


**OLP2040 Site assessment proforma (including Sustainability Appraisal)**

<b>Site name</b>	<b>Canalside Land, Jericho</b>	<b>Site location plan</b> 
<b>HELAA reference (and OLP2036 Policy if applicable)</b>	<b>011  Policy SP33</b>	
<b>Ward</b>	<b>Jericho and Osney</b>	
<b>Site size</b>	<b>0.49ha</b>	
<b>Existing use</b>	<b>Part boat hire base, garages, open space, derelict workshops, boat repair yard. The site has been derelict since 2006.</b>	

**Stage 1 assessment – are there any clear conflicts with national planning policy and/or any insurmountable environmental or physical constraints?**

<b>Assessment criteria</b>	<b>Outcome</b>	<b>Comments</b>
Is the site an SAC or SSSI?	<b>No</b>	
Is the site greenfield in flood zone 3b?	<b>No</b>	
Is the site area less than 0.25ha?	<b>No</b>	
Is the site already at an advanced stage in the planning process (development commenced)?	<b>No</b>	
<b>Stage 1 conclusion</b>		
<i>No clear conflicts with national policy or insurmountable environmental or physical constraints. Continue to stage 2 assessment.</i>		

**Stage 2 assessment – Qualitative assessment of deliverability (incorporating Sustainability Appraisal)**

**SA Objective 1: To achieve the city’s ambition to reach net zero carbon emissions by 2040. See SA Objective 8 for decision-making criteria**

<b>SA Objective</b>	<b>SA Objective 2: To build resilience to climate change, including reducing risks from overheating, flooding and the resulting detriment to well-being, the economy and the environment.</b>	
<b>Decision-making criteria</b>	Is the use proposed suitable given the flood zone of the site?	
	<b>SA rating</b>	<b>Comments</b>
<b>What flood zone is the site in</b>	--	Site is partially within Flood Zone 3b (10% of site lies within Flood Zone 3b) (12% of site lies within Flood Zone 3a) (74% of site lies within Flood Zone 2)  The land within Flood Zone 3 is generally along the western perimeter of the site, adjacent to the Oxford Canal.
<b>Flooding of land surrounding site for access/ egress</b>	-	The initial parts of the route are within Flood Zone 2, with the hazard rating generally low at the start of the route. Access/ egress from the site is over land at moderate to low risk/ hazard.

<b>SA Objective</b>	<b>SA Objective 3: To encourage the efficient use of land through good design and layout, and minimise the use of greenfield and Green Belt land</b>	
<b>Decision-making criteria</b>	Will the site make use of previously developed land/ buildings? Will the site be on Green Belt land?	
	<b>SA rating</b>	<b>Comments</b>
<b>Previously developed land</b>	0	The site would make use of previously developed land although the existing buildings would need to be cleared from the site.
<b>Green Belt</b>	0	The site will not be on Green Belt land.

<b>SA Objective</b>	<b>SA Objective 4: To meet local housing needs by ensuring that everyone has the opportunity to live in a decent affordable home</b>	
<b>Decision-making criteria</b>	Will the site provide significant quantities of net new housing? Will it improve the availability of decent affordable housing?	
	<b>SA rating</b>	<b>Comments</b>
<b>Housing provision</b>	I	Site allocated for a number of uses including residential development however precise amount of units delivered will depend on implementation.
<b>Affordable housing provision</b>	I	Precise amount of affordable housing to be delivered on site will depend on implementation.

<b>SA Objective</b>	<b>SA Objective 5: To reduce poverty, social exclusion, and health inequalities</b>	
<b>Decision-making criteria</b>	Will it improve opportunities for people in the most deprived areas?	
	<b>SA rating</b>	<b>Comments</b>
<b>Regeneration areas</b>	0	Site not within one of the most deprived areas of Oxford.

<b>SA Objective</b>	<b>SA Objective 6: To provide accessible essential services and facilities</b>	
<b>Decision-making criteria</b>	Will it increase the provision of essential services and facilities?	
	<b>SA rating</b>	<b>Comments</b>
<b>Community facilities</b>	+	Development likely to increase the amount of community facilities on site as one of the allocated uses is a sustainably sized community centre.

See also SA Objective 8

<b>SA Objective</b>	<b>SA Objective 7: To provide adequate green and blue infrastructure, leisure and recreation opportunities and make these readily accessible for all; and to conserve and enhance Oxford's biodiversity</b>	
<b>Decision-making criteria</b>	Will it increase the provision of public open space? Will it protect and enhance existing flora, fauna and habitats?	
	<b>SA rating</b>	<b>Comments</b>
<b>Public open space</b>	+	Site likely to increase public open space.
<b>Ecology and biodiversity</b>	-	<p>Site is adjacent to Oxford Canal which is an Oxford City Wildlife Site. The site supports a small number of common bat roosts but is otherwise of limited ecological value. Key to any development is avoiding potential impacts on the Canal and the wildlife that utilise it, including foraging and commuting bats, otter and (potentially) water vole. Any planning application should incorporate a robust lighting assessment that demonstrates no additional artificial lightspill on the Canal – from either exterior or interior lighting – or otherwise demonstrate that the lightspill will avoid any significant impacts on the faunal interest.</p> <p>If existing trees are removed new trees should be planted to fully mitigate the impact tree canopy cover green infrastructure in the area. New tree planting should be appropriate to ensure that the predicted tree canopy cover (% site area) following development (25 years) delivers policy and GI TAN expectations i.e. at least no</p>

		net loss. Opportunities exist to plant new trees to improve connectivity within GI network.
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<b>SA Objective</b>	<b>SA objective 8: To reduce traffic and associated air pollution by improving travel choice, shortening journeys and reducing the need to travel by car/ lorry (also SA objective 1: To achieve the city's ambition to reach net zero carbon emissions by 2040)</b>	
<b>Decision-making criteria</b>	Will it encourage walking cycling and use of public transport? Is the site within an Air Quality Management Area?	
	<b>SA rating</b>	<b>Comments</b>
<b>Sustainable transport links (bus stop)</b>	-	>800m to the nearest bus stop (10-minute walk) (850m). The bus routes to this site which go into Oxford city centre only travel via and stop along Woodstock Road. Services on this road are frequent.
<b>Sustainable transport links (rail station)</b>	+	Site is within a 1km walk of Oxford train station.
<b>Primary schools</b>	+	The nearest primary school is within a 5-minute walk of the site (350m).
<b>Secondary schools</b>	-	Site is just over 1km away from the nearest secondary school.
<b>GP surgeries</b>	+	Site is within 500m of GP surgery.
<b>Post office</b>	+	Site is within 500m of a post office.
<b>Air quality</b>	--	Whole city is within an AQMA.

<b>SA Objective</b>	<b>SA Objective 9: To achieve water quality targets and manage water resources</b>	
<b>Decision-making criteria</b>	Does the site contain, or is it near, a water body?	
	<b>SA rating</b>	<b>Comments</b>
<b>Water</b>	-	Site is adjacent to Oxford Canal.

<b>SA Objective</b>	<b>SA Objective 10: To promote good urban design through the protection and enhancement of the historic environment and heritage assets while respecting local character and context and promoting innovation.</b>	
<b>Decision-making criteria</b>	Does the site contain any historical, or archaeological features?	
	<b>SA rating</b>	<b>Comments</b>
<b>Archaeology</b>	0	Site contains no known archeological sites or has limited or uncertain archaeological potential.
<b>Conservation Areas &amp; Register</b>	--	Site is entirely within the Jericho Conservation Area.

<b>of Parks and Gardens (RPG)</b>		
<b>Listed Buildings</b>	--	Site is adjacent to a Grade I Listed Building (Church of St Barnabas).
<b>View Cones</b>	0	Site lies outside of a View Cone.
<b>High Buildings Area</b>	-	Site lies within the High Buildings Area.

<b>SA Objective</b>	<b>SA Objective 11: To achieve sustainable inclusive economic growth, including the development and expansion of a diverse and knowledge-based economy and the culture/leisure/ visitor sector</b>	
<b>Decision-making criteria</b>	Will it support key sectors that drive economic growth? Will it increase the quantity and quality of employment opportunities?	
	<b>SA rating</b>	<b>Comments</b>
<b>Employment Opportunities</b>	0	Site has been designated for mixed-use development with residential. Provision of community services seems to be the focus therefore site is not for economic uses.

<b>Other constraints which could affect suitability of site for development</b>	
Can access for vehicles be achieved?	Vehicle access to the site already exists but is likely to need improvements.
Can walking and cycling connections with the surrounding area be achieved?	The site is within the urban area with existing cycle and pedestrian connections but is likely to need improvements.
Does the site include any significant physical features such as trees, rivers/streams or changes in ground level?	Site contains significant existing trees including a false acacia and silver birch in the public open space north of the church and an ash tree in the church grounds next to Cardigan Street. There also is a row of important trees adjacent to the site along the western side of the Canal Towpath. These trees are collectively important to public amenity in the area and will provide valuable ecosystem services. All these trees are protected by location within the Jerichio Conservation Area. Existing trees will influence developable area of site and its capacity. The quality of all existing trees should be assessed against the criteria in table 1 of BS5837:2012 (or its latest iteration). High quality trees must be retained unless there is a robust over-riding policy-based justification. Moderate and low-quality trees should be retained where it is feasible to do so. Opportunities exist to plant new trees to benefit public amenity in the area
Are land contamination issues likely?	Historical dockyard area. Potential for contamination
Does the site adjoin a sensitive land use? Is there an adjoining land use that may cause disturbance or environmental issues such as noise or smells?	Site is adjacent to Oxford Canal on one side. Site adjoins residential therefore will need to consider sensitive design.

**Stage 2 conclusion**

The site scores well against a number of the sustainability criteria. Flood risk is an issue which will need to be addressed and the site is in a sensitive location with regard to the historic environment, in particular the conservation area and the Grade I Listed St Barnabus Church. However none of the constraints are insurmountable and the site should proceed to the Stage 3 assessment.

**Stage 3 assessment – Qualitative assessment of deliverability and consideration of potential sustainability impacts. Identification of preferred options**

<b>Is there confirmed landowner intention to develop</b>	Confirmed landowner intention.
<b>Does the landowner specify types of development</b>	Planning application 20/01276/FUL (18 units) indicates intent to develop. Planning application was refused in 2022 and the applicants lodged an appeal which was determined in 2023. The appeal was allowed however the appeal for Listed Building Consent in a related application was not.

<b>Stage 3 conclusion</b>
Consider further as an allocation for a mixed-use development including residential, public space and a replacement boatyard