Planning Policy

OXFORD
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Oxford City Council

Sustainability Appraisal

for the Northern Gateway Area Action Plan

Options Document

February 2014

Sustainability Appraisal for the Northern Gateway AAP Options document

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List of Abbreviations

AAP	Area Action Plan
DPD	Development Plan Document
LDF	Local Development Framework
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment

1. Consulting on the Sustainability Appraisal report

A draft Sustainability Appraisal (SA) report has been prepared to accompany the Northern Gateway Area Action Plan (AAP) Options document. A draft report is not legally required at this stage of the process, but has been prepared to allow early stakeholder and public involvement in the process, and to allow Oxford City Council to develop and refine the AAP options to fully reflect the principles of sustainable development. The SA predicts and assesses the social, economic and environmental effects of the options and allows for a comparison of these against the alternatives considered.

The City Council seeks the views of stakeholders and the public on this draft SA report. Comments will be considered as the SA Report is updated prior to the next stage of consultation on the Northern Gateway AAP.

Consultation requirements

The Government has designated the Environment Agency, Natural England, and English Heritage as '*authorities with environmental responsibilities*'[1]. These agencies must be consulted by plan making authorities on the content of the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) requirements. The regulations also specify that these agencies are to be given a period of 5 weeks to respond from the date when they receive the SA report. These agencies were consulted on the Northern Gateway AAP Scoping Report Addendum from 8th November to 13th December 2013, and changes made to the Scoping Report Addendum as a result of comments returned.[2]

The Strategic Environmental Assessment Directive states that:

> "*Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme*" (Art. 6.1, 6.2)

Other stakeholders likely to have an interest in the Sustainability Appraisal of the Northern Gateway AAP Options document have been notified that a copy of this SA report can be viewed on the City Council's website.

Table 1 contains a list of the bodies that have been consulted on this SA report – these were also the organisations who were consulted at the Scoping Stage. The Designated Consultation Bodies reflect Government guidance on meeting the requirements of the Directive.[3] This guidance also recommends consulting a range of other bodies who may be able to provide useful information for the SEA, e.g. local authorities.[4] The SA Report has also been made available to all stakeholders as part of the Options Consultation.

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[1] Environmental Assessment of Plans and Programmes Regulations 2004
[2] A summary of responses to the Northern Gateway AAP Scoping Report Addendum is available at
http://www.oxford.gov.uk/PageRender/decP/Sustainability_Appraisal_occw.htm
[3] A Practical Guide to the Strategic Environmental Assessment Directive (ODPM, 2005), paragraph 3.6
[4] *Ibid.*, paragraph 3.5

Table 1: List of Consultees
Designated Consultation Bodies
Environment Agency
English Heritage
Natural England
Other bodies considered appropriate to consult at this stage
Highways Agency
Oxfordshire County Council
Cherwell District Council
South Oxfordshire District Council
West Oxfordshire District Council
Vale of White Horse District Council

Responding to this consultation

Both this document and the Northern Gateway AAP Scoping Report are available at
http://www.oxford.gov.uk/PageRender/decP/Sustainability_Appraisal_occw.htm

Please send or email your responses to the address details below. All responses must be received by the City Council by **XXXX**. Responses should be submitted online via one of the methods below.

Online: [insert url to Inovem page]

Email: planningpolicy@oxford.gov.uk

Letter: Planning Policy
                    Oxford City Council
                    St. Aldates Chambers
                    109-113 St. Aldates
                    Oxford OX1 1DS

Fax: 01865 252144

If you have any questions or would like clarification on any aspect of the SA report, please contact Matt Bates by email (mbates@oxford.gov.uk) or telephone (01865 252277).
01865 252143

The consultation period will run from [date] to [date].

If necessary amendments will be made to the SA Report prior to submission.

2. Description of the AAP

Northern Gateway Area Action Plan

The adopted Oxford Core Strategy 2026 includes Policy CS6 – Northern Gateway. This allocates a defined area, known as the Northern Gateway, as a strategic development location to provide a modern, employment-led site with supporting infrastructure and complementary amenities. The employment element allowed for is a maximum of 80,000m^2 of floorspace for research, development and office uses, related to science, technology, research, development and/or non-teaching university activities, of which no more than 55,000m^2 should come forward by 2026. Complementary uses are allowed for, which may include an emergency services centre, 200 dwellings, small retail units, and a hotel.

The Northern Gateway Area Action Plan (AAP) will be part of Oxford's Local Plan. It will guide the future development and change at the Northern Gateway. It will seek to ensure development of an appropriate scale, mix and quality for key areas of opportunity. It will look at things like what transport improvements will be provided, what mix of flats and houses there should be and what community facilities will be needed. It will also look at how the development relates to and links with neighbouring communities. By guiding the types of development to take place, and setting out when and how the development will take place, the Area Action Plan will become the key document through which the vision and objectives for the Northern Gateway can be secured and achieved.

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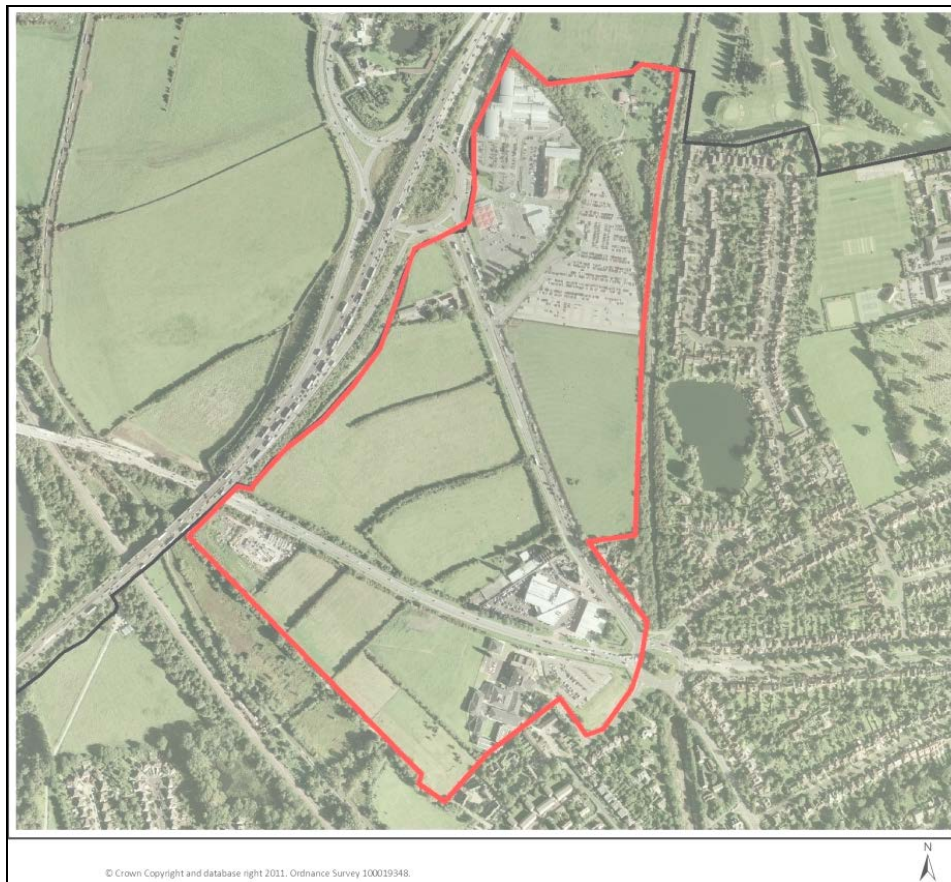
The Options document is the first formal stage of consultation. It sets out a draft vision and objectives for the AAP. It then sets out options generated so far in the production of the AAP, and a Preferred Strategy. This includes draft development principles and preferred policy options for consultation. It is important to bear in mind that further technical studies will be carried out to help determine which options to pursue in the final AAP, which will also provide further evidence for the SA process.
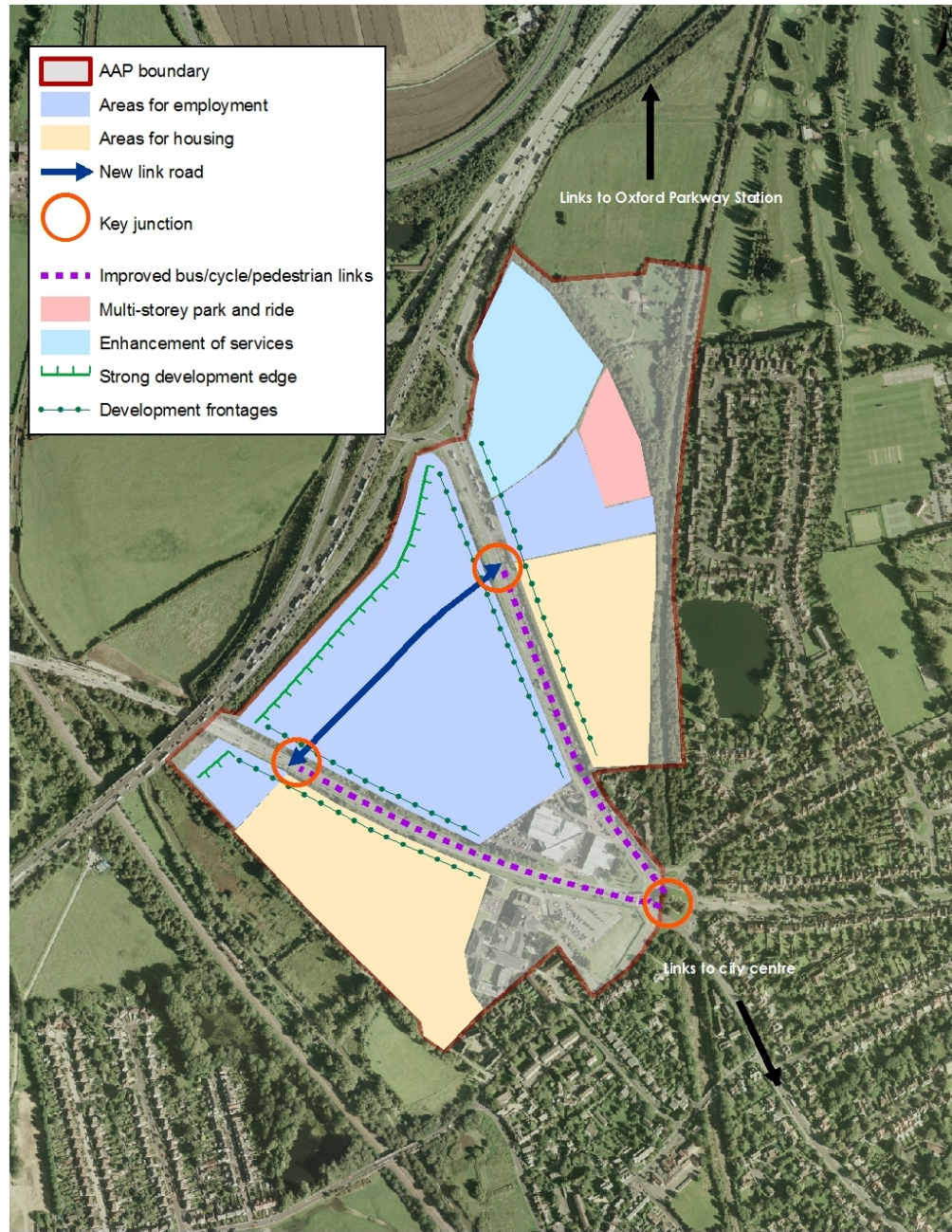
The following plan shows how the preferred options and approaches combine to form our suggested preferred strategy or framework for development of the Northern Gateway. It shows:
- areas for employment development
- areas for housing development
- link road between the A40 and A44
- junctions where there will need to be redesign/improvements
- key pedestrian and cycle links

In addition, but not shown on the plan, there would be:
- focus on the knowledge economy
- mix of housing tenure and type
- maximum parking allocations
- a design code to set the broad parameters for the design and layout
- design that responds to the natural context (biodiversity, drainage, trees etc.)
- design that responds to the historic environment (archaeology, conservation area etc.)
- provision of a good quality living and working environment (air quality, noise, outlook etc.)
- details around the timing, funding and phasing of implementation

Northern Gateway Preferred Strategy

Legend:
- AAP boundary
- Areas for employment
- Areas for housing
- New link road
- Key junction
- Improved bus/cycle/pedestrian links
- Multi-storey park and ride
- Enhancement of services
- Strong development edge
- Development frontages

Links to Oxford Parkway Station

Links to city centre

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3. Introduction

A Sustainability Appraisal (SA) is an integral part of the plan-making process, helping to ensure that the policies included in a Development Plan Document adhere to the principles of sustainable development. This involves giving consideration to the significant social, environmental and economic effects of the proposed plan.

The preparation of the Northern Gateway AAP Options SA involves two key stages:
- The production of a Northern Gateway Scoping Report Addundum, setting out what the scope of the Sustainability Appraisal would be;
- The production of the Sustainability Appraisal Report, which must be consulted on at the time the Proposed Submission AAP is published for consultation.

The Northern Gateway Options SA provides an initial assessment against the SA framework set out in the Northern Gateway SA Scoping Report Addendum (November 2013). This interim report is published on a voluntary basis to help the decision-making process and provide transparency.

A Non-Technical Summary will be included at the next stage of SA reporting.

What is a sustainability appraisal?

Requirement for SA and purpose of the SA report

SA is mandatory under Section 19(5) and Section 39(2) of the Planning and Compulsory Purchase Act 2004. It is used to ensure that the emerging plan helps to implement the principles of sustainable development through the integration of social, environmental and economic issues, and provides an opportunity to improve the plan or policy or to ensure that it is more effective in meeting the aims of sustainable development. The completion of a sustainability appraisal is one of the legal 'tests of soundness' by which Development Plan Documents will be judged when they are subject to an examination later on in the production process.

SA and Strategic Environmental Assessment (SEA)

An environmental assessment is also required under European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' (the Strategic Environmental Assessment Directive). This environmental assessment is known as Strategic Environmental Assessment.

In the UK, the requirements of the SEA Directive are met by carrying out a Sustainability Appraisal. The SA Report must, however, show that the SEA Directive's requirements have been met and this is achieved through sign-posting the places in the SA Report where the information required by the directive is provided. This is provided in Table 2 below.

Table 2 – Links between SA/SEA and the Options for the Northern Gateway AAP (based on ODPM 2005)	
SEA Directive Requirements	**Where covered in SA Report**
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is (Art. 5 and Annex I):	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes	The contents and main objectives of the NGAAP Options are set out in the sections relating to 'Testing the Northern Gateway AAP objectives against the SA framework' (the compatibility matrix) (Task B1) and 'Developing the Northern Gateway AAP options' (Task B2)
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	The relevant aspects of the current state of the environment are found under 'Likely Future Conditions' in the topic-based sections of the LDF Scoping Report (Updated April 2011) and, where appropriate, in the Northern Gateway AAP SA Scoping Report Addendum.
c) The environmental characteristics of areas likely to be significantly affected	The environmental characteristics are detailed in the baseline information contained in the LDF Scoping Report (Updated April 2011) and, where appropriate, in the Northern Gateway AAP SA Scoping Report.
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Relevant environmental problems are identified in the LDF Scoping Report (Updated April 2011) and the Northern Gateway AAP Scoping Report Addendum.
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation	Relevant environmental protection objectives and sustainability issues relating to are identified in the LDF Scoping Report (Updated April 2011) and the Northern Gateway AAP Scoping Report Addendum.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects)	The likely significant effects of the NGAAP Options are assessed in the following sections of this report: • Developing the Northern Gateway AAP options (Task B2) • Predicting the effects of the options (Task B3) • Evaluating the effects of the submissions policies (Tasks B4) will be carried out at a later stage
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Measures envisaged to mitigate adverse effects and maximise beneficial effects (Task B5) will be documented at the next stage of reporting.
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical	Details of how the SA was carried out are contained in the paragraphs following this table. The reasons for

Table 2 – Links between SA/SEA and the Options for the Northern Gateway AAP (based on ODPM 2005)	
SEA Directive Requirements	**Where covered in SA Report**
deficiencies or lack of know-how) encountered in compiling the required information	selecting the options in the Options Document, and others that have not been included in the Options Document, are contained in Section 4.2 – Developing the Northern Gateway AAP options (Task B2).
i) a description of measures envisaged concerning monitoring in accordance with Article 10	A draft monitoring framework is included at Section 5, which is subject to amendment at a later stage of reporting.
j) a non-technical summary of the information provided under the above headings	To be included at a later stage of reporting.
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2)	Information contained throughout this SA report.
Consultation: • authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report (Art. 5.4)	LDF Scoping Report updated and issued in April 2011. Northern Gateway SA Scoping Report published November 2013.
• authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)	Consultation on the Northern Gateway AAP Options Document and this accompanying SA report.
• other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7)	Not applicable.
Taking the environmental report and the results of the consultations into account in decision-making (Art. 8)	To be addressed at a later date.
When the plan or programme is adopted, the public and any countries consulted under Art.7 shall be informed and the following made available to those so informed: • the plan or programme as adopted; • a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and • the measures decided concerning monitoring (Art. 9 and 10)	To be addressed at a later date.
Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10)	To be addressed at a later date.

Stages and methodology for the Sustainability Appraisal

Government Guidance exists on SA on the Communities and Local Government (CLG) website: *A Practical Guide to the Strategic Environmental Assessment Directive* (Sep 2005) and new guidance has been published in draft form on the Planning Portal website.[5]

The formal stages of the Sustainability Appraisal process are set out in Table 4 below. Each stage A to E contains a series of sub-stages which need to be completed in order to assess the sustainability implications of the emerging AAP. Integration of the SA into the AAP preparation is fundamental to sound plan making.

Table 3 – Stages for the Sustainability Appraisal
AAP Stage 1: Pre-production – Evidence Gathering
SA stages and tasks: Northern Gateway AAP Scoping Report   **Stage A:** Setting the context and objectives, establishing the baseline and deciding on the scope   • 1: identify other relevant policies, plans and programmes, and sustainability objectives.   • 2: Collect baseline information.   • 3: Identify sustainability issues and problems.   • 4: Develop the SA framework.   • 5: Consult the consultation bodies on the scope of the SA report.
AAP Stage 2: Production
SA stages and tasks   **Stage B:** Developing and refining alternatives and assessing effects   • 1: Test the AAP objectives against the SA framework.   • 2: Develop the AAP options including reasonable alternatives.   • 3: Evaluate the likely effects of the AAP and alternatives.   • 4: Considering ways of mitigating adverse effects and maximising beneficial effects.   • 5: Proposing measures to monitor the significant effects of implementing the AAP.   **Stage C:** Prepare the Sustainability Appraisal Report.   **Stage D:** Publish and consult on the Options Document and SA Report   • 1: Consult the consultation bodies and the public on the Options of the AAP and the SA Report.   • 2: Appraise significant changes resulting from representations.   **Stage E**: Post adoption reporting and monitoring   • 1: Prepare and publish post-adoption statement   • 2: Monitor sustainability appraisal Indicators of the AAP

We are here (pointing to Stage B)

The SA was carried out jointly by officers within the Planning Policy section of Oxford City Council. As a rule, officers appraised options and policies for areas of the AAP for which they were not directly responsible for in order to enable a detached and independent view. Officers were also advised on its production by Riki Therivel of Levett Therivel Sustainability Consultants.

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[5] http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/what-documents-in-a-local-plan-require-a-sustainability-appraisal/#paragraph_013

SA Stage A: Northern Gateway AAP Scoping Report (covering stages A1 to A5)

The Northern Gateway AAP Scoping Report Addendum (Nov 2013)[6] supplements the LDF Scoping Report (updated Apr 2011)[7], by providing updated information and data relevant to the Northern Gateway project, and focusing on local (neighbourhood) data where this is available. Taken together, the two scoping reports set the context, establish the baseline and decide on the scope of the SA process. They document the findings from Stage A of the SA/ SEA process.

The LDF Scoping Report and Northern Gateway AAP Addendum form part of the evidence base for the AAP as they set out the scope and level of detail of the SA. The AAP Addendum defines the key environmental and sustainability issues and problems for the area most closely associated with the AAP (Wolvercote and Cutteslowe). It is structured around topics that reflect SA/SEA guidance on the scope.

The Northern Gateway AAP Addendum also includes themes, targets and indicators relevant to the assessment, and to assist in the decision-making process for how change will be brought forward. These provide the SA assessment framework.

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[6]http://www.oxford.gov.uk/Library/Documents/Planning/Northern%20Gateway%20AAP%20SA%20Scoping%20Report.pdf
[7]http://www.oxford.gov.uk/Library/Documents/Planning/Sustainability%20Appraisal%20Scoping%20Report%20April%202011.pdf

4. Developing and refining options and assessing effects (Stage B)

This section first appraises the impacts of the AAP objectives against the SA framework discussed in the Northern Gateway Scoping Report Addendum. It then describes how the options for the AAP were identified, before appraising the impacts of the options against the SA framework.

The SA framework includes a set of 16 objectives forming the basis for assessment of options:

Table 4 – Sustainability Objectives
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home
Objective 4: Improve the health and well-being of the population and reduce inequalities in health
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work
Objective 7: Provide accessible essential services and facilities
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all
Objective 9: Conserve and enhance Oxford's biodiversity
Objective 10: Protect and enhance the historic Environment and heritage assets
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff and reduce surface water flood risk
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)
Objective 15: Stimulate economic revival in deprived areas
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy

4.1 Testing the Northern Gateway AAP objectives against the SA framework (the compatibility matrix) (Task B1)

It is important that the AAP objectives are in accordance with the principles of sustainability. An assessment of the compatibility of the AAP objectives with the SA objectives is necessary to establish whether there are any general inconsistencies between the two sets of objectives. A compatibility matrix – Table 5 below – is used to assess the extent the AAP objectives are compatible with the SA objectives. The aim is for the AAP's policies, in implementing and reflecting the objectives, to score positively when appraised against the sustainability objectives.

It should be noted that as this part of the assessment relates to the high-level objectives, only very broad assumptions have been made as to how the objectives will translate to policies or be implemented. It is only where there is a clear synergy or conflict that a non-neutral effect is highlighted.

The AAP objectives are as follows:

- **Objective 1 – Strengthen Oxford's knowledge-based economy** Providing additional floorspace related to Oxford's key strengths in science and technology, research and development, and/or non-teaching university development, will strengthen the city's economy and help deliver a nationally important 'knowledge economy spine' for Oxfordshire.

- **Objective 2 – Provide more housing** The project provides the opportunity to deliver additional housing including affordable housing to help address the need in Oxford. The housing will need to be designed in a way that provides an attractive living environment and supports a strong community feel with access to the necessary amenities.

- **Objective 3 – Improve the local and strategic road network** The site is adjacent to three strategic roads and the area already experiences congestion. Development of the site will help to facilitate a package of improvements to the local and strategic road network whilst also ensuring that the impact of the development is mitigated. It will be important to integrate the development with the rest of the city, particularly with good pedestrian, cycle and bus links.

- **Objective 4 – Respond to the context of the natural and historic environment** It is important to consider the context of the development in terms of the natural and historic assets of the site and locality. New development should respond positively to its surroundings.

- **Objective 5 – Create a gateway to Oxford** The site is at a strategically important position at the northern entrance to the city and offers the opportunity to create a high-quality gateway. Careful attention to the urban design of the site and the architectural design of the individual buildings will be important to help create a positive and distinctive sense of place.

- **Objective 6 – Encourage a low-carbon lifestyle/economy** This development will be planned with the future in mind. It will be important to include features that will encourage new residents and businesses to adopt a "low-carbon" lifestyle. The

development should encourage use of sustainable modes of travel and energy efficiency measures and renewable energy.

When testing compatibility between AAP and SA objectives, the following scale was used:

Scale used for compatibility matrix

✓	Possible compatibility
✗	Possible conflict
N	Neutral

Northern Gateway AAP Objectives	Sustainability Objectives	1 Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	2 Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	3 Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	4 Improve the health and well-being of the population and reduce inequalities in health	5 Reduce poverty and social exclusion and to reduce crime and the fear of crime	6 Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	7 Provide accessible essential services and facilities	8 Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	9 Conserve and enhance Oxford's biodiversity	10 Protect and enhance the historic environment and heritage assets	11 Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	12 Maintain and improve soil and water quality, manage water resources and	13 Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	14 Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	15 Stimulate economic revival in deprived areas	16 Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy
	1 Strengthen Oxford's knowledge-based economy	N	N	N	N	N	✓	N	N	✗	✗	✗	N	N	✓	N	N
	2 Provide more housing	N	N	✓	✓	✓	N	N	N	✗	✗	N	N	N	N	N	N
	3 Improve the local and strategic road network	N	N	N	N	N	N	N	N	N	N	✓	N	N	✓	N	N
	4 Respond to context of the natural and historic environment	N	N	N	N	N	N	N	N	✓	✓	N	N	N	N	N	N
	5 Create a gateway to Oxford	N	✓	N	N	N	N	N	N	N	N	N	N	N	N	N	N
	6 Encourage a low-carbon lifestyle/economy	N	N	N	N	N	N	N	N	N	N	✓	N	✓	N	N	N

The assessment resulted in several neutral effects and some positive effects. Five possible conflicts of objectives were found. These are shown in Table 6:

Table 6 – Possibly Conflicting Objectives			
AAP objective		SA objective	Comments
1 Strengthen Oxford's knowledge-based economy		**9** Conserve and enhance Oxford's biodiversity	The Scoping Report Addendum identifies biodiversity sensitivities on parts of the site, including hedgerows and trees of local value, and potential for bats foraging, breeding birds, reptiles and water voles. Further investigation, and appropriate mitigation, is likely to be needed.
1 Strengthen Oxford's knowledge-based economy		**10** Protect and enhance the historic environment and heritage assets	The Scoping Report Addendum identifies potential archaeological remains, elements of which may be of national importance. The site is also close to a conservation area and the sensitive setting of Port Meadow. Archaeological investigation and further landscape/character analysis will be required.
1 Strengthen Oxford's knowledge-based economy	versus	**11** Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	The Scoping Report Addendum describes the critical baseline traffic situation, and identifies that this may be exacerbated by significant employment development. Whilst a conflict is highlighted, on a wider scale a synergy of objectives can also be identified, as the development brings with it opportunities for mitigation and potential improvement. The location is also close to rail and bus services, which help to reduce the need for car travel. It should be noted that there is no conflict identified between providing more housing and congestion. This recognises that housing growth in Oxford is likely to reduce the need to travel, given that Oxford currently experiences significant in-commuting.
2 Provide more housing		**9** Conserve and enhance Oxford's biodiversity	The Scoping Report Addendum identifies biodiversity sensitivities on parts of the site, including hedgerows and trees of local value, and potential for bats foraging, breeding birds, reptiles and water voles. Further investigation, and appropriate mitigation, is likely to be needed.
2 Provide more housing		**10** Protect and enhance the historic environment and heritage assets	The Scoping Report Addendum identifies potential archaeological remains, elements of which may be of national importance. The site is also close to a conservation area and the sensitive setting of Port Meadow. Archaeological investigation and further landscape/character analysis will be required.

4.2 Developing the Northern Gateway AAP options (Task B2)

Identification of reasonable options

This section describes the options put forward in the Northern Gateway AAP Options Document, together with any other approaches that have been identified as reasonable alternatives as part of the SA process.

The AAP options are set out in full in the Options document, and this has been referred to in carrying out the SA assessment. For ease of reference, the AAP options are summarised below, together with any other reasonable alternatives.

For all options, 'primary uses' means employment uses as described in Core Strategy Policy CS6 (i.e. which support Oxford's key economic sectors), and residential. 'Secondary uses' are complementary uses listed in Core Strategy Policy CS6, i.e. an emergency services centre, small retail units, and a hotel.

Type of employment

Preferred Option	Ensure the employment development directly relates to the knowledge economy of Oxford (science and technology research, bio-technology and spin-off companies from the universities and hospitals)
Alternative Option	Ensure a set proportion (for example 85%) of the development directly relates to the knowledge economy of Oxford

The options follow from Core Strategy Policy CS6, the thrust of which is that employment at Northern Gateway must be strongly linked to key sectors – knowledge-based industries, often relating to the universities and hospitals, or built on Oxford's knowledge-based clusters, however there is flexibility for B class uses that provide an essential service for Oxford. The Options Document outlines recent evidence pointing more than ever to the need for Oxford to fulfil a greater role within the nation's high-tech and knowledge-based economic sector. This evidence includes the Oxford Economic Growth Strategy (Jan 2013) endorsed by the Oxford Strategic Partnership[8], and the University of Oxford commissioned report The Oxfordshire Innovation Engine (SQW, Oct 2013)[9]. The Preferred Option therefore envisages limiting all employment to activities directly related to Oxford's knowledge economy. The alternative option allows greater flexibility for the site to provide other types of B1 employment (i.e. those providing an essential service to Oxford).

Primary mix

Preferred Option	Maintain employment focus for the site whilst achieving good levels of housing provision
Alternative Option 1	Reduce focus on employment uses and increase the levels of housing provision
Alternative Option 2	Reduce provision of housing and maximise development of employment uses

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[8] Oxford Economic Growth Strategy (Oxford Strategic Partnership, 2013) *www.oxfordpartnership.org.uk*
[9] The Oxfordshire Innovation Engine (SQW, 2013) *www.sqw.co.uk/index.php?cID=191*

The Preferred Option most closely mirrors Core Strategy Policy CS6. Alternative Option 1 recognises evidence of acute housing need in Oxford: this is presented as an alternative option because of the potential unsuitability of some parts of the site for housing, and because it would reduce further the limited supply of employment land in Oxford. Alternative option 2 reflects that an employment growth strategy seeks to ensure that Oxford makes the fullest possible use of its strengths as a favoured location to expand the knowledge-based economy.

An Alternative Option 3, representing the baseline, is included under 'Other Reasonable Options' below.

Scale of employment uses:

Preferred Option	Place no upper limit on the quantum of employment development but leave it to design constraints to determine the appropriate level
Alternative Option 1 (Baseline scenario)	Provide up to 80,000m^2 of employment development (based on that indicated in Core Strategy)
Alternative Option 2	Provide up to 55,000m^2 of employment development (based on policy allocation up to 2026 in the Core Strategy without the indicated development beyond that)
Alternative Option 3	Provide up to 90,000m^2 of employment development (based on Core Strategy indication and additional 10,000m^2 as alternative to emergency services centre)

All options reflect the need to build on Oxford's economic strengths, in line with Core Strategy Policy CS6. The Preferred Option goes beyond the Core Strategy allocation, but is consistent with objectives to achieve sustainable economic growth in Oxford, and would provide maximum flexibility to achieve this. It takes account of the Oxford Economic Growth Strategy, which identifies Oxford as *"the engine of Oxfordshire's economy"*, and the SQW report 'The Oxfordshire Innovation Engine' which considers that *"the greatest potential for sustainable growth is to the north of the city around Begbroke, the new Northern Gateway (Peartree) and the planned new rail station at Water Eaton."* Alternative Option 1 reflects most closely Core Strategy Policy CS6, which sets a target for up to 55,000m^2 of employment floorspace to be delivered by 2026, and up to a further 25,000m^2 beyond the Core Strategy period (as set out in the 'Key Outputs' accompanying Policy CS6). Alternative Option 3 is a further alternative consistent with Policy CS6, which assumes the potential emergency services centre will not come forward. Alternative Option 2 tests a level of employment development well below the total Core Strategy allocation of 80,000m^2, which given site constraints is a realistic alternative.

Residential uses:

Preferred Option	Provide a mid-sized development of homes (e.g. up to 500 homes)
Alternative Option 1 (Baseline scenario)	Provide a smaller number of homes (e.g. up to 200 homes, based on the policy allocation up to 2026 in the Core Strategy)
Alternative Option 2	Provide a larger number of homes (e.g. up to 800 homes)

The Preferred Option goes beyond Core Strategy Policy CS6 by proposing more homes on the site than originally envisaged. This recognises the significant unmet housing need in Oxford, and is consistent with the Core Strategy's aim to that everyone has access to a decent home, suited to their household's needs, at a price they can afford. Alternative Option 1 reflects Policy CS6 most closely, however it is important to note that the option

tested is for *up to* 200 homes, and therefore encompasses a level of housing development which is below this. Alternative Option 2 provides for the highest level of homes, which would most likely necessitate less employment but is a reasonable alternative given the size of the Northern Gateway site.

Retail uses:

Preferred Option	Provide small retail units of an appropriate local scale on the site (e.g. up to 2,500m^2 gross floorspace)
Alternative Option 1	Remove the retail uses to facilitate more development of primary uses
Alternative Option 2	Provide for a mid-sized supermarket on the site (e.g. around 4,000m^2)
Alternative Option 3	Provide for a mid-sized supermarket (e.g. around 4,000m^2 gross) and some smaller retail units (e.g. up to 2,500m^2 gross)

The Preferred Option would provide for complementary retail units at a small scale, appropriate for serving the new development. Alternative Option 1 would remove the retail use and free up land for other uses. Alternative Option 2 goes beyond Policy CS6, recognising that a larger retail unit might aid delivery and provide an alternative retail format. Alternative Option 3 also goes beyond Policy CS6, but provides the greatest range of retail services.

Hotel with leisure uses:

Preferred Option	Provide a hotel on the site (e.g. up to 180 bedrooms) with associated leisure facilities (e.g. restaurant and gym)
Alternative Option	Remove the hotel to facilitate more development of primary uses

The Preferred Option is to provide a hotel, with associated leisure uses, which is a complementary use permitted by Policy CS6. The alternative would be to not pursue this use.

Emergency Services Centre:

Preferred Option	Remove the emergency services centre to facilitate more development of primary uses
Alternative Option	Provide an emergency services centre on the site (e.g. up to 10,000m^2). Make policy provision for this allocation to revert to employment use if not delivered by a particular phase of the development.

The Core Strategy Policy CS6 allows complementary uses, including potentially an emergency services centre. The Preferred Option removes this as a potential use, which in turn would free up more land for other uses.

Services area:

Preferred Approach	Encourage refurbishment of the services area to further enhance the approach to the city
[Baseline scenario]	(Do not include a policy on the services area)

The Preferred Approach, to encourage refurbishment of the services area, adds specificity to Core Strategy Policy CS6.

Affordable housing:

Preferred Approach (Baseline scenario)	Use the existing policy approach of requiring at least 50% of homes to be affordable

Dwelling sizes:

Preferred Option (Baseline scenario)	Use existing policy approach (set out in Balance of Dwellings SPD) 1 bedroom homes: 10-15% 2 bedroom homes: 25-30% 3 bedroom homes: 40-55% 4+ bedroom homes: 10-15%
Alternative Option 1	Increase the proportion of smaller (1 and 2 bedroom) homes
Alternative Option 2	Increase the proportion of larger (3 and 4+ bedroom) homes

The Preferred Approach for affordable housing reflects the Core Strategy and Sites and Housing Plan: as it is the baseline scenario, it has not been tested in this SA. The Preferred Option reflects the currently adopted Balance of Dwellings Supplementary Planning Document, which in turn supports Core Strategy Policy CS23. Alternative Option 1 recognises that higher densities can be achieved by providing smaller units, which may be appropriate for a 'gateway' development. Alternative Option 2 responds to the appropriateness of an edge-of-city site such as Northern Gateway to accommodate more larger family dwellings.

Access and Highways Measures:

Proposal	Preferred Option (full transport solution, subject to funding)	Alternative Option (mitigates impact of development) (baseline scenario)
Cutteslowe roundabout improvements	✓	✓
Wolvercote roundabout improvements	✓	✓
Full signalisation of Pear Tree roundabout	✓	✘
Partial signalisation of Pear Tree roundabout	✘	✓
Construction of off-site strategic link road between the A40 and A44 (Loop Farm roundabout)	✓	✘
Construction of dual-carriageway on-site link road and site access road with signal-controlled junctions to A40 and A44	✘	✓
Construction of single-carriageway site access road with junctions to A40 and A44	✓	✘
Secondary site access from A40 & A44	✓	✓
Public realm and environmental improvements to A40 and A44	✓	✓

The Preferred Option proposes a comprehensive highways improvement scheme. A key element would be the construction of an off-site link road to allow direct access between the A40 and A44, removing the need for much traffic to pass through the congested Wolvercote Roundabout. The Alternative Option is considered appropriate to mitigate the impact of additional travel arising from the development (but not necessarily general traffic growth in the area). This reflects closely the approach set out in Core Strategy Policies CS6 and CS13.

Park and Ride capacity:

Preferred Option	Provide a multi-storey Park and Ride site with around 500 additional spaces
Alternative Option 1	Extend the Park and Ride provision at surface level with around 500 additional spaces
Alternative Option 2	Extend the Park and Ride provision further, with around 750 additional spaces in a multi-storey
Alternative Option 3	Extend the Park and Ride provision further, with around 750 additional spaces at surface level
Alternative Option 4 (baseline scenario)	Maintain the existing level of parking provided (around 1,050 spaces)

Park and Ride location:

Preferred Option (baseline scenario)	Retain the Park and Ride facilities at the current location
Alternative Option 1	Relocate the existing Park and Ride within the site (to opposite side of A44)

The first set of options assumes that Peartree Park and Ride remains in its current location. The Preferred Option and Alternative Options 1, 2 and 3 respond to Core Strategy Policy CS6, which envisages regeneration of the Park and Ride site, and Policy CS14, which seeks to improve the capacity and attractiveness of Park and Ride in Oxford. The Preferred Option and Alternative Option 2 would see Park and Ride spaces re-provided or expanded within a decked car park that would be the least space-hungry option. Alternative Options 1 and 3 would see enlargement at surface level.

The second set of options considers relocation of Peartree Park and Ride. The Preferred Option represents the current status. Alternative Option 1 envisages relocating the site within the AAP area, the alternative being the opposite side of the A44.

Public transport:

Proposal	Preferred Option (full transport solution, subject to funding)	Alternative Option (mitigates impact of development) (baseline scenario)
Provision of enhanced bus services along A40 and A44 corridors, with connection to Oxford Parkway rail station	✓	✓
Provide interchange facility/bus hub potentially in combination with Park and Ride improvements	✓	✗
Provide new bus stops/lay-bys and covered waiting facilities with Real Time Passenger Information (along the A40 and A44).	✓	✓
Widen and/or reallocate road space along the A40 fronting the site to provide priority for buses.	✓	✓
Widen and/or reallocate road space along the A44 fronting the site to provide priority for buses	✓	✓
Provide for further selected bus priority measures at junctions with pre-signals	✓	✗

Provide bus priority measures northbound on Woodstock Road to Wolvercote roundabout	✓	✗

The Preferred Option for public transport improvements is a comprehensive package of improvements, to provide enhanced bus services connecting to the Parkway Station, extensive bus priority on the main approaches to Northern Gateway, light-controlled bus priority at junctions, improvements to bus stops and laybys, and an interchange/bus hub. This is more than is likely to be necessary to meet the Core Strategy's requirements. The Alternative Option is to deliver less extensive bus priority measures, bus stop improvements and enhanced bus services.

Pedestrian and Cycle Links:

Preferred Option	Provision of • high-quality, convenient cycle/footpath routes to nearby residential areas and to the service station area. • improved and additional crossings of the A40 and A44 (either at surface level or grade-separated) to link development areas • good-quality, convenient routes within the development site and alongside the A40/A44 • a high-quality, convenient cycle/footpath link to the new Oxford Parkway station
Alternative Option (baseline scenario)	Provision of • high-quality, convenient cycle/footpath routes to nearby residential areas and to the service station area. • improved and additional crossings of the A40 and A44 (either at surface level or grade-separated) to link development areas • good-quality, convenient routes within the development site and alongside the A40/A44.

The Alternative Option clarifies the requirements of Core Strategy Policy CS6 and Policy CS13 to prioritise access by walking and cycling, along with public transport, as part of a package of measures to mitigate the impact of development and provide good connections for future occupiers. The Preferred Option goes beyond these requirements by also providing for a bespoke link to the nearby Parkway Station.

Travel planning:

Preferred Approach (baseline scenario)	Require a Transport Assessment and Travel Plan as part of any planning application to demonstrate how the development will contribute to sustainable travel and the mitigation of any significant traffic impacts if the Transport Assessment shows this to be necessary

The Preferred Approach for a Transport Assessment and Travel Plan reflects Core Strategy CS13. As this would in any case be required whether or not a policy were included in the AAP, it has not been tested in this SA report.

Operation of car parking:

Option 1	Provide workplace parking in shared communal facilities for efficiency
Option 2	Encourage workplace charging across the site
Option 3	Introduce a Controlled Parking Zone within the site and in

	neighbouring areas

The options for parking management are not mutually exclusive. They are all, however, based on a preferred approach of communal (unallocated) parking provision for the various commercial uses, which increases efficiency of use and minimises land take. Workplace charging would encourage use of modes other than single occupancy car to access the site. A Controlled Parking Zone may be necessary to help overall parking management, and prevent commuter parking in neighbouring areas.

An Alternative Option 4 is included in 'Other reasonable options' below.

Parking standards:

Preferred Option	Compared to the standard policy approach, be more restrictive on parking standards for employment and retail uses (destination parking) but not on residential parking (use city-wide standards to reflect car ownership)
Alternative Option 1	Tighten up parking standards for all uses across the site (beyond city-wide standards)
Alternative Option 2 (Baseline scenario)	Use existing city-wide parking standards

The options for parking standards stem from adopted Local Plan policies (OLP Saved Policy TR.3, Sites and Housing Plan Policy HP16) which set maximum standards, and therefore allow lower amounts of parking in particular circumstances. The Preferred Option seeks lower standards for employment and retail units, which is seen as an effective means of mitigating car journeys to the site in combination with public transport, cycling and walking infrastructure, whilst recognising the different purpose served by residential parking to be maintained at city-wide standards. Alternative Option 1 would also lower parking provided for residential uses to below city-wide maximum standards, which would encourage or require lower car ownership. Alternative Option 2 is the baseline scenario whereby existing adopted standards are used.

Urban design

Preferred approach	A design code for the Northern Gateway will be produced that will set out the broad parameters for the urban design and layout, related to the different uses proposed.
(Baseline scenario)	(Do not have a policy on urban design)

The Preferred Approach requires production of a Design Code alongside the AAP, to set a framework of parameters guiding how new buildings and spaces will work together to achieve a high quality design befitting to its context.

Scale and massing:

Option 1	Permit taller buildings (especially at particular locations) to provide the required development and maintain larger areas of the site as open space/landscaping
Option 2	Restrict building heights to a lower level acknowledging that more of the site would need to be built out to provide the levels of development
(Baseline scenario)	(Do not have a policy on scale and massing)

Option 1 encourages the use of higher buildings as a design feature, to provide distinctive landmarks and help users navigate around the development. Option 2 would limit building heights but would also require greater site coverage. The development of one of these options will ultimately be informed by a visual impact analysis of the site.

Landscape and Open Space:

Preferred Approach	Provide useable and good quality open space around the office/employment buildings
Option 1 (Baseline scenario)	Use city-wide standard of providing at least 10% of the site area that is developed for housing, as public open space
Option 2	Make provision for a greater proportion of residential site area as open space (e.g. 15%)

The Preferred Approach relates to the office and employment development, and provides a policy requirement to maintain open space on the site rather than a very high level of site coverage. Options 1 and 2 relate to residential development. Option 1 is the baseline scenario for residential, as it is the same as Policy HP9 in the Sites and Housing Plan. Option 2 sets a higher than city-wide requirement for residential public open space.

Gateway:

Preferred option	Provide opportunities for landmark buildings (at particular locations) within the development and frame views to help create a gateway feel
Alternative option	Do not pursue the gateway concept for the development

The Preferred Option pursues the 'gateway' concept through use of building design to give a gateway feel to the northern approach into Oxford. The alternative option would not pursue this aspiration.

Green Belt

Preferred Approach (baseline scenario)	Carry out a highly focussed review of the inner Green Belt boundary to identify whether exceptional circumstances exist to justify removing those portions within the AAP boundary from the Green Belt

The Preferred Approach reflects Core Strategy Policies CS3 and CS6, and carries out the Core Strategy commitment to carry out a focused Green Belt review. The approach makes clear that the principle of exceptional circumstances will have to be demonstrated for any change to the boundaries to occur.

This Preferred Approach is the same as the Core Strategy (Policy CS3 – Green Belt and paragraph 3.4.39 bullet 3) and as such represents the baseline scenario. It has not, therefore, been assessed as part of this SA as the Core Strategy SA has already tested this policy.

South of A40 Green Belt:

Option 1	Move the inner Green Belt boundary back to the track that runs through the site so that there is no Green Belt to the east of the track but that the fields designated as a Site of Local Importance Nature Conservation and Public Open Space (Goose Green) are maintained within the Green Belt

Option 2	Move the inner Green Belt boundary back to the canal corridor so that there is no Green Belt to the east of the canal
Option 3 (baseline scenario)	Maintain the inner Green Belt boundary at the current position

Option 1 would, subject to demonstration of exceptional circumstances, see the Green Belt boundary moved south-west to align with the boundary of the AAP area. Option 2 would see the boundary moves further still to the natural boundary formed by the Oxford Canal, which would remove green belt designation from the SLINC and Goose Green, however the designations (as Site of Local Importance for Nature Conservation and as Public Open Space) protecting this land would remain. Under Option 2, the AAP boundary would also be amended to include this area. Option 3 would see no change to the Green Belt designation south of the A40.

Pear Tree Farm Green Belt:

Option 1 (baseline scenario)	Maintain the inner Green Belt boundary at the current position so that Pear Tree Farm continues to be within the Green Belt
Option 2	Move the inner Green Belt boundary back to the administrative boundary of the City Council so that, that part of, Pear Tree Farm is no longer within the Green Belt

Option 1 would see no change to the Green Belt at the northern extremity of the site. The Core Strategy already commits the Council to carrying out a Green Belt review, therefore the status quo is not the baseline scenario and is assessed as a variant from the baseline. Option 2 would, subject to demonstration of exceptional circumstances, see the Green Belt boundary moved to align with the city administrative boundary.

Drainage

Preferred Approach	Only permit development where it has been shown:
	• that it will not result in changes to the hydrological regime of the Oxford Meadows Special Area of Conservation; and:
	• where it has been shown through a Flood Risk Assessment that it will not increase flood risk either on the site or elsewhere

The Preferred Approach re-emphasises the policy framework set out in the Core Strategy. As the Preferred Approach is the same as the Core Strategy (Policy CS11 – Flooding and paragraph 3.4.40) it represents the baseline scenario. It has not, therefore, been assessed as part of this SA as the Core Strategy SA has already tested this policy.

Energy and resources:

Preferred Approach	Use existing energy and resource efficiency policy framework as a basis. Require buildings to meet the current standards of energy efficiency and renewable energy in place at the time of reserved matters applications.
	Support the development of a shared/district renewable energy scheme within the site.

The first part of the Preferred Approach restates the Core Strategy policy framework. As the preferred approach is the same as the Core Strategy (Policy CS9 – Energy and Natural

Resources) it represents the baseline scenario. It has not, therefore, been assessed as part of this SA as the Core Strategy SA has already tested this policy. The second part of the Preferred Approach reflects national policy (NPPF) and Core Strategy CS9 in supporting the development of a central energy centre as a more energy efficient means of providing energy to individual buildings.

Air quality and Noise

Preferred Approach	Only permit residential development where it can be shown that future residents will benefit from a good quality living environment both in terms of noise and air quality.

The Core Strategy and Saved Policies of the Local Plan seek to protect existing and future residents from any noise or air quality impacts, or other sources of nuisance. As the Preferred Approach pulls together policy requirements from the Core Strategy (supporting text to Policy CP6 – Northern Gateway) and Oxford Local Plan 2001-2016 (Policies CP.19, CP.21 & CP.23) it represents the baseline scenario. It has not, therefore, been assessed as part of this SA as the Core Strategy SA has already tested this policy.

Preferred Approach	Only permit development that does not have an impact on the integrity of the Oxford Meadows Special Area of Conservation

The Core Strategy, supported by a Habitat Regulations Assessment, requires the fullest regard for any impacts on the Oxford Meadows SAC. This Preferred Approach is the same as the Core Strategy (paragraph 3.4.41) and as such represents the baseline scenario. It has not, therefore, been assessed as part of this SA as the Core Strategy SA has already tested this policy.

Other reasonable alternatives

It is considered that there are other potential options that have not been included in the main document. These are set out below. Where relevant, a rationale for not testing the option against sustainability objectives within this report is included.

Primary mix:

Baseline scenario – no AAP policy	Maintain employment focus for the site, and let market forces decide which of the complementary uses come forward
Reason for not testing in this report	*This is the baseline scenario reflecting Core Strategy Policy CS6 (which permits any of the complementary uses listed), therefore it has already been subject to sustainability appraisal carried out for the Core Strategy.*

Residential uses:

Alternative Option 3	No residential development
Reason for not testing in this report	*The Core Strategy Preferred Options included the following option:* "Identify the Pear Tree site and surrounding land as a strategic location to provide a modern mixed-use employment site, which would include an emergency services centre (fire station, police station). Other uses could include university related development. An Area Action Plan would bring forward this area."

	This option does not include residential as a use for the Northern Gateway site. This option was subject to sustainability appraisal carried out for the Core Strategy. There is no evidence currently to suggest that the baseline situation has changed since the Core Strategy was prepared, or is likely to change in such a way that would significantly reduce the need for housing.

Affordable housing:

Alternative 1 to Preferred Approach	Increase the proportion of affordable housing required from residential development
Alternative 2 to Preferred Approach	Reduce the proportion of affordable housing required from residential development
Reason for not testing in this report	*The Core Strategy Preferred Options included these options. They have therefore been subject to sustainability appraisal carried out for the Core Strategy. There is no evidence currently to suggest that the baseline situation has changed since the Core Strategy was prepared (i.e. an acute need for more affordable housing).*

Operation of car parking:

Alternative Option	Allocate parking for each employer/unit
Alternative option tested – see Table 7o	

4.3 Predicting the effects of the options (Task B3)

The SA process requires that a prediction is made of the effects of the options proposed, and of any other reasonable, realistic and relevant alternatives. This involves identifying the significant effects of each option, and assessing the effects against the SA objectives.

The baseline scenario against which the options are assessed is the Core Strategy 2026. This effectively represents the 'do nothing' position. Hence the 'baseline scenario' represents what is likely to happen should the AAP not be progressed (the 'no AAP' option), and decisions on the future of the site were based solely on the Core Strategy (and, where relevant, the Sites and Housing Plan). Accordingly, there is no need to assess this option in Tasks B3-B5, as it would happen irrespective of whether or not the AAP were adopted.

An assessment of the options being considered for the Northern Gateway AAP, and any further alternative options identified, has been conducted below. Potential sustainability effects for each of the options have been assessed, in terms of how each option progresses towards or negates from achieving each SA Objective, using the scoring system presented below. A colour coding was also used following the basic scheme below:

Scoring of Options against SA objectives

Key	Definition
++	The option contributes significantly and positively towards SA Objective
+	The option contributes positively towards SA Objective
0	The option contributes neither positively nor negatively towards SA Objective
+/-	The option contributes both positively and negatively towards SA Objective
-	The option contributes negatively towards SA Objective
- -	The option contributes significantly and negatively towards SA Objective
i	The way in which the option will affect the SA Objective will depend ultimately on implementation
?	The effect(s) of the option is uncertain or there is insufficient information on which to determine whether it will impact positively or negatively upon the SA Objective

Tables 7a to 7w below respectively assess the effects of each set of topic-based options against the SA objectives. The baseline option is only included in the table if:

i)   The baseline scenario has in any case been included as an option (as noted in Section 4.2 above), or

ii) A Preferred Approach is being assessed, with no alternative, that materially differs from what is in the Core Strategy (in which case the baseline – 'No AAP policy' – scores 'neutral' against all SA objectives).

Following Tables 7a to 7w is an overall assessment of the sustainability impacts of the Preferred Strategy, as set out at the end of the Options document, relative to the alternative of relying solely on the Core Strategy (the 'No AAP' baseline scenario).

Table 7a - Predicting the effects of the options (Task B3)			
Type of employment **SA Objectives**	**Preferred Option** Ensure employment development directly relates to knowledge economy of Oxford	**Alternative option** Ensure a set proportion (e.g. 85%) of development directly relates to the knowledge economy of Oxford	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	0	0	
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0	

Table 7a - Predicting the effects of the options (Task B3)			
Type of employment **SA Objectives**	**Preferred Option** Ensure employment development directly relates to knowledge economy of Oxford	**Alternative option** Ensure a set proportion (e.g. 85%) of development directly relates to the knowledge economy of Oxford	**Comments**
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	++	+	Locally located hospital research should provide health benefits to community.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+/-	+/-	Location of high-value employment development in north of city may reinforce spatial inequalities, but may also provide wider socio-economic benefits.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	+	++	B1b provides net benefit, but limited training diversity. Other B1 uses likely to provide greater diversity of opportunity on socio-economic scale.
Objective 7: Provide accessible essential services and facilities	0	+	Including an element of flexibility allows uses to come forward that provide an essential service to Oxford that aren't B1b
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	0	
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	
Objective 10: Protect and enhance the historic Environment and heritage assets	0	0	
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+	?	Local skills set provided by B1b may result in reduced journey lengths. Wider B uses can include many types of employment, therefore effects uncertain.

Table 7a - Predicting the effects of the options (Task B3)			
Type of employment **SA Objectives**	**Preferred Option** Ensure employment development directly relates to knowledge economy of Oxford	**Alternative option** Ensure a set proportion (e.g. 85%) of development directly relates to the knowledge economy of Oxford	**Comments**
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	++	+	B1b/knowledge uses score strong positive given synergy with SA objective. Wider B uses will still have a positive effect albeit not necessarily knowledge-based.
Objective 15: Stimulate economic revival in deprived areas	+/-	+/-	Not located near deprived areas, but benefits may ripple out.
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	
Comments Summary	The relative benefits of the options are similar as both options are strong on economy-related SA objectives. There are no negatives as the options are concerned with relative proportions of the *type* of employment, rather than the principle/scale of development or use class, hence the effects are minimal. Overall, the Preferred Option scores marginally better than the Alternative Option.		

Table 7b - Predicting the effects of the options (Task B3)

Primary mix SA Objectives	Preferred Option Maintain employment focus for the site whilst achieving good levels of housing provision	Alternative Option 1 Reduce focus on employment uses and increase the levels of housing provision	Alternative Option 2 Reduce provision of housing and maximise development of employment uses	Comments
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	0	Options effectively propose the same amount of built development, therefore no significant difference between options.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	++	++	-	Providing significant housing will create a better balance of uses towards a vibrant and sustainable community. Providing less housing would reduce human interaction outside office hours.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	-	+	- -	A greater contribution of housing would go further toward meeting this objective.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	0	Development may have positive benefits (e.g. new health facilities) and negative impacts (e.g. impact on air quality and noise) but no significant difference between options.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+/-	+	+/-	Location of B1b development in north of city may reinforce spatial inequalities, but may also provide wider socio-economic benefits. More housing = more affordable housing which has a positive effect.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	++	+	++	Provision of employment will have net benefit against objective, although much will depend on implementation.
Objective 7: Provide accessible essential services and facilities	0	0	0	Development likely to have positive benefits but no significant difference between options.

Table 7b - Predicting the effects of the options (Task B3)				
Primary mix **SA Objectives**	**Preferred Option** Maintain employment focus for the site whilst achieving good levels of housing provision	**Alternative Option 1** Reduce focus on employment uses and increase the levels of housing provision	**Alternative Option 2** Reduce provision of housing and maximise development of employment uses	**Comments**
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	0	0	Options effectively propose the same amount of built development, therefore no significant difference between options.
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	0	Development may have a negative impact but no significant difference between options.
Objective 10: Protect and enhance the historic Environment and heritage assets	0	0	0	Additional built development may have a negative effect, but no significant difference between options.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	-	+	-	Existing traffic congestion and journey lengths may be exacerbated by significant employment development, albeit would bring opportunities for transport mitigation and potential improvement. Housing likely to have positive impact by reducing commuting into Oxford. The location is also close to rail and bus services, which help to reduce the need for car travel for all types of development.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	0	Development may have a negative impact but no significant difference between options.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	0	All options to comply with policies to minimise carbon emissions from buildings. No significant difference between options.

Table 7b - Predicting the effects of the options (Task B3)				
Primary mix **SA Objectives**	**Preferred Option** Maintain employment focus for the site whilst achieving good levels of housing provision	**Alternative Option 1** Reduce focus on employment uses and increase the levels of housing provision	**Alternative Option 2** Reduce provision of housing and maximise development of employment uses	**Comments**
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+	-	++	More sustainable economic growth would be achieved by reducing housing provision.
Objective 15: Stimulate economic revival in deprived areas	+	-	+	Providing more employment likely to have greater overall benefit, but level of benefit uncertain due to location away from most deprived areas.
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	0	Housing and employment uses are likely to have neutral effect on tourism and culture.
Comments Summary	The Preferred Option performs most strongly overall, reflecting a reasonable balance between the objectives. Alternative Option 1 is strongest against housing and social inclusion objectives, whereas Alternative Option 2 is strongest on economic growth and related objectives.			

Table 7c - Predicting the effects of the options (Task B3)					
Scale of employment uses **SA Objectives**	**Preferred Option** Place no upper limit on the quantum of employment development (design constraints to determine level)	**Alternative Option 1** Provide up to 80,000m^2 of employment development	**Alternative Option 2** Provide up to 55,000m2 of employment development	**Alternative Option 3** Provide up to 90,000m2 of employment development	**Comments**

Table 7c - Predicting the effects of the options (Task B3)					
Scale of employment uses **SA Objectives**	**Preferred Option** Place no upper limit on the quantum of employment development (design constraints to determine level)	**Alternative Option 1** Provide up to 80,000m^2 of employment development	**Alternative Option 2** Provide up to 55,000m2 of employment development	**Alternative Option 3** Provide up to 90,000m2 of employment development	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	-	0	0	-	All options may have negative impacts but this will depend on mitigation. Impact likely to be greater for higher levels of development.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+/-	+	+	+/-	All options likely to help urban renaissance. Higher quantum would indicate greater densities and more efficient land use. However higher quantum also indicate less scope for housing development to sustain vibrant communities.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	--	+	++	-	Higher quantums indicate less scope for housing development hence a negative impact on the objective.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	-	+	+	-	Depends in part on implementation, but less employment = more housing which is positive on poverty objective, and provides a natural level of activity outside office hours to deter crime.

Table 7c - Predicting the effects of the options (Task B3)					
Scale of employment uses **SA Objectives**	**Preferred Option** Place no upper limit on the quantum of employment development (design constraints to determine level)	**Alternative Option 1** Provide up to 80,000m^2 of employment development	**Alternative Option 2** Provide up to 55,000m2 of employment development	**Alternative Option 3** Provide up to 90,000m2 of employment development	**Comments**
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	++	-	- -	+	More employment = more opportunity for apprenticeships and career development.
Objective 7: Provide accessible essential services and facilities	0	0	0	0	All options likely to contribute positively as daytime population will increase, but no significant difference between options.
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	-	0	0	-	Higher quantum of employment implies greater footprint, which will make it less likely that good level of green infrastructure will be provided.
Objective 9: Conserve and enhance Oxford's biodiversity	-	0	0	-	Higher quantum of employment implies greater footprint, which has a greater potential impact on biodiversity.
Objective 10: Protect and enhance the historic Environment and heritage assets	-	0	0	-	Potential negative impact for higher quantums due to likely greater building massing and heights compared with other options.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	- -	-	0	-	A greater increase in journeys and journey length is likely with more employment development, albeit a greater quantum may bring more opportunities for transport mitigation and potential improvement. Housing likely to have positive impact by reducing commuting

Table 7c - Predicting the effects of the options (Task B3)					
Scale of employment uses **SA Objectives**	**Preferred Option** Place no upper limit on the quantum of employment development (design constraints to determine level)	**Alternative Option 1** Provide up to 80,000m^2 of employment development	**Alternative Option 2** Provide up to 55,000m2 of employment development	**Alternative Option 3** Provide up to 90,000m2 of employment development	**Comments**
					into Oxford. The location is also close to rail and bus services, which help to reduce the need for car travel for all types of development.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	-	0	0	-	Impact is potentially greater for higher quantum (implying higher density) employment development.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	-	0	0	-	Impact is potentially greater for higher quantum employment development as magnitude of impact will be greater.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	++	+	0	++	Greater quantum of employment development makes a greater contribution to economic growth.
Objective 15: Stimulate economic revival in deprived areas	++	+	0	++	Providing more employment likely to have greater overall benefit, but level of benefit uncertain due to location away from most deprived areas.
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	-	0	0	0	A greater quantum of employment is likely to reduce scope for hotel facilities that could benefit tourism.
Comments Summary	Alternative Options 1 and 2 are likely to be more sustainable options based on the SA objectives, showing a net positive impact. The Preferred Option and Option 1 perform less well, mainly due to the potentially more significant impact on environmental objectives.				

Table 7d - Predicting the effects of the options (Task B3)				
Residential uses **SA Objectives**	**Preferred Option** Provide a mid sized development of homes (e.g. up to 500)	**Alternative Option 1** Provide a smaller number of homes (e.g. up to 200)	**Alternative Option 2** Provide a larger number of homes (e.g. up to 800)	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	-	All options may have negative impacts. Impact likely to be greater for higher levels of development.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	++	0	+/-	Higher quantum of housing suggests greater efficiency of land use, but urban renaissance may be negated by overdevelopment/inappropriate high-density design solutions.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	+	0	++	Higher housing numbers performs well against this objective.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	0	Impact of all options depends on implementation e.g. whether development yields significant improvements in local health facilities. No significant difference between options.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+	0	+/-	Providing housing (particularly affordable) can help to address poverty and reduce social exclusion. However residential overdevelopment may have a negative impact e.g. loss of community cohesion.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	-	0	- -	A higher level of housing indicates less employment development providing apprenticeships etc., and greater pressure on schools infrastructure.

Table 7d - Predicting the effects of the options (Task B3)				
Residential uses **SA Objectives**	**Preferred Option** Provide a mid sized development of homes (e.g. up to 500)	**Alternative Option 1** Provide a smaller number of homes (e.g. up to 200)	**Alternative Option 2** Provide a larger number of homes (e.g. up to 800)	**Comments**
Objective 7: Provide accessible essential services and facilities	+	0	+/-	Providing more housing may bring more opportunity for people to live close to the many services and facilities in Oxford. However more housing also indicates greater pressure on schools infrastructure, hence Option 2 has positive and negative impacts.
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	++	0	+/-	Housing development should include provision of 10% of site as open space therefore likely positive impact, given there is currently very limited public access. However provision of high number of houses may reduce opportunities for public space and recreation.
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	-	Potentially negative impact for Option 2 which implies higher density development, and reduced opportunity for enhancement/mitigation.
Objective 10: Protect and enhance the historic Environment and heritage assets	0	0	-	Potential negative impact for Option 2 due to likely greater building massing and heights compared with other options.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+	0	++	Providing more housing is likely to reduce frequency and length of trips into Oxford for work and leisure purposes.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	-	Impacts potentially greater for higher density development.

Table 7d - Predicting the effects of the options (Task B3)				
Residential uses **SA Objectives**	**Preferred Option** Provide a mid sized development of homes (e.g. up to 500)	**Alternative Option 1** Provide a smaller number of homes (e.g. up to 200)	**Alternative Option 2** Provide a larger number of homes (e.g. up to 800)	**Comments**
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	-	Impact is potentially greater for higher housing development as magnitude of impact will be greater.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	-	0	- -	A higher level of housing indicates potentially less employment floorspace, hence poorer performance against this objective.
Objective 15: Stimulate economic revival in deprived areas	0	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	0	
Comments Summary	When assessed against the SA objectives, the preferred option comes out overall as the most sustainable. Option 2 performs less well as it is assumed that this either reduces the amount of sustainable employment growth, or results in relatively high-density residential development that may detract from some SA objectives.			

Table 7e - Predicting the effects of the options (Task B3)					
Retail uses **SA Objectives**	**Preferred Option** Provide small retail units of an appropriate local scale on the site (up to 2,500m^2)	**Alternative Option 1** Remove the retail uses to facilitate more development of primary uses	**Alternative Option 2** Provide for a mid-sized supermarket on the site (4,000m^2)	**Alternative Option 3** Provide for mid-sized supermarket (4,000m^2 gross) and some smaller retail units (up to 2,500m^2 gross)	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	0	0	All options effectively propose the same amount of built development given that additional amounts of retail would otherwise be used for other uses, therefore they are considered to have equal impact on flooding.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	i	0	i	i	Well designed retail units could provide an important gateway function and add to the area's vibrancy. However many out-of-town retail facilities are car-dominated and of a poor design spec. Therefore depends on implementation.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	-	+	-	- -	Land taken for retail units could be used for housing.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	+	-	+	++	Providing local shops is likely to encourage more trips by walking and cycling thus improving health and well-being. Providing no shop may necessitate residents and employees to drive to alternative facilities.

Table 7e - Predicting the effects of the options (Task B3)					
Retail uses **SA Objectives**	**Preferred Option** Provide small retail units of an appropriate local scale on the site (up to 2,500m^2)	**Alternative Option 1** Remove the retail uses to facilitate more development of primary uses	**Alternative Option 2** Provide for a mid-sized supermarket on the site (4,000m^2)	**Alternative Option 3** Provide for mid-sized supermarket (4,000m^2 gross) and some smaller retail units (up to 2,500m^2 gross)	**Comments**
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+	-	+	++	Providing local shops enables people without cars to more easily access local facilities, and also provides a community hub which in turn reduces social isolation.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	+/-	+/-	+/-	+/-	Providing retail units may open opportunities for retail related training. However it also reduces opportunity for land to be used for educational purposes, or employment offering apprenticeships.
Objective 7: Provide accessible essential services and facilities	++	-	+	++	Preferred Option and Option 3 are most likely to provide essential services and facilities as they encourage a range of services. Option 2 also scores positively. Providing no retail will result in a lack of retail facilities within the immediate area.
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	-	0	-	- -	Retail may reduce opportunity for land to be used for public open space and recreation, therefore scores negatively.
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	0	0	

Table 7e - Predicting the effects of the options (Task B3)					
Retail uses **SA Objectives**	**Preferred Option** Provide small retail units of an appropriate local scale on the site (up to 2,500m^2)	**Alternative Option 1** Remove the retail uses to facilitate more development of primary uses	**Alternative Option 2** Provide for a mid-sized supermarket on the site (4,000m^2)	**Alternative Option 3** Provide for mid-sized supermarket (4,000m^2 gross) and some smaller retail units (up to 2,500m^2 gross)	**Comments**
Objective 10: Protect and enhance the historic Environment and heritage assets	0	0	0	0	
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+	0	+/-	+/-	Preferred Option is likely to encourage more trips by walking and cycling and reduce car use, although impact will depend on range of services. Options 2 and 3 will have similar effect, but is also likely to encourage some car trips in from outside the local area.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	0	0	
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	0	0	
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+/-	0	+/-	+/-	Retail provision itself contributes to economic growth and a diverse economy, equally it will reduce land supply for expanding Oxford's knowledge sector.

Table 7e - Predicting the effects of the options (Task B3)					
Retail uses **SA Objectives**	**Preferred Option** Provide small retail units of an appropriate local scale on the site (up to 2,500m^2)	**Alternative Option 1** Remove the retail uses to facilitate more development of primary uses	**Alternative Option 2** Provide for a mid-sized supermarket on the site (4,000m^2)	**Alternative Option 3** Provide for mid-sized supermarket (4,000m^2 gross) and some smaller retail units (up to 2,500m^2 gross)	**Comments**
Objective 15: Stimulate economic revival in deprived areas	0	0	0	0	Any effect is likely to be negligible therefore all options score neutral.
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	0	0	
Comments Summary	The Preferred Option scores well on social objectives and reducing the need to travel, and is overall the most sustainable option. Alternative Options 2 and 3 also score positively for similar reasons. Alternative Option 1 is the least sustainable as it would impact on travel patterns, health and social inclusion / accessible services.				

Table 7f - Predicting the effects of the options (Task B3)			
Hotel with leisure uses **SA Objectives**	**Preferred Option** Provide a hotel on the site (up to 180 bedrooms)	**Alternative Option** Remove the hotel to facilitate more development of primary uses	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	Both options effectively propose the same amount of built development, therefore no significant difference between options.

Table 7f - Predicting the effects of the options (Task B3)			
Hotel with leisure uses **SA Objectives**	**Preferred Option** Provide a hotel on the site (up to 180 bedrooms)	**Alternative Option** Remove the hotel to facilitate more development of primary uses	**Comments**
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+	0	A hotel could provide a high-quality landmark building, and the potential to create pedestrian and cultural activity, therefore scores positively.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	-	0	Land taken for a hotel & leisure uses could be used for housing. Alternative Option does not specifically propose housing instead, hence neutral effect.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+	0	A hotel would create service sector jobs, and daytime and evening pedestrian activity would help to reduce fear of crime.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	+/-	0	Hotel would create workplace training opportunities, but may reduce opportunity for land to be used for educational uses, or employment offering apprenticeships.
Objective 7: Provide accessible essential services and facilities	+	0	A hotel may provide community benefits as a potential venue, and is likely to offer a bar that could be used by local communities.
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+/-	0	Inclusion of a hotel with leisure facilities could open these facilities to the public. However a hotel may reduce opportunity for land to be used for public open space and recreation, therefore scores both positively and negatively.
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	Both options effectively propose the same amount of built development, therefore no significant difference between options.

Table 7f - Predicting the effects of the options (Task B3)			
Hotel with leisure uses **SA Objectives**	**Preferred Option** Provide a hotel on the site (up to 180 bedrooms)	**Alternative Option** Remove the hotel to facilitate more development of primary uses	**Comments**
Objective 10: Protect and enhance the historic Environment and heritage assets	0	0	Both options effectively propose the same amount of built development, which are considered to have equal impact on the historic environment, therefore no significant difference between options.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+	0	Providing more hotel accommodation close to proposed employment, and with good public transport links to the City centre and potentially to Oxford Parkway Station, scores positively on this objective.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	Both options effectively propose the same amount of built development, therefore no significant difference between options.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	Both options should provide opportunity to minimise carbon footprint: no significant difference between options.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+/-	0	A hotel would add employment diversity and therefore complement B uses. It could equally reduce land supply for expanding Oxford's knowledge sector.
Objective 15: Stimulate economic revival in deprived areas	+/-	+/-	Development is not near deprived areas, but for either option, benefits could ripple out.
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	++	-	A hotel would promote tourism and offer cultural benefits. Not providing a hotel would, in relative terms, have a negative effect.
Comments Summary	The preferred option overall scores positively against relevant SA objectives. In particular, it scores strongly on promoting sustainable tourism and cultural offer. The alternative option proposes no specific alternative use and is therefore relatively neutral.		

Table 7g - Predicting the effects of the options (Task B3)			
Emergency services centre **SA Objectives**	**Preferred Option** Remove the emergency services centre to facilitate more development of primary uses	**Alternative Option** Provide an emergency services centre on the site (up to 10,000m^2). Allocation to revert to employment use if not delivered by a particular phase of the development.	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	Both options effectively propose the same amount of built development, therefore no significant difference between options.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	0	-	Difficult for an emergency services centre to encourage urban renaissance and vibrant communities, due to its singular functional nature.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	-	Land taken for emergency services centre could be used for housing. Option 2 does not specifically propose housing instead, hence neutral effect.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	++	An emergency services centre would include provision for emergency medical assistance and therefore scores well.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	++	An emergency services centre would include provision for emergency police response and therefore scores well. Removing this use takes away opportunity for operational improvement, unless there is an alternative site.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	-	Inclusion of en emergency services centre may reduce opportunity for land to be used for educational uses, or employment offering apprenticeships.

Table 7g - Predicting the effects of the options (Task B3)			
Emergency services centre **SA Objectives**	**Preferred Option** Remove the emergency services centre to facilitate more development of primary uses	**Alternative Option** Provide an emergency services centre on the site (up to 10,000m^2). Allocation to revert to employment use if not delivered by a particular phase of the development.	**Comments**
Objective 7: Provide accessible essential services and facilities	0	+	An emergency services centre could be regarded as an 'essential service' albeit of strategic nature rather than of local benefit.
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	-	Inclusion of an emergency services centre may reduce opportunity for land to be used for public open space and recreation, therefore scores negatively.
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	Both options effectively propose the same amount of built development, therefore no significant difference between options.
Objective 10: Protect and enhance the historic Environment and heritage assets	0	-	There may be some impact on historic character associated with emergency vehicle movements, although this will depend on implementation.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	0	- -	Emergency services centre is likely to generate significant emergency vehicle movements, which will need priority over general traffic and could therefore affect congestion.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	Both options effectively propose the same amount of built development, therefore no significant difference between options.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	Both options should provide opportunity to minimise carbon footprint: no significant difference between options.

Table 7g - Predicting the effects of the options (Task B3)			
Emergency services centre **SA Objectives**	**Preferred Option** Remove the emergency services centre to facilitate more development of primary uses	**Alternative Option** Provide an emergency services centre on the site (up to 10,000m^2). Allocation to revert to employment use if not delivered by a particular phase of the development.	**Comments**
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	0	+/-	Emergency services centre could add employment diversity and therefore complement other B uses. It could equally reduce land supply for expanding Oxford's knowledge sector.
Objective 15: Stimulate economic revival in deprived areas	0	+/-	Development is not near deprived areas, but benefits could ripple out.
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	
Comments Summary	The alternative option shows wide variation when considered against different SA objectives – it is strong on health and crime objectives, but assessed as having negative impact on several others. The Preferred Option proposes no specific alternative use and is therefore neutral.		

Table 7h - Predicting the effects of the options (Task B3)			
Services area **SA Objectives**	**Preferred Approach** Encourage refurbishment of the services area to further enhance the approach to the city	**[Baseline – no AAP policy]**	**Comments**

Table 7h - Predicting the effects of the options (Task B3)			
Services area **SA Objectives**	**Preferred Approach** Encourage refurbishment of the services area to further enhance the approach to the city	**[Baseline – no AAP policy]**	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	+	0	Refurbishment of the services area would include sustainable drainage measures not currently employed
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	++	0	Very positive impact would be expected due to the relatively poor environment that currently exists at the services area
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0	
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	
Objective 7: Provide accessible essential services and facilities	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	0	
Objective 9: Conserve and enhance Oxford's biodiversity	+/-	0	Refurbishment / partial redevelopment should provide opportunities for biodiversity enhancement, but may also

Table 7h - Predicting the effects of the options (Task B3)			
Services area **SA Objectives**	**Preferred Approach** Encourage refurbishment of the services area to further enhance the approach to the city	**[Baseline – no AAP policy]**	**Comments**
			increase the footprint of built development which may have a negative impact
Objective 10: Protect and enhance the historic Environment and heritage assets	+	0	There may be opportunities to enhance the setting of Red Barn Farm (albeit this is located on the opposite side of the A44 from the services areas)
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	0	0	
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	+	0	Refurbishment of the services area would include sustainable drainage measures not currently employed
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+	0	Refurbishment of the services area would include energy efficiency improvements.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+	0	An indirect effect would be to support the attractiveness of the area to high-value businesses in the knowledge sector.
Objective 15: Stimulate economic revival in deprived areas	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	0	Refurbishment of the services area would increase the appeal of the existing hotels to tourists.
Comments Summary	The Preferred Approach is likely to deliver a number of positive sustainability effects , reflecting the relatively poor environment of the existing services area.		

Table 7i - Predicting the effects of the options (Task B3)					
Dwelling sizes **SA Objectives**		**Preferred Option** Use existing Balance of Dwellings approach	**Alternative Option 1** Increase the proportion of smaller (1 and 2 bedroom) homes	**Alternative Option 2** Increase the proportion of larger (3 and 4+ bedroom homes)	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment		0	0	0	
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities		+	+	0	Providing a balanced mix of dwellings will foster vibrant communities. More smaller dwellings may increase efficiency of land use, but equally will not achieve vibrant communities as well as other options. More affordable homes will also improve vibrancy within the community.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home		++	+	-	Providing a balanced mix of dwellings addresses across-the-board housing needs and scores positively. Increasing small units should increase number of units but may also reduce vibrancy. Increasing large units also increases the average unit value and therefore scores negatively against reducing poverty. Providing affordable housing significantly helps meet housing need.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health		+	0	0	Providing a balanced mix of dwellings should foster community cohesion which in turn improves well-being. Providing affordable housing improves quality of life and therefore wellbeing.

Table 7i - Predicting the effects of the options (Task B3)					
Dwelling sizes **SA Objectives**		**Preferred Option** Use existing Balance of Dwellings approach	**Alternative Option 1** Increase the proportion of smaller (1 and 2 bedroom) homes	**Alternative Option 2** Increase the proportion of larger (3 and 4+ bedroom homes)	**Comments**
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime		+	-	-	Providing a balanced mix of dwellings likely to reduce demographic segregation which reduces social exclusion. Affordable housing provision on-site similarly reduces segregation and directly addresses poverty.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work		0	0	0	There is an emphasis on 'everyone' acquiring work skills, therefore on-site affordable housing scores positively as training opportunities for those on low incomes will be increased.
Objective 7: Provide accessible essential services and facilities		0	0	0	Housing will bring with it these facilities, but no significant difference between options.
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all		0	0	0	Housing will bring with it these facilities, but no significant difference between options.
Objective 9: Conserve and enhance Oxford's biodiversity		0	0	0	Housing will need to address biodiversity issues irrespective of mix.
Objective 10: Protect and enhance the historic Environment and heritage assets		0	0	0	Housing will need to respond to the historic environment irrespective of mix.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry		0	0	0	There will be potential impacts on traffic generation irrespective of housing mix. Equally housing of all types will potentially

Table 7i - Predicting the effects of the options (Task B3)					
Dwelling sizes **SA Objectives**		**Preferred Option** Use existing Balance of Dwellings approach	**Alternative Option 1** Increase the proportion of smaller (1 and 2 bedroom) homes	**Alternative Option 2** Increase the proportion of larger (3 and 4+ bedroom homes)	**Comments**
					reduce journey lengths and car trips, given proximity to employment and to public transport and cycling network.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff		0	0	0	
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change		0	0	0	Housing will need to demonstrate energy and resource efficiency irrespective of the mix.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)		0	0	0	
Objective 15: Stimulate economic revival in deprived areas		0	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy		0	0	0	
Comments Summary	The preferred option achieves the most positive scores overall, and particularly in respect of meeting housing need. Providing a larger number of large units scores negatively overall due to the nature of housing need and affordability in Oxford.				

Table 7j - Predicting the effects of the options (Task B3)			
Access and Highways Measures **SA Objectives**	**Preferred Option** Deliver a full transport solution, subject to funding	**Alternative Option** Deliver transport measures to mitigate impact of development	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	-	0	Option 1 would include greater road / junction capacity which in turn would increase the area of tarmac hard surfaces. This could lead to greater risk of flooding.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+/-	0	Option 1 likely to improve land efficiency by locating the dual carriageway link road on the other side of the A34, and by having a more positive effect on traffic impact, encourage vibrant communities.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	+	0	For Option 1, roads would use less of the land budget thus potentially facilitating a greater number of homes.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	+	0	Option 1 likely to have a more positive effect on traffic impact and local air quality, and therefore on health and well-being.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	
Objective 7: Provide accessible essential services and facilities	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+	0	For Option 1, roads would use less of the land budget thus potentially facilitating more green spaces and leisure and recreation facilities.

Table 7j - Predicting the effects of the options (Task B3)			
Access and Highways Measures **SA Objectives**	**Preferred Option** Deliver a full transport solution, subject to funding	**Alternative Option** Deliver transport measures to mitigate impact of development	**Comments**
Objective 9: Conserve and enhance Oxford's biodiversity	-	0	Option 1 is likely to involve more engineering and hard surfacing, which may have a negative impact on biodiversity.
Objective 10: Protect and enhance the historic Environment and heritage assets	+/-	0	Option 1 would see the dual carriageway link road provided away from the site thus improving opportunities for enhancement of heritage assets including preservation of archaeological remains. However it may also impact to a greater degree on any off-site heritage assets.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	++	0	Option 1, as the more comprehensive package, would go further to address congestion and provide more opportunity to provide public transport and cycling network facilities.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	-	0	Option 1 is likely to involve more engineering and hard surfacing, which may have a negative impact on soil and water quality.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	?	0	The effects of Option 1 are uncertain in respect of climate change, pending more detailed transport work.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+	0	Option 1 is likely to provide better access to the site ultimately, making the site more attractive to prospective employers in the knowledge-based sector. It would also provide wider benefits by improving access to other areas of Oxfordshire and to the centre of Oxford.
Objective 15: Stimulate economic revival in deprived areas	0	0	

Table 7j - Predicting the effects of the options (Task B3)			
Access and Highways Measures **SA Objectives**	**Preferred Option** Deliver a full transport solution, subject to funding	**Alternative Option** Deliver transport measures to mitigate impact of development	**Comments**
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	0	Option 1 would deliver wider benefits by improving access to the City centre and other areas for tourists.
Comments Summary	Option 2 is effectively the baseline scenario (i.e. applying Core Strategy Policy CS6 without there being an AAP), hence all scores are 0 (neutral). Option 1 scores positively on a number of objectives, with a smaller number of negatives, and is therefore more sustainable overall than Option 2.		

Table 7k - Predicting the effects of the options (Task B3)						
Park and Ride capacity **SA Objectives**	**Preferred Option** Multi-storey Park and Ride site (about 500 additional spaces)	**Alternative Option 1** Extend existing Park and Ride provision at surface level (about 500 additional spaces)	**Alternative Option 2** **Extend Park and Ride provision further (around 750 additional spaces in a multi-storey)**	**Alternative Option 3** Extend Park and Ride provision further (around 750 additional spaces at surface level)	**Alternative Option 4** Maintain existing level of parking provided (around 1,050 spaces)	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	-	0	- -	0	Surface level extension likely to increase risk of additional runoff although this could be mitigated.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+/-	- -	+/-	- -	0	Decking would increase land use efficiency, but could also compromise creation of a quality gateway function. Surface level expansion unlikely to improve design & layout in a way that

Table 7k - Predicting the effects of the options (Task B3)						
Park and Ride capacity **SA Objectives**	**Preferred Option** Multi-storey Park and Ride site (about 500 additional spaces)	**Alternative Option 1** Extend existing Park and Ride provision at surface level (about 500 additional spaces)	**Alternative Option 2** **Extend Park and Ride provision further (around 750 additional spaces in a multi-storey)**	**Alternative Option 3** Extend Park and Ride provision further (around 750 additional spaces at surface level)	**Alternative Option 4** Maintain existing level of parking provided (around 1,050 spaces)	**Comments**
						encourages renaissance or promote land efficiency.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	-	0	- -	0	Surface level expansion likely to reduce land available for new homes.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	0	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	0	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	0	0	0	
Objective 7: Provide accessible essential services and facilities	+	+	++	++	0	Increasing spaces would increase accessibility to Oxford's services, and could be considered an essential facility in its own right.

Table 7k - Predicting the effects of the options (Task B3)						
Park and Ride capacity **SA Objectives**	**Preferred Option** Multi-storey Park and Ride site (about 500 additional spaces)	**Alternative Option 1** Extend existing Park and Ride provision at surface level (about 500 additional spaces)	**Alternative Option 2** **Extend Park and Ride provision further (around 750 additional spaces in a multi-storey)**	**Alternative Option 3** Extend Park and Ride provision further (around 750 additional spaces at surface level)	**Alternative Option 4** Maintain existing level of parking provided (around 1,050 spaces)	**Comments**
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	-	0	- -	0	Surface level expansion likely to reduce land available for green infrastructure and recreation.
Objective 9: Conserve and enhance Oxford's biodiversity	0	i	0	i	0	Surface level expansion could provide opportunities for significant new landscaping areas that might not be achievable for other uses, but equally could cause a net reduction in biodiversity due to overall increasing footprint of built development.
Objective 10: Protect and enhance the historic Environment and heritage assets	-	-	- -	-	0	Any expansion risks impacting on the setting of heritage assets (e.g. buildings at Red Barn Farm).
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+	+	++	++	-	Post development there will be a need for additional parking overall, and Park & Ride provides parking capacity in a way that encourages sustainable modes for at least part of the journey.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	-	0	- -	0	Surface level extension likely to increase risk of additional runoff and reduce groundwater recharge, although this

Table 7k - Predicting the effects of the options (Task B3)						
Park and Ride capacity **SA Objectives**	**Preferred Option** Multi-storey Park and Ride site (about 500 additional spaces)	**Alternative Option 1** Extend existing Park and Ride provision at surface level (about 500 additional spaces)	**Alternative Option 2** **Extend Park and Ride provision further (around 750 additional spaces in a multi-storey)**	**Alternative Option 3** Extend Park and Ride provision further (around 750 additional spaces at surface level)	**Alternative Option 4** Maintain existing level of parking provided (around 1,050 spaces)	**Comments**
						could be mitigated.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+	+	++	++	0	Post development there will be a need for additional parking overall, and Park & Ride provides parking capacity in a way that encourages sustainable modes for at least part of the journey.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+	+	++	++	0	Providing additional Park and Ride spaces increases accessibility to Oxford thus making the city a more attractive location for businesses.
Objective 15: Stimulate economic revival in deprived areas	0	0	0	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	+	++	++	0	Providing additional Park and Ride spaces increases accessibility to Oxford thus making the city a more attractive location for tourists.

Table 7k - Predicting the effects of the options (Task B3)						
Park and Ride capacity **SA Objectives**	**Preferred Option** Multi-storey Park and Ride site (about 500 additional spaces)	**Alternative Option 1** Extend existing Park and Ride provision at surface level (about 500 additional spaces)	**Alternative Option 2** **Extend Park and Ride provision further (around 750 additional spaces in a multi-storey)**	**Alternative Option 3** Extend Park and Ride provision further (around 750 additional spaces at surface level)	**Alternative Option 4** Maintain existing level of parking provided (around 1,050 spaces)	**Comments**
Comments Summary	Alternative Option 2 is overall the best performing option against SA objectives. It represents an efficient use of land, whilst providing increased benefits for accessing Oxford sustainably, although there may be issues with impact on the setting of heritage assets. There are a number of sustainability issues associated with Options 1 and 3 given the nature of surface level car parking. Options 2 and 3 perform the best in terms of economic objectives, but Option 3 in particular does not score as well in respect of design, housing, green infrastructure and some environmental objectives.					

Table 7l - Predicting the effects of the options (Task B3)				
Park and Ride location **SA Objectives**	**Preferred Option** Retain the Park and Ride facilities at the current location	**Alternative Option 1** Relocate the existing Park and Ride within the site (to opposite side of A44)		**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0		

Table 7l - Predicting the effects of the options (Task B3)				
Park and Ride location **SA Objectives**	**Preferred Option** Retain the Park and Ride facilities at the current location	**Alternative Option 1** Relocate the existing Park and Ride within the site (to opposite side of A44)		**Comments**
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	0	+		
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0		
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0		
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0		
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0		
Objective 7: Provide accessible essential services and facilities	0	0		
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	0		
Objective 9: Conserve and enhance Oxford's biodiversity	0	0		

Table 7l - Predicting the effects of the options (Task B3)				
Park and Ride location **SA Objectives**	**Preferred Option** Retain the Park and Ride facilities at the current location	**Alternative Option 1** Relocate the existing Park and Ride within the site (to opposite side of A44)		**Comments**
Objective 10: Protect and enhance the historic Environment and heritage assets	0	0		
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	0	0		
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0		
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0		
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	0	0		
Objective 15: Stimulate economic revival in deprived areas	0	0		
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0		
Comments Summary	The Preferred Option and Option 1 have a neutral impact in relative terms as it is assumed the land take and function is equal for both sites. This also assumes that whichever option is pursued will see refurbishment and improvement.			

Table 7m - Predicting the effects of the options (Task B3)			
Public transport **SA Objectives**	**Preferred Option** Deliver a full transport solution, subject to funding	**Alternative Option** Deliver public transport measures to mitigate impact of development	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	0	0	
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0	
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+	0	Providing better public transport facilities would make the development more accessible by those without access to a car, therefore reducing social exclusion.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	+	0	Providing better public transport facilities would make the development more accessible by those without access to a car, thereby improving opportunities for employment and skills development.
Objective 7: Provide accessible essential services and facilities	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+	0	Better public transport would improve accessibility to any recreational facilities provided on-site.

Table 7m - Predicting the effects of the options (Task B3)			
Public transport **SA Objectives**	**Preferred Option** Deliver a full transport solution, subject to funding	**Alternative Option** Deliver public transport measures to mitigate impact of development	**Comments**
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	
Objective 10: Protect and enhance the historic Environment and heritage assets	?	0	Uncertain effects on heritage assets until the nature and location of works to improve public transport are made available.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	++	0	Providing better public transport facilities and priority is likely to reduce car trips and congestion.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+	0	Improving public transport access is likely to improve access to the site overall, thereby making the area more attractive for businesses to locate.
Objective 15: Stimulate economic revival in deprived areas	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	0	Improving public transport access is likely to improve access to the site overall, thereby making the area more attractive for visitors.
Comments Summary	The alternative option reflects Policy CS6 of the Core Strategy, and is effectively the baseline option. The preferred option scores positively on a number of SA objectives, reflecting that an improved level of public transport provision over and above that require to mitigate the impact improves accessibility and, relative to		

Table 7m - Predicting the effects of the options (Task B3)			
Public transport **SA Objectives**	**Preferred Option** Deliver a full transport solution, subject to funding	**Alternative Option** Deliver public transport measures to mitigate impact of development	**Comments**
	the Alternative Option, performs better against environmental objectives.		

Table 7n - Predicting the effects of the options (Task B3)			
Pedestrian and Cycle Links **SA Objectives**	**Preferred Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44. Provide high-quality, convenient cycle/footpath link to new Parkway station.	**Alternative Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44.	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	It is unlikely that the additional hard surface arising from these options will significantly affect flooding.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	0	0	
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0	

Table 7n - Predicting the effects of the options (Task B3)			
Pedestrian and Cycle Links **SA Objectives**	**Preferred Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44. Provide high-quality, convenient cycle/footpath link to new Parkway station.	**Alternative Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44.	**Comments**
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	+		Provision of additional walking and cycling routes is likely to lead to more active lifestyles which in turn improves health and well-being.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	
Objective 7: Provide accessible essential services and facilities	0	0	Improved links with the Parkway Station promotes access to essential services and facilities to be provided within the development.
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	0	
Objective 9: Conserve and enhance Oxford's biodiversity	-	0	Provision of additional hard-engineered infrastructure may disrupt ecological functions if not mitigated.

Table 7n - Predicting the effects of the options (Task B3)			
Pedestrian and Cycle Links **SA Objectives**	**Preferred Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44. Provide high-quality, convenient cycle/footpath link to new Parkway station.	**Alternative Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44.	**Comments**
Objective 10: Protect and enhance the historic Environment and heritage assets	0	0	
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	++	0	Provision of a bespoke cycle and pedestrian route between the mainline Parkway Station and Northern Gateway likely to significantly encourage journeys by train then walk/cycle.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	It is unlikely that the additional hard surface arising from these options will significantly affect soil and water quality.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+	0	Improved links with the Parkway station improves accessibility and therefore the attractiveness of the site for future occupiers.
Objective 15: Stimulate economic revival in deprived areas	0	0	

Table 7n - Predicting the effects of the options (Task B3)			
Pedestrian and Cycle Links **SA Objectives**	**Preferred Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44. Provide high-quality, convenient cycle/footpath link to new Parkway station.	**Alternative Option** Provide high-quality, convenient cycle/footpath routes to nearby residential areas and to services area. Improved & additional crossings of A40 & A44. Provide good-quality, convenient routes within the site and alongside A40/A44.	**Comments**
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	0	Improved links with the Parkway station improves accessibility and therefore the attractiveness of the site for visitors.
Comments Summary	The Alternative Option effectively represents the baseline scenario, as Core Strategy Policies CS6 and CS13 require a transport mitigation package that prioritises access by walking, cycling and public transport, as set out in the North Oxford Gateway Framework Travel Plan (PBA, Aug 2008). The Preferred Option scores positively on a number of objectives as it improves further accessibility and opportunities for sustainable modes of travel, compared with the baseline.		

Table 7o - Predicting the effects of the options (Task B3)						
Operation of car parking **SA Objectives**	**Option 1*** Provide workplace parking in shared communal facilities		**Option 3*** Encourage workplace charging across the site	**Option 4*** Introduce a Controlled Parking Zone in site and in neighbouring areas	**Alternative Option (not in Options Doc)** Allocate parking for each employer/unit	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	+		0	0	- -	Shared workplace parking is more efficient than per unit, ergo less land take = less surface runoff.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+		0	0	- -	Shared workplace parking is more efficient than per unit, less parking = potentially better public realm.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	+		0	0	- -	Shared workplace parking is more efficient than per unit, less parking = potentially more housing.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0		+	0	-	Workplace charging discourages car travel altogether thus encouraging healthier travel modes. Providing parking at each employment unit has the opposite effect.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0		+/-	0	0	Option 2 likely to increase individuals' costs, but will also help make public transport to the site more viable long-term which in turn helps those who cannot access the site by car.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0		+/-	0	0	Option 2 likely to increase individuals' costs, but will also help make public transport to the site more viable long-term which in turn helps those who cannot access jobs by car.

Table 7o - Predicting the effects of the options (Task B3)						
Operation of car parking **SA Objectives**	**Option 1*** Provide workplace parking in shared communal facilities		**Option 3*** Encourage workplace charging across the site	**Option 4*** Introduce a Controlled Parking Zone in site and in neighbouring areas	**Alternative Option (not in Options Doc)** Allocate parking for each employer/unit	**Comments**
Objective 7: Provide accessible essential services and facilities	0		0	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+		0	0	- -	Shared workplace parking is more efficient than per unit, less parking = potentially more green space and recreation.
Objective 9: Conserve and enhance Oxford's biodiversity	+		0	0	- -	Shared workplace parking is more efficient than per unit, less parking = greater scope for habitat creation.
Objective 10: Protect and enhance the historic Environment and heritage assets	+		0	0	- -	Shared workplace parking is more efficient than per unit, less parking = greater scope for enhancing heritage assets.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+		++	+	- -	Workplace charging encourages travel by sustainable modes. Shared workplace parking and CPZ should lead to tighter travel plan. Option 4 likely to encourage trips compared with other options.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	+		0	0	-	Shared parking = common management which allows coordinated mitigation of drainage impacts.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+		++	+	- -	Workplace charging encourages travel by sustainable modes. Shared workplace parking and CPZ should lead to tighter travel plan. These measures help tackle climate change.

Table 7o - Predicting the effects of the options (Task B3)						
Operation of car parking **SA Objectives**	**Option 1*** Provide workplace parking in shared communal facilities		**Option 3*** Encourage workplace charging across the site	**Option 4*** Introduce a Controlled Parking Zone in site and in neighbouring areas	**Alternative Option (not in Options Doc)** Allocate parking for each employer/unit	**Comments**
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	0		+/-	0	+/-	Option 2 likely to make economic growth more sustainable, but may also deter potential occupiers. Option 4 may add to attractiveness of units but may not equate to sustainable economic growth.
Objective 15: Stimulate economic revival in deprived areas	0		0	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0		0	0	0	
Comments Summary	Options 1 and 2 perform well against the sustainability objectives, respectively providing efficiencies in land use and providing a 'push' factor for use of sustainable travel modes. The alternative option, to allocate parking for each employer unit performs poorly, as it would increase the amount of parking overall. The alternative option was not included in the Options document, but has been tested as a reasonable alternative parking strategy.					

* Note these options are not necessarily mutually exclusive: the final choice of management approach may take the form of a combination of these options. However for the purposes of sustainability appraisal, they have been assessed as alternatives in order to understand the relative merits of the options.

Table 7p - Predicting the effects of the options (Task B3)				
Parking standards **SA Objectives**	**Preferred Option** Be more restrictive on parking standards for employment and retail uses only	**Alternative option 1** Tighten up parking standards for all uses across the site (beyond city-wide standards)	**Alternative Option 2** Use existing city-wide parking standards	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	+	++	0	Lower parking standards would result in less parking overall, which is likely to leave more naturally draining space on the site.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+/-	+/-	0	Lower parking standards likely to encourage more efficient use of available land and have public realm benefits, but may also lead to rogue parking issues if not effectively managed.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	+	+/-	0	Lower parking standards likely to free up more land for housing. Low residential parking may however lead to housing not meeting functional needs.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	+	++	0	More restrictive standards likely to encourage modal shift to healthier modes of travel.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+	+/-	0	Lower standards likely to improve viability of public transport which in turn increases life opportunities for those without cars.
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	+	+/-	0	Lower standards likely to improve viability of public transport which in turn increases job/training opportunities for those without cars.
Objective 7: Provide accessible essential services and facilities	+	++	0	Essential services and facilities likely to be more viable where more local journeys are made, which is more likely when car ownership/use is discouraged.

Table 7p - Predicting the effects of the options (Task B3)				
Parking standards **SA Objectives**	**Preferred Option** Be more restrictive on parking standards for employment and retail uses only	**Alternative option 1** Tighten up parking standards for all uses across the site (beyond city-wide standards)	**Alternative Option 2** Use existing city-wide parking standards	**Comments**
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+	+	0	Lower parking standards likely to free up more land for green infrastructure, leisure etc.
Objective 9: Conserve and enhance Oxford's biodiversity	+	+	0	Lower parking standards likely to free up more land for green spaces and habitats that encourage biodiversity, compared with the baseline of using city-wide standards.
Objective 10: Protect and enhance the historic Environment and heritage assets	+	+	0	Lower parking standards potentially provide more scope for improving the settings of heritage assets.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+	++	0	More restrictive standards likely to encourage modal shift to non-car modes of travel, thereby addressing congestion and pollution issues.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	+	+	0	Lower parking standards would result in less parking overall, which is likely to leave more naturally draining space on the site.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+	+	0	More restrictive standards likely to encourage modal shift to lower-carbon modes of travel compared with private car use.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+/-	+/-	0	Lower parking standards likely to free up space for more employment floorspace, but may also reduce attractiveness to potential occupiers.

Table 7p - Predicting the effects of the options (Task B3)				
Parking standards **SA Objectives**	**Preferred Option** Be more restrictive on parking standards for employment and retail uses only	**Alternative option 1** Tighten up parking standards for all uses across the site (beyond city-wide standards)	**Alternative Option 2** Use existing city-wide parking standards	**Comments**
Objective 15: Stimulate economic revival in deprived areas	0	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	0	
Comments Summary	The most positive performing option is Alternative Option 1. This is not surprising given that car parking facilitates travel by private car, which is the least sustainable mode of travel, so the option with the lowest level of parking performs strongly. The Preferred Option also scores positively overall. Alternative Option 2 is the baseline scenario therefore scores as neutral throughout. The introduction of a Controlled Parking Zone within the site and in neighbouring areas ('Operation of car parking' Option 3) is likely to mitigate any localised impacts arising from parking congestion or rogue parking.			

Table 7q - Predicting the effects of the options (Task B3)			
Urban design **SA Objectives**	**Preferred Approach** Produce design code to set out broad parameters for the urban design and layout, related to the different uses proposed	**[Baseline – no AAP policy]**	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	+	0	Preferred Approach provides opportunity to set out guidance on incorporating flood mitigation measures into layout and design

Table 7q - Predicting the effects of the options (Task B3)			
Urban design **SA Objectives**	**Preferred Approach** Produce design code to set out broad parameters for the urban design and layout, related to the different uses proposed	**[Baseline – no AAP policy]**	**Comments**
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	++	0	Preferred Approach can steer design and layout to achieve this SA objective
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0	
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	+	0	Preferred Approach can influence the built environment to maximise health and well-being, e.g. cycle- and pedestrian-friendly streets
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	+	0	Preferred Approach can ensure that design principle are used that reduce crime and fear of crime (e.g. maximise active frontages)
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	
Objective 7: Provide accessible essential services and facilities	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+	0	Preferred Approach can influence the built environment to maximise opportunities for recreation (e.g. home zones to encourage informal recreation in the streets) and possibly to provide small-scale green infrastructure

Table 7q - Predicting the effects of the options (Task B3)			
Urban design **SA Objectives**	**Preferred Approach** Produce design code to set out broad parameters for the urban design and layout, related to the different uses proposed	**[Baseline – no AAP policy]**	**Comments**
Objective 9: Conserve and enhance Oxford's biodiversity	+	0	Preferred Option may encourage landscaping to benefit wildlife.
Objective 10: Protect and enhance the historic Environment and heritage assets	++	0	Preferred Option should incorporate strong heritage-enhancing design principles e.g. materials, street forms to represent historic contexts etc.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+	0	Preferred Option provides opportunity to design pedestrian- and cycle-friendly streets and good permeability to encourage non-car travel.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+	0	Preferred Option could encourage incorporation of features to reduce carbon footprint, e.g. orientation to maximise solar gain, and landscaping to provide natural shading
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	0	0	
Objective 15: Stimulate economic revival in deprived areas	0	0	

Table 7q - Predicting the effects of the options (Task B3)			
Urban design **SA Objectives**	**Preferred Approach** Produce design code to set out broad parameters for the urban design and layout, related to the different uses proposed	**[Baseline – no AAP policy]**	**Comments**
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	0	Preferred Approach can encourage tourist-friendly features such as public art and walkable environment, that would encourage visitors to the area.
Comments Summary	The Preferred Approach performs positively against the majority of SA objectives, which is to be expected given the purpose of a design code is to improve the overall quality of a development's layout and physical parameters.		

Table 7r - Predicting the effects of the options (Task B3)			
Scaling and massing **SA Objectives**	**Option 1** Permit taller buildings (especially at particular locations) to provide the required development and maintain larger areas of the site as open space/landscaping	**Option 2** Restrict building heights to a lower level acknowledging that more of the site would need to be built out to provide the levels of development	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	+	-	Option 1 is more likely to provide more undeveloped / landscaped space allowing natural drainage, therefore reducing the risk of flooding. Option 2 would result in built development having a greater footprint thereby increasing flood risk.

Table 7r - Predicting the effects of the options (Task B3)			
Scaling and massing **SA Objectives**	**Option 1** Permit taller buildings (especially at particular locations) to provide the required development and maintain larger areas of the site as open space/landscaping	**Option 2** Restrict building heights to a lower level acknowledging that more of the site would need to be built out to provide the levels of development	**Comments**
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+/-	+/-	Option 1 represents a more efficient use of land, but greater massing of residential development may prejudice achieving mixed communities thus affecting vibrancy. Option 2 is a less efficient use of land, but may achieve a better community balance.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0	
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	
Objective 7: Provide accessible essential services and facilities	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+	-	Option 1 provides more open space and landscaping i.e. green infrastructure, recreation and outdoor leisure. Option 2 provides less space for these activities.

Table 7r - Predicting the effects of the options (Task B3)			
Scaling and massing **SA Objectives**	**Option 1** Permit taller buildings (especially at particular locations) to provide the required development and maintain larger areas of the site as open space/landscaping	**Option 2** Restrict building heights to a lower level acknowledging that more of the site would need to be built out to provide the levels of development	**Comments**
Objective 9: Conserve and enhance Oxford's biodiversity	+	-	Option 1 provides more open space and landscaping i.e. potentially better wildlife habitats. Option 2 Provides less open space therefore less habitat creation.
Objective 10: Protect and enhance the historic Environment and heritage assets	+/-	+/-	Option 1 would provide opportunity for more distinctive, landmark buildings that could enhance Oxford's heritage, but additional height may also affect the settings of some heritage assets. Option 2 less likely to affect wider settings/views, but may reduce opportunities to enhance Oxford's built heritage.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	0	0	
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	+	-	Option 1 provides more naturally draining soil, whereas Option 2 is at greater risk of surface runoff and naturalistic soil landscaping.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+	0	Greater building massing may provide better opportunity to achieve energy efficiencies.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	0	0	

Table 7r - Predicting the effects of the options (Task B3)			
Scaling and massing **SA Objectives**	**Option 1** Permit taller buildings (especially at particular locations) to provide the required development and maintain larger areas of the site as open space/landscaping	**Option 2** Restrict building heights to a lower level acknowledging that more of the site would need to be built out to provide the levels of development	**Comments**
Objective 15: Stimulate economic revival in deprived areas	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	
Comments Summary	Option 1 scores much more positively than Option 2 on environmental SA objectives (flooding, open space, biodiversity, soil and water quality). Option 1 would have clear implications in terms of Oxford's historic setting, but these could be positive rather than negative with good design. A mitigation strategy to limit the height of buldings to a specified height may be appropriate.		

Table 7s - Predicting the effects of the options (Task B3)				
Landscape and Open Space **SA Objectives**	**Preferred Approach** Provide useable and good quality open space around office/employment buildings	**Option 1** Use City-wide standard of providing at least 10% of housing areas as public open space	**Option 2** Make provision for a greater proportion of residential site area as open space (e.g. 15%)	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	+	0	+	Preferred Approach and Option 2 indicate provision of more naturally draining open space than baseline (i.e. no policy), which will reduce

Table 7s - Predicting the effects of the options (Task B3)				
Landscape and Open Space **SA Objectives**	**Preferred Approach** Provide useable and good quality open space around office/employment buildings	**Option 1** Use City-wide standard of providing at least 10% of housing areas as public open space	**Option 2** Make provision for a greater proportion of residential site area as open space (e.g. 15%)	**Comments**
				the risk of flooding.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+/-	0	+/-	Preferred Approach and Option 2 encourage vibrant communities by providing social outdoor spaces, but may reduce the efficiency of land use.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	+/-	0	+/-	Preferred Approach and Option 2 are likely to enhance quality of development by providing open space, but also likely to reduce the overall number of homes.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	+	0	+	Preferred Approach and Option 2 provide outdoor space which in turn encourages outdoor recreation and improves people's health.
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	0	
Objective 7: Provide accessible essential services and facilities	-	0	-	Providing more open space reduces developable land which in turn may reduce scope to provide essential services and facilities.

Table 7s - Predicting the effects of the options (Task B3)				
Landscape and Open Space **SA Objectives**	**Preferred Approach** Provide useable and good quality open space around office/employment buildings	**Option 1** Use City-wide standard of providing at least 10% of housing areas as public open space	**Option 2** Make provision for a greater proportion of residential site area as open space (e.g. 15%)	**Comments**
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	++	0	++	Preferred Approach and Option 2 provide outdoor space for leisure and providing green infrastructure.
Objective 9: Conserve and enhance Oxford's biodiversity	++	0	++	Preferred Approach and Option 2 provide outdoor space which in turn provides opportunities for habitat creation.
Objective 10: Protect and enhance the historic Environment and heritage assets	+	0	+	Preferred Approach and Option 2 provide outdoor space which may enhance setting or preservation of heritage assets.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	+/-	0	+/-	Preferred Approach and Option 2 may encourage more walking and cycling as environment for doing so is more attractive; but lower densities also likely to reduce opportunity for people to live close to employment and Oxford's services, thereby increasing in-commuting journeys.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	+	0	+	Preferred Approach provides naturally draining outdoor space and maintains more soil cover.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+/-	0	+/-	Provision of open space provides energy benefits, e.g. reducing microclimates, but the benefits of scale for the purposes of low carbon energy microgeneration and energy efficiencies may be reduced.

Table 7s - Predicting the effects of the options (Task B3)				
Landscape and Open Space **SA Objectives**	**Preferred Approach** Provide useable and good quality open space around office/employment buildings	**Option 1** Use City-wide standard of providing at least 10% of housing areas as public open space	**Option 2** Make provision for a greater proportion of residential site area as open space (e.g. 15%)	**Comments**
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+/-	0	0	Preferred Approach will potentially increase attractiveness of area to future employers, but also likely to reduce overall employment floorspace.
Objective 15: Stimulate economic revival in deprived areas	0	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	0	0	Preferred approach likely to enhance environment, thereby attracting more visitors to Oxford.
Comments Summary	The Preferred Approach, relating to employment development, performs well against several sustainability objectives, which is to be expected, given that more open space will improve the physical and natural environment. Options 1 and 2 relate to the residential development: Option 1 is the baseline, as the 10% requirement is already contained in adopted Policy HP9 of the Sites and Housing Plan, and is therefore neutral, and Option 2 performs well particularly against environmental objectives.			

Table 7t - Predicting the effects of the options (Task B3)			
Gateway **SA Objectives**	**Preferred Option** Provide opportunities for landmark buildings (at particular locations) within development and frame views	**Alternative option** Do not pursue the gateway concept	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+	-	Preferred Option would provide large landmark buildings which are likely to be a more efficient land use. Not providing the gateway function increases likelihood of indistinct and/or lower density development which would not help land efficiency or community vibrancy.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	0	
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	
Objective 7: Provide accessible essential services and facilities	0	0	

Table 7t - Predicting the effects of the options (Task B3)			
Gateway **SA Objectives**	**Preferred Option** Provide opportunities for landmark buildings (at particular locations) within development and frame views	**Alternative option** Do not pursue the gateway concept	**Comments**
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	i	0	Depends on implementation. Creating a gateway is likely to result in taller buildings which may allow opportunity for more public open space, only if there is an overall limit on the scale of development.
Objective 9: Conserve and enhance Oxford's biodiversity	+	0	Creating a gateway is likely to result in taller buildings which in turn allows opportunity for more green space incorporating natural habitat features.
Objective 10: Protect and enhance the historic Environment and heritage assets	+/-	0	Preferred Option provides opportunity to draw inspiration from historical context in creating a gateway feature. However it also encourages larger buildings which conflict with enhancing or preserving the settings of heritage assets.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	0	0	
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	0	
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	+	-	Preferred Option makes the area potentially more attractive to employers seeking to locate in the area. Forfeiting the gateway ambition may result in a lack of distinctiveness and visibility that may put off potential occupiers/investors.

Table 7t - Predicting the effects of the options (Task B3)			
Gateway **SA Objectives**	**Preferred Option** Provide opportunities for landmark buildings (at particular locations) within development and frame views	**Alternative option** Do not pursue the gateway concept	**Comments**
Objective 15: Stimulate economic revival in deprived areas	+	0	The Northern Gateway is not located near any deprived areas, nevertheless the benefits of the Preferred Option may indirectly benefit these areas through wider city regeneration.
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	-	The Preferred Option would create an attractive gateway that could be more welcoming to visitors.
Comments Summary	The Preferred Option scores well against several sustainability objectives. The Alternative Option has a net negative score. The Preferred Option is clearly the better option when considered against the SA framework.		

Table 7u - Predicting the effects of the options (Task B3)				
Green Belt South of A40 **SA Objectives**	**Option 1** Move inner Green Belt boundary back (west) to the track (GB still to include SLINC and Goose Green)	**Option 2** Move inner Green Belt boundary back to canal corridor so that there is no GB to the east of the canal	**Option 3** Maintain the inner Green Belt boundary at the current position	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	-	-	0	Green Belt designation prevents future development, thereby maintaining natural drainage. Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area, but under both options it is likely that built development will extend

Table 7u - Predicting the effects of the options (Task B3)				
Green Belt South of A40 **SA Objectives**	**Option 1** Move inner Green Belt boundary back (west) to the track (GB still to include SLINC and Goose Green)	**Option 2** Move inner Green Belt boundary back to canal corridor so that there is no GB to the east of the canal	**Option 3** Maintain the inner Green Belt boundary at the current position	**Comments**
				significantly further into greenfield land.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	+/-	+/-	0	Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area: more space to develop may improve overall efficiency/rationalisation of land use, or may simply lead to lower density.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	++	++	0	Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area: more land would potentially be available for housing under Options 1 & 2.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	+	+	0	Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area: allowing more space for employment development would provide more job opportunities and apprenticeships.
Objective 7: Provide accessible essential services and facilities	0	0	0	

Table 7u - Predicting the effects of the options (Task B3)				
Green Belt South of A40 **SA Objectives**	**Option 1** Move inner Green Belt boundary back (west) to the track (GB still to include SLINC and Goose Green)	**Option 2** Move inner Green Belt boundary back to canal corridor so that there is no GB to the east of the canal	**Option 3** Maintain the inner Green Belt boundary at the current position	**Comments**
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	+	+	0	Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area: retaining more open space may improve green infrastructure, if public access were granted.
Objective 9: Conserve and enhance Oxford's biodiversity	-	-	0	Options 1 & 2 would see similar levels of protection due to other protective designations outside the AAP area.
Objective 10: Protect and enhance the historic Environment and heritage assets	-	- -	0	Option 2 would encroach furthest into Wolvercote Conservation Area and therefore cause potentially significant impact. Option 1 would encroach into CA but less far than Option 2. The Alternative Option would leave CA and its setting relatively unaffected.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	-	-	0	Moving the Green Belt boundary under Options 1 and 2 will increase area of developable land hence increasing development quantum, which in turn is likely to increase traffic and congestion.
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	-	-	0	Green Belt designation prevents future development, thereby maintaining natural drainage and fully retaining soil cover. Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area, but under both options it is likely that built development will extend significantly further into

Table 7u - Predicting the effects of the options (Task B3)				
Green Belt South of A40 **SA Objectives**	**Option 1** Move inner Green Belt boundary back (west) to the track (GB still to include SLINC and Goose Green)	**Option 2** Move inner Green Belt boundary back to canal corridor so that there is no GB to the east of the canal	**Option 3** Maintain the inner Green Belt boundary at the current position	**Comments**
				greenfield land.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	+/-	+/-	0	Development over a greater area of land may provide benefits of scale for the purposes of low carbon energy microgeneration and energy efficiencies.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	++	++	0	Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area: more land would potentially be available for employment under Options 1 & 2.
Objective 15: Stimulate economic revival in deprived areas	0	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	+	+	0	Options 1 and 2 would see similar levels of protection due to other protective designations outside the AAP area: more land would potentially be available for a hotel under Options 1 & 2.
Comments Summary	Options 1 and 2 both score less well on environmental objectives, but generally positively on social and economic objectives. Option 1 is, marginally, the best performing option, although in reality, it is unlikely that there will be any significant difference between Options 1 and 2, given land to the west of the track referred to in Option 1 is both outside the AAP area, and protected by local wildlife and open space designations.			

Table 7v - Predicting the effects of the options (Task B3)			
Pear Tree Farm Green Belt **SA Objectives**	**Option 1** Maintain the inner Green Belt boundary at the current position	**Option 2** Move the inner Green Belt boundary to align with the city administrative boundary	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	-	Green Belt designation prevents future development, there. Option 1 is therefore scores neutral. Option 2 likely to see built development extend further therefore scores negatively.
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	0	+/-	Option 2 would provide more space to develop which may improve overall efficiency/rationalisation of land use, or may simply lead to lower density.
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	0	+	More land would potentially be available for housing under Option 2.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	+	Option 2 would allow more space for employment development would provide more job opportunities and apprenticeships.
Objective 7: Provide accessible essential services and facilities	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	0	

Table 7v - Predicting the effects of the options (Task B3)			
Pear Tree Farm Green Belt **SA Objectives**	**Option 1** Maintain the inner Green Belt boundary at the current position	**Option 2** Move the inner Green Belt boundary to align with the city administrative boundary	**Comments**
Objective 9: Conserve and enhance Oxford's biodiversity	0	-	Option 2 would see a reduction in greenfield land which could have a negative impact on biodiversity and wildlife.
Objective 10: Protect and enhance the historic Environment and heritage assets	0	?	The impact of Option 2 is currently uncertain: whilst no heritage assets are currently identified in this area, these may be identified at a later stage.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	0	0	
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	-	Green Belt designation prevents future development, thereby maintaining natural drainage and fully retaining soil cover. Under Option 2 it is likely that built development will extend significantly further into greenfield land.
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	0	+/-	Retention of greenfield land provides energy benefits, e.g. reducing microclimates, but the benefits of scale for the purposes of low carbon energy microgeneration and energy efficiencies may be reduced.
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	0	+	More land would potentially be available for employment under Option 2.
Objective 15: Stimulate economic revival in deprived areas	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	+	More land would potentially be available for a hotel under Option 2.

Table 7v - Predicting the effects of the options (Task B3)			
Pear Tree Farm Green Belt **SA Objectives**	**Option 1** Maintain the inner Green Belt boundary at the current position	**Option 2** Move the inner Green Belt boundary to align with the city administrative boundary	**Comments**
Comments Summary	Option 1 represents the baseline scenario, given that the Core Strategy does not allow for Green Belt review at Northern Gateway without adoption of an AAP. Option 2 scores negatively on some environmental objectives, but generally positively on social and economic objectives.		

Table 7w - Predicting the effects of the options (Task B3)			
Energy and Resources **SA Objectives**	**Preferred Approach** Support the development of a shared/district renewable energy scheme within the site	**[Baseline – no AAP policy]**	**Comments**
Objective 1: Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	0	0	
Objective 2: Encourage urban renaissance by improving efficiency in land use, design and layout and to create and sustain vibrant communities	0	0	
Objective 3: Meet local housing needs by ensuring that everyone has the opportunity to live in a decent, affordable home	+	0	Renewable energy will reduce lifetime energy costs within each home therefore increasing affordability.
Objective 4: Improve the health and well-being of the population and reduce inequalities in health	0	0	
Objective 5: Reduce poverty and social exclusion and to reduce crime and the fear of crime	0	0	

Table 7w - Predicting the effects of the options (Task B3)			
Energy and Resources **SA Objectives**	**Preferred Approach** Support the development of a shared/district renewable energy scheme within the site	**[Baseline – no AAP policy]**	**Comments**
Objective 6: Raise educational achievement levels and develop the opportunities for everyone to acquire the skills needed to find and remain in work	0	0	
Objective 7: Provide accessible essential services and facilities	0	0	
Objective 8: Provide adequate green infrastructure, leisure and recreation opportunities and make these readily accessible for all	0	0	
Objective 9: Conserve and enhance Oxford's biodiversity	0	0	
Objective 10: Protect and enhance the historic Environment and heritage assets	?	0	Without knowing the location of such a facility, it is unclear whether there would be any impact on heritage assets.
Objective 11: Reduce traffic congestion and associated air pollution by improving travel choice, shortening length and duration of journeys and reducing the need to travel by car/lorry	0	0	
Objective 12: Maintain and improve soil and water quality, manage water resources and reduce surface water runoff	0	0	
Objective 13: Increase energy and resource efficiency (including minimising waste) and renewable energy, with the aim of mitigating and adapting to climate change	++	0	
Objective 14: Achieve sustainable economic growth (includes the development of a dynamic, diverse and knowledge-based economy)	0	0	

Table 7w - Predicting the effects of the options (Task B3)			
Energy and Resources **SA Objectives**	**Preferred Approach** Support the development of a shared/district renewable energy scheme within the site	**[Baseline – no AAP policy]**	**Comments**
Objective 15: Stimulate economic revival in deprived areas	0	0	
Objective 16: Promote sustainable tourism and the development of a cultural offer that all sections of the community can enjoy	0	0	
Comments Summary	There are few significant impacts identified. The Preferred Approach scored very positively on Objective 13: Increasing energy and resource efficiencies.		

Summary analysis of the Preferred Strategy agains the baseline

The **Preferred Strategy** is outlined in the Options document, in the following terms:

- focus on the knowledge economy
- mix of housing tenure and type
- maximum parking allocations
- a design code to set the broad parameters for the design and layout
- design that responds to the natural context (biodiversity, drainage, trees etc.)
- design that responds to the historic environment (archaeology, conservation area etc.)
- provision of a good quality living and working environment (air quality, noise, outlook etc.)
- details around the timing, funding and phasing of implementation.

In terms of the preferred options set out in the document, this translates to:

- Employment development that directly relates to the knowledge economy of Oxford
- Level of employment development to be determined by design constraints (no prescribed upper limit)
- Approximately 500 homes
- Small retail provision of up to 2,500m^2
- Provide a hotel of up to 180 bedrooms with associated leisure uses
- Encourage refurbishment of the A34 services area in the north of the site
- Deliver a full transport solution that mitigates the impacts of development and helps address existing traffic concerns, including a new A34-A44 link road and significant improvements to public transport services and priority, walking and cycling
- Provide an enlarged Park and Ride facility, with approximately 500 extra spaces, on the existing Pear Tree site
- Ensure parking for employment uses is shared between units, and are restricted in number to a maximum level that is lower than set out in adopted policy
- Produce a design code to set out the broad parameters for urban design and layout
- Permit taller buildings at particular locations, and promote landmark buildings that frame views
- Provide useable, good-quality open space (at least 10% of land occupied by housing)
- Review the Green Belt within the AAP boundary, and
- Support a district/central renewable energy scheme within the site

Other preferred approaches are set out in the Options document that reflect the Core Strategy, and are consistent with the baseline scenario. The Preferred Strategy does not include an emergency services centre which is listed in the Core Strategy as a potential complementary use.

This can be compared with the **baseline of Core Strategy Policy CS6**, which envisaged:

- Employment directly related to Oxford's key sectors of employment (clusters): science and technology research, education, biotech, and spin-off companies from the universities and hospitals

- 55,000m^2 of employment floorspace (Class B uses) by 2026, and up to 80,000m^2 in total looking beyond the Core Strategy period, and any of the following:
  - emergency services centre (additional 10,000m^2)
  - Around 200 dwellings
  - Small retail units totalling up to 2,500m^2
  - a hotel of 120-180 rooms
- A balanced package of transport mitigation measures, to mitigate the impact on the local and strategic road networks

Policy CS4 of the Core Strategy also states that the Northern Gateway AAP will include a highly focused inner Green Belt boundary review of adjoining land.

The Preferred Strategy proposes overall a greater amount of development than envisaged in the Core Strategy, in terms of both employment and housing development. However a higher order of transport mitigation is also proposed. It is considered that the overall significant effects of the Preferred Strategy on the sustainability objectives are as follows:

Table 8 – Summary appraisal of the Preferred Strategy	
SA Objective	**Impacts of AAP Preferred Strategy**
Objective 1: Flooding	The Preferred Strategy is predicted to have both positive and negative impacts on this objective. A greater quantum of development is proposed compared with the baseline, which suggests a greater risk of flooding arising from surface runoff. Nevertheless the site is within an area of low flood risk, and robust sustainable drainage measures are proposed in the preferred strategy, which should mitigate this impact. Positive benefits will be gained by the emphasis placed on providing a good proportion of soft landscaped open space on site, delivery of a design code which can include sustainable drainage measures, and minimising parking provision which should reduce the area of hardsurfaced car parks compared with the baseline.
Objective 2: Urban renaissance and land efficiency	The Preferred Strategy is predicted to have a positive impact on this objective. A key requirement is the production of a design code, which is an opportunity to promote good, land-efficient design. The pursuance of a gateway concept, and consideration of scale and massing, also promotes urban renaissance.
Objective 3: Meeting housing needs	The Preferred Strategy is predicted to have a positive impact on this objective, as a greater level of housing is proposed compared with the Core Strategy, which would include 50% affordable housing.
Objective 4: Improve health and well-being	The Preferred Strategy is predicted to have a neutral to positive effect on health and well-being. The site will provide affordable homes and a mix of dwellings, providing decent secure homes for those needing them. It will include local shops and services, and include additional cycling and walking infrastructure, thus promoting local journeys by active modes. Similarly open space provision will promote healthy active lifestyles.
Objective 5: Reduce poverty, social exclusion, crime and fear of crime	The Preferred Strategy is predicted to have a neutral to positive impact on this objective. The development should provide local shops and improve access by non-car modes, which should help

Table 8 – Summary appraisal of the Preferred Strategy	
	to improve access to jobs and services for a wider range of people. Provision of more housing will result in a greater level of evening activity which can help reduce crime and the fear of crime.
Objective 6: Educational achievement and acquiring work skills	The Preferred Strategy is predicted to have a positive impact on this objective. Greater employment growth should result in more apprenticeship opportunities including in the construction industry. Improvements to transport infrastructure should improve access to these opportunities.
Objective 7: Accessible services and facilities	The Preferred Strategy is predicted to have a positive impact on this objective. Provision of additional Park and Ride and improved public transport priority allows increased access to Oxford's existing services. Local scale retail will provide further benefits. Significant housing development is likely to improve and sustain local facilities.
Objective 8: Green infrastructure, leisure and recreation	The Preferred Strategy is predicted to have a neutral to positive impact on this objective. Housing development will include significant open space provision (although this would also be provided under the baseline scenario). Provision of leisure facilities within a new hotel complex would provide new opportunities for recreation.
Objective 9: Biodiversity	The Preferred Strategy is likely to have a negative impact on this objective. The site is a greenfield site, and there is evidence of wildlife activity on the site, albeit of only local significance. Details of the effect of development on the Oxford Meadows SAC are not yet clear, but as a European designated site it is very sensitive to change. However it is also likely that the impact can be successfully mitigated e.g. through habitat creation and enhancement to replace habitats lost to built development. The Core Strategy states that the AAP: "will only make provision for a level and location of development for which it can be concluded that there will be no adverse effect on the integrity of the SAC".
Objective 10: Historic environment	The Preferred Strategy is likely to have positive and negative impacts. More development can potentially enable greater enhancement of heritage assets, through investment and increased public visibility, in a way not otherwise possible. However it may also create greater pressure on some heritage assets, for example the setting of the Wolvercote Conservation Areaso this will need to be carefully considered through the design.
Objective 11: Traffic congestion and sustainable travel	The Preferred Strategy is likely to have positive and negative impacts on this objective. The location is relatively sustainable, being close to the new parkway station and close to the knowledge-based organisations and populations of Oxford. Very significant investment in a multi-modal transport package is proposed, alongside a car parking restraint strategy. However more development overall is proposed than the baseline, therefore there is a risk that more trips to the site, including by car, will occur overall, with possible impacts on the strategic

Table 8 – Summary appraisal of the Preferred Strategy	
	road network and air quality. This will need to be modelled and the effects mitigated where appropriate.
Objective 12: Soil and water quality, resources and surface runoff	The Preferred Strategy is predicted to have a neutral to negative impact on this objective. A greater quantum of development is proposed compared with the baseline, which suggests a greater risk of increased surface runoff. Nevertheless robust sustainable drainage measures are proposed in the preferred strategy, which should mitigate this impact. Further investigation of the impact of development on the hydrology of the area will allow more detailed assessment of impact on ground conditions at a later stage.
Objective 13: Energy and resource efficiency, and adaptation to climate change	The Preferred Strategy is predicted to have a neutral to negative impact on this objective, relative to the baseline. A higher quantum of development will increase the carbon footprint, although this impact should be mitigated by the adoption of the Core Strategy policy of maximising energy and resource efficiency through submission of a Natural Resources Impact Assessment, and on-site renewable/low-carbon energy. In addition the preferred strategy is to support the development of a shared/district renewable energy scheme within the site which would help mitigate this further.
Objective 14: Achieve sustainable economic growth.	The Preferred Strategy is predicted to have a very positive impact on this objective. Provision of a higher quantum of employment development, closely related to Oxford's knowledge economy, should boost economic development in Oxford and the wider area.
Objective 15: Stimulate economic revival in deprived areas	The Preferred Strategy is predicted to have a neutral impact on this objective. There are no priority regenration areas in the immediate area of Northern Gateway, which is a development aimed at meeting strategic economic objectives. However it is recognised that there may be ripple-out benefits (e.g. apprenticeships and construction jobs) that may have indirect benefits for those living or working in priority regeneration areas.
Objective 16: Sustainable tourism and culture	The Preferred Strategy is predicted to have a neutral to positive impact on this objective. The creation of a new gateway to Oxford will create a better welcome for visitors. The inclusion of a hotel has direct benefits for tourism. However most tourist activity in Oxford is focused on the historic centre, so these benefits are considered to be relatively marginal.

4.4. Evaluating the effects of the submission policies (Tasks B4) and considering ways of mitigating adverse effects and maximising beneficial effects of the Northern Gateway AAP (Task B5)

Task B4 requires that an evaluation of the significance of effects must be carried out. This includes assessing the probability, magnitude, spatial extent, duration, frequency and reversibility of the effects, including secondary, cumulative, transboundary and synergistic effects.

Task B5 requires consideration of the ways that the AAP policies can best mitigate adverse impacts, and maximise beneficial effects. This follows on from Task B4.

The evaluation of significant effects, and recomendations for mitigation, will be set out at the next stage of reporting, i.e. at proposed submission stage. This will allow a full and thorough analysis of the preferred strategy, drawing on a completed evidence base.

5. Monitoring the Significant Effects of the AAP Options (Task B6)

The significant sustainability effects of implementing the AAP should be monitored to identify unforeseen adverse effects, and to be able to undertake appropriate remedial action. It is not necessary to monitor everything: monitoring instead needs to be focused on significant sustainability affects, e.g. those:

- that indicate a likely breach of international, national or local legislation, recognised guidelines or standards;

- that may give rise to irreversible damage, with a view to identifying trends before such damage is caused, and

- where there was uncertainty in the SA, and where monitoring would enable preventative or mitigation measures to be taken.

Guidance[10] stresses that, wherever possible, existing monitoring arrangements (e.g. for pre-existing plans) should be used.

Drawing on the Northern Gateway Scoping Report Addendum and Task B3 (Section 4.3 of this report), it is considered that there could be significant effects in need of monitoring, in respect of the following SA objectives:

- Objective 2: Urban renaissance and land efficiency
- Objective 3: Meeting housing needs
- Objective 7: Accessible services and facilities
- Objective 9: Biodiversity
- Objective 10: Historic environment
- Objective 11: Traffic congestion and sustainable travel
- Objective 14: Sustainable economic growth

Some objectives have monitoring indicators already set out in the Northern Gateway AAP Scoping Report under the topic-based headings, as part of the SA Framework (Task A4). These indicators can also serve as a framework for monitoring the significant effects. The Core Strategy also includes a monitoring framework that can be drawn upon for SA purposes.

Suggested indicators for each objective associated with significant effects are shown below:

Objective 2: Urban renaissance and land efficiency
- submission of a Landscape Character Analysis and Visual Impact Analysis
- design code and site master plan demonstrably and appropriately respond to above analyses
- Oxford Design Panel arrive at an overall positive view of each future major planning application proposal at the Northern Gateway

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[10] Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents

Objective 3: Meeting housing needs
- number of new homes built
- average property price compared against average earnings in Oxford
- % of all dwellings that are provided as affordable, in line with the definitions set out in the Sites and Housing Plan
- % of market households potentially available to first time buyers
- % of new homes that meet Lifetime Homes standard
- % of new homes that are easily adaptable to wheelchair use.

Objective 7: accessible services and facilities
- % of population within 1km of a local shop (and accessible by walking and cycling)
- % of population within 3km of one or more primary schools, and one or more GP surgeries, with spare capacity (and accessible by walking and cycling)
- whether indoor space for community activities is provided by the development

Objective 9: Biodiversity
- whether there is evidence that existing hedgerows, trees and scrubland of identified local wildlife value are maintained / improved
- evidence of areas of accessible natural green space to be created by the development
- whether there is an improvement of SAC/SSSI (% of SSSI in favourable/ unfavourable condition)
- whether important habitats and species are safeguarded

Objective 10: Historic environment
- submission of evidence that the development sustains and enhances the significance of heritage assets (designated or non-designated)
- submission of evidence showing that the development sustains and enhances the archaeological interest of the site, with reference to an archaeological assessment and strategy
- Landscape Character Analysis and Visual Impact Analysis to show that development responds appropriately to the setting of the Wolvercote and Godstow Conservation Area and Port Meadow, and does not adversely affect the setting of any listed buildings

Objective 11: Traffic congestion and sustainable travel
- submission of a transport assessment and comprehensive Travel Plan
- Implementation of the Travel Plan throughout the lifetime of the development
- average daily traffic flows
- peak period congestion / queuing
- provision of new or improved links for cyclists, pedestrians and public transport
- modal split of development related trips

Objective 14: Sustainable economic growth
- Total amount of new B1 employment space created
- Amount of B1 office space occupied by knowledge-based and high-tech companies and operations
- Amount of B1 office space occupied by new start-up companies
- Number of apprenticeships and training schemes offered during both the construction phases and following occupation

6. Next steps in AAP and SA production

The Northern Gateway AAP Options document and the Draft Sustainability Appraisal will be consulted on for a period of six weeks. Oxford City Council will then consider the responses to the Options consultation and Draft SA, which will inform the production of the draft Northern Gateway AAP (the 'proposed submission' AAP) and the final SA accompanying the AAP (Stage C). Following a period of statutory consultation on the draft AAP and SA (Stage D1), the AAP and supporting materials will be submitted to the Secretary of State for examination before it can be adopted. Any significant changes made during these stages will need to be subject to further sustainability appraisal prior to adoption (Stage D2).

The next steps of the SA and associated steps of the Northern Gateway AAP development are detailed below in Table 9.

Table 9 – Next steps in AAP and SA production			
Stage		**Sustainability Appraisal Stages**	**Links to the Area Action Plan**
	C	Prepare the final Sustainability Appraisal Report	Undertaken at the same time the Proposed Submission AAP is being prepared
Stage D: Consulting on the AAP Options document and the Sustainability Report	**D1**	Formal consultation on the Sustainability Report	Undertaken at the same time as formal consultation on the Proposed Submission Northern Gateway AAP
	D2	Appraise any significant changes to the AAP following consultation and examination	Undertaken in conjunction with finalisation of the AAP for submission and following examination
	D3	Produce an adoption statement to accompany the adopted AAP outlining how findings of the SA have been taken into account and how sustainability considerations have been integrated into it.	Undertaken in conjunction with finalisation of the AAP prior to adoption
Stage E1: Monitoring the significant effects of implementing the Northern Gateway AAP	**E1 & E2**	Undertake monitoring of significant effects arising from the AAP and respond to adverse effects	Undertaken after the AAP has been adopted

As the final AAP is prepared, the final SA will be prepared, including safeguarding and optimisation of beneficial effects, and mitigation and monitoring of negative effects.