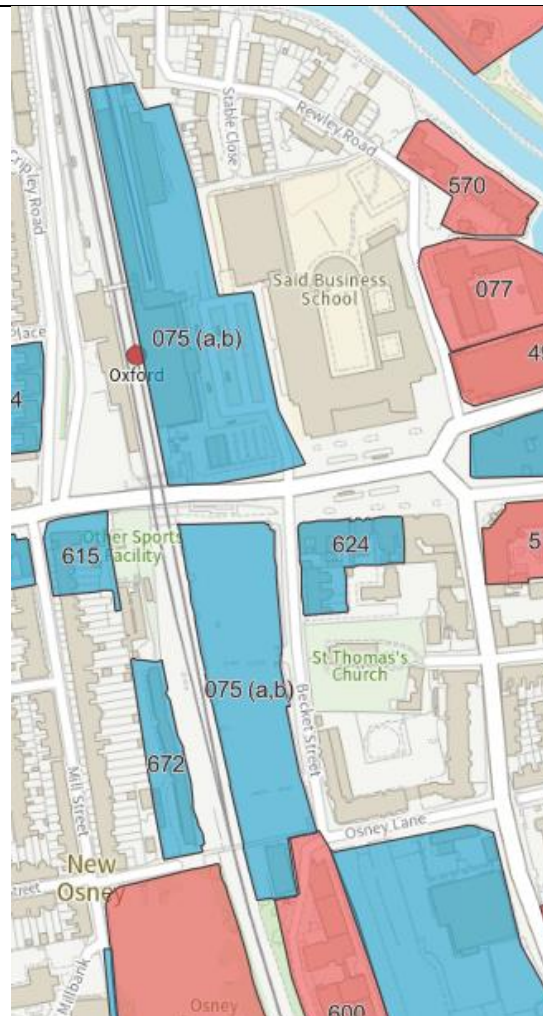


Oxford Local Plan 2042 – Interim Regulation 18 stage site assessment form incorporating sustainability appraisal

Site name	Oxford Railway Station and Becket Street Car Park
SHLAA reference (and OLP2036 Policy if applicable)	075 (a+b) (SP1)
Ward	Osney and St Thomas
Total site size (ha)	2.56ha (in SHLAA)
Existing use(s)	Railway station and associated ancillary uses/ surface level car parking

Site location plan



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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	
Is the site greenfield in flood zone 3b?	No	
Is the site area less than 0.25ha?	No	
Is the site already at an advanced stage in the planning process (development commenced)?	No	

Stage 1a conclusion
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.

Is there confirmed landowner intention to develop	Yes. Network Rail is working to redevelop the site to support necessary upgrades to Oxford Railway Station to enable delivery of wider transport objectives (e.g., East West Rail and Cowley Branch Line)
Does the landowner specify types of development	Mixed use – residential and economic

Stage 1b conclusion
Landowner has set out intentions for development and potential uses. Continue to next stage of assessment.

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?

<i>Criteria</i>	<i>SA rating</i>	<i>Comments</i>
What flood zone(s) is the site in?	-	<i>Site is partially in Flood Zone 2</i> <i>(Patches of surface water flood risk present within site, with the largest patches around the station building in the northern parcel and inside part of the eastern perimeter of the southern parcel along Becket Street.)</i>
Flooding of land surrounding site for access/ egress	-	<i>The initial parts of the current access route are within Flood Zone 2 (Botley Road and Becket Street) and then Flood Zone 3 if heading further west onto Botley Road.</i>

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>
Previously developed land?	0	<i>Site is previously developed land in use</i>
Green belt?	0	<i>Site is not on Green Belt land</i>

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>
Housing provision	++/I	<i>Site allocated for 20 dwellings in OLP2036 however precise mix of uses yet to be determined</i>
Affordable housing provision	I	<i>Precise proportion of affordable housing will depend on implementation</i>

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.*

Criteria	SA rating	Comments
Regeneration area (within the top 20% most deprived areas IMD)	0	<i>Site is within one of 30% least deprived wards. Site not within a regeneration area</i>

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.*

Criteria	SA rating	Comments
Community facilities	0	<i>Provision of community facilities unlikely to change resulting from homes proposed in OLP2036 allocation.</i>

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?

Criteria	SA rating	Comments
Public open space	0	<i>Provision of public open space unlikely to change resulting from homes proposed in OLP2036 allocation</i>

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?

Criteria	SA rating	Comments
Sustainable transport links (bus stop)	+	<i>Site contains bus stops</i>
Sustainable transport links (rail station)	+	<i>Site contains Oxford Railway Station</i>
Primary Schools	+	<i>West Oxford Primary School is 750m away</i>
Secondary Schools	-	<i>The nearest secondary education provider is more than 800m away. Activate Learning is 650m away but this is a further education college.</i>
GP Surgeries	+	<i>Beaumont Street Surgery is 700m away</i>
Post office	-	<i>Post Office (St. Aldate's) is over 800m away</i>

Air Quality	-	<i>Within City-wide AQMA</i>
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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?

Criteria	SA rating	Comments
Water	0	<i>Northern boundary of site is just over 60m from Castle Mill Stream/ Sheepwash Channel</i>

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?

Criteria	SA rating	Comments
Ecology and Biodiversity	+	<i>Contains no nature conservation designations with limited potential for nature conservation interest. Redevelopment has the potential to improve wildlife linkages</i>

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?

Criteria	SA rating	Comments
Archaeology	-	<i>Station site in close proximity to two Scheduled Ancient monuments (Rewley Abbey and Swing Bridge, LNWR Station). Whole site lies within the city centre archaeological area</i>
Conservation Areas & Register of Parks and Gardens (RPG)	-	<i>Becket Street car park is adjacent to the Central (University and City) conservation area</i>
Listed Buildings	-	<i>Potential that the Becket Street car park lies within the setting of the Church of St Thomas the Martyr (Grade II) Listed Building. Several other Listed Buildings including Combe House (Grade II) and St Thomas Vicarage (Grade II) are close by.</i>
View Cones	-	<i>Northern edge of Becket Street car park lies within Raleigh Park View Cone and whole site included within Boars Hill View Cone</i>
Historic Core Area	-	<i>Whole site lies within the historic core area</i>

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?

Criteria	SA rating	Comments
Employment Opportunities in the knowledge-based economy	I	<i>Depending on precise nature of redevelopment, the site has potential to bring forward jobs to support the knowledge economy</i>
Diversifying the economy and employment opportunities	I	<i>Depending on precise nature and scale of redevelopment, site has potential to support diversification of employment base</i>

Other constraints which could affect suitability of site for development

Can access for vehicles be achieved?	Yes, vehicular access to the site already exists
Can walking and cycling connections with the surrounding area be achieved?	Yes,
Does the site include any significant physical features such as trees, rivers/streams or changes in ground level?	No
Are land contamination issues likely?	Site contains railway infrastructure which has 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 the railway line and part of the site contains the Oxford Railway station. Potential for noise issues, smells and other environmental issues associated with the railway.

Stage 2 conclusion
The site lies within the historic core area, within several view cones and within the city archaeological area. It is also adjacent to the Central (University and City) conservation area. Given heritage considerations, sensitive design is likely to be required. Site is well served by a range of public transport opportunities. There is some flood risk on the site which may need to be addressed and appropriately mitigated. Consider site further for mixed use redevelopment opportunity. Given the site's city centre location in Oxford's West End, it is likely residential commercial, or other town centre uses would be appropriate.

