



Listening Learning Leading

Appropriate Assessment of South Oxfordshire District Council's Submission Core Strategy

December 2012

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Summary

The council has produced this appropriate assessment report to assess whether the approach to development as outlined in the Core Strategy could have a significant effect upon any of the European Sites within influencing distance of South Oxfordshire. The Core Strategy will set out the approach to development in South Oxfordshire for the period to 2027.

In assessing the impacts of its policies the council has also considered the potential for in combination impacts arising from its policies combined with those arising from the plans and policies of other authorities.

1 Introduction

- 1.1 The purpose of an Appropriate Assessment (AA) is to assess the impacts of a land use plan against the conservation objectives of a European site. The assessment must determine whether the plan would alone, or in combination with other plans and projects adversely affect the integrity of the site in terms of its nature conservation objectives. Where negative effects are identified other options should be examined to avoid any potential damaging effects.
- 1.2 European sites were defined under the European Union's Habitats Directive, which is in turn implemented in England through the Conservation of Habitats and Species Regulations 2010.
- 1.3 For the purposes of this assessment the only sites that are relevant are Special Areas of Conservation (SAC's). SAC's receive special protection under the Habitat Regulations covering a variety of wild animals, plants and habitats. These sites form a vital part of global efforts to conserve the world's biodiversity.

Appropriate Assessment Requirements

- 1.4 The EU guidance recommends the adoption of a four stage approach to assessing the impacts of plans and policies on European sites. Each stage of the process will determine whether a further stage to the process is required. The four stages are:
 - 1) Screening – to identify potential impacts on European sites of a plan or policy either alone or in combination with other plans and policies and to determine if the impacts are significant.
 - 2) Appropriate Assessment – where likely significant effects have been identified a more detailed analysis is carried out to determine if the potential impacts are significant in relation to the primary reasons for the designation of the site.
 - 3) Assessment of alternative solutions – where significant adverse impacts are identified this stage examines alternative ways of achieving the objectives of the plan policies and or mitigation measures to avoid adverse impacts.
 - 4) Assessment of compensatory measures – if no alternative solutions are identified an assessment of potential compensatory measures is carried out. Compensatory measures are only considered where all other options have been discounted and there are considered to be imperative reasons of overriding public interest relating to human health, public safety or benefits of primary importance to the environment.
- 1.5 This report will cover stages 1 and 2 of this process; stages 3 and 4 will only be followed if required.

2 Methodology

2.1 In screening the Core Strategy the following steps were followed:

- literature search of relevant guidance and existing AA documents
- early liaison with Natural England over scope and structure of AA
- gathering relevant information regarding relevant SAC's and their qualifying features and key environmental conditions
- discussions with adjoining local authorities
- understanding the potential implications of the Core Strategy and identifying potential significant effects
- consideration of plans and policies from adjoining authorities which may lead to in combination effects
- undertaking of appropriate assessment

Screening

2.2 In screening the Core Strategy for impacts on European sites it is first necessary to define which sites need to be considered in the assessment. The main growth areas in South Oxfordshire will be concentrated around the four towns at Didcot, Thame, Wallingford and Henley. Smaller allocations will be made in the larger villages – detailed consideration of these will only be possible when the allocations are made. In considering the potential impacts of these strategic development areas, European sites that lie within a 17km radius of each have been included in the assessment, these buffer zones are shown on Map 1. The 17 km buffer has been used as this takes account of where the likely impacts of development will arise. The 17km buffer has been chosen for the following reasons:

The average travel to work distance for South Oxfordshire is 17km (compared to the Oxfordshire average of 15km¹). This distance will account for the majority of the car journeys to work and therefore the majority of localised air pollution associated with it.

The PPG17 study² sets standards for the provision of Accessible Natural Greenspace, which would include access to the SAC's. The maximum distance criteria for access to these type of sites recommended in the study is 10km. In addition, evidence collected for the study indicates that the majority of people are prepared to travel for up to 15 minutes (drive time) to access these sites. Taking into account the type of roads which serve the accessible SAC's this drive time would equate to distances well within the suggested 17km buffer zones.

¹ 2001 Census, table KS15

² PPG17 study: Sport and Recreation Facilities Assessment 2008

The South Oxfordshire Retail and Leisure Needs Assessment³ identified the main destinations for retail and leisure activities for South Oxfordshire residents. For leisure activities (eating out, drinking and cultural activities) the prominent destinations are Oxford and Reading which are both captured well within the 17km buffer areas. For retail, the main centres are Oxford, Reading, High Wycombe and Aylesbury, all of these centres fall within the 17km buffer zones.

2.3 The European sites falling within the 17km buffer around each of the four main towns are listed below:

- Aston Rowant SAC
- Chiltern Beechwoods SAC
- Cothill Fen SAC
- Hartslock Woods SAC
- Little Wittenham SAC
- Oxford Meadows SAC

2.4 Information on site designations and the key environmental conditions which affect them can be found at:

http://www.jncc.gov.uk/ProtectedSites/SACselection/SAC_list.asp?Country=E

³ South Oxfordshire Retail and Leisure Needs Assessment 2009, updated November 2010

MAP 1 – European sites within 17km buffer zone of strategic allocation sites



South Oxfordshire Core Strategy

2.5 The policies contained in the South Oxfordshire Core Strategy are listed in Appendix 1. Each of these policies has been evaluated to assess their likely impact on the qualifying features of European sites. Table 1 below lists those policies, which have been identified as having potentially significant effects. Where negative impacts have been identified they are considered further in Section 3 of this report.

Table 1.
Core Strategy policies where a potentially significant impact has been identified.

	Policy	Impact identified
CSS1	The overall strategy	Potential negative impacts as a result of increased visitor pressure on Little Wittenham, Oxford Meadows, Cothill Fen and Hartslock Woods SAC's arising from increased population levels in Didcot.
CSG1	Green infrastructure	Potential positive impacts of green infrastructure provision.
CSB1	Conservation and improvement of biodiversity	Potential positive impacts on biodiversity.
CSDID2	Land to the east of the Orchard Centre	Potential negative impacts as a result of increased visitor pressure on Little Wittenham, Oxford Meadows, Cothill Fen and Hartslock Woods SAC's
CSDID3	New housing at Didcot	Potential negative impacts as a result of increased visitor pressure on Little Wittenham, Oxford Meadows, Cothill Fen and Hartslock Woods SAC's
CSHEN1	Strategy for Henley	Potential negative impacts due to increased visitor pressure on Hartslock Wood, Chiltern Beechwoods and Aston Rowant SAC's as a result of population growth.
CSTHA2	New allocations at Thame	Potential negative impacts due to increased visitor pressure on Chiltern Beechwoods and Aston Rowant SAC's as a result of population growth in Thame.
CSWAL2	Greenfield neighbourhood west of Wallingford	Potential negative impacts as a result of increased visitor pressure on Little Wittenham, Aston Rowant, Chiltern Beechwoods and Hartslock Woods SAC's arising from population growth at Wallingford.

2.6 Table 2 below identifies each of the SAC's which are being considered, summarises the reasons for their designation and the key environmental conditions which support the integrity of the site. It then looks at the policies discussed above and summarises the potential impacts.

2.7 This screening exercise has identified that certain policies contained in the South Oxfordshire Core Strategy in combination with other plans and projects will have potential significant effects for all six of the SAC's within influencing distance.

2.8 Each of these potentially significant effects will now be considered in more detail Section 3 of this report – Appropriate Assessment.

Table 2. SAC's and potential impacts arising from plan.

Name	Area (ha)	Qualifying features	Key environmental conditions supporting site	Potential impacts arising from plan or in combination with other plans
Aston Rowant	127.75	Juniper on heaths or calcareous grasslands Beech forests on neutral to rich soils	1) Regular management to keep vegetation open and allow seedlings to establish 2) Prevention of rabbit grazing of seedlings 3) Minimal air pollution	Development of 11,487 new homes in South Oxfordshire plus proposed housing development other areas and the associated increase in car use may contribute to air pollution (Policies CSHEN1, CSTHA2, CSWAL2)
Chiltern Beechwoods	1276.48	Beech forests on neutral to rich soils Dry grassland and scrublands on chalk or limestone Stag beetle	1) Minimal air pollution 2) Managed public access 3) Appropriate management of grasslands 4) Absence of direct fertilisation	Development of 11,487 new homes in South Oxfordshire plus proposed housing development other areas and the associated increase in car use may contribute to air pollution (Policies CSHEN1, CSTHA2, CSWAL2)
Cothill Fen	43.55	Calcium rich spring water fed fens Alder woodlands on floodplain	1) High water table 2) Calcareous base rich water supply	1) Development of 11,487 new homes in South Oxfordshire and new homes in the Vale of White Horse could cause a draw down of groundwater as a result of increased water demand. 2) Water quality issues arising from waste water disposal (Policies CSS1, CSDID2, CSDID3)
Hartslock Wood	34.24	Dry grasslands and scrublands on chalk or limestone, including important orchid sites Yew dominated woodland	1) Appropriate management: Grazing 2) Minimal air pollution 3) Absence of direct fertilisation	Development of 11,487 new homes in South Oxfordshire and new homes in West Berkshire and associated increased car use may contribute to air pollution (Policies CSS1, CSDID2, CSDID3 CEHEN1, CSWAL2)
Little Wittenham	68.76	Great crested newt	1) Suitable foraging and refuge habitat within 500 metres of the pond 2) Relatively unpolluted water of neutral PH 3) Some ponds deep enough to retain water throughout February to August at least one year in three	Policy CSG1 Didcot Greenspace Network may lead to increased visitor pressure and direct impacts from the creation of the new greenspace and linking routes (Policies CSS1, CSDID2, CSDID3, CSWAL2)

			4) Retention of landscape features and connectivity in surrounding area	
Oxford Meadows	265.89	Lowland meadows Creeping marshwort	hay 1) Maintenance of traditional hay cut 2) Maintenance of appropriate grazing regime 3) Minimal air pollution 4) Absence of direct fertilisation 5) Balanced hydrological regime 6) Absence of excessive nutrient enrichment of floodwaters.	1) Development of 40,680 new homes in South Oxfordshire, West Oxfordshire, Oxford City the Vale of White Horse and Cherwell will result in increased water demand and may result in reduced/altered water supply and water quality issues. 2) Housing development will result in increased traffic on the A34 which may effect air quality. 3) Improvements to the A34 may result in direct land take of the SAC (Policies CSDID2, CSD3)

3 Appropriate Assessment

- 3.1 Table 2 identified those European Sites which are at risk of potential significant effects arising from policies in the Core Strategy, or these policies in combination with those of other authorities.
- 3.2 Each of the six European sites which were identified as being at risk will now be subject to more detailed assessment to determine the significance of those effects and whether it is necessary to consider alternative solutions and mitigation.
- 3.3 The detailed assessment for each of these sites is presented below:

3.4 ASSESSMENT OF ASTON ROWANT

Potential impacts identified:

- 3.4.1. The effects of air pollution arising from an increase in car use as a result of population growth at Henley, Thame and Wallingford were identified as a potential risk to this site.
- 3.4.2. Evidence presented in the Appropriate Assessment of the Draft South East Plan⁴ suggests that the most important potential contribution to atmospheric pollution, which harms European sites, will be the production of Oxides of Nitrogen (NOx) through increased traffic movements associated with housing allocations. In localised cases, where sites are adjacent to major roads, there may also be effects arising from the deposition of dust. It goes on to suggest that it is only possible to consider such impacts where major roads run within 200 metres of pollution sensitive SAC's.
- 3.4.3. Therefore, the effects of air pollution can be subdivided into two areas:
 - a) Risk of effects from local traffic generated air pollution on sites within 200 metres of a major road
 - b) Risk of effects from region wide diffuse air pollution (in combination effects) on sensitive sites.
- 3.4.4. The Core Strategy includes allocations of housing for Wallingford (555), Thame (775) and Henley (between 400 and 450), all of which are within the 17km buffer for Aston Rowant.

Risks from locally generated air pollution:

- 3.4.5. The M40 motorway runs within 200 metres of Aston Rowant and is therefore a potential contributor to locally generated air pollution.

⁴ Appropriate Assessment of the Draft South East Plan Final Report 2006

3.4.6. The transport impacts of the development options for South Oxfordshire have been evaluated and the results can be found in the report Evaluation of Transport Impact Assessment (ETI)⁵.

3.4.7. This evaluation demonstrates that the proposed housing allocations will result in a net increase in traffic movements of 60 journeys northward through the M40 cutting in 2026 which is less than a 1% increase. It is considered that this level of increase will not result in a significant effect on Aston Rowant

Risks from diffuse pollution:

3.4.8. Whilst it is likely that diffuse air pollution will be marginally increased as a result of South Oxfordshire plans and policies in combination with others it is likely that the effects of these policies will be negligible in themselves. This issue can only be properly assessed at a larger, possibly national scale.

Conclusion

3.4.9. There is no risk of a significant effect arising from air pollution at Aston Rowant.

3.5 ASSESSMENT OF CHILTERN BEECHWOODS

Potential impacts identified:

3.5.1. The effects of air pollution arising from an increase in car use as a result of population growth at Henley, Thame and Wallingford were identified as a potential risk to this site.

3.5.2. Evidence presented in the Appropriate Assessment of the Draft South East Plan suggests that the most important potential contribution to atmospheric pollution which harm European sites will be the production of Oxides of Nitrogen (NOx) through increased traffic movements associated with housing allocations. In localised cases where sites are adjacent to major roads there may also be effects arising from the deposition of dust. It goes on to suggest that it is only possible to consider such impacts where major roads run within 200 metres of pollution sensitive SAC's.

3.5.3. Therefore, the effects of air pollution can be subdivided into two areas:

- a) Risk of effects from local traffic generated air pollution on sites within 200 metres of a major road
- b) Risk of effects from region wide diffuse air pollution (in combination effects) on sensitive sites.

⁵ Evaluation of Transport Impact Assessment November 2009

3.5.4. The Core Strategy includes allocations of housing for Wallingford (555), Thame (775) and Henley (between 400 and 450), all of which are within the 17km buffer for Chiltern Beechwoods.

Risks from locally generated air pollution:

3.5.5. There are no major roads within 200 metres of the Chiltern Beechwoods so there would be no significant effect as a result of the Core Strategy policies.

Risks from diffuse pollution:

3.5.6. Whilst it is likely that diffuse air pollution will be marginally increased as a result of South Oxfordshire's plans and policies in combination with others it is likely that the effects of these policies will be negligible in themselves. This issue can only be properly assessed at a larger, possibly national scale.

Conclusion

3.5.7. There is no risk of a significant effect arising from air pollution on Chiltern Beechwoods.

3.6 ASSESSMENT OF COTHILL FEN

Potential impacts identified:

3.6.1 There are two Core Strategy policies which risk effecting Cothill Fen:

- 1) Reduction in groundwater levels as a result of increased water demand from new development
- 2) Water quality issues arising from waste water disposal

1) Water demand

3.6.2 New housing growth at Didcot, Wantage and Grove will increase the demand for water. In order to assess the potential impacts of increased water demand on groundwater levels at Cothill Fen. Thames Water were asked to provide information on the source of the required supplies to cater for the increased demand.

3.6.3 The existing supply for these areas comes from the GATOX system, which supplies water from a site significantly downstream of Cothill at Cleeve near Goring. In addition, some of the water is supplied from a local resource at Manor Road in Wantage. Additional demand arising from the proposed housing development would be met from the GATOX system. As a result there would be no effect on ground water levels at Cothill Fen.

2) Water quality

3.6.4 Thames Water were asked to provide information on this issue and to comment on any potential impacts. The effluent arising from the housing growth at Didcot, Wantage and Grove would be fully treated before being discharged into watercourses. Upgrades to the sewerage treatment works serving both areas are due to be completed before the new housing would come online. The effluent for Wantage and Grove discharges to the Letcombe Brook (which discharges into the Thames at Abingdon) and the effluent from Didcot discharges to the Moor Ditch (which discharges into the Thames at Long Wittenham). Neither of these watercourses or discharge points would affect Cothill Fen.

Conclusion

3.6.5 There would be no significant effects arising from increased water demand or reduced water quality at Cothill Fen.

3.7 ASSESSMENT OF HARTSLOCK WOOD

Potential impacts identified:

3.7.1. The effects of air pollution arising from an increase in car use as a result of population growth at Henley, Didcot and Wallingford were identified as a potential risk to this site.

3.7.2. Evidence presented in the Appropriate Assessment of the Draft South East Plan suggests that the most important potential contribution to atmospheric pollution which harm European sites will be the production of Oxides of Nitrogen (NO_x) through increased traffic movements associated with housing allocations. In localised cases where sites are adjacent to major roads there may also be effects arising from the deposition of dust. It goes on to suggest that it is only possible to consider such impacts where major roads run within 200 metres of pollution sensitive SAC's.

3.7.3. Therefore the effects of air pollution can be subdivided into two areas:

- a) Risk of effects from local traffic generated air pollution on sites within 200 metres of a major road
- b) Risk of effects from region wide diffuse air pollution (in combination effects) on sensitive sites.

3.7.4. The main focus of housing growth in South Oxfordshire will be at Didcot where 2330 new houses are planned. The planned housing in Henley (between 400 and 450) and Wallingford (555) also fall within the 17km buffer for Hartslock Wood.

Risks from locally generated air pollution:

3.7.5. There are no major roads within 200 metres of Hartslock Wood so there would be no significant effect as a result of the Core Strategy policies.

Risks from diffuse pollution:

3.7.6. Whilst it is likely that diffuse air pollution will be marginally increased as a result of South Oxfordshire plans and policies in combination with others. It is likely that the effects of these policies will be negligible in themselves. This issue can only be properly assessed at a larger, possibly national scale.

Conclusion

3.7.7. There is no risk of a significant effect arising from air pollution at Hartslock Wood.

3.8 ASSESSMENT OF LITTLE WITTENHAM

Potential impacts identified:

3.8.1. There are two Core Strategy policies, which risk effecting Little Wittenham:

- 1) Increased visitor pressure arising from the expected population growth at Didcot and Wallingford
- 2) Potential impacts of the development of new green infrastructure to the north east of Didcot.

1) Increased visitor pressure:

3.8.2. Little Wittenham SAC is part of a larger site managed by the Northmoor Trust as a nature reserve. The areas which are most important to the population of great crested newts (GCN) have restricted access which is designed to prevent conflicts between the visiting public, the newts and their habitat.

3.8.3. The increased visitor levels which are likely to occur as a result of the increases in population in Didcot may result in increased pressure on the habitats on the reserve as a whole. Due to the restricted access policies to the areas where newts are primarily found, the increased visitor numbers will be concentrated onto other habitats on the reserve. These habitats are relatively unimportant in biodiversity terms and are not related to the primary reasons for the selection of the SAC.

3.8.4. Great crested newts are not believed to be particularly sensitive to human disturbance provided their breeding ponds are not affected and

their primary terrestrial habitat and hibernacula are not adversely affected. Provided controls on access to the most sensitive areas are maintained (i.e. ponds and hibernacula are not disturbed) there is no reason to believe that there would be any significant effect on the integrity of the site or the primary reason for the selection of the site.

2) New accessible natural greenspace

3.8.5. The development of a new area of accessible natural greenspace to the north east of Didcot and enhanced links to the nature reserve have the potential to have effects on the SAC.

3.8.6. It has been concluded that increased visitor numbers in themselves would not have a significant effect provided existing controls on access are maintained. The creation of a new area of natural greenspace and the enhancement of public access links (non motorised) to the nature reserve could have two potential effects:

- a) Increasing and enhancing the area of terrestrial and aquatic habitats suitable for great crested newts and;
- b) Potential for negative impacts arising from the building of new routes.

3.8.7. The creation of new areas of habitat for GCN as part of the development of the new greenspace has the potential to have positive effects on the SAC.

3.8.8. The creation/enhancement of access routes to the nature reserve has the potential to have short term negative impacts on the population of GCN as work is undertaken. The new/enhanced routes would not directly impact on the SAC but link to existing routes within the reserve. There is deemed to be sufficient terrestrial habitat within the SAC to support the breeding population of GCN. Whilst precautionary measures would have to be taken to ensure there are no short term impacts on the species as a result of any works outside the reserve it is not considered that the new/enhanced access routes would have any effect on the GCN population.

Conclusion

3.8.9. There is no risk of a significant effect arising as a result of the population growth at Didcot or from the creation of new areas of accessible natural greenspace.

3.9 ASSESSMENT OF OXFORD MEADOWS

Potential impacts identified:

3.9.1. The main focus of housing growth in South Oxfordshire will be at Didcot where 2330 new houses are planned. Didcot is just within the 17km buffer area for Oxford Meadows SAC. Three potential impacts affecting the Oxford Meadows are:

- 1) The increased traffic volume on the A34 as a result of policies in the South Oxfordshire LDF and policies of many other authorities that would increase the traffic volume. The increase in traffic volume may cause a reduction in air quality
- 2) Direct land take from the SAC to facilitate improvements to the A34
- 3) Increased housing development will also result in increased demand for water which may in turn result in changes to or reductions in water supply to the SAC.

1) Air pollution

3.9.2. Evidence presented in the Appropriate Assessment of the Draft South East Plan suggests that the most important potential contribution to atmospheric pollution, which harm European sites will be the production of Oxides of Nitrogen (NOx) through increased traffic movements associated with housing allocations. In localised cases where sites are adjacent to major roads there may also be effects arising from the deposition of dust. It goes on to suggest that it is only possible to consider such impacts where major roads run within 200 metres of pollution sensitive SAC's.

3.9.3. Therefore the effects of air pollution can be subdivided into two areas:

- a) Risk of effects from local traffic generated air pollution on sites within 200 metres of a major road
- b) Risk of effects from region wide diffuse air pollution (in combination effects) on sensitive sites.

Risks from locally generated air pollution:

3.9.4. The A34 runs through the Oxford Meadows. Therefore the risk of localised air pollution within 200 metres of the road may be increased as a result of traffic generated by development at Didcot in combination with allocations from other Oxfordshire Authorities.

3.9.5. Cherwell District Council commissioned Atkins to produce their HRA in 2010. The report modelled nitrogen deposition as a result of allocations in Cherwell on their own and combined with all houses allocated to the Central Oxfordshire sub-region in the South East Plan

(of which the the Didcot allocation forms a part) on Oxford Meadows. In Appendix B⁶ the report states that:

“The air quality assessment concluded that nitrogen deposition associated with the development in Cherwell in combination with development in the rest of Central Oxfordshire in 2026 will not exceed the lower threshold of the critical load at any location within the SAC. The highest (maximum) deposition rates were at the SAC boundary (the point closest to each road) for the:

A40: 12.2 kg N/ha/yr (2026 REF case and 2026 Eco-Town Case);
A34: 13.2 kg N/ha/yr (2026 REF case and 2026 Eco-Town Case); and,
Godstow Road: 11.6 kg N/ha/yr 2026 REF case and 2026 Eco-Town Case).

These figures for nitrogen deposition are all over 6.8 kg N/ha/yr less than the lower threshold of the critical load of the Oxford Meadows SAC. It is considered that the provision of 13,400 houses in Cherwell, in combination with development in the rest of Central Oxfordshire by 2026, will not lead to any likely significant effects on the qualifying features of Oxford Meadows SAC.”

3.9.6. As a result of the Atkins study we have concluded that allocations in the Core Strategy in combination with development in the rest of Central Oxfordshire will not lead to any likely significant effects on the qualifying features of Oxford Meadows SAC.

Risks from diffuse pollution:

3.9.7. Whilst it is likely that diffuse air pollution will be increased marginally as a result of South Oxfordshire plans and policies in combination with others it is likely that the effects of these policies will be negligible in themselves. This issue can only be properly assessed at a larger, possibly national scale.

Conclusion

3.9.8. There is no risk of a significant effect arising from air pollution at Oxford Meadows.

2) Direct land-take as a result of improvements to the A34

3.9.9. It is understood following discussions with the Highways Agency and Oxfordshire County Council that there are currently no plans to widen the A34. The next planned review of these policies is due in 2020. Therefore, it is not believed that there is likely to be any significant

⁶ Cherwell District Council Draft Core Strategy (February 2010) Habitat Regulations Assessment: Stage 1 – Screening Appendix B (September 2010) Atkins

effects arising from any proposed widening of the A34 within the lifetime of the South Oxfordshire Core Strategy.

3) Increased water demand/water quality issues

a) Water Demand

3.9.10. New housing growth at Didcot will increase the demand for water. In order to assess the potential impacts of increased water demand on the water supply and at Oxford Meadows Thames Water were asked to provide information on the source of the required supplies to cater for the increased demand.

3.9.11. The existing supply for this area comes from the GATOX system, which supplies water from a site on the River Thames significantly downstream of Oxford Meadows at Cleeve near Goring. In addition some of the water is supplied from a local resource at Manor Road in Wantage. Additional demand arising from the proposed housing development would be met from the GATOX system. As a result there would be no effect on the water supply at Oxford Meadows.

b) Water Quality

3.9.12. Thames Water were asked to provide information on this issue and to comment on any potential impacts. The effluent arising from the housing growth at Didcot would be fully treated before being discharged into watercourses. Upgrades to the sewerage treatment works are due to be completed before the new housing would come online. The effluent from Didcot discharges to the Moor Ditch (which discharges into the Thames at Long Wittenham which is downstream of the Oxford Meadows). Therefore, new housing at Didcot would not have any effect on water quality at the Oxford Meadows.

Conclusion

3.9.13. There would be no significant effects arising from increased water demand or reduced water quality at the Oxford Meadows.

4 Conclusions

4.1. The purpose of this Appropriate Assessment was to assess the impacts of the Core Strategy policies against the conservation objectives of European sites. The assessment also considered potential impacts of the core strategy policies in combination with other plans and projects.

- 4.2. The screening assessment identified those sites which were most likely to be affected as a result of the Core Strategy policies. The result of the screening exercise indicated that that all six of the SAC's within influencing distance were potentially at risk of significant effects.
- 4.3. Each of the sites identified as being at risk of significant effects was then subject to Appropriate Assessment. The assessments concluded that none of the six European Sites assessed would be adversely impacted by the plans and policies contained in the Core Strategy alone, or in combination with other plans and policies.
- 4.4. As a result of this assessment it will not be necessary to carry out stages 3 and 4 of the assessment as outlined in paragraph 1.5 of this report.
- 4.5. It will be necessary to update this assessment as further policies within the Local Development Framework are defined, particularly those associated with the allocation of housing developments within the larger villages.

Appendix 1

South Oxfordshire Proposed Submission Core Strategy Policies

	Core Strategy Policies	Impact on Natura 2000 Sites
CS1	<p>Presumption in favour of sustainable development</p>	<p>No impacts identified</p>
	<p>Planning applications which accord with the policies in the Development Plan (including, where relevant, Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Planning permission will also be granted where relevant policies in the Development Plan are out of date or silent unless:</p> <p style="padding-left: 40px;">any adverse impacts of the proposal would significantly and demonstrably outweigh its benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</p> <p>specific policies in the Framework or other material considerations indicate that development should be restricted.</p>	
CSS1	<p>Overall Strategy</p>	<p>Potential negative impacts as a result of increased visitor pressure on Little Wittenham, Oxford Meadows, Cothill Fen and Hartslock Woods SAC's arising from increased population levels in Didcot.</p>
	<p>Proposals for development in South Oxfordshire should be consistent with the overall strategy of:</p> <ul style="list-style-type: none"> (i) focusing major new development at the growth point of Didcot so the town can play an enhanced role in providing homes, jobs and services with improved transport connectivity; (ii) supporting the roles of Henley, Thame and Wallingford by regenerating their town centres through measures that include environmental improvements and mixed-use developments and by providing new houses, employment, services and infrastructure; (iii) supporting and enhancing the larger villages of Berinsfield, Benson, Chalgrove, Chinnor, Cholsey, Crowmarsh Gifford, Goring, Nettlebed, Sonning 	

		<p>Common, Watlington, Wheatley and Woodcote as local service centres;</p> <p>(iv) supporting other villages in the rest of the district by allowing for limited amounts of housing and employment and by the provision and retention of services; and</p> <p>(v) outside the towns and villages, and other major developed sites, any change will need to relate to very specific needs such as those of the agricultural industry or enhancement of the environment.</p>	
CSM1	Transport	<p>The council will work with Oxfordshire County Council and others to:</p> <p>(i) in partnership with the Vale of White Horse District Council, actively seek to deliver the transport infrastructure and measures which improve movement in Didcot and within the Didcot/ Wantage and Grove corridor, in particular linking Didcot with the major employment sites at Harwell and Milton Park as identified in the County Council's LTP3 SVUK area Strategy and Southern Central Oxfordshire Transport Study;</p> <p>(ii) actively seek to ensure that the impact of new development on the strategic and local road network, in particular the Milton, Chilton and Marcham junctions of the A34 and the road links and junctions identified in the Council's Evaluation of Transport Impact and County Council's Southern Central Oxfordshire Transport Study is adequately mitigated (see Policy CSM2);</p> <p>(iii) support improvements for accessing Oxford,</p> <p>(iv) work with the authorities affected by cross Thames travel in the Reading area to ensure that traffic and environmental conditions in South Oxfordshire are improved by the implementation of measures which also improve access to Reading;</p> <p>(v) support measures which enable modal shift to public transport, cycling and walking particularly where these support the network of settlements in the district;</p>	No impacts identified

		<ul style="list-style-type: none"> (vi) promote and support traffic management measures and environmental improvements which increase safety, improve air quality, encourage the use of sustainable modes of transport and/or make our towns and villages more attractive; (vii) adopt a comprehensive approach to car parking aimed at improving the attraction of our town and village centres; (viii) encourage the use of sustainable modes of transport; (ix) promote electronic communications allowing businesses to operate throughout the district and to provide services and information which reduce the need to travel and encourage sustainable modes of transport; and (x) cater for the needs of all users. 	
CSM2	Transport Assessments and Travel Plans	<p>Proposals for new developments which have transport implications that either arise from the development proposed or cumulatively with other proposals will need to submit a transport assessment. Appropriate provision for works and/or contributions will be required towards providing an adequate level of accessibility by all modes of transport and mitigating the impacts on the transport network.</p> <p>The assessment should (notwithstanding OCC requirements):</p> <ul style="list-style-type: none"> (i) illustrate accessibility to the site by all modes of transport; (ii) show the likely modal split of journeys to and from the site; (iii) detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for parking and reduce transport impacts; (iv) illustrate the impact on the highway network; and the impact of proposed mitigation measures where necessary; and (v) include a travel plan where appropriate. <p>Travel plans will be required, implemented and monitored (notwithstanding OCC</p>	No impacts identified

		<p>requirements):</p> <ul style="list-style-type: none"> (i) for all major developments comprising residential, employment, shopping or leisure uses or services; and (ii) for other small developments comprising residential, employment, shopping, leisure, or education facilities which would generate significant amounts of travel. 	
CSEM1	Supporting a successful economy	<p>We will work with our business and education partners to provide an environment that positively and proactively encourages sustainable economic growth. We will do this by:</p> <ul style="list-style-type: none"> (i) providing a framework for innovation and enterprise through encouraging knowledge transfer, emerging technologies and innovative business development (ii) supporting measures that ensure young people leave education with the skills that the future economy needs, including the development of further education facilities at Didcot (iii) supporting measures that deliver sustainable transport solutions, home working, and a stronger link between local jobs and local labour supply (iv) taking advantage of the opportunities brought by the Oxfordshire Local Enterprise Partnership to meet key investment priorities including transport infrastructure (v) seeking measures that support the development of the digital economy and the roll-out of high speed broadband across the district (vi) supporting the prosperity of the area's tourism industry and recreation-based rural diversification where proposals are of a scale and type appropriate to their location. 	No impacts identified
CSEM2	The amount and distribution of	This core strategy provides for around 5,000 additional B class jobs to 2027. To	No impacts identified – this will be reviewed

	employment	<p>facilitate this, the equivalent of 13.5 additional hectares of land will be provided, in various centres across the district plus a further 6.5 hectares at Didcot in the Vale of White Horse district.</p> <p>This provision will be made by allocating:</p> <ul style="list-style-type: none"> (i) about 2ha of further employment land at Thame (ii) about 2ha of further employment land at Wallingford; and (iii) about 4.2ha of further employment land distributed among some of the larger villages. <p>The balance of the 13.5 hectares will be provided through increasing jobs at Culham Science Centre.</p> <p>Additional employment land will be allocated to replace any need identified from a review of existing commitments in the Site Allocations DPD.</p> <p>New employment sites should provide for a range of types and sizes of units including start-up and grow-on space.</p>	once site specific allocations are made.
CSEM3	Culham Science Centre	<p>The redevelopment and intensification of Culham Science Centre for research and science based businesses will be supported. Proposals for redevelopment and the intensification of uses with the creation of about 1,000 new jobs will be supported. We will work proactively with Culham to develop an agreed masterplan that facilitates this growth.</p>	No impacts identified
CSEM4	Supporting economic development	<p>Planning permission will be granted for:</p> <ul style="list-style-type: none"> (i) employment on identified employment sites in accordance with the policy; (ii) the redevelopment of employment sites where this improves the quality and choice of business premises available; (iii) the reasonable extension of premises on existing sites; 	No impacts identified

		<p>(iv) appropriate forms of working at home where permission is needed;</p> <p>(v) new premises or the conversion of existing buildings on suitable sites within the built-up area of settlements;</p> <p>(vi) the re-use of rural buildings where the proposals accord with other policies in the development plan.</p>	
CSEM5	Oxford Brookes University	Proposals for the redevelopment of Oxford Brookes University Campus at Holton will be supported. We will work proactively with the University to develop an agreed masterplan that meets its business objectives.	No impacts identified
CSH1	Amount and distribution of housing	Planning permissions for housing will be granted to meet the housing requirements in Table 7.1 in accordance with Tables 7.2 to 7.3.	No impacts identified
CSH2	Density	On sites where housing development is acceptable in principle, a minimum density of 25 dwellings per hectare (net) will be required unless this would have an adverse impact on the character of the area.	No impacts identified
CSH3	Affordable Housing	<p>40 per cent affordable housing will be sought on all sites where there is a net gain of three or more dwellings subject to the viability of provision on each site.</p> <ul style="list-style-type: none"> ▪ In cases where the 40 per cent calculation provides a part unit a financial contribution will be sought equivalent to that part unit; ▪ A tenure mix of 75 per cent social rented and 25 per cent intermediate housing will be sought; ▪ With the exception of part units the affordable housing should be provided on site and the affordable housing should be mixed with the market housing; ▪ The housing should meet required standards and should be of a size and type which meets the requirements of those in housing need. 	No impacts identified
CSH4	Meeting Housing Needs	A mix of dwelling types and sizes to meet the needs of current and future	No impacts identified

		<p>households will be sought on all new residential developments.</p> <ul style="list-style-type: none"> ▪ At least 10 per cent of market housing on sites of 10 dwellings or more should be designed to meet current Lifetime Homes standards; ▪ In the case of affordable housing all ground-floor properties should be designed to meet current Lifetime Homes standards; ▪ The provision of dwellings for people with additional special needs will be sought as part of the overall affordable housing percentage. ▪ Specialist accommodation for older people should be provided in the new greenfield neighbourhoods identified in this strategy and will be permitted at other suitable locations. 	
CSH5	Gypsies, Travellers and Travelling Show People	<p>A supply of pitches for Gypsies, Travellers and Travelling Showpeople will be provided by:</p> <ul style="list-style-type: none"> (i) safeguarding existing sites (ii) extending existing sites where possible to meet the needs of existing residents and their families (iii) identifying new sites through the Site Allocations DPD and Didcot Area Action Plan <p>The location of new sites will be determined in accordance with the following priorities:</p> <ul style="list-style-type: none"> (i) incorporated within the greenfield neighbourhood at Didcot (ii) located near to existing settlements (iii) located within walking distance of essential services or high frequency public transport <p>Sites for Travelling Showpeople may need to be large enough to accommodate equipment.</p>	No impacts identified

CST1	Town Centres and Shopping	<p>The district's town and village centres will be supported and strengthened to ensure that they continue to be the focus of communities. Initiatives which safeguard and enhance their role and function will be supported. The hierarchy of centres in the district is:</p> <p>Town centres serving a local and wider catchment area: Didcot and Henley</p> <p>Town centres serving a local catchment area: Thame and Wallingford</p> <p>Local centres serving their immediate rural area: Berinsfield, Benson, Chalgrove, Chinnor, Cholsey, Crowmarsh Gifford, Goring, Nettlebed, Sonning Common, Watlington, Wheatley and Woodcote.</p> <p>To achieve the long term success of our centres development proposals will be permitted which:</p> <ul style="list-style-type: none"> ▪ Provide further retail and leisure uses within the town and larger village centres through infill development and small scale redevelopment; ▪ Diversify the town centres to provide uses which are complementary to retail, while not undermining the town's retail role, including where appropriate mixed-use developments, uses which contribute to the evening economy, community facilities and upper floor residential and office uses; ▪ Reinforce the local distinctiveness of our market towns, improve their vitality and viability and encourage more visits. <p>As a starting point, the Council looks for proposals for main town centre uses to be sited within defined town centres.</p> <p>Applications for such uses on unallocated sites outside town centres will be required to be in accessible locations well connected to the town centre. Such proposals will be subject to the sequential test and, for proposals over 2,500sq.m, an impact</p>	No impacts identified
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		assessment. Proposals which fail to satisfy these tests will not be permitted. Changes of use within defined primary and secondary retail frontages will be managed to maintain the role of the town centres.	
CSDID1	The central area of Didcot	The council will work with others to secure improvements to the central area of Didcot by: <ul style="list-style-type: none"> a retail-led mixed-use extension to the Orchard Centre (see Policy CSDID2) regeneration of the Broadway regeneration of the area around the station improvements to the long term parking facilities to the south and west of Didcot station improvements to Cow Lane tunnel improvements to the movement network around the centre gateway features at key points of access to the town enhanced greenways to the centre measures to improve air quality 	No impacts identified
CSDID2	Land to the east of the Orchard Centre	Permission will be granted for a mixed use retail led development to include: <ul style="list-style-type: none"> 20,000m² to 25,000 m² gross of additional retail floorspace (Use Classes A1-A5) approximately 300 dwellings, and may also include leisure, community, commercial and hotel uses on land at the Orchard Centre (as shown on the Proposals Map) provided that the scheme: <ul style="list-style-type: none"> provides for the comprehensive development of the whole site provides a movement network that extends and improves the existing urban 	Potential negative impacts due to increased visitor pressure on Hartslock Wood, Chiltern Beechwoods and Aston Rowant SAC's as a result of population growth.

		<p>pattern</p> <p>maximises the amount of active frontage onto streets</p> <p>creates an attractive and multi-functional urban realm</p> <p>creates a safe and lively environment</p> <p>provides a form of development which responds to the topography of the site with building heights appropriate to adjacent development</p> <p>provides additional car parking and servicing including reconfiguring the existing provision where necessary, and</p> <p>considers alternatives to the spine road through the site.</p>	
CSDID3	New housing at Didcot	<p>Permission will be given for a new greenfield neighbourhood of 2,030 homes to the north east of Didcot (as shown on the Adopted Policies Map) provided that:</p> <ul style="list-style-type: none"> ▪ the area is planned comprehensively and the development takes place in accordance with an agreed design brief as required by Policy CSQ4 ▪ the form and characteristics of the development meet identified housing needs and attract people to live and work in the Didcot area ▪ there is no built development on the western part of the site in the area of flood risk ▪ access is from the northern perimeter road (A4130) and the north-south section of the B4016 only. ▪ good safe linkages are provided to Ladygrove and Didcot town centre. ▪ provision is made, or contributions are provided, towards the supporting infrastructure set out in our infrastructure delivery plan including new primary schools, a secondary school and sports centre. <p>Planning permission will also be granted for housing in Didcot on suitable infill or redevelopment sites.</p>	<p>Potential negative impacts as a result of increased visitor pressure on Little Wittenham, Oxford Meadows, Cothill Fen and Hartslock Woods SAC's</p>

CSDID4	Other proposals at Didcot	<p>The council will work with others to secure necessary infrastructure to support development including:</p> <ul style="list-style-type: none"> ▪ the package of transport measures identified in the Accessing Science Vale UK strategy ▪ green infrastructure ▪ sports and recreation provision including a replacement for the Didcot Wave ▪ provision for secondary education and a Learning Park ▪ provision for improved local health services; <p>Schemes will be supported which improve the physical environment of the town including the creation of high quality visual 'gateways' at the points of access into the town.</p>	No impacts identified
CSHEN1	Strategy for Henley-on-Thames	<p>Proposals for development in Henley-on-Thames should be consistent with the strategy which is to:</p> <ul style="list-style-type: none"> identify land for about 400 new homes; allow housing on suitable infill and redevelopment sites; strengthen commerce in the town centre through retail-led, mixed-use development and identify additional retail and leisure floorspace; support housing and employment uses above shops; enhance the town's environment; improve the attraction of Henley for visitors; improve accessibility, car parking, pedestrian and cycle links; improve the stock of commercial buildings and the environment of the employment areas; support Henley College, Gillotts School and Townlands Hospital meet their accommodation needs. 	Potential negative impacts due to increased visitor pressure on Hartslock Wood, Chiltern Beechwoods and Aston Rowant SAC's as a result of population growth.

CSTHA1	Strategy for Thame	<p>Proposals for development in Thame should be consistent with the strategy which is to:</p> <ul style="list-style-type: none"> strengthen commerce in the town centre and identify sites suitable for future retail, leisure and community uses; support housing and employment uses above shops; improve the attraction of Thame for visitors and businesses; improve accessibility, car parking, pedestrian and cycle links; support schemes which enhance the quality of the town's environment; identify sites for about 2 hectares of land for employment growth; support schemes which improve the stock of existing commercial buildings and the environment of the employment areas; identify land for 775 new homes to be allocated in the Thame Neighbourhood Plan (see policy CSTHA2); and allow housing on suitable infill and redevelopment sites support the schools, health and other service providers meet their accommodation needs, in particular the amalgamation of the secondary school onto a single site. 	No impacts identified
CSTHA2	Greenfield neighbourhood to the northwest of Thame	<p>New allocations at Thame</p> <p>The Neighbourhood Plan for Thame will allocate land for 775 new homes on land selected through that process as the most appropriate and sustainable.</p>	Potential negative impacts due to increased visitor pressure on Chiltern Beechwoods and Aston Rowant SAC's as a result of population growth in Thame.
CSWAL1	Strategy for Wallingford	<p>Proposals for development in Wallingford should be consistent with the strategy which is to:</p> <ul style="list-style-type: none"> (i) strengthen the town centre including supporting schemes which allow for the re-use or redevelopment of the former Waitrose site provided that the retail element and car parking is retained: 	Potential negative impacts as a result of increased visitor pressure on Little Wittenham, Aston Rowant, Chiltern Beechwoods and Hartslock Woods SAC's arising from population growth at Wallingford.

		<ul style="list-style-type: none"> (ii) support housing and employment uses above shops; (iii) support the market place as a focal hub; (iv) support measures which improve the attraction of Wallingford for visitors with particular emphasis on the River Thames (v) improve accessibility, car parking, pedestrian and cycle links and local air quality (vi) support schemes which enhance the town's environment (vii) identify land for about 2ha for employment growth (viii) support schemes which improve the stock of existing commercial buildings and the environment of existing employment areas (ix) identify land for 555 new homes (see policy CSWAL2) (x) allow housing on suitable infill and redevelopment sites. 	
CSWAL2	Greenfield Neighbourhood west of Wallingford	<p>Permission will be granted for a new greenfield neighbourhood of 555 homes to the west of Wallingford (as shown on the Adopted Policies Map) provided that:</p> <ul style="list-style-type: none"> (i) the area is planned comprehensively and the development takes place in accordance with an agreed design brief as required by policy CSQ4; (ii) the form and characteristics of the development meet identified housing needs of Wallingford; (iii) access is from the western bypass, with no vehicular access provided through Queen's Avenue; (iv) a through route is provided for public transport; (v) measures are put in place to mitigate any impacts on the Wallingford Air Quality Management Area; (vi) safe pedestrian and cycle linkages are provided from the development to the 	No site specific impact for the purposes of the Appropriate Assessment. See above for effects of housing numbers in WAL1.

		<p>town centre and to Hithercroft;</p> <p>(vii) the western and southern boundaries are reinforced with significant landscape buffers, with no built development along the western boundary adjacent to the bypass;</p> <p>(viii) the existing footpath through the site is developed into a green corridor linking the town to the wider countryside;</p> <p>(ix) provision is made, or contributions are provided, towards the supporting infrastructure set out in our infrastructure delivery plan including a new primary school. Section 13 Rural communities.</p>																					
CSR1	Housing in Villages	<p>In order to contribute to the present and future economic, environmental and social sustainability of the villages, housing will be allowed where the scale and nature of the development is as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>Allocations</th> <th>Infill</th> <th>Rural exceptions</th> </tr> </thead> <tbody> <tr> <td>Larger villages</td> <td>Yes</td> <td>Yes - no limit</td> <td>Yes if need shown</td> </tr> <tr> <td>Smaller villages</td> <td>No</td> <td>Sites of up to 0.2ha*</td> <td>Yes if need shown</td> </tr> <tr> <td>Other villages</td> <td>No</td> <td>Sites of up to 0.1ha**</td> <td>Yes if need shown</td> </tr> <tr> <td>All other places not</td> <td>No</td> <td>No</td> <td>No</td> </tr> </tbody> </table>		Allocations	Infill	Rural exceptions	Larger villages	Yes	Yes - no limit	Yes if need shown	Smaller villages	No	Sites of up to 0.2ha*	Yes if need shown	Other villages	No	Sites of up to 0.1ha**	Yes if need shown	All other places not	No	No	No	<p>Any impacts arising from this policy will need to be assessed once the location and extent of development is determined on a site by site basis.</p>
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CSR2	Employment in Rural Areas	<p>Planning permission will be granted for proposals which support the economy of the rural areas through:</p> <ul style="list-style-type: none"> schemes for agricultural diversification and the re-use of rural buildings; small-scale infill schemes in villages including mixed housing and employment schemes; working at home; schemes which support agricultural production and the retention of functioning farm units; and schemes which support tourism based on the character of the area. 	No impacts identified – Impacts of planning applications will be dealt with on a case by case basis.								
CSR3	Community facilities and	Proposals which result in the provision of facilities and services in the rural areas will	No impacts identified								

	rural transport	<p>be encouraged, those which result in the loss of services and facilities will be resisted.</p> <p>Rural transport initiatives that improve movement particularly to access services and employment will be encouraged</p>	
CSEN1	Landscape	<p>The district's distinct landscape character and key features will be protected against inappropriate development and where possible enhanced.</p> <ul style="list-style-type: none"> (i) Where development is acceptable in principle, measures will be sought to integrate it into the landscape character of the area. (ii) High priority will be given to conservation and enhancement of the Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty (AONBs) and planning decisions will have regard to their setting. Proposals which support the economies and social well being of the AONBs and their communities, including affordable housing schemes, will be encouraged provided they do not conflict with the aims of conservation and enhancement. (iii) The landscapes and waterscapes of the River Thames corridor will be maintained and where possible enhanced as will the setting and heritage of the river for its overall amenity and recreation use. 	No impacts identified
CSEN2	Green Belt	<p>The special character and landscape setting of Oxford will be protected by the Oxford Green Belt, the boundary is shown on the Adopted Policies Map.</p> <p>A local review of the Green Belt will take place at Berinsfield.</p> <p>Policy CSR1 allows for limited amounts of new housing through infilling in some Green Belt villages however planning permission will not be granted for development within the Oxford Green Belt that is contrary to national policy guidance in the NPPF and the purposes of including land within the Green Belt.</p> <p>The following are key previously developed sites in the green belt:</p>	No impacts identified

		<p>Oxford Brookes University campus at Holton Culham Science Centre Culham No 1 Site Sandford Sewage Treatment Works</p>	
CSEN3	Historic Environment	<p>The district's designated historic heritage assets, both above and below ground such as:</p> <p>nationally designated assets including listed buildings, historic parks and gardens, historic battlefields and Scheduled Ancient Monuments; conservation areas; and their settings</p> <p>will be conserved and enhanced for their historic significance and their important contribution to local distinctiveness, character and sense of place.</p> <p>This will be carried out through:</p> <p>conservation area appraisals/reviews; management plans; designating new conservation areas where appropriate; the determination of planning, listed building consent and other relevant applications.</p> <p>Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset.</p>	No impacts identified
CSQ1	Renewable Energy	<p>Proposals for development for the generation of energy from renewable resources will be permitted provided any adverse impact on the landscape, heritage and biodiversity of an area, traffic generation or the amenities of local communities is outweighed by wider environmental, social, economic or other benefits.</p>	No impacts identified

CSQ2	Sustainable Design and Construction	<p>Proposals for new development, including the construction of new buildings and the refurbishment of existing building stock, will be acceptable where:</p> <ul style="list-style-type: none"> (i) For developments of 10 or more dwellings or 1,000 m² or more of non residential floor space, 20 per cent of the energy demand is secured from decentralised (on or near site) and renewable or low carbon energy sources (including the use of Combined Heat and Power where appropriate), where this would be viable. (ii) For developments of 200 dwellings or more it can be demonstrated that the proposal will achieve at least Code Level 4 of the Code for Sustainable Homes. (iii) For new residential development of less than 200 dwellings, it can be demonstrated that the proposal will achieve at least Code Level 3 of the Code for Sustainable Homes. From April 2013, proposals will need to demonstrate that at least Code Level 4 will be achieved. (iv) For the refurbishment of existing residential buildings it can be demonstrated that the proposal will achieve at least EcoHomes 'Very Good' standard*. From 2013, proposals will need to demonstrate that at least 'Excellent' standard* will be achieved. (v) For proposals for non-residential development up to 500 sq m floor space it can be demonstrated that the proposal will achieve at least BREEAM 'Very Good' standard. For proposals for non-residential development above 500 sq m floor space it can be demonstrated that the proposal will achieve at least BREEAM 'Excellent' standard. (vi) For all new development Sustainable Urban Drainage Systems (SUDS) are implemented where appropriate and taking into account current policy and good practice guidance, and the emerging national SUDS standards. (vii) All new developments incorporate measures that address issues of adaptation to climate change taking account of best practice. These include resilience to 	No impacts identified
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		<p>increasing temperatures and heavy rainfall events and the need for water conservation and storage.</p> <p>*Or equivalent standard through the forthcoming BREEAM Residential Refurbishment standards</p>	
CSQ3	Design	<p>Planning permission will be granted for new development that is of a high quality and inclusive design that:</p> <ul style="list-style-type: none"> ▪ responds to and respects the character of the site and its surroundings, whilst enhancing local distinctiveness and ensuring that new development is of a scale and type appropriate to the site and its setting; ▪ improves the quality of the public realm with well designed external areas, and, where appropriate a clear structure of open spaces; ▪ provides and/or links into green infrastructure where available; ▪ is designed to create safe communities and reduce the likelihood and fear of crime; ▪ creates a distinctive sense of place and is easy to understand through the use of vistas, landmarks and focal points; ▪ ensures high levels of accessibility and ease of use by all modes of transport both within the site and with the wider area, also making sure that any new development is properly integrated with existing development ensuring accessibility to local services; and ▪ is adaptable to changing requirements and constructed with materials appropriate to the area. <p>All proposals for new development should be accompanied by a design and access statement to show how they have responded to the above criteria</p>	No impacts identified
CSQ4	Design briefs for greenfield neighbourhoods and major	<p>Proposals for housing allocations and major development sites must be accompanied by a design brief that includes the following:</p>	No impacts identified

	<p>development sites</p>	<p>(i) A Vision – a clear vision for the type of place that could be created building on the overall vision for the district and town;</p> <p>(ii) A Masterplan which should:</p> <ul style="list-style-type: none"> ▪ demonstrate a robust design process including an in depth assessment of the site and its context, constraints, identifying those issues that have informed the vision for and design of the development; ▪ show a clear development structure and design concept; ▪ show that the design requirements of the scheme work within the vision/demonstrate how the vision may be achieved; ▪ explain the key elements and development principles of the masterplan to create a simple, robust framework for development that fixes: land use and density, movement and access and open space and landscape; ▪ contain a mechanism for delivering the vision at more detailed stages for example design coding; ▪ contain strategic urban design principles that will be used to inform subsequent more detailed design; ▪ define and respond to local context and create or reinforce local distinctiveness; ▪ show how consultation with the existing community has been incorporated. <p>(iii) A Design Brief must demonstrate:</p> <ul style="list-style-type: none"> ▪ integration with the surrounding area both built and natural, in particular maximising existing and potential movement connections with the existing environment to encourage walking, cycling and use of public transport; ▪ quality of development and positive sense of place and identity; ▪ High level of accessibility and good connections to public transport, community facilities and local services; ▪ community facilities, suitable infrastructure and other amenities to meet the needs of all the community, including the provision of education and training 	
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		<p>facilities, health care, community, leisure and recreation facilities;</p> <ul style="list-style-type: none"> ▪ a clear structure of open spaces and landscape network to ensure that open space standards are met and that the new spaces relate well to each other and to existing areas; ▪ how sustainability and environmental matters will be addressed including the efficient use of resources both during construction and when the development is complete; ▪ delivery, phasing and implementation strategies to be in place to ensure the timely delivery of infrastructure and services to the development when they are needed by new residents, and that new developments are built out in a logical manner; ▪ well integrated mix of housing types and tenures to support a range of household sizes, ages and incomes to meet identified housing needs. <p>(iv) The design code, to avoid the stereotypical characterless homogeneity of many modern estate layouts, must show compatibility with the advice of CABE.</p>	
CSG1	Green infrastructure	<p>A net gain in green infrastructure including biodiversity will be sought through developer works, developer contributions and the targeted use of other funding sources.</p> <p>Proposals for new development must demonstrate that they have taken into account the relationship of the proposed development to existing green infrastructure. Where appropriate, proposals will be required to contribute to the delivery of green infrastructure and/or the improvement of existing assets including Conservation Target Areas in accordance with the standards in the South Oxfordshire Green Infrastructure Strategy and Didcot Natural Greenspaces Study.</p> <p>A net loss of green infrastructure including biodiversity through development proposals will be avoided.</p>	Potential positive impacts of green infrastructure provision.

CSB1	Conservation and improvement of biodiversity	<p>A net loss of biodiversity will be avoided, and opportunities to achieve a net gain across the district will be actively sought.</p> <p>Opportunities for biodiversity gain, including the connection of sites, large-scale habitat restoration, enhancement and habitat re-creation will be sought for all types of habitats, with a primary focus on delivery in the Conservation Target Areas.</p> <p>The highest level of protection will be given to sites and species of international nature conservation importance (Special Areas of Conservation and European Protected Species).</p> <p>Damage to nationally important sites of special scientific interest, local wildlife sites, local nature reserves, priority habitats, protected or priority species and locally important geological sites will be avoided unless the importance of the development outweighs the harm and the loss can be mitigated to achieve a net gain in biodiversity.</p>	Potential positive impacts on biodiversity.
CSI1	Infrastructure provision	<p>New development must be served and supported by appropriate on- and off-site infrastructure and services. Planning permission will only be granted when infrastructure and services to meet the needs of the new development including that set out in the Infrastructure Delivery Plan, and/or mitigate the impact of the new development is already in place or will be provided to an agreed timescale.</p> <p>Infrastructure and services required as a consequence of development, and provision for their maintenance, will be sought from developers and secured by the negotiation of planning obligations, by conditions attached to a planning permission, and/or other agreement, levy or undertaking, all to be agreed before planning permission is granted.</p>	No impacts identified
CSC1	Delivery and Contingency	<p>Sites are anticipated to be developed in the timescales set out in Table 18.1.</p> <p>If sites or other policies are not delivered in accordance with Tables 18.1 and the housing trajectories, the contingency measures set out in Table 18.2 will apply.</p>	No impacts identified

		<p>If the Authority's Monitoring Report shows that allocated sites and/or neighbourhood plans are not coming forward in a timely manner, we will consider:</p> <ul style="list-style-type: none">(i) seeking alternative sources of funding if lack of infrastructure is delaying development(ii) bringing forward sites anticipated to come on stream later in the plan process(iii) identifying alternative deliverable site(s) through a plan or other mechanism in general accordance with the distribution strategy of this plan as set out in Tables 7.1, 7.2 and 7.3.	
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هذه الوثيقة متاحة باللغة العربية عند الطلب.
Arabic

এই ডকুমেন্ট অনুরোধে বাংলায় পাওয়া যায়।
Bengali

ਇਹ ਦਸਤਾਵੇਜ਼ ਮੰਗ ਕੇ ਪੰਜਾਬੀ ਵਿਚ ਵੀ ਲਿਆ ਜਾ ਸਕਦਾ ਹੈ।
Punjabi

درخواست پر یہ دستاویز اردو میں بھی مل سکتی ہے۔
Urdu

本文件可以應要求，製作成中文（繁體字）版本。
Chinese

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