



Cabinet
Tuesday, 27 January 2015

ADDENDA

3. Minutes (Pages 1 - 14)

The minutes of the meeting held on 16 December 2014 are attached.

9. LTP4 and Oxford Transport Strategy (Pages 15 - 26)

Attached is additional/updated information relating to the LTP4 documentation which was circulated to Cabinet Members and made available on the website:

- Additional document: Volume 5, Appendix A. Responses to scoping consultation.
- Change to Volume 1:

Volume 1, Pages 81-82, Paragraph 224 and Policy 35

Revised paragraph 224:

224. Our aim is that most new development in Oxfordshire will be located where it can be served by existing high quality public transport services, especially the designated Bus Rapid Transit and Premium Transit Route networks, and close to our main transport hubs and interchanges. Where the existing public transport is inadequate we expect developers either to secure services in agreement with us, or to provide funding for them. This will normally be required until services reach a point where they are commercially viable and can operate without subsidy. Our approach to the use of developer contributions for developing the public transport network and increasing patronage is shown in policy 35 below, and is set out in more detail in our bus strategy. It includes reference to providing more detailed standing advice, which when approved will set out guidance on Section 106 contributions towards public transport from development.

[Additional bullet point shown in bold:]

Policy 35 Oxfordshire County Council will:

- secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;

- identify the requirement for passenger transport services to serve the development and seek developer funding for these to be provided until they become commercially viable;
 - **provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development**
 - secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer;
 - require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;
 - set local routeing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;
 - seek support towards the long term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;
 - ensure that developers promote sustainable travel for journeys associated with the new development, including through the provision of effective travel plans.
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- Volume 2, Part ii – replacement of Banbury and Bicester Area Strategy Plans with updated ones.

Agenda Item 3

CABINET

MINUTES of the meeting held on Tuesday, 16 December 2014 commencing at 2.00 pm and finishing at 4.35 pm

Present:

Voting Members: Councillor Ian Hudspeth – in the Chair
Councillor Rodney Rose
Councillor Mrs Judith Heathcoat
Councillor Nick Carter
Councillor Melinda Tilley
Councillor Lorraine Lindsay-Gale
Councillor David Nimmo Smith
Councillor Lawrie Stratford

Other Members in Attendance: Councillor Liz Brighthouse (Agenda Item 10)
Councillor Constance (Agenda Item 6)
Councillor Fawcett (Agenda Item 6)
Councillor Lovatt (Agenda Item 6)
Councillor Hards (Agenda Item 7 and 8)
Councillor Susanna Pressel (Agenda Item 9)
Councillor Gill Sanders (Agenda Item 10 and 11)

Officers:

Whole of meeting	Joanna Simons (Chief Executive); Sue Whitehead (Chief Executive's Office)
Part of meeting	
Item	
6	Name
7	Mark Kemp, Deputy Director, Commercial; David Tole (Environment & Economy), Anthony Kirkwood (Environment & Economy)
8	
9	Kathy Wilcox (Corporate Finance)
10	Lorna Baxter, Chief Finance Officer
11	Mark Kemp, Deputy Director, Commercial Jim Leivers, Director for Childrens Services Jim Leivers, Director for Childrens Services; Janet Johnson, Children with SEN Manager

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting, and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

120/14 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

Apologies were received from Councillor Hibbert Biles.

121/14 MINUTES

(Agenda Item. 3)

The Minutes of the meeting held on 25 November 2014 were agreed and signed.

122/14 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

Councillor Howson had given notice of the following questions to Councillor Tilley:

"1. In the Resource briefing last week pressures of over £1 million were identified in the Home to School budget for this year. Can the Cabinet Member identify where these pressures have arisen since the budget was agreed in February."

Councillor Tilley replied:

"The pressure in Home to School Transport was identified through the Financial Monitoring Reports towards the end of the 2013/14 financial year. At this time the budget setting process had been substantially completed and it was not clear whether this would be an on-going pressure or a one off. At the end of 2013/14 there was an overspend of £1.35m and there is expected to be an on-going pressure in the near future which has now been included as part of the budget proposals for 2015/16. There are plans in place to deal with the pressure and also to make savings over the coming years which should result in a reduction in the budget over the medium term.

Analysis of the home to school budget across financial years 2011/12 to 2013/14 found that expenditure has been steadily rising over this period. In total, expenditure rose by £1.9m (14%) between 11/12 and 13/14 (N.B some areas of expenditure were excluded from the analysis – circa £600K).

The majority of this (£1.4m) is attributable to increased spend on four-seater taxis, which rose by 42% over the three years. £760,497 of this increase is attributable to SEN transport, £346,342 to mainstream transport, £158,745 to Meadowbrook transport (pupil referral units), and the remainder to others. Spend on 5-seater wheel chair accessible vehicles also increased substantially over this period – by £296,466 (42%).

Oxford City saw the highest increase in spend, at £849K (28%). This reflects the high concentration of Special Schools in the city, many of which cater to students from all over the county, and a temporary lack of primary school places which meant students had to travel further distances to get to school.

As a result of these findings, efforts are now focused on reducing spend in the categories / areas identified above. A programme of route assessment and rationalisation has already begun and has delivered substantial savings in 14/15, particularly to mainstream transport. From January onwards, work will focus largely on SEN transport and reducing usage of taxis through a combination of initiatives, including independent travel training, personal budgets and merging of multiple taxi routes into lower cost minibus routes.”

“2. What has been the spend on taxis in the first six months of the current financial year compared with the same period last year on:

- a] taxi for SEN pupils
- b] taxis for pupils other than SEN pupils.”

Councillor Tilley replied:

“The below two tables show expenditure for SEN and mainstream students on vehicles which could be classed as ‘taxis’, compared between the first six months of 2014/15 and the same period in 2013/14.

SEN Expenditure

Vehicle type	2013/14 (Apr - Sep)	2014/15 (Apr - Sep)	£ change	% change
4-seater Taxi	£ 1,260,882	£ 1,309,807	£ 48,925	3.88%
7-seater Taxi	£ 156,425	£ 176,756	£ 20,330	13.00%
5-seater Wheelchair Accessible Vehicle	£ 390,545	£ 468,382	£ 77,836	19.93%
8-seater Wheelchair Accessible Vehicle	£ 273,586	£ 267,671	-£ 5,915	-2.16%
TOTAL	£ 2,081,439	£ 2,222,615	£ 141,177	6.78%

Mainstream Expenditure

Vehicle Type	2013/14(Apr - Sep)	2014/15 (Apr - Sep)	£ change	% change
4-seater Taxi	£ 338,930.01	£ 285,495.29	- £53,434.72	- 15.77%
7-seater Taxi	£ 54,308.44	£ 75,127.66	£20,819.22	38.34%
6-seater Minibus	£ 23,516.28	£ 19,308.54	-£ 4,207.74	- 17.89%
8-seater Minibus	£ 181,721.50	£ 146,272.51	- £35,448.99	- 19.51%

TOTAL	£ 598,476.23	£ 526,204.00	- £72,272.23	- 12.08%
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Supplementary: Councillor Howson asked whether the County Council was contacting the transport providers with a view to sharing the windfall gains they were benefitting from due to the fall in the price of crude oil and associated fuel costs. Councillor Tilley replied that we were tied into contracts. The Leader added that there would be conversations but queried if contract prices went up would we then expect to bear some of that. As contracts were renegotiated the current position would be considered. Councillor Howson commented that he was sure officers would look to see if similar conversations on either side had arisen in the past.

Councillor Smith had given notice of the following questions to Councillor Stratford:

"I note in the September list for County Council invoices paid with a value of £500 or more the following and I am concerned about these two payments shown on the public website:

Line 822, Conservative Group Association paid £812.16 to Oxfordshire Labour Councillors Line 1914, Publicity & Advertising paid £10,000 to Venturefest Oxford Limited.

Could the cabinet member explain why the Conservative Group Association has paid an invoice to Oxfordshire Labour Councillors through the County Council's finance system?

Does the cabinet member believe £10,000 paid to Venturefest Oxford Limited for advertising and publicity is good value for money for Oxfordshire tax payers?"

Councillor Stratford replied:

"Reply to question 1 re Line 822: Conservative Group Association paid £812.16 to Oxfordshire Labour Councillors :

The Council's payroll initially posts deductions from Councillor allowances relating to payments to the relevant party association to balance sheet code B7123. This is narrated "Conservative Group Association" but is actually used for deductions for all parties. The Council then pay the deductions to either the Conservative, Labour, or other group associations on behalf of each Councillor as appropriate. In this case the deductions paid over on behalf of councillors related to the Labour Group.

Reply to question 2 re: Line 1914: Publicity & Advertising paid £10,000 to Venturefest Oxford Limited

The £10,000 was paid from the Local Enterprise Partnership cost centre which is fully funded by the Local Enterprise Partnership Core Funding grant of £0.500m noted in Annex 3 to the Financial Monitoring Report. The Council is acting as the accountable body for the LEP so the grant income

and associated expenditure is included as part of the Council's accounts but has a net nil effect overall.”

That explains the WHAT, but as to "Is it good value" I have to presume those that made the decision within the LEP gave appropriate consideration before making the decision.

Supplementary: In response to further questions Councillor Stratford confirmed that officers were looking to see if the labelling could be amended. He would provide a written answer on the suggestion that in future councillors make payments through personal cheques directly rather than using the County Council finance system. With regard to the money to Venturefest Oxford Limited Cabinet considered that this had provided good value. In supporting local businesses it also supported employment for local people. The event had been a showcase for innovation and excellence.

123/14 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The following requests to address the meeting had been agreed:

Item 6 – Roger Bush, Anthea Taylor and Dr Jim Halliday
Andy Cattermole, Taylor Wimpey
Councillor Lovatt, Councillor Fawcett, Councillor Constance
Item 7 – Councillor Hards
Item 8 – Councillor Hards
Anthony Simpson, CAG project
Dan Betterton, CAG project
Item 9 – Councillor Susanna Pressel
Item 10 –Councillor Gill Sanders
Councillor Liz Brighthouse
Item 11 – Councillor Gill Sanders

Councillor Susanna Pressel, speaking as a local councillor welcomed the consultation response and the success of the Oxford and Abingdon Flood Alleviation Schemes. However she was disappointed at the number of typographical errors in the report. Referring to the consultation she queried how the Council had met with and reached out to areas where there were no parish councils. She expressed concern at the level of officer participation on the Oxford Area Flood Partnership and felt that the detail on riparian land ownership was unclear. The information on future arrangements around SUDs from government was unclear and she asked that the Council urge government to make progress.

Responding members expressed satisfaction at the level of consultation with Parish Councils and noted that all communities could apply for parish status.

Petition

Cllr. Samantha Bowring, Town Councillor for Ock Meadow Ward submitted a petition requesting Cabinet to keep the Marcham Road crossing at its current site, as the safest and most convenient crossing point for pedestrians.

124/14 FOLLOW UP TO THE CALL IN OF A DECISION BY THE CABINET MEMBER FOR ENVIRONMENT: PROPOSED PELICAN CROSSINGS - A415 MARCHAM ROAD AND OCK STREET, ABINGDON

(Agenda Item. 6)

At their meeting on 3 November 2014 the Performance Scrutiny Committee considered the decision of the Cabinet Member of Environment made on 9 October 2014 following proper notice of call in. The Committee agreed to refer the decision back to Cabinet for it to consider in the light of the following aspects of the decision:

- (a) That neither the Officers report nor the Cabinet Members decision appeared to be based on the Department for Transport Guidance into the assessment of pedestrian crossing sites and;
- (b) The Cabinet Member did not take due account of the impact of the changes on the wider local traffic network.

Cabinet had before them a report that asked Members to consider all previous papers for the proposal as well as the current report and specifically to respond to the challenges from Scrutiny Committee. Cabinet also had before them the petition submitted by Councillor. Samantha Bowring, Town Councillor for Ock Meadow Ward.

Roger Bush, speaking against the decision of the Cabinet Member for Environment made on 9 October 2014 explained the context of the decision within the planning framework and the current position with regard to planning applications. He commented that with the National Planning Policy Framework local control had been lost. He stated that he saw no sense in the decision on road safety or traffic grounds. He refuted that there would be no impact and believed that there would be adverse traffic consequences with lengthened queues. Mr Bush questioned the competence and integrity of officers, which statements were strongly refuted by Cabinet who noted that they were hard working, professional and experienced individuals.

Anthea Turner, queried the purpose of the changes when the Town Council and residents did not want them and in her view they were not designed to improve traffic. The County Council was afraid of being sued but it was clear that if the measures proved impossible to proceed then the development cannot continue. She expressed doubt over the modelling that had taken place and asserted that the changes would cause massive hold ups on Drayton Road.

Dr Jim Halliday, spoke against the proposals highlighting congestion and queues leading to air quality issues.

Andy Cattermole, Taylor Wimpey, spoke in support of the report from officers and asked that Cabinet follow its recommendations.

Councillor Constance, speaking as a a signatory to the call in expressed concern over increased congestion and argued that the Highways Authority had not exercised its powers to examine the wider congestion that she felt would be the result of the changes.

Councillor Neil Fawcett, speaking as a local councillor and as the originator of the call in stated that the views expressed reflected that the process followed was not trusted and was seen to be led by the planning decision rather than being arrived at objectively. He supported comments from Councillor Constance around congestion in the wider area. Referring to an assessment of safety he considered that the County Council had not done a proper assessment of the safest point taking into account the desire line of pedestrians. He added that a basic principle in the guidelines was that pedestrian safety was a prime factor.

Councillor Lovatt, speaking as a signatory of the call in, noted that as a member of the Vale of White Horse District Council and Deputy Chairman of the Planning Committee he would not be making any comment on the development. He was also Leader of Abingdon Town Council. He expressed surprise at the amount of analysis of air quality in the report, felt that it was insufficient to show the impact it would have and that it would lead to problems. He referred to strategic developments in the area that would be impacted by traffic problems in Abingdon.

Responding to a question from a cabinet member on why he expected the level of congestion to get worse Councillor Lovatt referred to the original objection from the Highways Authority and felt that nothing had changed.

Councillor Nimmo Smith introduced the contents of the report and supporting papers including the addenda. In moving the recommendations he highlighted the conclusions set out in paragraphs 27-30.

In response to a question from the Leader, Cabinet was advised that, whilst the call in raised two specific issues Cabinet was being asked to re-consider the proposals in full and not just on the two issues.

Mark Kemp, Deputy Director, Commercial and David Tole, Principal Engineer-Traffic & Safety Improvement set out the history of the matter. They commented that the Council had objected on traffic grounds to the planning application but had failed. The advice they had received was that unless something substantially different had come forward that the Planning Inspector's decision could not be challenged. They explained that the report set out in detail how the guidance had been used and noted that the guidance did not address the scenario of moving crossings. Desire lines

were heavily influenced in this scenario by the existing crossing. The report also set out how traffic congestion was addressed. Anthony Kirkwood, Assistant Principal Engineer, advised on the safety audit procedure that had been followed.

Mark Kemp and David Tole responded to detailed questions from Cabinet Members that included: confirming that the Police had been consulted as part of the consultation, accepting that there would be some increase in congestion at the junction but not a significant increase. Monitoring of schemes after implementation was normal and in line with guidance. Mark Kemp added that it was a difficult process and their consultation looked for substantive new information and had found nothing that had changed the position that had informed the Planning Inspector's decision.

During discussion Cabinet Members supported the recommendations commenting that the process had been meticulously followed, as evidenced in the detailed papers in front of them. They particularly highlighted paragraph 27 of the report.

RESOLVED: to:

- (a) approve implementation of proposals for two proposed Pelican crossings on A415 Marcham Road and Ock Street, Abingdon as advertised and
- (b) (if approved) ask officers to monitor closely the safety performance and traffic delays following the completion of the works.

125/14 2014/15 FINANCIAL MONITORING & BUSINESS STRATEGY DELIVERY REPORT - OCTOBER 2014

(Agenda Item. 7)

Cabinet considered a report that focussed on the delivery of the Directorate Business Strategies that were agreed as part of the Service and Resource Planning Process for 2014/15 – 2017/18. Parts 1 and 2 included projections for revenue, reserves and balances as at the end of October 2014. Capital Programme monitoring was included at Part 3.

Councillor Hards, Shadow Cabinet Member for Finance, noted the difficult position that faced Councillor Stratford and highlighted 3 areas in particular. Firstly the shortfall in the Environment & Economy parking income which meant that expected work would not now happen. Secondly he raised the whole area of adult social care. The Council could not afford to get this wrong. He drew particular attention to learning disabilities and the impact of personal budgets. Finally children's social care was a huge challenge. He queried whether by giving more help to parents who are struggling it would be possible to keep children out of care, which would be cheaper and better for the child.

Councillor Tilley, Cabinet Member for Children, Education & Families, gave an assurance that a lot of work was done to keep children with families.

Councillor Stratford, Cabinet Member for Finance, introduced the report, highlighted the continuing pressures on children's social care and learning disabilities and the actions being taken as a result. He noted that the figures did not include the money released at the full Council meeting on 9 December.

During discussion Cabinet recognised the efforts being made in adult social care to ensure that statutory and eligibility criteria were met. Councillor Hudspeth, Leader of the Council commented that it was about protecting vulnerable people. Cabinet noted that the additional pressures on adult social care had an impact on other aspects of the Council such as the increased numbers of calls to customer services.

RESOLVED: to:

- (a) note the report and annexes including the Treasury Management lending list at Annex 4 and changes set out in paragraphs 67 - 68;
- (b) recommend Council to approve the virement to reduce the in - year income and contribution to the Parking Account included in Annex 2a and paragraph 56;
- (c) approve the virement request relating to the Shared Lives budget set out in Annex 2a and paragraph 57;
- (d) approve the write off of rental income totalling £16,453 and £15,212 relating to a Section 106 agreement as set out in paragraphs 65 and 66.
- (e) approve the changes to the Capital Programme set out in Annex 7c;
- (f) approve the removal of the capital scheme at Bicester Market Square from the capital programme as set out in paragraph 96; and
- (g) approve the allocation of £1.250m S106 funding as a contribution towards the construction of the A40/Downs Road Junction by the West Witney developer (paragraph 97).

**126/14 SERVICE & RESOURCE PLANNING REPORT 2015/16 -
DECEMBER 2014**

(Agenda Item. 8)

Cabinet considered the second report in a series on the Service & Resource Planning process for 2015/16, that provided councillors with information on budget issues for 2015/16 and the medium term. The report set out draft

budget proposals to meet emerging pressures; provided an update on government consultations and set out the review of charges.

Anthony Simpson, spoke in support of Community Action Groups CAGs, on behalf of the Sustainable Didcot CAG, as the co-founder of the Kidlington vs climate change CAG, and as someone who works for community energy social enterprise Low Carbon Hub (in partnership with both the county council, and the CAG team). He emphasised the role played by the modest but critical funding in getting projects such as his established.

Dan Betterton, Cultivate CAG project, spoke in support of the CAG funding stating that Groups such as his would have got started without it. It enabled them to lever funds from other sources. If the funding was to be removed then he asked that it be tapered to allow time and space to address the loss.

Councillor Hards, Shadow Cabinet Member for Finance, highlighted the use of contingency funding, and commented that the pressures on children, education & families and adult social care were not abating. He queried whether if there was good news on the level of Council tax increase allowed before a referendum was required, the Council would take advantage of it to reduce pressures. He raised a number of detailed queries including the position on the £8m funding for adult social care, how robust were the savings figures for vacancies and use of agency staff and who would monitor. He indicated that he would like more information on the cuts in CEF and to see the detailed figures underpinning it. He expressed some concern about the depletion of the reserve pots. He referred to the funding for roads but noted that it was not guaranteed and even if received would be insufficient. He noted the increase in council tax base which was a welcome effect of the building boom.

The Leader and Cabinet Member for Finance responded to the points made. The Leader suggested that if the referendum was raised then it might be possible to increase reserves. Councillor Stratford, Cabinet Member for Finance noted that the budget would be a challenge with hard decisions to be made.

During discussion Councillor Heathcoat commented that the £8m referred to by Councillor Hards was not new money. She had been very robust on the need for the money and would advise people once she had news.

Lorna Baxter, Chief Finance Officer, introduced the contents of the report and referred to the supplementary report following the Chancellor's Autumn statement.

RESOLVED: to:

- (a) note the report and addenda (produced following the announcement of the Chancellor's Autumn Statement);
- (b) consider the pressures and savings set out in Annex 1 in forming its budget proposals in January 2015; and

- (c) in relation to the review of charges:
- (1) note those charges prescribed by legislation;
 - (2) approve the charges where there is local discretion as set out in Annex 2.

127/14 CHILD SEXUAL EXPLOITATION UPDATE - OSCB REPORT AND REPORT ON CSE

(Agenda Item. 10)

Cabinet received a report on Actions in Response to Child Sexual Exploitation (CSE) in November 2012, following the successful prosecutions under Operation Bullfinch. That report set out key information about the nature of child sexual exploitation and progress in tackling the issue.

Work on CSE is led on a multi-agency partnership basis through the Oxfordshire Safeguarding Children Board Child and the Sexual Exploitation Sub-Group which provides leadership and challenge to ensure the CSE Strategy and Action Plan is being delivered.

Cabinet had before them a report to update members on progress on tackling CSE and to provide assurance on how we are responding to this issue. Also attached was the annual report of the Oxfordshire Safeguarding Children Board which sets out progress on the key areas of the action plan.

Councillor Brighthouse, Chairman of the Performance Scrutiny Committee commented that she read the report with interest and had also read the Jay Report. It brought home to her quite powerfully the role of Scrutiny in picking up issues of CSE. Referring to missing children she had a concern as to how to disaggregate those of real concern from the numbers of teenagers who go missing as part of the normal pattern of teenage rebellion. The focus had to be on SMART indicators picking up quickly where there was a need to drill down. As Chairman of the Performance Scrutiny Committee she emphasised that they were working on it and would welcome any ideas on good indicators.

The Leader responding to the comments made stated that the issues raised were everyone's concern, not just the Council but communities.

Councillor Gill Sanders, Cabinet Member for Children, Education & Families welcomed the report, drawing out the increased activity and the increase in social workers employed by the Council. She also highlighted the partnership working. She was concerned that if the Council did not get additional funding then the increased costs could have a severe impact on the Council's finances.

Councillor Tilley stated that in relation to missing children all returning children had a return interview. The whole system had changed as a result of lessons learnt.

Jim Leivers, Director for Children's Services introduced the contents of the report.

RESOLVED: to:

- (a) note and express satisfaction with the work that has been undertaken in relation to combatting CSE; and
- (b) support the recommendation for briefings to be provided for elected members to enable them to better recognise and respond to concerns about grooming and exploitation.

128/14 STRATEGY FOR SPECIAL EDUCATIONAL NEEDS INFRASTRUCTURE TO 2030

(Agenda Item. 11)

Cabinet considered a report setting out a proposed strategy to meet the rising demand for specialist provision for children and young people with special educational needs (SEN) and/or disabilities, aged 2 to 25 years, in the short term and until 2030.

Councillor Gill Sanders, Shadow Cabinet Member for Children, Education & Families noted that the number of children needing help had increased and that the aspirations and key risks were set out in the report. She was concerned that one key risk was insufficient funding and that once again the Council was facing a situation where lots of money was needed to support increased demand.

RESOLVED: to note and endorse the Council's proposed strategy for meeting the demand for specialist provision for children and young people with SEN and Disabilities, aged 2 to 25 years, in the short term and until 2030.

129/14 FLOOD RISK MANAGEMENT CONSULTATION RESPONSES

(Agenda Item. 9)

Cabinet considered a report presenting the outcomes of the consultation into the County Councils draft Local Flood Risk Management Strategy and proposed amendments arising from feedback received.

Councillor Rose, responded to the points raised by Councillor Pressel (minute 123/14 refers) noting that document was a work in progress and the final document would be have typographical errors corrected. In areas where there were no parish councils alternatives had been found. The officer representing the Council on the Oxford Area Flood Partnership was recognised as a national expert on urban drainage.

RESOLVED: to:

- (a) note the feedback from the consultation contained in the consultation Annex 1 and the background document
- (b) approve the changes to the Strategy Action Plan identified in Annex 2; and
- (c) adopt the Local Flood Risk Management Strategy with revisions to the action plan.

130/14 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 12)

The Cabinet considered a list of items for the immediately forthcoming meetings of the Cabinet together with changes and additions set out in the schedule of addenda.

RESOLVED: to note the items currently identified for forthcoming meetings.

..... in the Chair

Date of signing 2015

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LTP4 Draft Strategic Environmental Assessment Annex A: Responses to Scoping Consultation

Table 1 provides a summary of the responses received in response to the consultation on the Scoping Report for the Local Transport Plan (LTP4) that was undertaken from 10 April to 16 May 2014. The report was circulated to the statutory consultees (Environment Agency, Natural England and English Heritage) and made available on Oxfordshire County Council's website (www.oxfordshire.gov.uk) to other key stakeholders. The table describes how these comments will be taken into account in the subsequent SEA process.

The 'comment/feedback' column has separate rows which relate to the specific sections of the Scoping Report, its appendices or specific questions (see below) that were posed to consultees in the Scoping Report.

1. Are there any other plans relevant to the LTP that have not been considered in Appendix A?
2. How do you think transport can contribute to improving human health?
3. Are there any priority areas where noise from transport should be addressed in the new LTP?
4. How should the LTP balance objectives to protect and enhance biodiversity in the county, with the need to meet transport requirements?
5. How should the LTP seek to reduce the transport sector's contribution to the use of material resources and waste generation?
6. Are there any other environmental issues in the county that should be considered within the SEA?
7. Have all issues been appropriately scoped?
8. Do you have any comments on the proposed structure of the Environmental Report?
9. Do you have any further comments on the proposed approach and scope of the SEA?

Table 1: Summary of Consultee Responses on Scoping Report

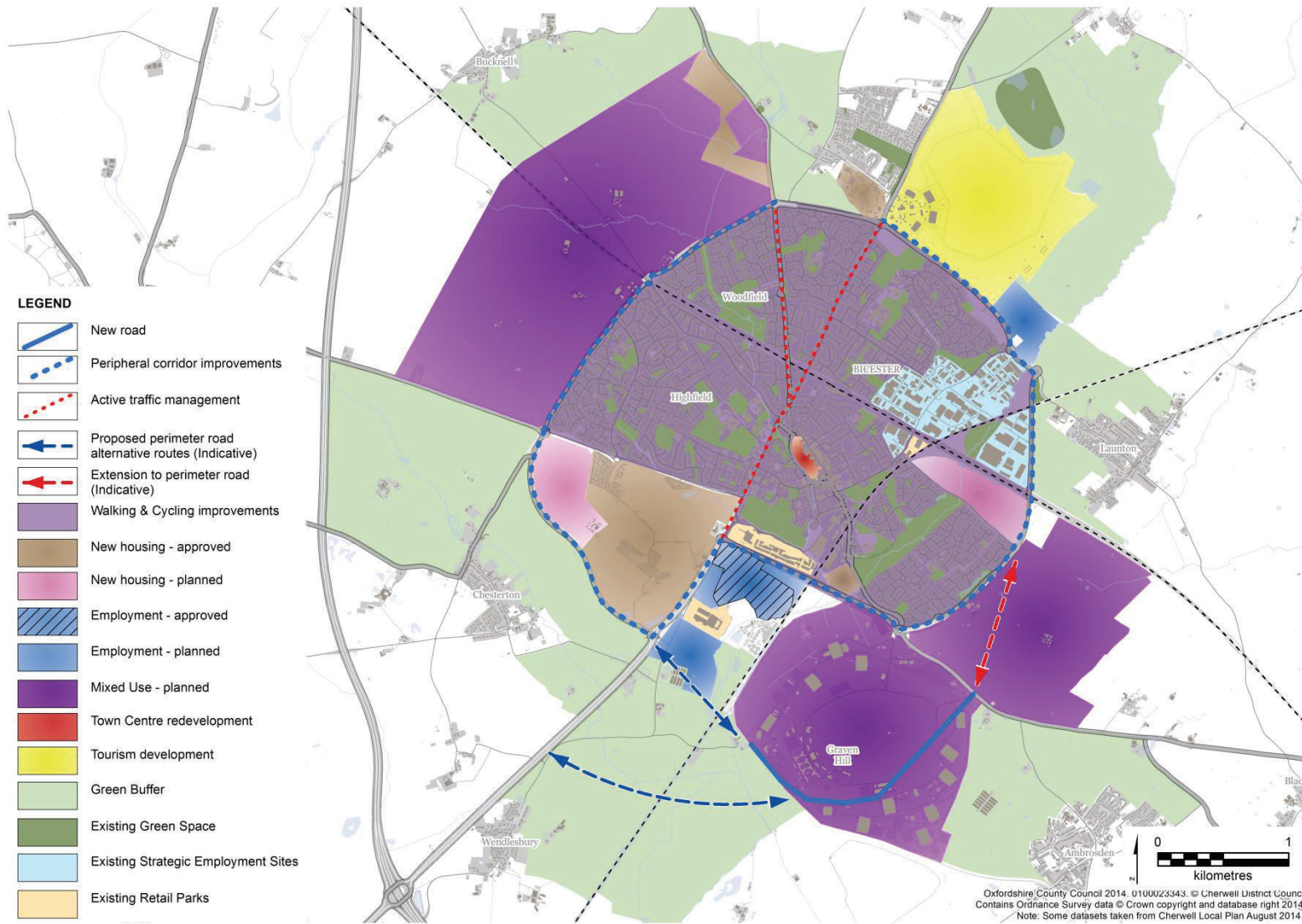
Consultee	Summary of Comment/feedback	How comment will be addressed
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 1</p> <p>Chilterns Conservation Board</p>	<p>Grateful for the opportunity to comment on the Scoping Report. Welcome the recognition given to the AONBs within the County, particularly in Section 4.12 and in Figure 4.6. The acknowledgement of the importance of the AONBs should be carried through to the LTP4 documents.</p>	<p>No response required. The importance of the AONBs will continue to be reflected in the LTP4 and SEA deliverables.</p>
	<p>Welcome the inclusion of the AONB Management Plans within the policies, plans and programmes detailed in Appendix A. Note that the Chilterns AONB Management Plan 2014-19 has recently been adopted.</p>	<p>The recently adopted Chilterns AONB Management will be included in Appendix A.</p>
	<p>Noise is dealt with in Section 4.4. It should be noted that a key way of reducing the noise produced by, and therefore the impact of, traffic on local areas is by using low noise surfacing when any highway is maintained or any new highway is constructed. There would be consequent health and well-being benefits.</p>	<p>This comment will be considered during the development of the LTP4.</p>
	<p>The Board considers that the SEA Methodology as detailed in Section 5 is appropriately scoped.</p>	<p>No response required. No change to LTP4 process or SEA.</p>
	<p>The SEA Objectives are detailed in Section 5.2. The Board considers that Objective 16 should be redrafted to read: ‘Conserve [rather than Maintain] and enhance the quality and character of the landscape, including its contribution to the setting and character of settlements’. This would ensure that the objective would more accurately reflect the Countryside and Rights of Way Act 2000 in connection with protected landscapes such as the AONBs within the County. Equally, the sub-objective listed in Table 5.2 for this Objective should also be redrafted to read: ‘Conserve [rather than Protect] and enhance landscape character from impacts of transport’.</p>	<p>SEA objective and sub-objective relating to landscape will be reflected in line with all AONB Board’s comments to ensure it adequately reflects the CROW Act.</p>
	<p>Section 8 is the Glossary. The Board considers that the definition for AONB is not factually correct and would benefit from being redrafted. The Board suggests that something along the following lines might be more appropriate: ‘An AONB is an area of high scenic quality which has statutory protection in order to conserve and enhance the natural beauty of its landscape. Natural beauty includes landform and geology, plants and animals, landscape features and the rich history of human settlement over the centuries. AONBs are designated under the provisions of the National Parks and Access to the Countryside Act 1949, in order to secure their permanent protection’.</p>	<p>AONB definition will be updated in the SEA Environmental Report in line with comments.</p>
<p>English Heritage (EH)</p>	<p>EH welcomes the opportunity to comment on LTPs and their accompanying SEAs in recognition of the role the historic environment can play in influencing a plan’s objectives, the potential direct and indirect impact of a plan’s proposals and programmes on historic remains, features, sites, townscapes, and landscapes; and the opportunities for new transport measures to promote and enhance access to and enjoyment of the historic environment.</p> <p>EH statement sent setting out advice on ways to incorporate the historic environment into the LTP. General advice on SA and the historic environment provided in EH’s publication “SEA, SA & The Historic Environment”.</p>	<p>No response required. No change to LTP4 process or SEA.</p>
	<p>Policies, Plans or Programmes: Q1. “International” - “The Convention for the Protection of the Architectural Heritage of Europe” (Granada Convention) & “The Valletta Convention on the Protection of the Archaeological Heritage of Europe”. Move the “Ancient Monuments & Archaeological Areas Act 1979” and “Planning (Listed Buildings and Conservation Areas) Act 1990” to “National”.</p>	<p>The Policies, Plans and Programmes (PPP) review, which will be re-issued as an appendix to the SEA Environmental Report, will be updated in line with the useful comments received.</p>
	<p>Welcome reference to “The Historic Environment: a Force for our Future” and EH advice on SEA, Sustainability Appraisal and The Historic Environment, although as an advisory document, is it appropriate to identify it under “policies, plans or programmes”? Reference could be made to the “National Heritage Protection Plan”, produced by EH on behalf of the Historic Environment Forum.</p>	<p>We feel that the PPP review provides an appropriate means to capture the objectives and guidance of other plans, strategies and guidance documents that will inform development of the LTP4 and its SEA. We agree that the EH advice documents (and others) are not strictly PPP, and therefore we have amended the title of the table to include guidance documents too.</p>
	<p>Do not understand why only the natural environment aims of the National Planning Policy Framework (NPPF) are identified. Conserving and enhancing the historic environment is an integral part of sustainable development. One of the core planning principles set out in paragraph 17 is to “conserve heritage assets in a manner appropriate to their significance...”.</p>	<p>We agree and will update the NPPF text in Appendix A accordingly.</p>
	<p>Baseline: Welcome recognition of designated and non-designated heritage assets in the county and reference to the Historic Environment Record (HER). Refer also to the National Heritage List and Heritage at Risk Register. A Historic Landscape Characterisation is currently underway for Oxfordshire and this should be referenced.</p>	<p>Reference will be made to these documents in the SEA Environmental Report.</p>
	<p>The likely evolution of the baseline for the historic environment without LTP4 as set out in the box on page 23 is essentially the same as the likely evolution with LTP4, in that the circumstances identified appear unrelated to the policies and proposals in LTP4, with the possible exception of the second point relating to increasing traffic levels (which, if not managed are more likely to impact on the</p>	<p>These comments will be reflected during the production of the SEA Environmental Report.</p>

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Page 18	<p>significance of historic buildings and streetscapes rather than archaeological sensitivity).</p> <p>Whilst it is helpful to note what circumstances will continue to apply to the historic environment in the absence of LTP4, it would be also be helpful to identify what changes in circumstances would be likely to take place in the absence of LTP4, whether positive (e.g. no new road schemes adversely affecting heritage assets, particularly archaeological assets or remains) or negative (e.g. a lack of management of traffic pressure in historic towns and villages).</p>	
	<p>Do not understand why there is a specific consultation question relating to balancing objectives to protect and enhance biodiversity with transport requirements (Q4) but no corresponding question for the historic environment (or landscape).</p>	<p>We agree that equal emphasis should have been given to other important SEA receptors (including heritage and landscape).</p>
	<p>Scoping Environmental Issues: Welcome and support the scoping in of the historic environment. However, EH object to scoping out “Other known and unknown features of archaeological and/or historic interest”. Whilst not underestimating the work, it is feasible to consider the effects of LTP4 options on known non-designated features in the same way as the effects on designated assets.</p> <p>The EH advice on LTPs and the historic environment states that ‘It is also important that the historic environment is broadly defined, and potential impacts on non-designated features of local historic interest and value are fully considered since these can make an important contribution to creating a sense of place and local identity.’</p> <p>It should be remembered that not all nationally important archaeological remains are scheduled. Paragraph 139 of the NPPF recognises this, stating that ‘Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage asset.’ It is incorrect to distinguish between designated and non-designated archaeological heritage assets.</p>	<p>Our intention was to not map all individual non-designated sites where they relate to local finds and will not influence decision-making at this plan level.</p> <p>However, we would be happy to include any local, regional or nationally important sites in the assessment that you feel should influence decision-making and we would be grateful if you could provide us with the data and GIS datasets for those sites.</p> <p>The effects of the LTP4 implementation on as yet unidentified heritage resources will be considered further at project level assessment.</p>
	<p>Would like to see a stronger link between the baseline and the sustainability issues: what are the implications of the baseline data that give rise to the sustainability issues?</p>	<p>These comments relating to providing a stronger link between the baseline and the sustainability issues will be reflected during the production of the SEA Environmental Report.</p>
	<p>SEA Objectives: welcome and support in principle Objective 14, although we would prefer ‘.....the significance of heritage assets.....’.</p> <p>We do not understand why this Objective is subject to the caveat “where possible”, but Objectives 3, 8, 9, 15 and 16 are not.</p> <p>Suggest that the sub-objectives should recognise opportunities for enhancement and include, ‘Enhance access to heritage assets’ and ‘Enhance the historic fabric and character of towns and villages’. These would then need to be reflected in the Assessment Criteria.</p> <p>It is important to recognise the potential benefits (as well as negative effects) of transport measures for the historic environment. This should be reflected in the objectives for LTP4 which, as set out on page 6 of the Scoping Report, fail to recognise the potential benefits of transport management for the natural and historic environment).</p> <p>Suggest including relevant indicators for assessing/monitoring the significant effects of the LTP4 using the Appendix 4 in the EH advice on SEA and the Historic Environment.</p>	<p>We have updated SEA Objective 14 to read <i>Protect and enhance the historic environment, the significance of heritage assets and their settings</i>. We have updated the sub-objectives, as follows: -</p> <ul style="list-style-type: none"> • <i>Avoid or minimise negative effects on cultural assets, the historic environment and local distinctiveness?</i> • <i>Protect and enhance access to areas valued for cultural heritage by sustainable modes?</i> • <i>Enhance the historic fabric and character of towns and villages?</i> <p>The assessment criteria have been updated accordingly. We will also tailor some of the relevant Appendix 4 indicators for us in the SEA.</p>
	<p>Appraisal Methodology: suggest that this section also refers to indicators as well as the assessment criteria for the evaluation of the LTP4 measures (see comment above).</p>	<p>The SEA Environmental Plan (e.g. Monitoring Plan etc) will include indicators against which the effects of the plan can be appraised and monitored.</p>
	<p>Structure of Environmental Report: No comments on the proposed structure of the Environmental Report, other than it should reflect the comments we have made above.</p>	<p>No response required. EH comments noted and addressed.</p>
<p>Environment Agency (letter from Cathy Harrison dated 16/5/14)</p>	<p>Consider that most issues within our remit have been adequately covered.</p>	<p>No response required. No change to LTP4 process or SEA.</p>
	<p>Recommend the Flood Risk Section 4.8 is expanded to acknowledge the need to consider flooding from all sources. Currently the focus is flooding from main rivers, however flooding from surface water and ordinary watercourses is likely to be very relevant for any proposed infrastructure. Groundwater, sewer and reservoir flooding may also need to be considered, all these are likely to be more localised. Note that flood risk information has been taken from Lepus, 2014 Green Infrastructure Framework. Recommend flood risk information is also taken from the Local Flood Risk Management Strategy (when published), the Local Authority Strategic Flood Risk Assessments (SFRAs) and Environment Agency web pages.</p>	<p>Although it is not the intention to update the Scoping Report, we will ensure that all comments received are used to inform decision-making and the SEA.</p> <p>The SEA Environmental Report will consider flood risk from all sources. We agree that the emerging Local Flood Risk Management Strategy will provide useful flood risk information to inform our assessment, and the SEA Environmental Report will consider this strategy together with information on Local Authority SFRAs and on the Environment Agency website.</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 19</p> <p>Highways Agency</p>	<p>The HA is an executive agency of the Department for Transport (DfT), responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport. Within Oxfordshire this relates to the M40, A34 and A43. Broadly supportive of Oxfordshire's goals and objectives for the LTP4.</p>	<p>No response required. No change to LTP4 process or SEA.</p>
	<p>In general, development related traffic originating in and around Oxfordshire will begin to impact on operation of the SRN unless appropriate interventions are implemented. We are continuing to work with Oxfordshire County Council and local planning authorities (LPA) in Oxfordshire to identify how planned growth can be delivered through the spatial planning process. The appropriate mitigation of new development will be identified through the individual development plans produced by LPAs. When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. The HA in general, will support a local authority proposal that considers sustainable measures which manage down demand and reduces the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort.</p>	<p>Noted</p>
	<p>The primary responsibility for addressing the Air Quality Management Areas (AQMA) rests with the relevant LPA. Where the SRN is identified as a significant contributor to air quality issues, the HA will work with the relevant LPA to identify how the issue can be improved.</p>	<p>Noted</p>
	<p>The way the HA manages traffic noise issues is driven by the Environmental Noise Directive. There have not been any First Priority Locations identified through the first round of noise mapping adjacent to the SRN in Oxfordshire, however, a number of Important Areas were identified. I have included these with this response (PSA). A second round of noise mapping has recently been carried out by DEFRA and will take account of those locations that since 2008, changes to traffic levels might have increased traffic noise to necessitate further investigation. We are anticipating receiving this information in the next few weeks.</p>	<p>We will consider the Environmental Noise Directive areas during the development of the SEA.</p>
	<p>Reference to the Department for Transport Circular 2/2013 (The Strategic Road Network and the Delivery of Sustainable Development) for information.</p>	<p>The Transport Circular will be used to inform the SEA of the LTP4 and development of the overall plan.</p>
	<p>Last year, the Government announced details of its spending plans for transport infrastructure up to 2020-21. This included long term funding for the SRN and we are currently working with local stakeholders on the new Route Strategies which will inform future investment decisions. Through this process, any significant schemes to facilitate committed planned economic growth will be considered.</p>	<p>Noted</p>
<p>Natural England (NE) (letter from Charles Routh dated 8/5/14)</p>	<p>Q1: Are there any other plans relevant to the LTP4 that have not been considered in Appendix A? The North Wessex Downs AONB Management Plan 2009 - 2014 is likely to have been updated soon if not already. We are also aware that there are a number of emerging local plans which are likely to have significant implications to this plan (especially with respect to housing numbers/allocations).</p>	<p>The 2014 – 2019 AONB Management Plan is not currently available although consultation on it ended in October 2013. We will monitor the status of this document during the development of the LTP4. We will consider the emerging plans during the development of the LTP4.</p>
	<p>Q2: How do you think transport can contribute to improving human health? Transport affects human health, as follows (in relation to the natural environment): Air quality (both a human and biodiversity health issue), road side tree cover (reducing driver stress, intercepting noise and air pollution, lower traffic speeds and greater attractiveness leading to greater cycling and walking) and rights of way (improved condition and extent, leading to increased active lifestyles).</p>	<p>NE's comments will be used to inform development of the LTP4.</p>
	<p>Q3: Are there priority areas where noise from transport should be addressed in the new LTP? NE have insufficient local knowledge to respond. Suggest that the local AONBs may be well placed to answer this question.</p>	<p>The AONB Offices will have an opportunity to comment on the SEA.</p>
	<p>Q4: How should the LTP balance objectives to protect and enhance biodiversity in the county, with the need to meet transport requirements? The LTP4 should identify the threats/opportunities that the plan presents to biodiversity, and seek to minimise the former and maximise the latter. The principle ones we see are: 1. Impacts on Oxford Meadows SAC due to changes in air quality resulting from changing traffic flows and volumes. 2. Direct impacts on biodiversity features due to infrastructure improvements. 3. Opportunities for biodiversity enhancement from land use change within the highway estate (e.g. roadside tree planting, different mowing regimes, management to ensure pollutants in run-off from roads are intercepted or otherwise reduced). In addition to meeting the policies relating to biodiversity set out in the NPPF, we advise that the LTP should help to deliver the</p>	<p>We agree with the comments and will ensure that these are appropriately reflected in the development of the LTP4 and its SEA. We will seek opportunities for the LTP4 to contribute to Biodiversity 2020 and will ensure consideration of the Natural Environment White Paper (already highlighted in our PPP Review in Appendix A of the Scoping Report) and the useful Local Transport Briefing.</p>

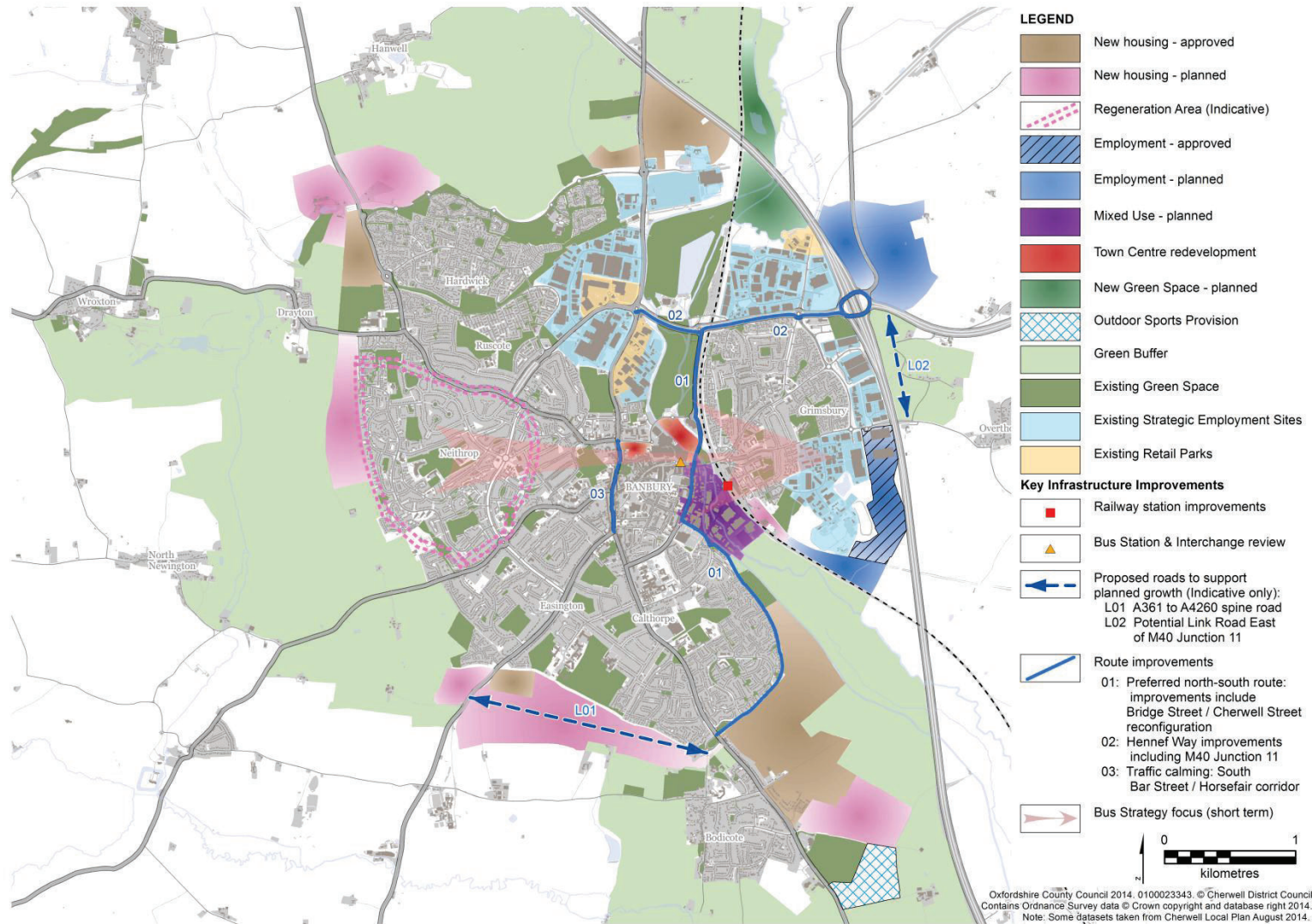
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Page 20	<p>Biodiversity 2020 strategy. The ideal is to be looking for win wins, rather than trading biodiversity gains or losses against other transport deliverables, and to aim for strategic biodiversity net gains.</p> <p>Draw your attention to the Natural Environment White Paper commitment 32: “The Government will work with its transport agencies and key delivery partners to contribute to the creation of coherent and resilient ecological networks, supported, where appropriate, by organisation-specific Biodiversity Action Plans.” Also attach “Local Transport Briefing for Local Nature Partnerships (September 2013)” produced by Natural England, which may provide useful information (attached).</p>	
	<p>Q6: Are there any other environmental issues in the county that should be considered within the SEA?</p> <p>We advise that while landscape has been considered, of particular interest to Natural England is how the LTP4 can mitigate any cumulative impacts on designated landscapes due to increases in rural traffic resulting from allocated housing in local plans.</p>	<p>We agree with the comment and will ensure that these are appropriately reflected in the development of the LTP4 and its SEA.</p>
	<p>Q7: Have all issues been appropriately scoped?</p> <p>Natural England is satisfied with the scoping of the issues relating to the natural environment.</p>	<p>No response required. No change to LTP4 process or SEA.</p>
	<p>Q8: Do you have any comments on the proposed structure of the Environmental Report?</p> <p>The implication is that the SEA will assess the LTP4 as a whole and compare it to alternatives. We advise that the SEA assesses individual policies and their alternatives instead.</p>	<p>We agree with the comment, which is our proposed approach to assessment. We will ensure that the wording in the SEA Environmental Report (notably the assessment criteria) reflects this.</p>
	<p>Q9: Do you have any further comments on the proposed approach and scope of the SEA?</p> <p>Table 5.1. We are not clear what is meant by “Potential impacts on species, and habitats not likely to be found in or adjacent to the study area.” It would be helpful if this was clarified.</p>	<p>The Strategy will not consider species and habitats not likely to be found in or adjacent to the study area, for example, marine/ intertidal habitats or species etc.</p>
	<p>We note that “The SEA will address impacts of the strategic options on the WHS, AONB, green belt and Areas of High Landscape Value, as appropriate. The Landscape Character Assessment (OWLS) will help to guide and influence the choice of options.” It is likely that impacts on designated landscapes are may arise from projected housing growth due for the reasons set out in the Landscape: Likely evolution of the baseline without LTP4 section. We advise that as well as direct impacts from strategic infrastructure the SEA should consider how the proposals in the LTP4 are likely to influence: increasing traffic volumes will increase noise disturbance in the countryside and the loss of tranquillity, increases in traffic will cause more vehicles to use unsuitable rural roads, changes to the landscape due to de-cluttering of rural roads and management of the highways estate. We thus advise this table is modified to reflect these comments.</p>	<p>These comments will be reflected in the revised scoping table during the production of the SEA Environmental Report.</p>
<p>Table 5.2 As a general point, we take it that the assessment criteria are to be used to assess policies in the LTP4, and as such the assessment criteria should read “Does the LTP4 policy support...”</p> <p>Regarding landscape, the table only considers two ways polices in the Plan can impact landscape; direct infrastructure or lighting impacts. There are other ways policies can impact on landscape. The management of the highway estate can have positive or negative impacts on the landscape objective. This embraces both any “de-cluttering” activities, vegetation planting and management, and litter management. Polices can also influence traffic levels on unsuitable rural roads, leading to a loss of tranquillity, which should be considered as a landscape impact.</p>	<p>Yes – Table 5.2 will be updated accordingly.</p>	
North Wessex Downs AONB	<p>Landscape: Likely evolution of the baseline without LTP4</p> <p>It is likely that increasing urbanisation will increase pressure on the skyline and viewpoints around Oxfordshire. There is potential for development pressure to detract from the quality of some of the county’s landscapes. Light pollution from development will continue. Increasing traffic volumes will increase noise disturbance in the countryside and the loss of tranquility. Increases in traffic will cause more vehicles to use unsuitable rural roads. However, plans to de-clutter streets and improvements to the public realm will improve the townscape in some areas.</p>	<p>These issues will be incorporated within the SEA Environmental Report.</p>
	<p>Q6: Are there any other environmental issues in the county that should be considered within the SEA?</p> <p>We are already aware of a number of significant proposed infrastructure, housing and employment proposals within the North Wessex Downs AONB. These include for example:</p> <p>The Chilton interchange on the A34.</p> <p>Proposed housing site East of Harwell Campus 1400 dwellings (with a reserve site for 2000 additional dwellings) – see attached objection to the Vale of White Horse Local Plan.</p>	<p>Consideration will be given to the direct impact from proposed infrastructure, housing and employment proposals on the landscape within the AONB within the SEA Environmental Report.</p>

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Page 21	<p>New substantial employment buildings within the Harwell Campus.</p> <p>There is also the risk of further cumulative harm specifically from strategic housing sites outside but within the setting of the North Wessex Downs AONB around Harwell Village, Didcot and Wantage.</p> <p>We would therefore like consideration given within the SEA of the significant risk of direct impact from development within and adjacent to this AONB. Impacts will not be distant in terms of “skyline and viewpoints” but there could be substantial loss of large areas of open countryside intrinsic to a nationally protected landscape and its setting. Therefore the impacts on the AONB could be direct, substantial and highly negative.</p>	
	<p>Our own LVIA of the proposed East of Harwell Campus housing site 1400 dwellings (plus an additional 2000) concludes by stating: <i>“The highest level of protection is fundamental, and the sacrificing of an important and distinctive protected landscape for development is not acceptable when it is clear that there are large areas of the District outside the sensitive locations of the AONB. The justification given for this site is very tenuous and contains little detail. Bearing in mind paragraph 15 of NPPF, and the Significant Negative impacts, any justification for overturning national guidance, and the wholesale degradation of a nationally designated landscape, has got to be extremely strong and a truly exceptional circumstance. There is no evidence to suggest that this is the case.”</i></p>	This is noted.
	<p>Conclusions</p> <p>In conclusion we recommend that the SEA includes specific reference to the potential for direct impacts on our nationally designated AONBs including loss of intrinsic countryside, loss of agricultural land, loss of natural space (including space to accommodate nature, store and provide water and meet our needs in terms of food and provide open spaces for recreation). This is in addition to the impacts already highlighted from noise, lighting, viewpoints and pollution.</p> <p>Under the section 5.2 SEA Objectives it should also be noted that the Council is under a legal obligation to consider the conservation and enhancement of the nationally protected AONBs (Section 85 of the CRoW Act 2000). It is therefore recommended that reference to this is added to the objectives. For EIA purposes AONBs are also listed as “sensitive areas.”</p> <p>Our specific transport related concern in respect of the East of Harwell Campus proposed housing allocation is that a new greenfield housing development of potentially 3400 houses which relates to no existing settlement and is separated from the adjacent employment site by a main road, is only going to increase car reliance. The Vale of White Horse has ignored the conclusions of their own SA/SEA in considering this site as being suitable (again see attached). We therefore hope Oxfordshire Council will take a more supportive role in consideration of our attached objections to the Vale’s proposals.</p> <p>In terms of our documents we recommend including reference to our three Position Statements (Housing, Setting and Renewable Energy 2012) and we note that our Management Plan has already been referred to.</p>	Comments noted for consideration during the SEA. We will reflect comments in the landscape section of the Environmental Report, re-word the SEA landscape objective and reference the relevant Position Statements.



Bicester Figure 1: Indicative map of transport infrastructure and proposed growth in Bicester

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Banbury Figure 1: Indicative map of transport infrastructure and proposed growth in Banbury

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