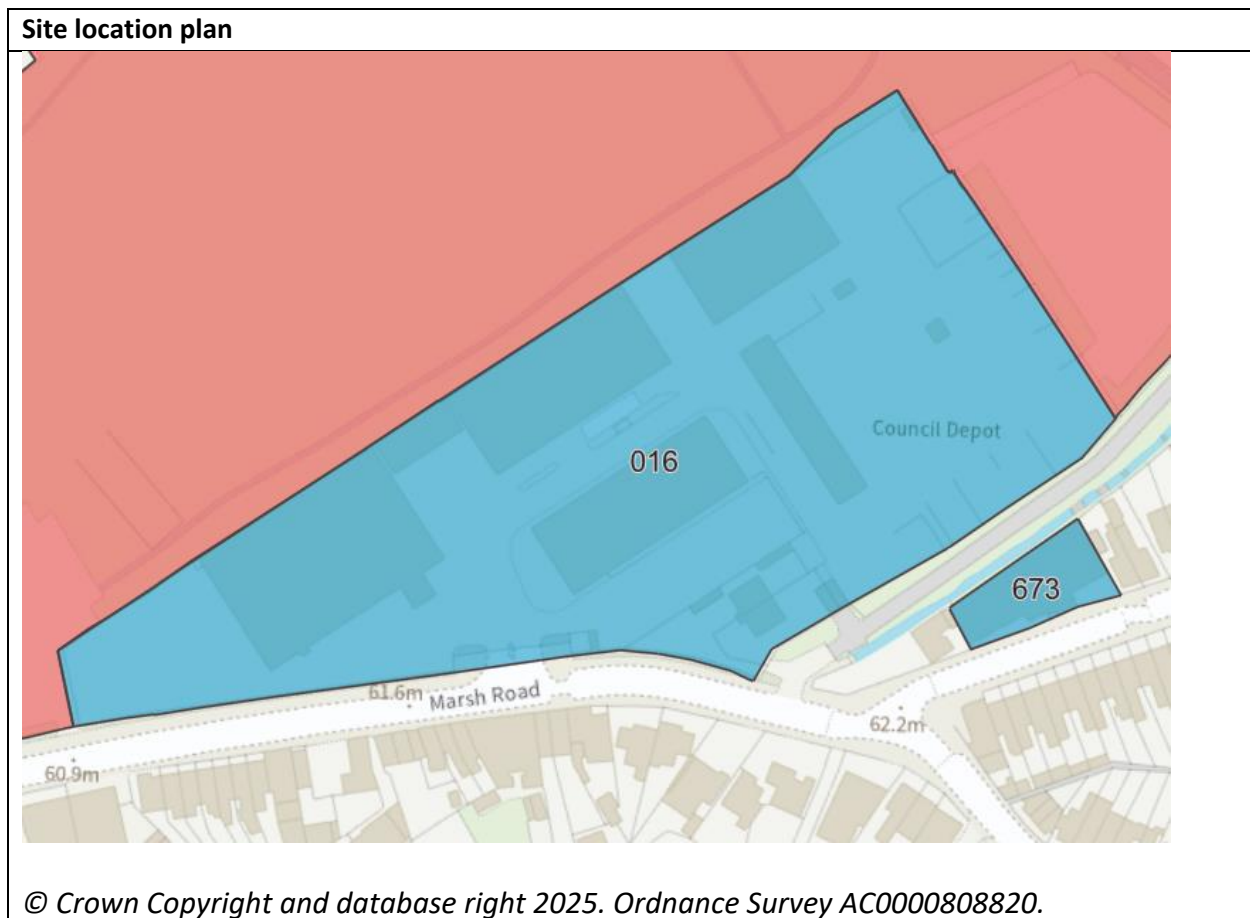


**Oxford Local Plan 2042 – Interim Regulation 18 stage site assessment form incorporating sustainability appraisal**

Site name	Cowley Marsh Depot, Marsh Road
SHLAA reference (and OLP2036 Policy if applicable)	016 Policy SP35
Ward	Temple Cowley
Total site size (ha)	1.71ha
Existing use(s)	City works depot, storage for refuse vehicles



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

Assessment criteria	Outcome	Comments
Is the site an SAC or SSSI?	No	Potentially in the catchment of Lye Valley SSSI
Is the site greenfield in flood zone 3b?	No	Brownfield Flood Zone 3b

Is the site area less than 0.25ha?	No	
Is the site already at an advanced stage in the planning process (development commenced)?	No	

<b>Stage 1a conclusion</b>
No clear conflicts with national policy or insurmountable environmental or physical constraints. Continue to next stage.

**Stage 1b assessment – Assessment of deliverability of the site including any known intentions for development.**

<b>Is there confirmed landowner intention to develop</b>	Landowner (City Council) confirmed intention to develop, subject to alternative site for the Depot uses being found
<b>Does the landowner specify types of development</b>	Residential proposed

<b>Stage 1b conclusion</b>
Landowner has expressed interest in further development of the site. Continue to next stage.

**Stage 2 assessment – Further assessment of site deliverability, including consideration of sustainability impacts (using the Sustainability Appraisal framework)**

**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.*

**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.

**Decision-making criteria:** Is the use proposed suitable given the flood zone of the site?

<b>Criteria</b>	<b>SA rating</b>	<b>Comments</b>
<b>What flood zone(s) is the site in?</b>	--	<i>Site is partially in Flood Zone 3b (Large patches of surface water flood risk within central area of site)</i>
<b>Flooding of land</b>	-	<i>Majority of the land surrounding the site for access/egress lies within Flood Zone 3b (not insurmountable)</i>

surrounding site for access/ egress		
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**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.

**Decision-making criteria:** Will the site make use of previously developed land? And will the site be on Green Belt land?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Previously developed land?</b>	0	Site is previously developed land, with buildings in use as depot. Fairly low density so redevelopment could make more efficient use of site
<b>Green belt?</b>	0	Not Green Belt

**SA objective 4.** To meet **local housing needs** by ensuring that everyone has the opportunity to live in a decent affordable home.

**Decision-making criteria:** Will the site provide net new housing? And will it improve the availability of decent affordable housing?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Housing provision</b>	++	Site would provide more than 10 new homes (estimated capacity around 80 units)
<b>Affordable housing provision</b>	I	Depends on implementation

**SA objective 5.** To reduce poverty, social exclusion, and health **inequalities**.

**Decision-making criteria:** Will it improve opportunities for people in the most deprived areas? *For the purposes of this assessment, a regeneration area is defined as an area that falls within the top 20% most deprived areas nationally according to the Indices of Multiple Deprivation.*

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Regeneration area (within the top 20% most deprived areas IMD)</b>	0	Site is not in or adjacent to a regeneration area

**SA objective 6.** To provide accessible essential **services and facilities**.

**Decision-making criteria:** Will it increase the provision of essential services and facilities? *See also SA Objective 8.*

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Community facilities</b>	0	Site not allocated for community facilities

**SA objective 7.** To provide adequate **green infrastructure, leisure and recreation** opportunities and make these readily accessible for all.

**Decision-making criteria:** Will it increase the provision of public open space?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Public open space</b>	+	Site allocated for housing – 10% public open space provided on site

**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)

**Decision-making criteria:** Will it encourage walking cycling and use of public transport? And is the site within an Air Quality Management Area or in proximity to an Air Quality hotspot?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Sustainable transport links (bus stop)</b>	+	<100m to Marsh Road bus stop. Frequent services to Oxford City Centre eg 1, 5, 10
<b>Sustainable transport links (rail station)</b>	-	Approx 4400m to Oxford Rail station
<b>Primary Schools</b>	+	Approx 450m to St Christophers Primary School, Temple Road
<b>Secondary Schools</b>	-	Approx 1000m to Oxford Spires Academy, Glanville Road
<b>GP Surgeries</b>	+	Approx 800m to Temple Cowley Medical Group
<b>Post office</b>	-	Approx 1.5km to Donnington Post Office
<b>Air Quality</b>	-	Site is within an Air Quality Management Area (AQMA)

**SA objective 9.** To achieve **water** quality targets and manage water resources.

**Decision-making criteria:** Does the site contain, or is it near, a water body?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
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<b>Water</b>	0	Boundary Brook is close by, approx 160m
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**SA objective 10.** To conserve and enhance Oxford's **biodiversity**.

**Decision-making criteria:** Will development of the site be able to protect and enhance existing flora, fauna and habitats?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Ecology and Biodiversity</b>	+	Contains no nature conservation designations but has potential for nature conservation interest. Can improve wildlife linkages or habitat continuity from adjoining core GI site

**SA objective 11.** 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.

**Decision-making criteria:** Is the development of the site likely to affect the significance (including the setting) of one or more heritage assets, including any associated historic, archaeological, artistic and/or architectural features?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Archaeology</b>	0	Site contains no known archaeological sites
<b>Conservation Areas &amp; Register of Parks and Gardens (RPG)</b>	0	Site is not in or on the edge of a conservation area or site on the RPG register
<b>Listed Buildings</b>	0	Site contains no identified historic building constraint
<b>View Cones</b>	-	Very small part of site (northern corner) is within Crescent Road View Cone
<b>Historic Core Area</b>	0	Site lies outside the City Council's locally designated Historic Core Area

**SA objective 12.** To achieve sustainable inclusive **economic growth**, including the development and expansion of a diverse and knowledge- based economy and the culture/leisure/ visitor sector.

**Decision-making criteria:** Will it support key sectors that drive economic growth? And will it increase the quantity and quality of employment opportunities?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
<b>Employment Opportunities in the knowledge-</b>	0	Site in existing employment use but not in knowledge-based economy. No change in number of jobs/economic floorspace in knowledge-based economy

based economy		
Diversifying the economy and employment opportunities	-	Current use supports employment opportunities and substantial number of jobs for essential uses, employment use would be lost if redeveloped for residential.

#### Other constraints which could affect suitability of site for development

Can access for vehicles be achieved?	Yes – via Marsh Road, including for emergency vehicles
Can walking and cycling connections with the surrounding area be achieved?	Yes – via Marsh Road (and Cowley Marsh Sports field if site is opened up). There are safe, segregated surfaced pedestrian/cycle access routes across the field to the Boundary Brook nature reserve green corridor and National Cycle Route 57 which also follows along the Brook.
Does the site include any significant physical features such as trees, rivers/streams or changes in ground level?	Row of established trees across the middle of the site. Site contains significant existing trees in the north east corner (a group of willows currently within the Cowley Marsh Recreation Ground) and a hedgerow along the boundary with cycle lane which are important to public amenity in the area and will provide valuable ecosystem services.
Are land contamination issues likely?	Yes – former depot and fueling station
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?	Adjoins residential uses to the north and opposite site of Marsh Road

<b>Stage 2 conclusion</b>
Site should be considered further for allocation. The site is previously developed land and is an accessible location. The site is not sensitive from an ecological perspective however it lies within one of the city's locally designated View Cones so development should be designed accordingly. The flood risk classification of the site has increased in recent years following updated Environment Agency modelling data, which will need an SFRA Level 2 assessment to explore the risks in more detail. This may impact on capacity but is not thought to be insurmountable. Finding a site to relocate the existing depot uses is challenging so is likely to impact delivery timelines.