

Appendix A Table 17 Sustainability Appraisal of Local Plan Strategies 1 – 10

STRAT1, STRAT2, START3, START4, START5, STRAT6, STRAT7, STRAT7, STRAT8, STRAT9, STRAT10

STRAT1 The Overall Strategy																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
✓✓	✓✓	✓✓	✓✓	?	?	✓✓	?	xx	✓✓	✓✓	x	x	✓✓	✓✓	✓✓	✓✓
<p>The preferred strategy will delivery sufficient new homes to meet the needs of the communities and economy this will be supported by appropriate infrastructure, services and facilities. The strategy will maintain and enhance the built and natural environment and ensure good quality developments. Therefore a number of potential significant positive effects are identified.</p> <p>The Local Plan identifies strategic levels of growth at three locations connecting through the central area of the District at Culham, Chalgrove and Berinsfield. All allocations have been assessed through the SA Process these are within part one of this SA Report and the Strategies for each are assessed below.</p> <p>A number of potential significant negative effects are identified in relation to loss of areas of the Green Belt, potential impacts on the AONB and loss of agricultural land Grade 1, 2 and 3a.</p> <p>With regard to flood risk, no development will take place within flood zone 2 and 3, however loss of Greenfield land may result in surface water flooding as hard surfaces are increased which can increase the risk of surface water runoff and pollution therefore minor negative effects are identified although these are not considered significant, because mitigation can be applied to all new developments.</p> <p>Any new development may result in construction and demolition waste which may result in minor negative effects, without mitigation.</p> <p>The proposals put forward by the Local Plan, in-combination with new housing and employment provision proposed in the wider Oxfordshire and surrounding counties, have the potential to lead to cumulative increases in traffic flows. This has the potential to have associated cumulative, synergistic and indirect effects on air and noise quality, light pollution, landscape and townscape quality and greenhouse gas emissions in the areas affected, as well as the quality of life and</p>																

health and wellbeing of residents. The South Oxfordshire Local Plan Evaluation of Transport Impacts Report, March 2017 has been undertaken, further work is required to determine the effects. The next stage of work will look at transport mitigation options that assist in improving forecast transport impacts on the network. This will include review of both highway and sustainable transport improvements, and involve close engagement with the County Council and where relevant operators of public transport services. Therefore at this stage the significance of the effects are **uncertain**.

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. 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 Habitats Regulation Assessment March 2017 has been undertaken of the Local Plan, the conclusions is summarised below:

At this stage, with the information available, air pollution impacts have been assessed as **uncertain** in relation to potential increases in traffic on the following roads within 200 metres of sensitive European sites:

- M40: Aston Rowant SAC;
- A355: Burnham Beeches SAC;
- A404 & A4010: Chilterns Beechwoods SAC; and
- A332 & A329: Windsor Forest & Great Park SAC.

Further information will be required from SODC's transport study to determine whether the Local Plan proposals will result in a degree of change in those locations that could have a significant effect. If the screening criteria are exceeded in these locations, Appropriate Assessment will be required at the next HRA stage.

STRAT2 The need for new Development in South Oxfordshire

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
✓✓	✓✓	✓✓	✓✓	?	?	✓✓	?	xx	0	✓✓	x	x	✓✓	✓✓	✓✓	✓✓

During the plan period, provision will be made to meet the need for at least 17,050 new homes and 30 hectares of employment land. This is to be delivered in accordance with the spatial strategy STRAT 1 which seeks to strengthen the heart of South Oxfordshire. Therefore **significant positive effects** are identified in terms of meeting the needs of the

communities and economy. The results of the assessment is determined by the location of further development, therefore the significance of the effects identified are the same as determined in **STRAT1** above.

STRAT3 The unmet housing requirements from Oxford city

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
✓✓	✓✓	✓✓	✓✓	?	✓✓	?	xx	0	✓✓	x	x	✓✓	✓✓	✓✓	✓✓	✓✓

During the plan period, provision will be made to help meet part of Oxford City's unmet housing need for around 3,750 new homes. This is to be delivered in accordance with the spatial strategy **STRAT 1**, which seeks to strengthen the heart of South Oxfordshire and is not identified at any one site or location.

Sufficient new homes will be provided which will assist with Oxford cities unmet housing need, this will result in **significant positive effects** in terms of meeting the needs of the communities and economy, however as with STRAT1 and STRAT2 the results of the assessment is determined by the location of further development, therefore the significance of the effects identified are the same as determined in STRAT1 above.

STRAT4 Didcot Garden Town

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓

To support the successful implementation of the Garden Town initiative, six high level principles have been developed to help shape development proposals that come forward. Proposals for development within the Garden Town Masterplan area will be expected to demonstrate how they comply with these principles in accordance with policy STRAT4.

The six principles provide expectations under the following headings: Design, Local Character Density and Tenure, Transport and Movement, Landscape and Green Infrastructure, Social and Community Benefits. Therefore in terms of sustainability **significant positive effects** are identified. The combination of this STAT4 and the policies being proposed within this Local Plan should prevent any significant negative effects.

More detailed planning policy, including a masterplan, is currently being developed for the Didcot Garden Town area in line with the Garden Town Principles, the Core Strategy 2012 sets out requirements for development until it is superseded by this Local Plan, therefore in the short term no significant negative effects are identified.

STRAT5 Strategic allocations

[illegible]

STRAT5 sets out the following requirements: Developers must ensure that the sites provide an appropriate scale and mix of uses, in suitable locations, to create sustainable developments that support and complement the role of existing settlements and communities. This requirement will result in **significant positive effects**.

Proposals must be accompanied by a comprehensive masterplan for the entire Strategic Allocation. This should demonstrate how new development will integrate with and complement its surroundings in an appropriate manner. This requirement will result in **significant positive effects** towards the historic environment, landscape and both urban and rural areas.

Proposals must ensure that infrastructure is provided. Developers must engage with relevant infrastructure providers to ensure the implementation of the Infrastructure Delivery Plan. This requirement will result in **significant positive effects** towards the provision of services, facilities, transport and sustainable transport.

Proposals for development at Strategic Allocations must be accompanied by a Health Impact Assessment. This requirement will result in **significant positive effects** in terms of ensuring that that health and wellbeing are properly considered in all strategic allocations.

Enhancement

STRAT5 does not make specific reference to flood risk, climate change adaptation, and protection of the AONB, the historic environment, air quality and biodiversity, however it seeks to create sustainable communities and this combined with the policies being proposed within this Local Plan should prevent any significant negative effects.

STRAT6 Culham Science centre

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
0	✓✓	0	?	?	✓✓	?	✓✓	?	✓✓	✓✓	x	✓✓	✓✓	✓✓	0	✓✓

Core Strategy Policy CSEM3 Culham Science Centre supported the redevelopment and intensification of Culham Science Centre for research and science based businesses.

This strategy carries forward this policy at the adjacent “no. 1 site” and plans for a mixed use development including the retention of employment land but with improved premises, the site is next to the railway line. Therefore **significant positive effects** are identified in terms of supporting the economy and access to sustainable transport.

The development and delivery of a new Thames road crossing between Culham and Didcot Garden Town, is supported in Policy TRANS1. This crossing is required to support development proposed in the emerging South Oxfordshire Local Plan and allocated in the Local Plan for the Vale of White Horse and supported by the Local Transport Plan by 2031. Therefore **significant positive effects** are identified.

This strategy provides further requirements that *‘Proposals for the redevelopment and intensification of the Culham Science Centre will be supported where this does not have an unacceptable visual impact.’* Therefore there should be no visual impact if a LVIA is carried out to inform the masterplan development. Therefore **significant positive effects** are identified.

There are known archaeological constraints and consultation comments received from Historic England The present site was planned and built as a whole and the layout also successfully retained the ghost of the wartime airfield. We would prefer to see any redevelopment and intensification at the CSC essentially retain this layout and open character of the airfield and later research centre.

As discussed in STRAT1. The South Oxfordshire Local Plan Evaluation of Transport Impacts Report, March 2017 has been undertaken, further work is required to determine the effects. The next stage of work will look at transport mitigation options that assist in improving forecast transport impacts on the network. This will include review of both highway and sustainable transport improvements, and involve close engagement with the County Council and where relevant operators of public transport services. Therefore at this stage the significance of the effects are **uncertain** in terms of the effects on air and noise quality.

A Habitats Regulation Assessment March 2017 has been undertaken of the Local Plan, as discussed in STRAT1 above, air pollution impacts have been assessed as **uncertain** in relation to potential increases in traffic. Further information will be required from SODC’s transport study to determine whether the Local Plan proposals will result in a degree of change in those locations that could have a significant effect.

The SA has assessed Land adjacent Culham Science Centre, and provided recommended mitigation, see SA Report part 2, which discusses potential significant effects, mitigation and where addressed through policy in the Local Plan.

The SA has assessed the no. 1 site, and provided recommended mitigation, see SA Report part 2, which discusses mitigation and where addressed through policy in the Local Plan.

STRAT 7 Land adjacent Culham Science Centre

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
✓✓	✓✓	✓✓	✓✓	?	?	✓✓	?	?	xx	✓✓	✓✓	✓✓	✓✓	✓✓	0	✓✓

The delivery of approximately 3,500 new homes will result in **significant positive effects**. The retention of 10 hectares of employment land with at least a further 2 hectares of employment land which will provide **significant positive effects** towards the economy and skill training, 12 pitches for Gypsies and Travellers and supporting services and facilities, will result in **significant positive effects** for the identified needs of this minority group.

Combined with STRAT5 **significant positive effects** are identified especially with regard to the requirement for a water management proposed in this strategy.

The strategy supports protection of the historic and archaeological environment resulting in potential **significant positive effects**

Sustainable transport and good urban design are required to include safe and attractive connections with nearby communities resulting in potential **significant positive effects**

High quality public transport facilities and connections within and adjacent to the site are required resulting in potential **significant positive effects**

Appropriate landscaping and an integrated network of green infrastructure, throughout the site and in particular along the boundaries of the strategic allocation which allows limited through views. These requirements will result in potential **significant positive effects** towards landscape and biodiversity in the long term.

The strategy states 'Where feasible, opportunities for district heating and low carbon on site energy generation', will be expected to be delivered. It is assumed that a feasibility study will be provided with any planning applications. Resulting in potential **significant positive effects**.

STRAT 6 above supports the development and delivery of a new Thames road crossing between Culham and Didcot Garden Town, as identified in Policy TRanS1. The number of homes to be built on the site in advance of the implementation of the Culham Bridge will not exceed 750. This should prevent any significant negative effects

Effects on landscape, encroachment on the open country-side remain **uncertain**, the area's openness and degraded field boundaries means it is vulnerable to the perception of encroachment into open countryside. Expansion into this field would also result in a westwards expansion of built form towards Culham village. It is important to avoid the perception of the settlements merging. A full LVIA will be required to inform mitigation to prevent significant negative effects, and this may require reinforcement planting, in the short term **significant negative effects** are likely, however over time these effects will reduce as mitigation is implemented.

As discussed in STRAT1. The South Oxfordshire Local Plan Evaluation of Transport Impacts Report, March 2017 has been undertaken, further work is required to determine the effects. The next stage of work will look at transport mitigation options that assist in improving forecast transport impacts on the network. This will include review of both highway and sustainable transport improvements, and involve close engagement with the County Council and where relevant operators of public transport services. Therefore at this stage the significance of the effects are **uncertain** in terms of the effects on air and noise quality.

A Habitats Regulation Assessment March 2017 has been undertaken of the Local Plan, as discussed in STRAT1 above, air pollution impacts have been assessed as **uncertain** in relation to potential increases in traffic. Further information will be required from SODC's transport study to determine whether the Local Plan proposals will result in a degree of change in those locations that could have a significant effect.

The SA has assessed Land adjacent Culham Science Centre, and provided recommended mitigation, see SA Report part 2, which discusses potential significant effects, mitigation and where addressed through policy in the Local Plan.

STRAT8 Land at Berinsfield

1	2	3	4	5		6	7	8	9	10	11	12	13	14	15	16	17
✓✓	✓✓	✓✓	✓✓	?	?	✓✓	?	?	✓✓	✓✓	✓✓	x	✓✓	✓✓	✓✓	0	✓✓

Land within the developable area identified at Berinsfield, will be developed to deliver up to 2,100 new homes that will deliver the regeneration of Berinsfield village and the necessary community aspirations for infrastructure. Therefore with

regard to providing housing, services and facilities required for residents and future residents and combined with the requirements set out in STRAT5 **significant positive effects** are identified.

The Local Green Belt Study for South Oxfordshire District Council (September 2015) recommended that Berinsfield be inset but that the settlement boundary should not be extended to the north of the village. The reason given was that although the land directly to the north and north-west of Berinsfield 'is not greatly important to the Green Belt functions, there are no recognisable and permanent boundary features which could form an inset boundary without extending almost 700m north of the village edge'. The strategy requires: A scheme that takes no greater land area than is necessary to deliver the required regeneration and appropriate landscaping to include an integrated network of green infrastructure. Therefore in principle there should be no significant effects in terms of landscape, however a LVIA would be required to prevent significant effects from development.

Berinsfield has areas of agricultural land grade 1, 2 and 3, loss of good quality agricultural land could result in significant negative effects.

The land that will be used for development will be determined within the required regeneration package and include a masterplan and delivery strategy, therefore effects on agricultural land, landscape, encroachment on the open countryside remain **uncertain**.

As discussed in STRAT1. The South Oxfordshire Local Plan Evaluation of Transport Impacts Report, March 2017 has been undertaken, further work is required to determine the effects. The next stage of work will look at transport mitigation options that assist in improving forecast transport impacts on the network. This will include review of both highway and sustainable transport improvements, and involve close engagement with the County Council and where relevant operators of public transport services. Therefore at this stage the significance of the effects are **uncertain** in terms of the effects on air and noise quality.

A Habitats Regulation Assessment 2016 has been undertaken of the Local Plan, as discussed in STRAT1 above, air pollution impacts have been assessed as **uncertain** in relation to potential increases in traffic. Further information will be required from SODC's transport study to determine whether the Local Plan proposals will result in a degree of change in those locations that could have a significant effect.

The SA has assessed Berinsfield, and provided recommended mitigation, see SA Report part 2, which discusses potential significant effects, mitigation and where addressed through policy in the Local Plan.

STRAT9 Land at Chalgrove Airfield

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
✓✓	✓✓	✓✓	✓✓	?	?	✓✓	?	?	xx	✓✓	✓✓	✓✓	x	✓✓	✓✓	✓✓	0	✓✓

Land within the developable area identified at Chalgrove Airfield, will be developed to deliver approximately 3,000 new homes, 5 hectares of employment land, which will provide **significant positive effects** towards the economy and skill training. 5 plots for travelling showpeople and supporting services and facilities, will result in **significant positive effects** for the identified needs of this minority group.

Combined with STRAT5 **significant positive effects** are identified especially with regard to the requirement for a water management proposed in this strategy.

The strategy supports protection of the historic and archaeological environment by requiring the masterplan to deliver a layout and form that respects the setting of the Listed Buildings and Registered Battlefield beyond the site resulting in potential **significant positive effects**

High quality public transport facilities and connections within and adjacent to the site is required, resulting in potential **significant positive effects** in terms of Sustainable transport.

Appropriate vehicular, cycle and pedestrian access including safe and attractive connections with nearby communities and good urban design are required resulting in potential **significant positive effects**

Appropriate landscaping and an integrated network of green infrastructure is required which will result in potential **significant positive effects** towards biodiversity.

The strategy states ‘Where feasible, opportunities for district heating and low carbon on site energy generation’, will be expected to be delivered. It is assumed that a feasibility study will be provided with any planning applications. Resulting in potential **significant positive effects**.

Areas of open landscape on elevated ground and on the floor of 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. There are no landscape designation constraints, the site is, however within open countryside and is relatively isolated. The LCA States: It is recommended that Chalgrove Airfield is considered further as a site option on landscape and visual grounds. A full LVIA will be required to inform mitigation to prevent significant negative effects, and this may require reinforcement planting, in the short term **significant negative effects** are likely, however over time these effects will reduce as mitigation is implemented.

As discussed in STRAT1. The South Oxfordshire Local Plan Evaluation of Transport Impacts Report, March 2017 has been undertaken, further work is required to determine the effects. The next stage of work will look at transport mitigation options that assist in improving forecast transport impacts on the network. This will include review of both highway and sustainable transport improvements, and involve close engagement with the County Council and where relevant operators of public transport services. Therefore at this stage the significance of the effects are **uncertain** in terms of the effects on air and noise quality.

A Habitats Regulation Assessment March 2017 has been undertaken of the Local Plan, as discussed in STRAT1 above, air pollution impacts have been assessed as **uncertain** in relation to potential increases in traffic. Further information will be required from SODC's transport study to determine whether the Local Plan proposals will result in a degree of change in those locations that could have a significant effect.

The SA has assessed Land at Chalgrove Airfield, and provided recommended mitigation, see SA Report part 2, which discusses potential significant effects, mitigation and where addressed through policy in the Local Plan.

STRAT10 Land at Wheatley Campus, Oxford Brookes University

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
✓✓	✓✓	✓✓	✓✓	?	?	✓✓	?	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓

At least 300 new homes are expected to be delivered at this location, which largely reflects the existing pattern of built development. A large part of the wider site is subject to existing constraints associated with the listed building and Scheduled Monument. The existing playing fields should be retained and a wider community use should be explored through any planning application. Therefore **significant positive effects** are identified in terms on providing the identified housing need, protection of the historic environment and retention of the existing playing fields. Providing a wider community use within the site will be provide **significant positive effects** towards the communities in Wheatley and Holten and will support social adhesion.

The following requirement are set out in the policy:

Appropriate vehicular, cycle and pedestrian access including safe and attractive connections with nearby communities. High quality public transport facilities and connections within and adjacent the site, this will be provide **significant positive effects** in terms of accessibility to community services, facilities, education and employment.

Investigation and mitigation by the developer of any contamination within the site through agreed remediation techniques, this will be provide **significant positive effects** for new residents.

A Noise Assessment including noise during construction and noise insulation of development, this will be provide **significant positive effects** for new residents from the impact of the adjacent A40.

Appropriate landscaping, including buffers along the A40, and an integrated network of green infrastructure, this will be provide **significant positive effects** for new residents from the impact of the adjacent A40 and be positive towards biodiversity.

As discussed in STRAT1. The South Oxfordshire Local Plan Evaluation of Transport Impacts Report, March 2017 has been undertaken, further work is required to determine the effects. The next stage of work will look at transport mitigation options that assist in improving forecast transport impacts on the network. This will include review of both highway and sustainable transport improvements, and involve close engagement with the County Council and where relevant operators of public transport services. Therefore at this stage the significance of the effects are **uncertain** in terms of the effects on air and noise quality.

A Habitats Regulation Assessment March 2017 has been undertaken of the Local Plan, as discussed in STRAT1 above, air pollution impacts have been assessed as **uncertain** in relation to potential increases in traffic. Further information will be required from SODC's transport study to determine whether the Local Plan proposals will result in a degree of change in those locations that could have a significant effect.

The SA has assessed Land at Wheatley Campus, and provided recommended mitigation, see SA Report part 2, which discusses potential significant effects, mitigation and where addressed through policy in the Local Plan.