 2015' The HRA Report considered four potential growth options. Further HRA Appropriate Assessment will be carried out at the next stage of the Plan making process. Therefore current effects are uncertain.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement for example: green infrastructure, wildlife areas, buffer zones etc.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Incorporate green infrastructure into the design and biodiversity enhancement schemes.</p> <p>Carry out a BAP phase 1 survey.</p> <p>Ensure further HRA Appropriate Assessment is carried out and all recommendations are included in the Local Plan 2032.</p> <p>Cumulative effects The cumulative effects of all housing allocations</p>	<p>ancient & Seminatural Woodland.</p> <p>The following European Sites need to be considered when identifying areas for additional housing development: Aston Rowant SAC, Chiltern Beechwoods SAC, Cothill Fen SAC, Hartslock Woods SAC, Little Wittenham SAC Oxford Meadows SAC. A Habitats Regulations Assessment for South Oxfordshire District Council was prepared by LUC January 2015' The HRA Report considered four potential growth options. Further HRA Appropriate Assessment will be carried out at the next stage of the Plan making process. Therefore current effects are uncertain.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement for example: green infrastructure, wildlife areas, buffer zones etc.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A phase 1 ecological survey should be undertaken.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement for example: green</p>	<p>Beechwoods SAC, Cothill Fen SAC, Hartslock Woods SAC, Little Wittenham SAC Oxford Meadows SAC. A Habitats Regulations Assessment for South Oxfordshire District Council was prepared by LUC January 2015' The HRA Report considered four potential growth options. Further HRA Appropriate Assessment will be carried out at the next stage of the Plan making process. Therefore current effects are uncertain.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement</p>	<p>Any new development on this site may lead to negative effects on the SSSI. There could be Significant negative effects on the SSSI in the absence of mitigation.</p> <p>The following European Sites need to be considered when identifying areas for additional housing development: Aston Rowant SAC, Chiltern Beechwoods SAC, Cothill Fen SAC, Hartslock Woods SAC, Little Wittenham SAC Oxford Meadows SAC. A Habitats Regulations Assessment for South Oxfordshire District Council was prepared by LUC January 2015' The HRA Report considered four potential growth options. Further HRA Appropriate Assessment will be carried out at the next stage of the Plan making process. Therefore current effects are uncertain.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement</p>	<p>The following European Sites need to be considered when identifying areas for additional housing development: Aston Rowant SAC, Chiltern Beechwoods SAC, Cothill Fen SAC, Hartslock Woods SAC, Little Wittenham SAC Oxford Meadows SAC. A Habitats Regulations Assessment for South Oxfordshire District Council was prepared by LUC January 2015' The HRA Report considered four potential growth options. Further HRA Appropriate Assessment will be carried out at the next stage of the Plan making process. Therefore current effects are uncertain.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement for example: green infrastructure, wildlife areas, buffer zones etc.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation,</p>	<p>Any new development on this site may lead to negative effects on the SSSI. There could be Significant negative effects on the SSSI in the absence of mitigation.</p> <p>Longwood and woodeaton woodland are within the site boundary and are local wildlife sites, therefore development may result in negative effects.</p> <p>The following European Sites need to be considered when identifying areas for additional housing development: Aston Rowant SAC, Chiltern Beechwoods SAC, Cothill Fen SAC, Hartslock Woods SAC, Little Wittenham SAC Oxford Meadows SAC. A Habitats Regulations Assessment for South Oxfordshire District Council was prepared by LUC January 2015' The HRA Report considered four potential growth options. Further Appropriate Assessment would need to be carried out at the next stage of the Plan making process. Therefore current effects are uncertain.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>within Oxfordshire, can lead to detrimental impacts on SAC's from air quality and water use resources and pollution.</p> <p>Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>	<p>infrastructure, wildlife areas, buffer zones etc.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>An ecological survey and mitigation recommendations for any development needs to be undertaken alongside consultation with Natural England to ensure protection of the water course and the SSSI is maintained.</p> <p>Detention ponds, green roofs, swales and other infiltration techniques should be integrated into the design and included within the masterplan.</p> <p>Incorporate green infrastructure into the design and biodiversity enhancement schemes.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's.</p> <p>Natural England consultation response: we would need to be satisfied that the proposals would not adversely affect Spartum Fen SSSI. There appear to be considerable</p>	<p>Avoid any detrimental impact to the local wildlife site.</p> <p>Incorporate green infrastructure into the design and biodiversity enhancement schemes.</p> <p>Additional development can lead to increased emissions from vehicle movement and put strain on water resources, both can have detrimental effects on SAC's.</p> <p>Cumulative effects Removal of greenfield land can impact the enhancement of biodiversity.</p> <p>Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Low Significant</p>	<p>for example: green infrastructure, wildlife areas, buffer zones etc.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>An ecological survey and mitigation recommendations for any development needs to be undertaken alongside consultation with Natural England to ensure protection of the water course and the SSSI is maintained.</p> <p>Detention ponds, green roofs, swales and other infiltration techniques should be integrated into the design and included within the masterplan.</p> <p>Incorporate green infrastructure into the design and biodiversity enhancement schemes.</p> <p>Ensure further HRA Appropriate Assessment is carried out and all recommendations are included in the Local Plan 2032.</p> <p>Cumulative effects The cumulative effects of all housing allocations within Oxfordshire, can lead to detrimental impacts on SAC's and SSSI's from air quality and</p>	<p>positive effects could also be enhanced. An ecological survey and mitigation recommendations for any development needs to be undertaken alongside consultation with Natural England to ensure protection of the water course and the SSSI is maintained.</p> <p>Detention ponds, green roofs, swales and other infiltration techniques should be integrated into the design and included within the masterplan.</p> <p>Incorporate green infrastructure into the design and biodiversity enhancement schemes.</p> <p>Ensure further HRA Appropriate Assessment is carried out and all recommendations are included in the Local Plan 2032.</p> <p>Cumulative effects The cumulative effects of all housing allocations within Oxfordshire, can lead to detrimental impacts on SAC's and SSSI's from air quality and water resources use and pollution.</p> <p>Likelihood: High Scale: Regional Temp or perm: Perm Timing:</p>	<p>can have detrimental effects on SAC's.</p> <p>Additional development in this areas could assist with funding for biodiversity enhancement for example: green infrastructure, wildlife areas, buffer zones etc.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>An ecological survey and mitigation recommendations for any development needs to be undertaken alongside consultation with Natural England to ensure protection of the water course and the SSSI is maintained.</p> <p>Detention ponds, green roofs, swales and other infiltration techniques should be integrated into the design and included within the masterplan.</p> <p>Incorporate green infrastructure into the design and biodiversity enhancement schemes. Ensure further HRA Appropriate Assessment is carried out and all recommendations are included in the Local Plan 2032.</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
		<p>hydrological issues that could affect delivery of this site.</p> <p>Cumulative effects The cumulative effects of all housing allocations within Oxfordshire, can lead to detrimental impacts on SAC's and SSSI's from air quality and water resources use and pollution.</p> <p>Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>		<p>water resources use and pollution.</p> <p>Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>	<p>Short to long term Significance of effect: Significant</p>	<p>Cumulative effects The cumulative effects of all housing allocations within Oxfordshire, can lead to detrimental impacts on SAC's and SSSI's from air quality and water resources use and pollution.</p> <p>Likelihood: High Scale: Regional Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>
	x	x	xx	xx	xx	xx
8. To improve efficiency in land use and to conserve and enhance the district's open spaces and countryside in particular, those areas designated for their landscape importance, minerals, biodiversity and soil quality.	<p>The site is an airfield which is partially previously developed land.</p> <p>There are no landscape designation constraints, the site is, however within open countryside and is relatively isolated.</p> <p>Consultation response: The South Oxfordshire Landscape Assessment SPD (Atlantic Consultants) concludes on LCA3 the Clay Vale/ Undulating Open Vale that: areas of open landscape on elevated ground and on the floor of</p>	<p>The site is not within the Greenbelt or an AONB, it is greenfield land, and any removal of greenfield land can reduce the quality of the soil from surface run-off.</p> <p>The site is within an SSSI impact zone as discussed above, resulting in potential negative effects if development were to take place</p> <p>There are no landscape designation constraints.</p> <p>There are no known mineral resources on the site.</p>	<p>The site is within the Oxford Greenbelt.</p> <p>Within the site boundary the majority of the land is greenfield land, with the exception of the historic landfill sites and the sewage works, which are brownfield land.</p> <p>A Greenbelt review (Sept 2015) has been undertaken and suggests the following:</p> <p>The Sandford Sewage Works which lies within the site boundary, is suggested to be inset. This includes the areas</p>	<p>The site is greenfield land within the Oxford Greenbelt.</p> <p>The Greenbelt function in this area is the contribution of the open countryside character of the higher ground to the green backdrop to Oxford.</p> <p>A Greenbelt review (Sept 2015) has been undertaken and suggests the following:</p> <p>The boundary could be revised in three potential areas (Areas 15, 16 and 17) north of the Bayswater Brook. Please see the</p>	<p>The site is greenfield land within the Oxford Greenbelt. A Greenbelt review (Sept 2015) has been undertaken and suggests boundary changes which are within this boundary.</p> <p>Please see Local Green Belt Study for South Oxfordshire District Council Final Report Sept 2015 for further information.</p> <p>An update to the LCA [Nov 2015] has been carried out which states: Potential harm to the setting of the parkland at</p>	<p>The site is greenfield land within the Oxford Greenbelt. The Greenbelt function in this area is the contribution of the open countryside character of the higher ground to the green backdrop to Oxford.</p> <p>A Greenbelt review (Sept 2015) has been undertaken and suggests that despite having views of the city, the rural, and largely unsettled character of the parcel makes an important contribution to the perception that Oxford has not spilled over north of the A40. The area does not contribute to the</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>the vale (including airfield sites) are visually exposed and new development would be highly prominent unless closely associated with existing built form or well-integrated within new landscape frameworks.</p> <p>The AONB can be affected adversely by, for example, noise, air and water pollution, loss of tranquillity, light spill over previously dark landscapes and skylscapes, water abstraction to serve development, increased recreation pressures etc.</p> <p>Due to the relative isolation of the site, tranquillity is likely to be reduced, resulting in potential negative effects if development were to take place.</p> <p>There are no known mineral resources on the site.</p> <p>The site is located with a nitrate protection zone, resulting in potential negative effects if development were to take place.</p> <p>There is a risk of flooding from surface water, which can reduce soil quality, resulting in potential negative effects if development were to take place.</p>	<p>The site is within a nitrate protection zone.</p> <p>There is a risk of flooding from the watercourses which can reduce soil quality.</p> <p>The River Thames is to the north of the site, Latchford Brooke and Haseley Brooke surround the site – the site contains areas of flood zone 3, (see Obj 11 for further information) , resulting in potential negative effects if development were to take place</p> <p>The site is not agricultural land.</p> <p>Tranquillity will be reduced for the surrounding villages with the development of a ‘new town’, the open gap of country-side between villages and the M40 will be closed, resulting in potential negative effects if development were to take place.</p> <p>Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Consider mitigation measures to reduce impact on tranquillity.</p>	<p>containing structures and hard paving, including the access, all within a largely well-defined and treed boundary.</p> <p>Two potential areas to be taken out of the Greenbelt (Area 3 and 4) have been identified adjacent to the Southern edge of Oxford City and Sandford-on-Thames. Please see Local Greenbelt Study for South Oxfordshire District Council Final Report Sept 2015 for further information.</p> <p>The LCA states:</p> <p>1) Potential for harm to the Greenbelt and the rural character south of Oxford. However the site may have some potential for development subject to landscape and visual mitigation; 2) Value as green infrastructure; 3) Part of this area may have potential for housing subject to landscape and visual mitigation; 4) This area is an important part of the open landscape in retaining a rural approach to Oxford and maintain the rural setting of Oxford and nearby settlements but the most northerly area may have potential for housing subject to landscape and visual mitigation.</p>	<p>Greenbeltreview for further details, Areas 15 & 16 & 17 have all be assessed as separate sites also in the Greenbelt sites section of this report.</p> <p>Area 17 is within the assessment boundary comprises 2 fields, with built form to the south and split by an access road to a caravan park which forms the north eastern edge. Hedgerows and tree belts form the other boundaries.</p> <p>Please see Local Green Belt Study for South Oxfordshire District Council Final Report Sept 2015 for further information.</p> <p>The LCA states: Potential to harm the rural setting of Oxford and extensive area of open countryside on rising ground; Potential harm to northern approaches to the city; resulting in potential significant negative effects if development were to take place. The sites is within a Groundwater Vulnerability Zone (GVA) and Surface Water Safeguard Zone/ Nitrate Vulnerability Zone. There is a risk of surface water flooding from the main rivers and Brooks, within the proposed site. Resulting in potential negative effects if</p>	<p>Shotover, the rural approach to Oxford and the integrity of the open landscape east of Oxford. resulting in potential significant negative effects if development were to take place</p> <p>There is no risk of flooding within the site, however, any removal of greenfield land can reduce the quality of the soil from surface run-off.</p> <p>There are no known mineral resources on the site.</p> <p>The site is not agricultural land. Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Consider mitigation measures to reduce impact on tranquillity.</p> <p>Landscape mitigation to Thornhill Park and Ride is needed, recommended by the LCA.</p> <p>The LCA does not recommend that the area to be taken forward to LCA Phase 2 assessment.</p> <p>Care should be taken that any suggested development does not</p>	<p>separation of towns, however it contributes in a small way to the separation of the small village of Elsfield with Oxford and the A40, though intervisibility is limited. The Greenbelt review (Sept 2015, does not suggest a change of boundary for any parcels of land within this boundary. Resulting in potential significant negative effects</p> <p>An LCA has not been undertaken for this specific site boundary, however the LCA undertaken for Wick Farm and the adjacent area to the west which is partly included within this site boundary states: Potential to harm the rural setting of Oxford and extensive area of open countryside on rising ground; Potential harm to northern approaches to the city; resulting in potential significant negative effects if development were to take place. Therefore it is currently assumed at this time that the impact will be similar.</p> <p>The sites is within a Groundwater Vulnerability Zone (GVA) and Surface Water Safeguard Zone/ Nitrate Vulnerability Zone. There is a risk of surface water flooding from the main rivers and brooks,</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>The LCA States: It is recommended that Chalgrove Airfield is considered further as a site option on landscape and visual grounds. The developable area covers 177 ha and is a reduced part of the site to limit the impact on the most sensitive landscape receptors around the site, and to reduce the close, medium range and long range visual impacts. It also allows for restoration of the historic battlefield should the current activities cease, and relocation of the brownfield area potential to another part of the site. The preferred access point is from close to the village within the stretch of road already affected by the built form of the village. A full detailed landscape and visual impact assessment will be essential to inform the final capacity of the site in landscape terms.</p> <p>Consultation comments received raise the following concerns: The airfield being topographically higher already contributes to flooding in Chalgrove. Issues relating to flooding are discussed in objective 11 below.</p> <p>The site is not agricultural land.</p>	<p>A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site.</p> <p>Encourage the use of permeable surfaces and SuDS.</p> <p>Cumulative effects Without mitigation the cumulative and long term detrimental effects on landscape importance, biodiversity and soil quality. Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>	<p>Potential significant negative effects are identified.</p> <p>There are no known mineral resources on the site.</p> <p>There is a very high risk of surface water flooding which can reduce soil quality.</p> <p>Tranquillity of the area with be reduced, resulting in potential negative effects if development were to take place</p> <p>Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Consider mitigation measures to reduce impact on tranquillity.</p> <p>The LCA recommends that a small part in the south-east of the site may be suitable and subject to a review of the site's contribution to the Green Belt.</p> <p>Care should be taken that any Suggested development does not have an adverse impact on the open character of the adjacent Green Belt.</p> <p>A full detailed landscape and visual impact</p>	<p>development were to take place.</p> <p>Any reduction in greenfield land may result in pollution from surface run-off.</p> <p>There are no known mineral resources on the site.</p> <p>Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Consider mitigation measures to reduce impact on tranquillity.</p> <p>The LCA recommends that only a very small part in the south-east of the site may be suitable and subject to a review of the site's contribution to the Green Belt. Care should be taken that any suggested development does not have an adverse impact on the open character of the adjacent Green Belt.</p> <p>A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site. Encourage the use of permeable surfaces and SuDS.</p> <p>Cumulative effects</p>	<p>have an adverse impact on the open character of the adjacent Green Belt.</p> <p>Encourage the use of permeable surfaces and SuDS.</p> <p>Cumulative effects Without mitigation the cumulative and long term effects will have a negative effect on the Greenbelt and tranquillity. Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>	<p>within the proposed site. Resulting in potential negative effects if development were to take place.</p> <p>Any reduction in greenfield land may result in pollution from surface run-off.</p> <p>There are no known mineral resources on the site.</p> <p>Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Consider mitigation measures to reduce impact on tranquillity.</p> <p>A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site. Encourage the use of permeable surfaces and SuDS.</p> <p>Cumulative effects Without mitigation the cumulative and long term detrimental effects on landscape importance, biodiversity and soil quality. Likelihood: High Scale: District wide Temp or perm:</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Consider mitigation measures to reduce impact on tranquillity.</p> <p>LCA Recommendations: A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site. Restore the registered battlefield site (brownfield land potential to be relocated elsewhere on the site) Create a substantive buffer to the more sensitive landscapes and listed buildings to the west Create a substantive buffer to the more sensitive landscapes to the north Retain all good tree cover and perimeter hedgerows Major linear tree belt planting to integrate the development into the landscape and break up the built form Open space to be located to provide for interpretation of the battle site and retain open setting to the Monument Built form to be well structured with a high level of internal open space</p>		<p>assessment will be required to inform the final capacity of the site.</p> <p>Ensure phasing of development occurs to reduce noise impacts. Encourage the use of permeable surfaces and SuDS.</p> <p>Cumulative effects Without mitigation the cumulative and long term detrimental effects on landscape importance, biodiversity and soil quality. Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.</p>	<p>Without mitigation the cumulative and long term detrimental effects on landscape importance, biodiversity and soil quality. Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant</p>		<p>Perm Timing: Short to long term Significance of effect: Significant</p>

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>Substantive irregular landscape buffers to the rural edge to incorporate local on-site landscape features (watercourses, tree groups, hedgerows) to create gentle transition to the open countryside</p> <p>The southern boundary landscape treatment should be designed to integrate the development with the adjacent Chalgrove village, create an attractive frontage to the road and the village and soften the built form by breaking up the development mass</p> <p>Use of landscape masterplanning to carefully connect the village with the new settlement</p> <p>Preferred access to be well related to the existing settlement and located to minimise the impact of highway infrastructure on the adjacent open countryside.</p> <p>Ensure phasing of development occurs to reduce noise impacts. Encourage the use of permeable surfaces and SuDS.</p> <p>Cumulative effects Without mitigation the cumulative and long term detrimental effects on landscape importance, biodiversity and soil quality.</p>					

SA Objectives	Option 1 Chalgrove Airfield		Option 2 Junction 7 M40		Option 3 Grenoble Road		Option 4 Wick Farm		Option 5 Thornhill		Option 6 Lower Elsfield	
	Likelihood: High Scale: District wide Temp or perm: Perm Timing: Short to long term Significance of effect: Significant.											
9. To conserve and enhance the district's historic environment including archaeological resources and to ensure that new development is of a high quality design and reinforces local distinctiveness.	Option 1 Chalgrove Airfield		Option 2 Junction 7 M40		Option 3 Grenoble Road		Option 4 Wick Farm		Option 5 Thornhill		Option 6 Lower Elsfield	
	✓	xx	✓	xx	✓	x	✓	xx	✓	x	✓	xx
	Chalgrove Battlefield lies between the hamlet of Warpsgrove and the village of Chalgrove; therefore significant heritage constraints exist on the western edge of Chalgrove Airfields, resulting in significant negative effects if development where to occur here without mitigation.		There are a number of historic settlements nearby: Great Haseley, Little Hasley, Tetworth and Ardwell are the closest. Bothy Great Haseley and Little Hasley have conservation areas and these are very close to the site.		The site is within the Oxford Greenbelt. The Greenbelt is located within the setting of a large number of designated heritage assets. Although not within the district, the historic setting of Oxford would need to be carefully considered.		This part of the Greenbelt comprises agricultural land, which forms part of the setting of a number of listed buildings.		The site is greenfield land within the Oxford Greenbelt.		This part of the Greenbelt comprises agricultural land, which forms part of the setting of a number of listed buildings.	
	The Council will ensure that all new development complies with the South Oxfordshire Design manual. Which will require high quality design and materials, sensitive building heights and would have to preserve and consider the impact on the historic environment.		There are known archaeological constraints within the site and adjacent to the site boundary, further investigative works would need to be carried out to prevent potential significant negative effects .		Any additional development would, however, be located in an area of landscape that includes significant 20 th century residential development, electricity pylons and other structures and as such its contribution to the significance of these heritage assets has been diminished.		The land to the west of Bayswater Road forms part of the historic agricultural setting of Wick Farm.		Forest Hill Conservation Area lies to the North of the site.		The land to the west of Bayswater Road forms part of the historic agricultural setting of Wick Farm, which is adjacent to the site on the south east of the boundary.	
	Mitigation: The negative effects identified above could be improved by the addition of mitigation,		Latchford House is a grade 2 listed building, located within the site and there are a number of listed buildings, which could be impacted by any development surrounding the site.		Shakespeare's Way National Trail is adjacent to the northern part of the site.		The land to the east of Bayswater Road makes less of a contribution although further work is needed to determine the archaeological potential associated with the probable location of the medieval settlement of Stowford and the water management system associated with Bayswater Mill.		There are known archaeological constraints within the site and adjacent to the site boundary.		The land to the east of Bayswater Road makes less of a contribution although further work is needed to determine the archaeological potential associated with the probable location of the medieval settlement of Stowford and the water management system associated with Bayswater Mill.	
			The Council will ensure that all new development		The Toot Baldon Conservation Area is located to the south of the		There are a number of conservation areas surrounding the site: Elsfield, Stanton St John and Beckley.		Mitigation: The negative effects identified above could be improved by the addition of mitigation,		Elsfield conservation area is within the site boundary and there are a number of conservation areas surrounding the site:	

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	<p>positive effects could also be enhanced.</p> <p>A predetermination archaeological desk-based assessment and evaluation should be undertaken to establish a suitable and appropriate level of mitigation.</p> <p>Historic England recommend the following:</p> <ul style="list-style-type: none"> Oxfordshire Historic Landscape Characterisation should be used to inform the layout of any new settlement, This assessment may require more than a desk-based assessment and evaluation and should consider both above and below-ground features and remains. <p>Ensure the design manual is implemented.</p> <p>Cumulative effects The district's historic environment including archaeological resources, be impacted from any development.</p> <p>Likelihood: High</p> <p>Scale: District</p> <p>Temp or perm: Perm</p> <p>Timing: Short to long term</p>	<p>complies with the South Oxfordshire Design manual. Which will require high quality design and materials, sensitive building heights and would have to preserve and consider the impact on the historic environment.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A predetermination archaeological desk-based assessment and evaluation should be undertaken to establish a suitable and appropriate level of mitigation.</p> <p>Ensure the design manual is implemented.</p> <p>Historic England recommend the Oxfordshire Historic Landscape Characterisation should be used to inform the layout of any new settlement.</p> <p>Cumulative effects The district's historic environment including archaeological resources, could be impacted from any development.</p> <p>Likelihood: High</p>	<p>site, there are a number of archelogy constraints within and adjacent to the site.</p> <p>The Council will ensure that all new development complies with the South Oxfordshire Design manual. Which will require high quality design and materials, sensitive building heights and would have to preserve and consider the impact on the historic environment.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A predetermination archaeological desk-based assessment and evaluation should be undertaken to establish a suitable and appropriate level of mitigation.</p> <p>Ensure the design manual is implemented.</p> <p>Historic England recommend the Oxfordshire Historic Landscape Characterisation should be used to inform the layout of any new settlement.</p> <p>Cumulative effects</p>	<p>Therefore potential significant negative effects may occur.</p> <p>There are known archaeological constraints within the site boundary, therefore potential significant negative effects may occur.</p> <p>The Council will ensure that all new development complies with the South Oxfordshire Design manual. Which will require high quality design and materials, sensitive building heights and would have to preserve and consider the impact on the historic environment.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A predetermination archaeological desk-based assessment and evaluation should be undertaken to establish a suitable and appropriate level of mitigation.</p> <p>Ensure the design manual is implemented.</p> <p>Historic England recommend the Oxfordshire Historic Landscape Characterisation should be used to inform the layout of any new settlement.</p> <p>Cumulative effects The district's historic environment including archaeological resources, could be impacted from any development.</p> <p>Likelihood: High</p> <p>Scale: District</p> <p>Temp or perm: Perm</p> <p>Timing: Short to long term</p> <p>Significance of effect: Significant</p>	<p>positive effects could also be enhanced.</p> <p>A predetermination archaeological desk-based assessment and evaluation should be undertaken to establish a suitable and appropriate level of mitigation.</p> <p>Ensure the design manual is implemented.</p> <p>Historic England recommend the Oxfordshire Historic Landscape Characterisation should be used to inform the layout of any new settlement.</p> <p>Cumulative effects The district's historic environment including archaeological resources, could be impacted from any development.</p> <p>Likelihood: High</p> <p>Scale: District</p> <p>Temp or perm: Perm</p> <p>Timing: Short to long term</p> <p>Significance of effect: Significant</p>	<p>Stanton St John and Beckley.</p> <p>Therefore potential significant negative effects may occur.</p> <p>There are known archaeological constraints within the site boundary, therefore potential significant negative effects may occur.</p> <p>The Council will ensure that all new development complies with the South Oxfordshire Design Manual. Which will require high quality design and materials, sensitive building heights and would have to preserve and consider the impact on the historic environment.</p> <p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>A predetermination archaeological desk-based assessment and evaluation should be undertaken to establish a suitable and appropriate level of mitigation.</p> <p>Ensure the design manual is implemented.</p> <p>Historic England recommend the Oxfordshire Historic</p>

[illegible]

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road		Option 4 Wick Farm	Option 5 Thornhill		Option 6 Lower Elsfield
renewable sources; and d) ensuring that the design and location of new development is resilient to the effects of climate change	Perm Timing: Short to long term Significance of effect: Significant.							
	x	xx	0	x	x	0	x	xx
11.To reduce the risk of, and damage from, flooding.	<p>Site is not within a floodplain and is partially previously developed land, however further development here is likely to increase hard surfaces, which can result in surface water flooding.</p> <p>Consultation comments received raise the following concerns: The airfield being topographically higher already contributes to flooding in Chalgrove.</p> <p>A SFRA level 1 will ensure that the developable areas of any of these strategic allocations are within flood zone 1 only.</p>	<p>The site is greenfield land, any removal of greenfield land will increase hard surfaces, which can result in surface water flooding. Potential significant negative effects have been identified due to the following: Part of the site is within flood zone 2 & 3. Flood data obtained from the Environment Agency (EA) indicates that water levels associated with a 1% Annual Exceedance Probability (AEP)* flood event will break banks and extend into land designated as functional floodplain. This subsequently forms a constraint to developable areas and will require consideration as the masterplan develops.</p> <p>Any proposed works that will impact on flood storage capacity must be minimised to ensure that the EA are satisfied with the proposed development. As the EA usually require level for level flood compensation.</p>	<p>Site is not within a floodplain, however the site is greenfield land, any removal of greenfield land will increase hard surfaces, which can result in surface water flooding. The site is within a Nitrate Vulnerability Zone.</p> <p>A SFRA level 1 will ensure that the developable areas of any of these strategic allocations are within flood zone 1 only.</p>	<p>The site is greenfield land, any removal of greenfield land will increase hard surfaces, which can result in surface water flooding.</p> <p>The sites is within a Groundwater Vulnerability Zone (GVA) and Surface Water Safeguard Zone/ Nitrate Vulnerability Zone. There is a risk of surface water flooding from the main rivers and brooks, within the proposed site.</p> <p>Part of the site is within flood zone 2 & 3 A SFRA level 1 will ensure that the developable areas of any of these strategic allocations are within flood zone 1 only.</p>	<p>Site is not within a floodplain, however the site is greenfield land, any removal of greenfield land will increase hard surfaces, which can result in surface water flooding. A SFRA level 1 will ensure that the developable areas of any of these strategic allocations are within flood zone 1 only.</p>	<p>A large section of the western boundary is within flood zone 2 & 3, resulting in significant negative effects if development were to occur.</p> <p>The site is greenfield land, any removal of greenfield land will increase hard surfaces, which can result in surface water flooding.</p> <p>The sites is within a Groundwater Vulnerability Zone (GVA) and Surface Water Safeguard Zone/ Nitrate Vulnerability Zone. There is a risk of surface water flooding from the main rivers and brooks, within the proposed site. A SFRA level 1 will ensure that the developable areas of any of these strategic allocations are within flood zone 1 only.</p>		

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
		A SFRA level 1 will ensure that the developable areas of any of these strategic allocations are within flood zone 1 only.				
	<p>Mitigation: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced. No development should take place within the flood zones 2 & 3 on the site. A, A FRA will be required to support any strategic allocations. Encourage green infrastructure and biodiversity enhancement schemes; these are beneficial to flood prevention and resilience to climate change. Include SuDS in all designs. Cumulative effects Development will not be sustainable in the long term if the development is not resilient to flood risk and climate change. Likelihood: High Scale: District Temp or perm: Perm Timing: Short to long term Significance of effect: High Significant.</p>					
12. To seek to minimise waste generation and encourage the reuse of waste through recycling, compost, or energy recovery.	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm & Barton	Option 5 Thornhill	Option 6 Lower Elsfield
	x	x	x	x	x	x
	<p>The development of new housing, will lead to construction and demolition waste being produced. Mitigation: The Site Waste Management Plans Regulations (2008) were repealed on 1 December 2013. Although no longer a regulatory requirement in England, SWMPs are still considered to be good practice Cumulative effects Without the reuse of construction and demolition waste, this waste will continue to be disposed of at landfill, this has long term negative impacts on land and resource use. Likelihood: High Scale: District Temp or perm: Perm Timing: Short to long term Significance of effect:</p>					

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	Significant.					
13. To assist in the development of:	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm & Barton	Option 5 Thornhill	Option 6 Lower Elsfield
e) high and stable levels of employment and facilitating inward investment;	✓	x	✓	✓	✓	
f) a strong, innovative and knowledge-based economy that deliver high-value-added, sustainable, low-impact activities;	Additional housing will increase the population and maintain and enhance the rural economy, by supporting and enhancing the larger villages especially Chalgrove, resulting in potential positive effects .	The north western part of the district is an area where there is significant economic investment and employment centred around Oxford. This site is located adjacent to the M40 and is 13 miles from Oxford, resulting in potential positive effects .	The site is located 4 miles from Oxford. To the south of the site are a number of villages that may benefit from development nearby, resulting in potential positive effects .	The site is located 3miles from Oxford.	The site is located 3miles from Oxford.	The site is located 5 miles from Oxford.
g) small firms, particularly those that maintain and enhance the rural economy; and	Monument Park, business park is located across the road on Warpsgrove Lane and provides 17 hectares of B1 and B2 employment uses and could provide employment opportunities for new residents, if the business park was expanded resulting in potential positive effects .	This is a large sites comprising of 500Ha, there is opportunity to develop a mix use development with additional employment opportunities, resulting in potential positive effects .	The site is located close to areas of future employment growth. This includes Oxford Business park, Oxford Science Park and Harrow Road Industrial Estate, as well as future expansion by BMW, resulting in potential positive effects .	The wider Headington area also provides a range of employment opportunities linked to the area's hospitals and Oxford Brooks University in particular, while Headington is also well-connected to the city centre, where significant job creation is expected, resulting in potential positive effects .	The wider Headington area also provides a range of employment opportunities linked to the area's hospitals and Oxford Brooks University in particular, while Headington is also well-connected to the city centre, where significant job creation is expected, resulting in potential positive effects .	The wider Headington area also provides a range of employment opportunities linked to the area's hospitals and Oxford Brooks University in particular, while Headington is also well-connected to the city centre, where significant job creation is expected, resulting in potential positive effects .
h) thriving economies in market towns and villages	Didcot and Milton Park provide access to employment, however access is limited. There is no direct public transport journey time is 1.5hrs; compared to a car journey of 30 minutes, resulting in potential negative effects . The airfield is primarily used by the Martin-Baker company for testing ejector seats, Initial proposals suggest that their operation could continue, however relocation may be required.	There are significant levels of dissatisfaction and frustration with current broadband provision in South Oxfordshire. The lack of adequate broadband services has a direct impact on local businesses and the economy and hence there is a need for fast and reliable access to the internet and mobile phone communications.	This is a large site comprising of 300Ha, there is opportunity to develop a mix use development with additional employment opportunities, resulting in potential positive effects . There are significant levels of dissatisfaction and frustration with current broadband provision in South Oxfordshire. The lack of adequate broadband services has a direct impact on local businesses and the economy and hence there is a need for fast and reliable access to the internet and mobile phone communications.	There are significant levels of dissatisfaction and frustration with current broadband provision in South Oxfordshire. The lack of adequate broadband services has a direct impact on local businesses and the economy and hence there is a need for fast and reliable access to the internet and mobile phone communications.	The site is well connected to Oxford and for road links to London. There are significant levels of dissatisfaction and frustration with current broadband provision in South Oxfordshire. The lack of adequate broadband services has a direct impact on local businesses and the economy and hence there is a need for fast and reliable access to the internet and mobile phone communications.	This is a large site comprising of 625 Ha, there is opportunity to develop a mix use development with additional employment opportunities, resulting in potential positive effects . There are significant levels of dissatisfaction and frustration with current broadband provision in South Oxfordshire. The lack of adequate broadband services has a direct impact on local businesses and the economy and hence there is a need for fast and reliable access to the internet and mobile phone communications.

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SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
delivery of new homes; and e. developing and improving infrastructure across the Science Vale area.						
15.To assist in the development of a skilled workforce to support the long term competitiveness of the district by raising education achievement levels and encouraging the development of the skills needed for everyone to find and remain in work.	0	0	0	0	0	0
	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact
16.To encourage the development of a buoyant, sustainable tourism sector.	x	x	x	x	x	x
	<p>Areas of open country-side can be affected adversely by, for example, noise, air and water pollution, loss of tranquillity, light spill over previously dark landscapes and skylscapes and increased recreation pressure. Therefore without mitigation potential negative effects towards tourism may occur.</p> <p>Mitigation/enhancement: The negative effects identified above could be improved by the addition of mitigation, positive effects could also be enhanced.</p> <p>Consider mitigation measures to reduce impact on tranquillity.</p> <p>A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site.</p> <p>Cumulative effects Without mitigation the cumulative and long term detrimental effects tourism may occur. Likelihood: High Scale: District wide Temp or perm: Perm</p>					

SA Objectives	Option 1 Chalgrove Airfield	Option 2 Junction 7 M40	Option 3 Grenoble Road	Option 4 Wick Farm	Option 5 Thornhill	Option 6 Lower Elsfield
	Timing: Short to long term Significance of effect: Significant.					
17. Support community involvement in decisions affecting them and enable communities to provide local services and solutions.	✓✓ The Council has involved the community in the decision making process. Mitigation: Continue to work with the local community.	✓✓ The Council has involved the community in the decision making process. Mitigation: Continue to work with the local community.	✓✓ The Council has involved the community in the decision making process. The proximity of the site to Oxford would require community involvement from Oxford City residents as well as South Oxfordshire residents. Mitigation: Continue to work with the local community.	✓✓ The Council has involved the community in the decision making process. The proximity of the site to Oxford would require community involvement from Oxford City residents as well as South Oxfordshire residents. Mitigation: Continue to work with the local community.	✓✓ The Council has involved the community in the decision making process. The proximity of the site to Oxford would require community involvement from Oxford City residents as well as South Oxfordshire residents. Mitigation: Continue to work with the local community.	✓✓ The Council has involved the community in the decision making process. The proximity of the site to Oxford would require community involvement from Oxford City residents as well as South Oxfordshire residents. Mitigation: Continue to work with the local community.