



A40 HIF2 Smart Corridor Planning Statement

For **Oxfordshire County Council**



November 2021

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Contents

1	Introduction.....	1
1.1	Overview.....	1
1.2	Project Background	2
1.3	Supporting Documents	4
1.4	Purpose and Structure of this Document	5
2	Background and Context.....	7
2.1	Transport Context.....	7
2.2	The A40 Improvements Programme	8
2.3	The Project	9
3	Site Context.....	18
3.1	The Application Site and its Surroundings	18
4	Pre-application Engagement.....	21
5	Proposed Development	24
5.2	Dual Carriageway Extension	24
5.3	Integrated Bus Lanes	25
5.4	Duke’s Cut	26
5.5	Speed Limit Reduction	26
5.6	Landscaping	27
5.7	Biodiversity Net Gain	27
5.8	Lighting 27	
5.9	Delivery, Phasing and Implementation.....	28
6	Planning Policy Context	30
6.1	Introduction.....	30
6.2	National Planning Policy.....	30
6.3	Adopted Local Planning Policy	30
6.4	Material Considerations.....	32
6.5	Emerging Planning Policy and Guidance	34
7	Planning Assessment	36
7.1	Introduction	36
7.2	Principle of Development	36
7.3	Green Belt	39
7.4	Transport and Safety	41
7.5	Climate Change and Sustainable Development	46
7.6	Landscape and Visual	50
7.7	Biodiversity	54
7.8	Air Quality	60
7.9	Noise and Vibration	62
7.10	Lighting 65	
7.11	Historic Environment	67

7.12 Flood Risk and Water Environment..... 71

8 Summary and Conclusion 75

Figures

Figure 7-1: Embedded GHG emission mitigation measures..... 48

Tables

Table 2-1 Development Sites Supported by the Proposed Development..... 11

Table 7-1 Primary (Embedded) Mitigation Measures in relation to Landscape and Visual 51

Table 8-1 Assessment of the Proposed Development Against the Key Objectives..... 76

Appendices

Appendix A Application Terminology

Appendix B Planning History Summary

Appendix C Key Development Plan and Transport Policies

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1 Introduction

1.1 Overview

- 1.1.1 Oxfordshire County Council (OCC) Major Infrastructure Capital Programme ('the Applicant') is seeking full planning permission for a strategic infrastructure scheme incorporating a mix of active travel (walking and cycling), public transport and highway improvements along the A40 Corridor between Witney and Wolvercote, Oxfordshire ('the Application Site'). The scheme is referred to as the A40 HIF2 Smart Corridor project (hereafter referred to as 'the Proposed Development').
- 1.1.2 The planning application is made for:
- *The dualling of approximately 3.2km of the A40 carriageway from the existing Hill Farm junction at Witney to the Eynsham Park and Ride site (R3.0057/19) including the construction of two new roundabouts;*
 - *An eastbound and westbound bus lane approximately 6.5km in length from the Eynsham Park and Ride site to existing structures at Duke's Cut waterway (Duke's Cut Canal Bridge, Earl's Culvert, Wolvercote Railway Bridge and Wolvercote Canal Bridge);*
 - *Capacity and connectivity improvements over the existing structures at Duke's Cut waterway to enable the proposed eastbound bus lane to extend over the existing structures up to the A34 flyover in the east, forming a connection into Oxford North (Northern Gateway) strategic development site;*
 - *Construction of a new signalised junction to the Eynsham Park and Ride site;*
 - *New pedestrian/cyclist underpass at Cuckoo Lane ('the Eynsham Underpass'). Two new pedestrian/cycle bridges at Cassington Halt (Cassington Halt Footbridge North and Cassington Halt Footbridge South);*
 - *Widening of Cassington New Bridge;*
 - *Demolition and replacement/extension of existing White House Culvert;*
 - *Demolition and replacement/extension of Barnard Gate New Culvert;*
 - *New and improved shared use footways and cycleways, including new shared use links to National Cycle Network (NCN) Route 5 at Duke's Cut waterway;*
 - *Alterations to existing junctions and property accesses along the A40;*
 - *Controlled crossings, external lighting, noise barriers, sustainable drainage systems, landscaping, habitat creation including ecology ponds and associated hibernacula; and*
 - *All associated engineering and temporary construction works, site compound and storage areas.'*
- 1.1.3 The Proposed Development forms a key component of the wider A40 Improvement Programme which is a comprehensive package of six transportation improvement schemes covering a 10.8km stretch of the A40 between Eynsham and Witney in Oxfordshire. Further information about the A40 Improvement Programme is provided in [paragraph 1.2.8](#) and in [Section 2](#) of this Planning Statement.

- 1.1.4 The Proposed Development is located within Oxfordshire County. The Application Site passes through the administrative boundaries of three local authorities: West Oxfordshire District Council (WODC), Cherwell District Council (CDC) and Oxford City Council from west to east.
- 1.1.5 The application is submitted to OCC as the County Planning Authority (CPA) under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015. The application is a Regulation 3 application as defined by the Town and Country Planning General Regulations 1992 meaning that OCC is both the Applicant and determining Authority.
- 1.1.6 The application is supported by an **Environmental Statement (ES)** which has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 1.1.7 OCC has chosen to undertake an Environmental Impact Assessment for the Proposed Development based on the scale and location of development and the potential for significant environmental effects. An EIA Scoping Opinion Request, accompanied by an EIA Scoping Report, was submitted to the OCC on 16 March 2021 and an EIA Scoping Opinion was received on 28 April 2021 (ref: R3.0034/21). The **ES** has been prepared in accordance with the Scoping Opinion and is the result of ongoing consultation with technical officers at OCC and surrounding authorities.
- 1.1.8 The application has been submitted following extensive pre-application engagement with OCC, surrounding authorities, landowners, stakeholders and the public. The application is supported by a **Statement of Community Involvement (SCI)**. **Section 3** of the **SCI** details the engagement carried out prior to submitting the application and **Section 4** details the feedback received during pre-application engagement and how the design of the Proposed Development has evolved in response to this feedback.

1.2 Project Background

- 1.2.1 The A40 forms the major east-west route across the south of the West Oxfordshire district. It forms the primary route between Oxford and Cheltenham as well as being part of the long-distance route between London and south-west Wales. The A40 carries a mix of local, regional and longer-distance traffic, some travelling to/from the M40 and the A34.
- 1.2.2 The A40 road corridor west of Oxford is a heavily constrained route. This impacts on the ability of local businesses to achieve growth and makes a less desirable place for new businesses to locate. Bus services are vulnerable to delay because of congestion in Witney, through Eynsham and approaching Oxford on the A40.
- 1.2.3 Poor network performance on the A40 corridor translates into slow traffic flows and subsequently longer journey times. Journey time unreliability has affected peak hours for many years, but the extent of peak spreading and redistribution of traffic to less suitable alternative routes has reached conditions that can be interpreted as 'severe' as set out in National Planning Policy Framework.
- 1.2.4 The A40 corridor between Witney and Oxford is a major housing and employment growth location in the West Oxfordshire Local Plan 2031 ('WOLP'). However, the WOLP identifies congestion on the A40 as a major constraint to inward investment and recognises that the A40 improvements are key to enable the delivery of housing and employment growth aspirations envisioned in the WOLP.
- 1.2.5 The Proposed Development will support the delivery of 4,813 homes across four allocated housing sites and will indirectly support a further 5,187 homes in the vicinity of the A40 corridor.

- 1.2.6 The Proposed Development is considered to be a County priority, as it will ease congestion through the provision of additional highway capacity; facilitate modal shift through improved and new active travel (walking and cycling) infrastructure and improved public transport travel times and reliability; improve safety and air quality and encourage and enable housing and economic development in the area.
- 1.2.7 **Section 2** of this Planning Statement provides further information regarding the existing issues experienced by users of the A40 and the need for the Proposed Development.

The A40 Improvements Programme

- 1.2.8 The Applicant is leading on the A40 Improvements Programme which aims to meet the aspirations of the A40 Route Strategy set out in *Connecting Oxfordshire Local Transport Plan 2015-2031 ('LTP4'): Volume 7a*. The A40 Programme is considered necessary to help mitigate the transport impacts arising from planned housing and employment growth along the A40 corridor in the WOLP and to encourage greater use of sustainable and active modes of transports for trips along the corridor. The A40 Programme comprises six schemes:
- Scheme 1 – A40 Dual Carriageway Extension;
 - Scheme 2 – A40 Eynsham Park and Ride;
 - Scheme 3 – A40 Integrated Bus Lanes;
 - Scheme 4 – A40 Duke's Cut;
 - Scheme 5 – A40 Access to Witney; and
 - Scheme 6 – A40 Oxford North.
- 1.2.9 **Section 2** provides further details of each of the A40 Improvements Programme schemes.

The Proposed Development

- 1.2.10 In November 2019, OCC secured central Government funding for Schemes 1, 3 and 4 of the A40 Improvements Programme through Homes England's allocation of the Housing Infrastructure Fund ('HIF'). Accordingly, this planning application seeks full permission for these three interdependent improvement schemes:
- **Scheme 1** – A40 Dual Carriageway Extension – dualling of an approximately 3.2km long section of the A40 between Hill Farm Junction at Witney and the proposed Park and Ride at Eynsham with associated junctions and property accesses, as well as an upgrade to the active travel shared path on the northern verge of the carriageway ('Dualling').
 - **Scheme 3** – A40 Integrated Bus Lanes – installation of an approximately 6.5km long section of joint eastbound and westbound bus lane between the proposed Park and Ride at Eynsham and Duke's Cut with associated junction alterations and improvements, as well as improvements to the active travel shared paths alongside the carriageway ('IBL').
 - **Scheme 4** – A40 Duke's Cut – capacity and connectivity improvements over the four structures at Duke's Cut (Earl's Culvert, Duke's Cut Canal Bridge, Wolvercote Canal Bridge and Wolvercote Railway Bridge) to enable the bus lane(s) to be extended over the bridges, as well as an active travel shared path link to the National Cycle Network (NCN)
- 1.2.11 The submitted application also seeks full permission for two complementary pieces of highway infrastructure ('the Salt Cross Garden Village (SCGV) works') which are not part of the original 'HIF2' funded scheme, but which are a requirement of the proposed SCGV site allocation immediately to the north of the A40:

- The Eynsham Underpass – an underpass linking the existing settlement of Eynsham to the proposed SCGV to the north of the A40.
- The Western Development Roundabout – a new roundabout to the West of Eynsham providing the main access from the A40 to the proposed SCGV.

1.2.12 The inclusion of the SCGV A40 works in the application will facilitate, and potentially expedite the delivery of homes and jobs at SCGV (discussed further in **Section 2** of this Statement).

1.2.13 The key objectives of the Proposed Development are to:

- Support major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities;
- Provide greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options;
- Improve public transport accessibility and connectivity to employment sites, services and other facilities;
- Facilitate faster and more reliable journeys for people travelling by bus along the A40;
- Ensure that the Proposed Development does not increase journey times for private vehicles (i.e. non-bus users) using the A40;
- Reduce carbon emissions and other harmful pollutants associated with travel; and
- To facilitate safer travel for all A40 users.

1.2.14 The Proposed Development is considered essential to support the delivery of housing and employment growth in West Oxfordshire as set out in the WOLP and Oxfordshire's Housing Growth Deal ('HGD'). The Proposed Development seeks to support this planned growth and promote sustainable travel modes.

1.3 Supporting Documents

1.3.1 This Planning Statement should be read in conjunction with the following supporting application documents. A full list of supporting documents and plans is contained within the **Covering Letter**:

- i. Application form including Ownership Certificates (prepared by Stantec);
- ii. Site Location Plan (prepared by AECOM);
- iii. Plans and Elevations (prepared by AECOM);
- iv. Landscaping Plans (prepared by AECOM);
- v. Lighting Plans (prepared by AECOM);
- vi. Arboricultural Impact Assessment (appendix to the ES, prepared by AECOM);
- vii. Design and Access Statement (prepared by Stantec).
- viii. Drainage Maintenance and Management Plan (prepared by AECOM);
- ix. Environmental Statement and appendices (prepared by AECOM), including:

- Air Quality (Chapter 5)
 - Biodiversity (Chapter 6)
 - Climate Change (Chapter 7)
 - Cultural Heritage (Chapter 8)
 - Geology and Soils (Chapter 9)
 - Landscape and Visual (Chapter 10)
 - Material Assets and Waste (Chapter 11)
 - Noise and Vibration (Chapter 12)
 - Population and Human Health (Chapter 13)
 - Road Drainage and Water Environment (Chapter 14)
 - Traffic and Transport (Chapter 15)
- x. Flood Risk Assessment (appendix to the ES, prepared by AECOM);
- xi. Green Belt Statement (part of this Planning Statement);
- xii. Land Contamination and Waste Assessment (appendix to the ES, prepared by AECOM);
- xiii. Landscape Outline Management Plan (prepared by AECOM);
- xiv. Statement of Community Involvement (prepared by Stantec).
- xv. Surface Water Drainage Strategy (appendix to the ES, prepared by AECOM);
- xvi. Sustainability Statement (prepared by AECOM);
- xvii. Transport Assessment (prepared by AECOM);
- xviii. Waste Minimisation Statement (appendix to the ES, prepared by AECOM); and
- xix. Water Framework Directive Assessment (appendix to the ES, prepared by AECOM);
- 1.3.2 For a comprehensive list of submission documents please refer to the submitted **Covering Letter**. An 'Application Terminology' document to aid understanding of the submitted documentation is included at **Appendix A** of this Statement.

1.4 Purpose and Structure of this Document

- 1.4.1 This Planning Statement explains how the Proposed Development satisfies the requirements of National and local planning policies and why planning permission should be granted.
- 1.4.2 The Planning Statement is structured as follows:
- Section 2 details the project background, including the existing transport issues along the A40, the need for the Proposed Development and the options that have been considered and the Proposed Development's relationship with surrounding developments;

- Section 3 describes the Application Site context, including statutory designations and protected features;
- Section 4 summarises the pre-application engagement that has taken place;
- Section 5 details the Proposed Development and the delivery, phasing and implementation of the Proposed Development.
- Section 6 summarises the planning policy context and other material considerations relevant to the determination of the planning application;
- Section 7 assesses the Proposed Development against planning policy and other material considerations; and
- Section 8 presents the conclusions on the planning balance exercise.

2 Background and Context

2.1 Transport Context

- 2.1.1 The A40 forms the major east-west route across the south of the West Oxfordshire district. It forms the primary route between Oxford and Cheltenham as well as being part of the long-distance route between London and south-west Wales. The A40 carries a mix of local, regional and longer-distance traffic, some travelling to/from M40 and the A34.
- 2.1.2 The A40 is signed as the advisory route for HGV traffic between Oxford and Eynsham, to encourage these vehicles to avoid the Air Quality Management Area in Chipping Norton. The A40 corridor is a key commuting route into Oxford, with 7,500 commuters travelling to Oxford per day from West Oxfordshire (2011 Census).
- 2.1.3 The A40 forms the most direct transport link between Oxford and Witney although there are less suitable and attractive alternatives using A4095/A44 and B4449/B4044; the A4095/A44 also forms an informal route for bypassing the A40 and Oxford and accessing the M40 for longer distance traffic; some vehicle traffic between Carterton and Oxford also travels via Bampton (B4449/A415) to the A420 to avoid the A40. Drivers also use other local routes e.g. through Cassington, Yarnton, Freeland and South Leigh to avoid traffic queues on the A40 through Eynsham and Cassington and on the approaches to Wolvercote Roundabout.
- 2.1.4 Historic data show that, on an average weekday, up to 32,000 vehicles travel along the A40 Witney to Eynsham section in both directions with around 2,000 vehicles using this in both directions during the morning and evening peak hours (AM peak 08:00-09:00 and PM peak 17:00-18:00). East of the Cassington junction, the average weekday traffic flows are lower with a total of 23,000 vehicles in both directions with around 1,800 in the morning peak and 1,600 in the evening peak hours. (Traffic flows from Oxfordshire County Council permanent traffic count sites).
- 2.1.5 The A40 west of Oxford is a heavily constrained route. This impacts on the ability of local businesses to achieve growth and makes a less desirable place for new businesses to locate. Bus services are vulnerable to delay because of congestion on the A40 adjacent to Witney and Eynsham and approaching Oxford on the A40.
- 2.1.6 East of Witney, the traffic flow along the A40 exceeds the capacity of the road on a regular basis during peak flow periods. This causes severe congestion at peak times, with low journey speeds and high journey time unpredictability. This problem has been longstanding. Proposals to improve the route in the 1970s and 1990s had not been progressed due to lack of available funding, which has meant there has been no investment in transport infrastructure capacity on this A40 section for 50 years. The A40 was subsequently de-trunked and therefore removed from the National Roads portfolio and reverting to be part of OCC's highway responsibilities.
- 2.1.7 Poor network performance on the A40 corridor translates into slow traffic flows and subsequently longer journey times, which is especially evident from journey time surveys and google maps congestion data during morning and evening peak hours.
- 2.1.8 In terms of journey times between the A40/B4022 Shores Green Junction at Witney and the Wolvercote Roundabout, the surveyed journey times (ANPR Survey February 2020) demonstrate that congestion during the peak hours almost doubles the journey times in both directions. Further detail relating to journey times can be found within the submitted [Transport Assessment](#).
- 2.1.9 Journey time unreliability has affected peak hours for many years, but the extent of peak spreading and redistribution of traffic to less suitable alternative routes has reached conditions that can be interpreted as 'severe' (as set out in National Planning Policy Framework).

- 2.1.10 The A40 is an important bus corridor. Bus routes S1, S2 and S7 connect Carterton, Witney and Eynsham with Oxford. Pre-Covid, bus patronage on these services had been growing steadily, with 2019 patronage showing a 45% increase on 2007/8 levels (data provided by bus operator Stagecoach). This has happened in a context of limited background demographic growth and with timetabled journey times being steadily extended to reflect worsening congestion and delay as a result of travel conditions on the A40. The mode share of bus for commuting trips into central Oxford is over 30% from areas along the A40 corridor, such as Witney and Eynsham, according to Census 2011 travel to work figures (ONS).
- 2.1.11 Further connectivity and growth in the bus passenger market is constrained by the long and highly unreliable journey times, with services delayed in the same congestion as all other vehicles. The current service operator (Stagecoach) has indicated that it is unable to increase services along the A40 to Oxford city centre or to increase services to the John Radcliffe Hospital and employment areas in Eastern Oxford (such as the Brookes Headington Campus, the Oxford Business Park, and the Oxford Science Park), during the peak hours because it is impractical to timetable bus services. Currently the benefits of increasing the level of service would be negated by existing levels of congestion and hence unreliability.
- 2.1.12 Without dedicated bus lanes and associated bus priority measures on the A40 corridor, bus services along the A40 suffer from slow journeys as well as poor reliability and this, therefore, limits the potential to shift demand to more sustainable alternatives.
- 2.1.13 Oxford has one of the highest rates of cycling in the UK, with over a quarter of all commuting trips under 3 miles made by bike and 16% of those between 3 and 5 miles, compared to 6% and 3% for England, respectively. However, cycle mode share is significantly lower in on the A40 corridor, at around 5% in Witney and 7% in Eynsham and Cassington. Low quality cycling provision along the A40 corridor into Oxford contributes towards lower cycle mode shares in these areas. (2011 Census Data)
- 2.1.14 Current active modes infrastructure comprises shared use pathway that runs alongside both sides of the A40 from Eynsham to the east, with only a northside path between Eynsham and Witney. This pathway is approximately 1m wide and lacks provision of signalised crossings for pedestrians and cyclists at most intersections with local roads and on sections of the route near more built-up areas, mainly at Eynsham. This creates important severance barriers and means it is not currently a particularly attractive route for cyclists.

2.2 The A40 Improvements Programme

- 2.2.1 The Proposed Development is one of a series of measures promoted by OCC to address the existing problems experienced by users of the A40 and to facilitate the planned growth along the A40.
- 2.2.2 OCC is investing in six major improvement schemes along the A40 between Witney and Oxford, known collectively as the '*A40 Improvements Programme*'. A summary of each of these six schemes is provided below:
- **Scheme 1** – Dualling – dualling of an approximately 3.2km long section of the A40 between Hill Farm Junction at Witney and the proposed Park and Ride at Eynsham with associated junctions and property accesses, as well as an upgrade to the shared path on the northern verge of the carriageway;
 - **Scheme 2** – Eynsham Park and Ride – a new 850-space park and Ride located on the A40 eastbound at Eynsham, together with a new roundabout, eastbound bus lane, westbound bus priority measures and cycle lanes on the A40 ('Eynsham P&R').
 - **Scheme 3** – IBL – installation of an approximately 6.5km long section of joint eastbound and westbound bus lane between the proposed Park and Ride at Eynsham and Duke's

Cut with associated junction alterations and improvements, as well as improvements to the shared paths alongside the carriageway;

- **Scheme 4** – Duke's Cut – capacity and connectivity improvements over the four structures at Duke's Cut (Earl's Culvert, Duke's Cut Canal Bridge, Wolvercote Canal Bridge and Wolvercote Railway Bridge) to enable the bus lane(s) to be extended over the bridges, as well as a shared path link to the National Cycle Network (NCN) 5 at Duke's Cut Cottages;
- **Scheme 5** – A40 Access to Witney – the addition of westbound slip roads at the A40/B4022 Shores Green junction to improve access to Witney;
- **Scheme 6** – A40 Oxford North – the proposals include new bus, cycle and pedestrian routes between Wolvercote roundabout and the A34 flyover.

2.2.3 The Proposed Development comprises the Dualling (Scheme 1), IBL (Scheme 3) and Duke's Cut (Scheme 4) above, together with the proposed Eynsham Underpass and Western Development Roundabout elements that are described more fully in [paragraphs 1.2.11 – 1.2.12](#) and [Section 5](#) of this Statement. Both elements are identified within the emerging SCGV Area Action Plan (Pre-Submission Draft Version). The Pre-Submission version of the AAP is clear that SCGV will benefit from the public sector (HIF2) investment allocated to deliver sustainable transport infrastructure along the A40 corridor, greatly improving the attractiveness of sustainable travel options relative to the car along the A40¹.

2.2.4 Further information regarding Scheme 2, Scheme 5 and Scheme 6 is provided in 'Relationship with Surrounding Developments' section of this Planning Statement below. Schemes 2, 5 and 6 do not fall within the scope of this current planning application.

2.3 The Project

Planning and EIA Approach

2.3.1 OCC considered three options when developing the planning strategy for the Proposed Development, as detailed below:

- Option 1 involved the preparation of a separate, full planning application supported by a separate Environmental Impact Assessment (EIA) for each of the three elements.
- Option 2 involved the preparation of a separate, full planning application for each element, supported by a single EIA.
- Option 3 involved the preparation of a single, full planning application covering the three elements accompanied by a single EIA.

2.3.2 The chosen strategy was **Option 3** as the Applicant team determined that as the three Project elements are functionally interdependent on each other, they represent a single 'Project' in EIA terms. The individual Project elements are considered to have an objective and chronological link between them that means the cumulative effects of each should be evaluated as one. This approach was supported by an independent legal review. There are maintenance works at Duke's Cut which are being undertaken under the Council's Permitted Development rights². These works are therefore not included within this planning application.

2.3.3 The Eynsham Underpass and the Western Development Roundabout elements of the Proposed Development were not part of the original bid for HIF funding and are therefore

¹ Salt Cross Garden Village Area Action Plan (AAP) Pre-Submission Version, paragraph 8.3

² Class A Part 9 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

subject to separate funding and delivery arrangements. The Western Development Roundabout is within the Dualling section of the Proposed Development, and the Eynsham Underpass is within the IBL section of the Proposed Development. Both elements are discussed further in **Section 5** of this Planning Statement.

The Need for the Proposed Development

- 2.3.4 The Proposed Development is needed to facilitate modal shift to more sustainable transport options through improved public transport and active travel infrastructure, manage congestion through the provision of additional highway capacity, support the delivery of planned housing and employment growth in the WOLP and facilitate safer travel for all users of the A40.

National Infrastructure Strategy (2020)

- 2.3.5 The National Infrastructure Strategy (2020) (NIS) emphasises that high-quality infrastructure underpins the economy – *‘Transport, digital, energy and utility networks are vital for jobs, businesses and economic growth...’* It emphasises that infrastructure is long term, but that **infrastructure investment has an important short-term role to help support jobs and stimulate the economy** (Stantec emphasis). The NIS sets out how the government proposes to address long term issues that have held back UK infrastructure, including ‘stop start’ public investment, insufficient funding for regions outside London, slow adoption of new technology and project delivery impacted by delays and cost overruns. The NIS describes how the government will:

- Boost growth and productivity across the whole of the UK, levelling up and strengthening the Union;
- Put the UK on the path to meeting its net zero omissions target by 2050;
- Support private investment;
- Accelerate and improve delivery.

- 2.3.6 The NIS emphasises that infrastructure investment will have a key role to play in the COVID-19 pandemic recovery both by maintaining jobs in the short term and creating the conditions for long term sustainable growth.

- 2.3.7 The Proposed Development supports the delivery of four strategic housing/ employment sites between Witney and Oxford in the vicinity of the A40 (discussed further below). The WOLP identifies congestion on the A40 as a major constraint to inward investment and recognises that improvements to the A40 are key to enable the delivery of housing and employment growth aspirations envisioned in the WOLP.

LTP4

- 2.3.8 The A40 road corridor west of Oxford is a heavily constrained route. LTP4 states:

“The route carries daily traffic flow of between 23,000 and 30,000 vehicles per day - well above the road’s link capacity....exacerbated by junction capacity issues at Eynsham, Cassington and Wolvercote. This results in congestion on the route for much of the day, including at weekends. During school term times the average journey speed on the A40 between Cassington and Wolvercote in the morning peak is 17 mph, while on the worst days it can be as low as 10 mph”

- 2.3.9 The Proposed Development meets the aspirations of the A40 Route Strategy set out in LTP4 Volume 7a specifically Policy A40 which states that **OCC will deliver public transport improvements in the A40 corridor in order to improve access between towns in West Oxfordshire and Oxford, including the new employment site at Oxford’s ‘Northern Gateway’**. The public transport improvements along the A40 corridor identified in Policy A40 include:

- an eastbound bus lane between Eynsham and the Duke's Cut;
- westbound bus priority measures;
- a Park and Ride car park on the A40 corridor; and
- Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout.

WOLP

- 2.3.10 The WOLP identifies congestion on the A40 as a major constraint to inward investments. The WOLP recognises **the A40 improvements as key to enable the delivery of housing and to support employment growth in the West Oxfordshire area in line with the WOLP and the Oxfordshire Housing and Growth Deal.**
- 2.3.11 The WOLP Infrastructure Delivery Plan (WOIDP) (2016) identifies the A40 improvements as critical to delivering the WOLP objectives. The WOIDP identifies the eastbound bus lane as a critical priority for delivery between 2016-2021 and the westbound bus lane and dual carriageway between Witney and the Eynsham P&R site as a critical priority for delivery between 2021-2026.
- 2.3.12 The WOLP allocates approximately 10,000 homes and around 64 ha of employment land within proximity of the A40 corridor, in the sub-areas of Witney (4,702 homes / 18 ha), Eynsham – Woodstock (5,596 homes / 40 ha) and Carterton (2,680 homes / 6 ha). The WOLP recognises that Eynsham has an important role to play in meeting cross-boundary housing needs because of its proximity and connections to Oxford City. The indicative distribution for the Eynsham - Woodstock sub-area includes 2,750 homes to provide for Oxford City's unmet housing need delivered through the West Eynsham Strategic Development Area ('West Eynsham SDA') and the Salt Cross Garden Village ('SCGV') allocation north of the A40 near Eynsham.
- 2.3.13 **The Proposed Development will support the delivery of 4,813 new homes at four major development sites allocated in the WOLP (see Table 2.1) The investment will support this growth and promote sustainable travel in order to enable residential and commercial development to be built.** Traffic modelling undertaken to support the Proposed Development has included all dependent development.

Table 2-1 Development Sites Supported by the Proposed Development

Site Name	No. of homes	Local Authority	Current Status
Salt Cross Garden Village (WOLP allocation EW1 – referred to as 'Oxfordshire Cotswolds Garden Village Strategic Location for Growth' in the WOLP)	2,200	West Oxfordshire	In Planning (Outline application Submitted)
West Eynsham Strategic Development Area (WOLP allocation EW2)	763	West Oxfordshire	In Planning (Outline Application for 180 homes on part of SDA)
East Witney Strategic Development Area (WOLP allocation WIT1)	450	West Oxfordshire	In Planning (Outline Application submitted for up to 495 homes)

Site Name	No. of homes	Local Authority	Current Status
North Witney Strategic Development Area (WOLP allocation WIT2)	1,400	West Oxfordshire	Pre-Application Stage

2.3.14 The Proposed Development will mitigate the impact of increased transport demand generated by housing growth by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford. The transport improvements will ensure an efficient and safe highway network that can accommodate the additional travel demands through enabling significant shifts in travel demand to public transport and active travel.

Key Objectives

2.3.15 The key objectives of the Proposed Development are to:

- Support major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities;
- Provide greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options;
- Improve public transport accessibility and connectivity to employment sites, services and other facilities;
- Facilitate faster and more reliable journeys for people travelling by bus along the A40;
- Ensure that the Proposed Development does not increase journey times for private vehicles (i.e. non-bus users) using the A40;
- Reduce carbon emissions and other harmful pollutants associated with travel; and
- To facilitate safer travel for all A40 users.

Non Implementation

2.3.16 Should the Proposed Development not come forward then this is anticipated to result in the following:

- Increased pressure on already congested and capacity constrained roads, as a result of planned development within West Oxfordshire which is likely to increase traffic levels and result in traffic congestion and journey time increases.
- Further reduction in viability and appeal of public transport threatening service levels.
- Reduction in attractiveness of the district for future development and investment due to transport limitations, which would have an adverse impact on the County's wider economic and development strategy; and
- Undermine the ability of West Oxfordshire District Council and Oxford City Council to meet their housing needs, further increasing pressure to develop on undeveloped, otherwise unsuitable land elsewhere.

2.3.17 The need for the Proposed Development is considered unambiguous, and its timely delivery fundamental if the Council is to deliver its strategic growth and wider environmental objectives.

Proposed Development Options

2.3.18 The Project team has followed the Department for Transport's Transport Appraisal Guidance (TAG) to undertake feasibility and optioneering work and select the preferred options.

2.3.19 For each of the three elements, the options assessed are outlined below. **Chapter 3** of the ES provides further details of the alternatives considered and the design evolution of the HIF2 Project:

- Dualling – options identified and assessed included:
 - A range of dual carriageway alignments and junction types/ arrangements (at Barnard Gate) along this section of the A40.
 - Alternative property access arrangements were also assessed.
- IBL – options identified and assessed to facilitate delivery of bus lanes and active travel improvements included a range of:
 - Junction types/ arrangements including at the proposed Eynsham P&R access, Cuckoo Lane, Witney Road, Lower Road, Cassington signals.
 - Property access arrangements.
 - Bridge alterations/ works at Cassington New Bridge and Cassington Halt Bridge.
 - Removal of the westbound bus lane adjacent to Oxford Meadows SAC.
- Duke's Cut – options identified and assessed to facilitate the delivery of an eastbound bus lane and active travel improvements included:
 - Bus gates.
 - Works within extent of existing bridge structures.
 - Replacement of parapets.
 - Bridge widening.
 - On-line replacement of existing structures.
 - Off-line replacement of existing structures.
 - New separate bridges for pedestrians and cyclists to north and south of existing bridge structures.
 - Alternative alignments for pedestrian and cycle link to NCN 5.

Relationship with Surrounding Developments

2.3.20 The following section details the relationship of the Proposed Development with surrounding major development including Scheme 2, Scheme 5 and Scheme 6 of the A40 Improvements Programme.

2.3.21 **Appendix B** of this Planning Statement contains a table of the relevant planning history.

A40 Access to Witney

- 2.3.22 As identified in [paragraphs 1.2.8](#) and [2.2.2](#) of this Statement, A40 Access to Witney is Scheme 5 of the A40 Improvements Programme. The scheme proposes adding westbound slip roads at the A40/B4022 Shores Green junction to improve access to Witney. The A40 Access to Witney scheme is located over 1km to the west of the Application Site.
- 2.3.23 The scheme is also being progressed by the Council and is being funded by Housing Growth Deal funds and developer S106 contributions.
- 2.3.24 A separate planning application is due to be submitted for A40 Access to Witney in early 2022 and construction is scheduled to start in winter 2023 subject to planning permission and a CPO being confirmed. This means that the Access to Witney scheme and the Proposed Development may be constructed at the same time.
- 2.3.25 The [Transport Assessment](#) for the Proposed Development and the A40 Access to Witney Transport Assessment have been prepared in a collaborative manner.

Eynsham P&R

- 2.3.26 As identified in [paragraphs 1.2.8](#) and [2.2.2](#) of this Statement, Eynsham P&R is Scheme 2 of the A40 Programme. It includes:
- a new Park and Ride site for 850 cars to the north of the A40, located to the west of the A40/Cuckoo Lane junction at Eynsham,
 - an eastbound bus lane between the Park and Ride site and Duke's Cut; and
 - two sections of westbound bus lane (approximately 500m each in length) on the approach to the Cassington signalised junction and on the approach to the Eynsham Roundabout.
- 2.3.27 A full planning application for the Eynsham P&R was approved by OCC in March 2021 (OCC application reference R3.0057/19). The approved scheme includes (but is not limited to) the construction of a Park and Ride providing 850 car parking spaces, a new roundabout with access onto the A40, an eastbound bus lane between the Park and Ride site and Duke's Cut, two sections of westbound bus lane (each approximately 500m in length), a new access from Cuckoo Lane, the widening of Cassington New Bridge, a new footbridge alongside Cassington Halt Bridge and public open space.
- 2.3.28 The scheme is also being progressed by OCC and is being funded by the following sources – the Local Growth Fund, Housing Growth Deal, Oxfordshire Local Enterprise Partnership and developer S106 contributions.
- 2.3.29 The Eynsham P&R planning permission includes a new roundabout on the A40 to provide access into the Park and Ride to the north. The Proposed Development includes a three-arm signalised junction instead of the roundabout approved as part of the Eynsham P&R planning application (ref R3.0057/19). This signalised junction has been designed to enable the construction of a southern arm in to the West Eynsham SDA discussed below.
- 2.3.30 The eastbound bus lane approved as part of the Eynsham P&R application will be superseded by the eastbound bus lane proposed as part of the Proposed Development.
- 2.3.31 Construction of the Park and Ride element of planning permission R3.0057/19 is due to commence in mid 2022 and the scheme is due to be completed by late summer 2024. The extent of the Park and Ride component is clearly shown, for context, on the Site Location Plan (drawing no. A40-ACM-01-ALL-DR-C-0001-S3-P03). The Park and Ride does not form part of the submitted planning application.

Salt Cross Garden Village (SCGV)

- 2.3.32 SCGV is a proposed new garden village allocated in the WOLP immediately to the north of the A40 near Eynsham. SCGV is allocated for around 2,200 dwellings, 40 hectares of business land and supporting infrastructure.
- 2.3.33 An outline planning application for SCGV was submitted to WODC in July 2020 and has not yet been determined at the time of writing (WODC application reference 20/01734/OUT).
- 2.3.34 The SCGV outline planning application already proposes a new roundabout on the A40 to the west of Eynsham, providing the main access from the A40 to SCGV. The Western Development Roundabout proposed as part of the HIF2 project is the same roundabout proposed in the SCGV outline planning application and has been designed in discussion with WODC, the developers of SCGV and the developers of the West Eynsham SDA to the south of the A40 (further information below).
- 2.3.35 The proposed Eynsham Underpass would link SCGV to Eynsham to the south of the A40.
- 2.3.36 The integration of the Eynsham Underpass and the Western Development Roundabout into the Proposed Development is intended to support the delivery of the SCGV development by providing efficiencies in the SCGV construction programme and potentially enabling the early delivery of this supporting infrastructure.
- 2.3.37 The Proposed Development will also facilitate the delivery of SCGV indirectly by addressing increased travel demand created by the development.

West Eynsham SDA

- 2.3.38 The West Eynsham SDA is allocated in the WOLP and is located immediately south of the A40 to the west of Eynsham. The West Eynsham SDA is located across the A40 from the Eynsham P&R site.
- 2.3.39 The Park and Ride signalised junction proposed as part of the Proposed Development will be future proofed so that it can accommodate a fourth (southern) arm in the future to provide access in to the West Eynsham SDA.
- 2.3.40 The Western Development Roundabout proposed as part of the Proposed Development includes a southern arm, offering potential for a secondary access into the West Eynsham SDA.
- 2.3.41 The Proposed Development will facilitate the delivery of the West Eynsham SDA indirectly by addressing increased travel demand created by the development.

Oxford North (Northern Gateway) Strategic Development Site

- 2.3.42 The Oxford North (Northern Gateway) strategic development site (Oxford North SDS) is located immediately to the east of the A34. The A40 and the A44 run through the Oxford North site.
- 2.3.43 The site forms part of the 'Northern Gateway' which was allocated in the Oxford Core Strategy 2026 (adopted 2011). It is subject to the Northern Gateway Area Action Plan, which makes provision for 500 homes, 90,000sqm of employment space and other related uses.
- 2.3.44 A hybrid planning application for Oxford North SDS was approved by Oxford City Council in March 2021 (Oxford City Council application reference 18/02065/OUTFUL). The hybrid application includes, but is not limited to, the following elements:

- a new eastbound bus lane and active travel improvements on the A40 between the A34 flyover and the Wolvercote roundabout;
- link road between the A40 and A44;
- 480 homes;
- employment space;
- hotel; and
- community space.

2.3.45 The new eastbound bus lane and active travel improvements on the A40 between the A34 flyover and the Wolvercote roundabout are 'Scheme 6 – A40 Oxford North' of the A40 Improvements Programme detailed in [paragraphs 1.2.8](#) and [2.2.2](#) of this Statement. These elements are being progressed by OCC and are being funded by the Oxfordshire Local Enterprise Partnership (OXLEP).

2.3.46 The eastbound bus lane and shared paths developed as part of Oxford North SDS will tie into the eastbound bus lane and shared paths over Duke's Cut waterway as proposed as part of the Proposed Development, providing continuity up to Wolvercote roundabout.

2.3.47 Construction of the highway works has commenced.

Relationship with other OCC Transport Projects and Strategies

2.3.48 The following section details the Proposed Development's relationship with other OCC transport projects and strategies.

Bus service improvement for West Oxfordshire

2.3.49 The Draft Bus Strategy for the A40 proposes significant expansion to existing services and addition of new routes serving the Oxford Eastern Arc.

Woodstock Road & Banbury Road

2.3.50 These schemes involve road cross section re-design and improvements to prioritise and encourage public transport and active travel. The schemes are currently at feasibility design stage.

2.3.51 These main road corridors connect the A40 with Summertown and Oxford City Centre and when the schemes are improved will enable priority for bus and active travel for all A40 trips through to the centre of Oxford.

B4044 Community Path

2.3.52 This scheme involves the provision of an off-road shared pathway for cycling and walking connecting the A40, B4449, Eynsham and Salt Cross to Botley and Oxford West.

2.3.53 This route will mean that pedestrians and cyclists will have a direct, safe traffic through route from the A40 and on from Eynsham via the B4044 to Botley, west and central Oxford. This route will offer the shortest direct route for active travel between Witney, Salt Cross and Eynsham to Oxford Centre. The scheme is at feasibility design stage

Lower Road Cycle Route

2.3.54 Currently there is no pedestrian and cycle route from the A40 along Lower Road to Long Hanborough. Provision of this link will connect the A40 with Long Hanborough rail station (with rail services south-east to Oxford London, and north west to Worcester).

Connecting Oxford

2.3.55 An emerging strategy to support comprehensive priority to bus travel and active travel in combination with funding. The draft strategy is currently under review.

Oxford Local Cycling and Walking Infrastructure Plan (LCWIP)

2.3.56 A plan for future improvements to the Oxford cycling and walking network. It was approved by OCC in March 2020.

3 Site Context

3.1 The Application Site and its Surroundings

- 3.1.1 The Application Site subject to this planning application is the A40 Corridor between Witney and Wolvercote, Oxfordshire as shown on the submitted Site Location Plan (drawing no.A40-ACM-01-ALL-DR-C-0001-S3-P03). The Application Site area is 83.94 hectares. Details of the Application Site and its surroundings are detailed below, and further information is provided in the [ES](#).

A40 Dual Carriageway Extension

- 3.1.2 The Dualling is located within the western section of Application Site. The western-most extent of the A40 Dualling is located on the A40 at the junction with Hill Farm. To the west of the Hill Farm Junction, the A40 comprises existing dual carriageway, therefore the A40 Dualling will extend this for 3.2km to the separately proposed Eynsham P&R, which is located on land west of Cuckoo Lane at Eynsham.
- 3.1.3 The existing A40 at this location comprises an existing single carriageway road approximately 7m wide, which is mostly lined with hedgerows. An existing footpath is located along the eastbound lane. The A40 is bordered to the north and south mostly by agricultural fields and associated farm buildings and houses. The hamlet of Barnard Gate is located to the north of the A40, as well as an approximately 27ha solar farm.

Integrated Bus Lanes (IBL)

- 3.1.4 The IBL section occupies the centre of the Application Site. It extends 6.5km eastwards along the A40 from the separately proposed Eynsham P&R to just before the Duke's Cut canal, which is approximately 400m to the west of Wolvercote roundabout.
- 3.1.5 The existing A40 at this location comprises a single carriageway road approximately 8m wide, which is mostly lined with trees and hedgerows. An existing footpath is located along the eastbound and westbound lanes. The A40 is mostly bordered by agricultural land, but the villages of Eynsham and Cassington are also present, with some residential properties backing onto the A40. The Cassington to Yarnton Gravel Pits are located north of the A40 towards the eastern extent of the Application Site.

Duke's Cut

- 3.1.6 Duke's Cut is located within the eastern section of the Application Site. It extends along the A40 over the Earl's Culvert, Duke's Cut Canal Bridge, Wolvercote Canal Bridge and Wolvercote Railway Bridge.
- 3.1.7 The existing A40 at this location comprises an approximately 7m wide single carriageway road passing over existing bridge structures, with a footpath located behind a barrier.

Statutory Designations and Protected Features

Green Belt

- 3.1.8 A portion of the Application Site to the east of Eynsham is within the Oxford Green Belt.

Landscape Designations

- 3.1.9 The Application Site is not located within an Area of Outstanding Natural Beauty (AONB). The boundary of the Cotswolds AONB is located approximately 4.7km north of the Application Site.

Ecology Designations

- 3.1.10 There are no Special Protection Areas (SPAs) or Ramsar sites located within 2km of the Application Site.
- 3.1.11 There is one statutory designated site of international value located within 2km of the Application Site. The Oxford Meadows Special Area of Conservation (SAC) is located adjacent to the Application Site to the south of the IBL, extending to the south-east. The qualifying feature of the SAC is lowland hay meadow, which is a Habitats Directive Annex I Habitat. Annex 1 Habitat means a habitat which has priority status due to a danger of disappearance and for which there is a particular responsibility to conserve. This site also holds the only population of Creeping marshwort (*Apium repens*) in the UK, which is a Habitats Directive Annex II species. This means core areas of their habitat must be protected under the Natura 2000 Network and the site managed in accordance with the ecological requirements of the species.
- 3.1.12 There are seven Sites of Special Scientific Interest (SSSIs) located within 2km of the Application Site. Their locations in relation to the Proposed Development are:
- Pixey and Yarnton Meads SSSI (directly adjacent to the south);
 - Cassington Meadows SSSI (approximately 200m to the south);
 - Wytham Ditches and Flushes SSSI (approximately 600m to the south);
 - Wolvercote Meadows SSSI (approximately 600m to the south east);
 - Wytham Woods SSSI (approximately 900m to the south);
 - Port Meadow with Wolvercote Common and Green SSSI (approximately 900m to the south east); and
 - Hook Meadow and The Trap Grounds SSSI (approximately 1.5km to the south east).
- 3.1.13 Some of the SSSIs within 2km of the Application site overlap with the Oxford Meadows SAC. This includes the Pixey and Yarnton Meads SSSI and the Cassington Meadows SSSI. Pixey and Yarnton Meads SSSI is designated as the best surviving example of lowland, neutral meadows in lowland England. The Cassington Meadows SSSI is designated for its species-rich, semi-natural neutral grassland and fen habitats, which are rare in the UK.

Heritage Designations

- 3.1.14 Two Scheduled Monuments are located within 2km of the Proposed Development. Both monuments are located within the bounds of the village of Eynsham south of the IBL section of the Proposed Development. These are Eynsham Abbey (NHLE ref. 1006332), located approximately 700m south of the A40 JBL and Eynsham Market Cross (NHLE ref. 1015170), located 900m south of the A40 JBL.
- 3.1.15 The Application Site is not located within a conservation area, although the Cassington Conservation Area is located to the north adjacent to the Application Site boundary and the Eynsham Conservation Area is located to the south approximately 500m from the Application Site boundary.
- 3.1.16 A total of 26 Grade II listed buildings and one Grade I listed building have been identified within approximately 500m of the Application Site, however, these are mostly confined within the bounds of the settlements of Eynsham and Cassington.

- 3.1.17 The Grade II listed lock infrastructure at Duke's Cut waterway along the existing National Cycle Network 5 (NCN5) north link is located with the Application Site. The next closest Grade II listed buildings to the Application Site are located at the entrance to the grounds of Eynsham Hall in Barnard Gate.
- 3.1.18 The 'Gates, Gatepiers and Attached Wall located immediately south of South Lodge' and 'South Lodge' are located adjacent and approximately 10m from the Application Site boundary respectively.
- 3.1.19 The Grade II listed 'Reynolds Farm' in Cassington is located approximately 110m north of the Application Site, and the Grade II listed 'Bartholomew School' in Eynsham is located approximately 460m south of the Application Site.
- 3.1.20 The Grade I listed 'Church of St Peter' in Cassington is located approximately 170m north of the Application Site. Four of the 26 Grade II listed buildings are located within 500m of the Duke's Cut element of the Proposed Development.

Drainage and Flood Risk

- 3.1.21 The Environment Agency's (EA) Flood Map for Planning confirms that the Application Site is located within Flood Zone 1, Flood Zone 2 and Flood Zone 3. A summary of the flood zones for each section of the Application Site is summarised below:
- Dualling – the majority is in Flood Zone 1, with a small area of Flood Zone 2 and Flood Zone 3 near Barnard Gate where the Chil Brook crosses beneath the A40 (see [Figure 7](#) in the [Flood Risk Assessment \(FRA\)](#)).
 - IBL – the western extent is within Flood Zone 1. The Application Site between Eynsham and Cassington is predominately in Flood Zone 3 with portions within Flood Zone 2. Between Cassington and Duke's Cut, the majority of the Application Site is within Flood Zone 1 as the A40 is raised above the floodplain, there are several watercourse crossing locations indicated as Flood Zone 3 and Flood Zone 2 and 3 border the carriageway to the north and south (see [Figure 8](#) in the [FRA](#)).
 - Duke's Cut – the majority of the A40 is within Flood Zone 1, the far western extent is within Flood Zone 2 and there are areas of Flood Zone 3 at watercourse crossings. There are no significant low points along the A40 such that the entire carriageway is raised above the floodplain (see [Figure 9](#) in the [FRA](#)).

Air Quality

- 3.1.22 The City of Oxford Air Quality Management Area (AQMA) covers part of the eastern end of the Application Site and was declared in 2010 for exceedances in NO₂ concentrations.
- 3.1.23 The Witney AQMA is located approximately 2.5km west of the Application Site. The AQMA was declared in 2005 as NO₂ concentrations remain higher than the national objectives and have been relatively constant for the last 10 years.

Planning History

- 3.1.24 A planning history search for the Application Site and surroundings has been undertaken using the OCC, WODC, CDC and Oxford City Council online planning search functions.
- 3.1.25 A full list of relevant planning applications submitted in the last five years within the proximity of the Application Site are detailed in [Appendix B](#) of this Statement. Please note that this list is not exhaustive and does not include all householder or minor planning applications.

4 Pre-application Engagement

- 4.1.1 The proposals follow extensive pre-application engagement with stakeholders and the community throughout 2021. This section provides a summary of the pre-application engagement that has taken place.
- 4.1.2 The **Statement of Community Involvement (SCI) and Design and Access Statement (DAS)** provide further details of the pre-application engagement that has been undertaken, the feedback received and how the design of the Proposed Development has evolved following this feedback.

Overview of Stakeholder Engagement

- 4.1.3 The Applicant recognises that the NPPF places significant importance on pre-application consultation and has invested considerable time and resources to encourage meaningful involvement in the pre-application engagement / consultation process. The Project has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders. The five main phases of engagement/consultation are as follows:
- i. EIA Scoping Engagement (March 2021 – April 2021)
 - ii. Landowner Engagement (February 2021 – present)
 - iii. Stakeholder Briefings/Meetings (February 2021 – present)
 - iv. CPA Pre-application Engagement (April 2021 – October 2021)
 - v. Online Public Engagement (10 May – 7 June 2021)

EIA Scoping Consultation

- 4.1.4 Following consideration of the EIA Regulations and the relevant thresholds the Applicant has undertaken an EIA of the Proposed Development. The Applicant submitted a request for an EIA Scoping Opinion to OCC on 16 March 2021, to determine the environmental factors that required consideration and assessment as part of the EIA.
- 4.1.5 OCC issued its final EIA Scoping Opinion on 28 April 2021 and the Scoping Opinion has informed the contents and assessment within the ES. The Applicant team has endeavoured to engage with relevant statutory and technical consultees throughout the pre-application phase of the Project.

Landowner Engagement

- 4.1.6 The Applicant has conducted extensive individual landowner engagement for the Proposed Development. Correspondence has been conducted through Microsoft Teams meetings and multiple site visits to discuss any issues and inform the landowners of the proposed design of the Proposed Development. Landowners that have been directly impacted by the red line boundary have been guided through the CPO process sensitively. Landowners have been made aware of the compensation process and have been ensured that any loss of landscaping or vegetation will be replaced. The Applicant informed landowners that they are allowed to instruct an agent to guide them and that the Applicant would cover reasonable fees for this.

4.1.7 The **SCI** provides further details of the pre-application engagement that has been undertaken, the feedback received and how the design of the Proposed Development has evolved following this feedback.

Stakeholder Briefings/Meetings

4.1.8 From March to August 2021 a series of briefings and meetings were held with the following stakeholders:

- District Councils of West Oxfordshire, Cherwell and Oxford City;
- Central Government stakeholders;
- Parish Councils of Eynsham, Cassington and South Leigh;
- Landowner engagement has been ongoing since early 2020 seeking acquisitions by negotiation. Many of these are well progressed. Furthermore, intensive engagement with affected landowners has been undertaken during the months March – June 2021 as the preferred options became known;
- Technical stakeholders including rail operators, the EA, CPRE OXON, emergency services, utilities providers.
- Political stakeholders;
- A combined forum of cycling groups;
- Proactive engagement with statutory bodies such as the EA and Natural England to ensure that any impacts are carefully and comprehensively mitigated;
- Engagement with developers of adjacent sites.

4.1.9 These briefings involved a presentation by the Applicant's Project team to provide an overview and context around current conditions along the A40, with informal discussion and time provided for stakeholders to ask any questions.

4.1.10 The **SCI** provides further details of the pre-application engagement that has been undertaken, the feedback received and how the design of the Proposed Development has evolved following this feedback.

Pre-application Engagement with OCC as County Planning Authority

4.1.11 Throughout the design process there has been frequent engagement with the CPA and other statutory stakeholders. These discussions have included the following:

- The key planning considerations to be addressed in the planning application
- Validation requirements for the planning application
- The pre-application engagement strategy
- The design of the Proposed Development
- The inclusion of the Western Development Roundabout and the Eynsham Underpass in the Proposed Development
- Environmental matters

4.1.12 The SCI provides further details of the pre-application engagement that has been undertaken, the feedback received and how the design of the Proposed Development has evolved following this feedback.

Online Public Engagement

4.1.13 The Project team established an 'A40 Improvements' webpage on OCC's website which provided an overview of the six schemes that form the A40 Improvement Programme. This webpage provided access to a dedicated A40 HIF2 Smart Corridor Project webpage, virtual exhibition and frequently asked questions webpage.

4.1.14 The virtual exhibition was live from 5 May – 7 June 2021 and provided the opportunity for participants to complete a feedback form online via the OCC consultation portal. A dedicated email address was also set up to provide the opportunity for comments and questions to be submitted to the Project team.

4.1.15 The Project team also held two live webinar events hosted via Microsoft Teams to give participants the opportunity to ask questions to members of the team directly. This aimed to recreate as far as possible a traditional 'in-person' public exhibition whilst complying with the Government's Covid-19 guidelines.

4.1.16 The SCI provides further details of the pre-application engagement that has been undertaken, the feedback received and how the design of the Proposed Development has evolved following this feedback.

5 Proposed Development

5.1.1 The application seeks permission for the following ('the Proposed Development'):

- *The dualling of approximately 3.2km of the A40 carriageway from the existing Hill Farm junction at Witney to the Eynsham Park and Ride site (R3.0057/19) including the construction of two new roundabouts;*
- *An eastbound and westbound bus lane approximately 6.5km in length from the Eynsham Park and Ride site to existing structures at Duke's Cut waterway (Duke's Cut Canal Bridge, Earl's Culvert, Wolvercote Railway Bridge and Wolvercote Canal Bridge);*
- *Capacity and connectivity improvements over the existing structures at Duke's Cut waterway to enable the proposed eastbound bus lane to extend over the existing structures up to the A34 flyover in the east, forming a connection into Oxford North (Northern Gateway) strategic development site;*
- *Construction of a new signalised junction to the Eynsham Park and Ride site;*
- *New pedestrian/cyclist underpass at Cuckoo Lane ('the Eynsham Underpass'). Two new pedestrian/cycle bridges at Cassington Halt (Cassington Halt Footbridge North and Cassington Halt Footbridge South);*
- *Widening of Cassington New Bridge;*
- *Demolition and replacement/extension of existing White House Culvert;*
- *Demolition and replacement/extension of Barnard Gate New Culvert;*
- *New and improved shared use footways and cycleways, including new shared use links to National Cycle Network (NCN) Route 5 at Duke's Cut waterway;*
- *Alterations to existing junctions and property accesses along the A40;*
- *Controlled crossings, external lighting, noise barriers, sustainable drainage systems, landscaping, habitat creation including ecology ponds and associated hibernacula; and*
- *All associated engineering and temporary construction works, site compound and storage areas.'*

5.1.2 The key components of the Proposed Development are detailed below. This should be read in conjunction with the detailed description of the development in **ES Chapter 4: The Proposed Development**, the **General Arrangement Plans, Landscape Plans** and **Lighting Plans**. Further information on the Proposed Development and the design rationale can be found in the **DAS**.

5.2 Dual Carriageway Extension

5.2.1 The Dualling comprises the dualling of approximately 3.2km of the A40 from Hill Farm in the west to the proposed Eynsham P&R in the east.

5.2.2 A new four arm roundabout is proposed at Barnard Gate ('the Barnard Gate roundabout'), to replace the existing staggered junctions that lead onto Barnard Gate North and Barnard Gate South. An uncontrolled crossing is proposed on the northern arm of the Barnard Gate roundabout and toucan crossings are proposed on the southern arm and eastern A40 arm to connect proposed footways and shared use footways/cycleways to increase connectivity for Non-Motorised Users (NMUs).

- 5.2.3 A shared use facility is proposed on the northern verge of the A40 for the extent of this section of the Proposed Development. In addition, a footway is proposed on the southern verge of the A40 between Hill Farm and Salutation Farm to connect Public Rights of Way (PRoWs).
- 5.2.4 Access to Hill Farm, Whitehouse Farm and Salutation Farm to the north of the A40 will be provided by an access road that branches off Barnard Gate North and runs westwards parallel to the proposed A40 eastbound dual carriageway, passing Salutation Farm and Whitehouse Farm along the way to Hill Farm. The existing access road currently terminates at Salutation Farm, but this will be extended westwards using the existing A40 single carriageway. The track will be a two-way road.
- 5.2.5 Chosely Farm's existing access on to the A40 eastbound will be retained, whilst the Farm's access to the A40 westbound will be via the Barnard Gate roundabout.
- 5.2.6 Access from Barnard Gate Farm to the A40 will be via the existing track to the property which connects to the west with Barnard Gate North which leads to the Barnard Gate roundabout.
- 5.2.7 Home Farm's existing access on to the A40 will be stopped up. A new access track will be constructed, which will connect to the west with Barnard Gate North which leads to the Barnard Gate roundabout.
- 5.2.8 Access from Ambury Close Farm and Fir Tree Farm to the A40 will be via a new track running to the south of, and parallel to, the A40 from Barnard Gate South.
- 5.2.9 A new four arm roundabout is proposed on the A40 in place of the layby to the east of the Eynsham Motocross site (the Western Development Roundabout). The northern arm provides the main access in to SCGV, and the southern arm offers a secondary access into the West Eynsham SDA.
- 5.2.10 A new westbound lay-by will be provided opposite Salutation Farm and a new eastbound lay-by will be provided opposite Fir Tree Farm.

5.3 Integrated Bus Lanes

- 5.3.1 The A40 will be widened from the Eynsham P&R in the west to Duke's Cut structures in the east to provide approximately 6.5km of eastbound and westbound bus priority lanes and a shared use facility on either side, separated from the bus lanes by a 1m grass verge.
- 5.3.2 A new three-arm signalised junction is proposed on the A40 to the west of Cuckoo Lane at Eynsham. This will provide access to the Eynsham P&R and replace the roundabout approved as part of the Eynsham P&R application. This signalised junction has been designed to enable the construction of a southern arm in to the West Eynsham SDA.
- 5.3.3 A Toucan crossing is proposed just to the west of the Cuckoo Lane junction with the A40. A traffic island is included to prevent westbound traffic on the A40 turning right onto Cuckoo Lane.
- 5.3.4 A pedestrian/ cyclist underpass is proposed underneath the A40, linking with Old Witney Road to the south and emerging to the west of Cuckoo Lane in the north (the Eynsham Underpass). This would provide a grade separated link between Eynsham and SCGV.
- 5.3.5 A signalised junction is proposed at Witney Road junction with the A40 to the western edge of Eynsham. The signalised junction will include a central reservation to prevent a right hand turn from Witney Road onto the A40. Staggered toucan crossings will be included to provide cross points over Witney Road and the A40.

- 5.3.6 A controlled staggered toucan crossing is proposed on the A40 to connect the Spareacre Lane PRoW to the west of the Esso Petrol Station. The design enables improved safety with street lighting and potential CCTV.
- 5.3.7 The entry widths and flare lengths on the Lower Road roundabout will be increased to accommodate the bus lanes. In-line toucan crossings are proposed on the northern and southern arms of the Lower Road roundabout.
- 5.3.8 Cassington New Bridge, to the west of Cassington, will be widened to allow the bus lanes to pass over the bridge and to provide a shared use facility on both the southern and northern sides of the bridge.
- 5.3.9 Controlled crossings are proposed across Eynsham Road at the junction with the A40. A central traffic island is included to provide NMUs with a safe refuge area.
- 5.3.10 At Cassington Halt Bridge, the bus lanes will be constructed within the existing parapets. Footway/ cycleway bridges are proposed on the northern and southern sides of Cassington Halt Bridge. These will run parallel to, and slightly apart from Cassington Halt Bridge.

5.4 Duke's Cut

- 5.4.1 The eastbound bus lane will extend over the existing Duke's Cut waterway structures (Duke's Cut Canal Bridge, Earl's Culvert, Wolvercote Railway Bridge and Wolvercote Canal Bridge) to the east of the A34 flyover.
- 5.4.2 A shared use facility for pedestrians and cyclists will be situated on the southern side of the bridges and a footpath facility will be provided on the northern side.
- 5.4.3 North and south links are proposed from the A40 to NCN5.
- 5.4.4 The north link will be a non-segregated shared-use path. From west to east, the north link, will exit the A40 through an existing field access approximately 580m west of the A34 flyover. From there it will travel along the southern boundary of the Meadows east of Cassington to Yarnton Pits Local Wildlife Site (LWS) and join up with an existing towpath along the northern bank of the Duke's Cut Canal, connecting with NCN5.
- 5.4.5 The south link includes the proposed access from the A40 located approximately 70m to the east of the A34 underpass, then the proposed route connects to the NCN5 link.

5.5 Speed Limit Reduction

- 5.5.1 The existing speed limit along the dual carriageway section of the A40 is 70mph and 60mph along the single carriageway sections. However, following a review of the character and usage (for example by pedestrians, cyclists and equestrians), together with the potential for air quality and noise effects in proximity to existing residential properties along the route, speed limits across the Proposed Development have been reduced.
- 5.5.2 The proposed speed limit will remain at the national speed limit for the section of dual carriageway between Hill Farm and the proposed new junction at Barnard Gate. The Dualling section between Barnard Gate and just west of the proposed SCGV western roundabout will be 50mph. From this point to east of the Lower Road Roundabout it will be 40mph. From here the speed limit is proposed to be 50mph to where the proposed 40mph speed limit west of Oxford North SDS is already proposed to start. The speed limits over the Duke's Cut structures are not proposed to change from the current Oxford North SDS proposal of 40mph and 30mph.

5.6 Landscaping

- 5.6.1 The landscape strategy aims to reduce vegetation loss wherever possible. Every opportunity to enhance biodiversity and visual amenity has been taken, including replacing areas of hatching on the road with planted central islands, which increase groundcover and provision of new trees. Wherever vegetation loss has been unavoidable, new planting has been proposed to replace it and reduce significant visual effects.
- 5.6.2 A strategy of new hedgerow planting along the IBL section has increased the overall amount of new hedgerow planting considerably and the use of species rich grassland rather than amenity grass in most locations also increased biodiversity.

5.7 Biodiversity Net Gain

- 5.7.1 The Proposed Development is looking to deliver a 10% biodiversity net gain (BNG), in line with the requirements of the Environment Act 2021 and local planning policy. While the general approach of the landscape design has been to maximise the amount of landscaping that can be incorporated within the red line boundary, the constrained nature of the existing A40 Corridor means that there will inevitably be a large amount of vegetation clearance required. Therefore, opportunities for habitat creation and enhancements on third party land near the Proposed Development have been identified, to enable the Proposed Development to achieve a net gain in biodiversity.

5.8 Lighting

- 5.8.1 The following lighting control measures have been considered to control or reduce the lighting on the Application Site and any potential disturbances it presents in the area.
- 5.8.2 Lighting has been restricted to areas considered to be key for safety reasons, such as at approaches to a junction where vehicles paths merge, diverge, or cross. Lighting has been contained to the following locations:
- Barnard Gate Roundabout
 - Western Roundabout
 - Park and Ride Junction to Witney Road
 - Tesco Express Toucan Crossing
 - Hanborough Road Toucan Crossing
 - Eynsham/ Lower Road Roundabout
 - Two uncontrolled crossing points where PRow footpaths cross (remote solar lighting is proposed)
 - Cassington Road/ Eynsham Road Junction
 - Horsemere Lane Toucan Crossing.
- 5.8.3 All lighting will conform to OCC standards and will be LED lighting. The LED colour temperature will be restricted to 3000k (often called warm) with dimming applied overnight. As the level of use and traffic is likely to decrease between midnight and 5am, either a flat dimming regime from 100% to 50% during certain hours could be utilised or a stepped approach once traffic flow figures are established fully.

5.8.4 Lighting has been considered within **ES Chapter 10: Landscape and Visual** and full details are contained within the **Lighting Scheme** and **Lighting plans**.

5.9 Delivery, Phasing and Implementation

Delivery

5.9.1 OCC will be responsible for delivering those elements of the Proposed Development for which HIF funding has been secured.

5.9.2 The Eynsham Underpass and the Western Development Roundabout were not part of the original bid for HIF funding and are therefore subject to separate funding and delivery arrangements to the other elements of the Proposed Development. OCC and WODC are currently looking at options to fund the delivery of the Eynsham Underpass and Western Development Roundabout.

Phasing

5.9.3 The construction programme for the Proposed Development is as follows, subject to securing planning permission, land acquisition and the CPO:

- Spring 2022 – Autumn 2023 – enabling works and mobilisation including utility diversions along the A40 corridor and setting up construction sites.
- Spring 2023 – early 2025 – construction of the IBL and the Duke's Cut elements.
- Summer 2023 – early 2025 – construction of the Dualling element.

Construction Site Compounds

5.9.4 The main construction site compound is proposed to be at the Eynsham P&R site north of the A40 to the west of Cuckoo Lane ('the main compound'). The main construction compound will cover the eastern extent of the Park and Ride site. When the main construction works are complete, the main compound will be downsized to allow the final stages of the Eynsham P&R construction to be completed.

5.9.5 Satellite construction compounds are proposed to be installed along the length of the highway to the eastern and western extents of the A40. The locations of the construction compounds are shown in **ES Appendix 4-A. Section 5** of the **DAS** contains further information regarding the construction compounds and why the locations were selected.

5.9.6 In addition, there will be various small welfare/ office arrangements at specific locations, including Cassington New Bridge and Cassington Halt Bridge. These will be required either side of the structure to allow for fabrication works and sufficient space for the subsequent lifting operations.

Welfare Facilities

5.9.7 Welfare facilities will be located at all site compounds. The main site compound will include, but not be limited to the following: co-located office units; canteen area; drying room areas; means of heating food; means of storing food; seating areas with full back support; emergency spill kits; first aid facilities; male and female toilets; lockers; and cleaning facilities to assist with maintenance of personal protective equipment (PPE).

5.9.8 Mobile welfare units will be deployed along the length of the IBL section of the Proposed Development, within the highways boundary and relocated as work progresses.

5.9.9 Further information regarding welfare facilities is contained in [section 4.9](#) of [ES Chapter 4: The Proposed Development](#).

6 Planning Policy Context

6.1 Introduction

- 6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications is made in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.1.2 This section details the Development Plan documents of relevance to the proposals, as well as other material considerations and emerging planning policy and guidance.

6.2 National Planning Policy

National Planning Policy Framework (2021)

- 6.2.1 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and how they are expected to be applied. The NPPF provides a framework for which development local plans can be produced. Planning applications must be determined in accordance with the NPPF, unless material considerations indicate otherwise.
- 6.2.2 The key sections of the NPPF of relevance to the Proposed Development are:
- Section 2 – Achieving sustainable development
 - Section 4 – Decision-making
 - Section 5 – Delivering a sufficient supply of homes
 - Section 6 – Building a strong, competitive economy
 - Section 8 – Promoting health and safe communities
 - Section 9 – Promoting sustainable transport
 - Section 12 – Achieving well-design places
 - Section 13 – Protecting Green Belt land
 - Section 14 – Meeting the challenge of climate change, flooding and coastal change
 - Section 15 – Conserving and enhancing the natural environment
 - Section 16 – Conserving and enhancing the historic environment

6.3 Adopted Local Planning Policy

- 6.3.1 The Development Plan documents relevant to the Proposed Development are detailed below. The key policies of relevance are assessed in [Section 7](#) of this Planning Statement under several policy themes, and a detailed table outlining each relevant policy is contained in [Appendix C](#).

West Oxfordshire Local Plan 2031 (2018)

- 6.3.2 The West Oxfordshire Local Plan 2031 ('WOLP') was formally adopted on 27 September 2018. The WOLP sets out a vision of the District in 2031 and provides an overarching framework to guide and deliver that vision.

Cherwell Local Plan 2011 – 2031 (Part 1) (2015)

- 6.3.3 The Cherwell Local Plan 2011-2031 (Part 1) ('CLP1') contains strategic planning policies for development and the use of land. The Plan was formally adopted by the Council on 20 July 2015.

Cherwell Local Plan 2011-2031 (Part 1) Partial Review - Oxford's Unmet Housing Need (2020)

- 6.3.4 The Cherwell Local Plan 2011-2031 (Part 1) Partial Review - Oxford's Unmet Housing Need ('CLPPR') was formally adopted as part of the statutory Development Plan by the Council on 7 September 2020.

- 6.3.5 The Plan provides the strategic planning framework and sets out strategic site allocations to provide Cherwell District's share of the unmet housing needs of Oxford to 2031.

Cherwell Local Plan 1996 Saved Policies (1996)

- 6.3.6 Saved policies of the Adopted Cherwell Local Plan 1996 ('CLPSP') remain part of the statutory Development Plan. The saved policies are those that were originally saved on 27 September 2007, and which have not been replaced by policies within the Adopted Cherwell Local Plan 2011-2031 (Part 1).

Oxford Local Plan 2036 (2020)

- 6.3.7 The Oxford Local Plan 2036 ('OLP') sets out a vision for the city and contains detailed policies to inform planning applications. The OLP was formally adopted as part of the statutory development plan on 8 June 2020.

Northern Gateway Area Action Plan (2015)

- 6.3.8 Oxford City Council formally adopted the Northern Gateway Area Action Plan ('NG AAP') on 20th July 2015. The NG AAP supports the delivery of the Oxford Core Strategy 2026 allocation and guides future development of this site to the north of the city in the Wolvercote ward.

Wolvercote Neighbourhood Plan (made 2021)

- 6.3.9 The Wolvercote Neighbourhood Plan ('WNP') was made on 23 June 2021. It is a spatial plan containing planning policies against which planning applications are determined, and community policies, which aim to help the community in Wolvercote deliver the desired changes. The WNP supports Oxford City Council's spatial planning policies set out within the OLP.

Eynsham Neighbourhood Plan (made 2020)

- 6.3.10 The Eynsham Neighbourhood Plan ('ENP') was made on 30 January 2020. The plan runs from 2018 until 2031 to align with the end date of the West Oxfordshire Local Plan 2031.

- 6.3.11 The ENP sets out additional policies in relation to the Neighbourhood Area to support the WOLP.

South Leigh Neighbourhood Plan (made 2019)

- 6.3.12 The South Leigh Neighbourhood Plan ('SLNP') was made on 20 December 2018, and forms part of the Development Plan for the South Leigh Neighbourhood Plan area. The SLNP sets out additional policies in relation to the Neighbourhood Area to support the WOLP.

Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy (adopted 2017)

- 6.3.13 The Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy ('OMWLP') was adopted in 2017. It sets out the vision, objectives, spatial planning strategy and policies for meeting development requirements for the supply of minerals and the management of waste in Oxfordshire over the period to 2031.

6.4 Material Considerations

- 6.4.1 There are several other documents that are considered material to the determination of this planning application. These documents are listed below.

Connecting Oxfordshire: Local Transport Plan 2015-2031 (published 2015, updated 2016)

- 6.4.2 Connecting Oxfordshire Local Transport Plan ('LTP4') sets out OCC's policy and strategy for developing the transport system in Oxfordshire to 2031, LTP4 is made up of a number of volumes. LTP4 was agreed by full council in 2015 and updated in 2016 in order to strengthen the emphasis on improving air quality and making better provision for walking and cycling.
- 6.4.3 OCC are currently working to update LPT4 with the Local Transport and Connectivity Plan ('LTCP'), to better reflect their strategy for both digital infrastructure and for connecting the whole county (see below in Emerging Planning Policy and Guidance).

Oxfordshire 2020 Climate Action Framework (2020)

- 6.4.4 In 2019, OCC passed a motion to declare a 'Climate Emergency' that requires urgent action. Subsequently, OCC produced a 2020 Climate Action Framework (CAF), which sets out how OCC will tackle the climate crisis through internal transformation and enabling a zero carbon Oxfordshire. The CAF aims to make electric and active travel the new normal and to reduce emissions by 50% by 2030 to achieve zero emissions by 2050. The CAF sets out that through their local transport planning role OCC will:

- Increase walking and cycling;
- Enable safe, convenient electric public transport across and between towns; and
- Increasingly deprioritise journeys by single occupancy private car.

- 6.4.5 The CAF goes on to set out OCC's plans for transport and connectivity which include to:

- Support a zero-carbon ambition;
- Implement post COVID schemes to support active travel;
- Deliver Connecting Oxford schemes including the Zero Emissions Zone;
- Develop and implement local cycling and walking infrastructure plans;
- Pilot low traffic neighbourhoods; and
- Support electrification of the bus fleet in Oxford.

Guidance

- **Planning Practice Guidance ('PPG')** – The PPG by the Ministry of Housing Communities and Local Government (MHCLG) provides detailed policy guidance to support the NPPF.
- **West Oxfordshire Infrastructure Delivery Plan (2016) ('WOIDP')** – The WOIDP forms part of the evidence base for the WOLP and seeks to identify the infrastructure that is needed to support future growth in the District to 2031.
- **Non-Statutory Cherwell Local Plan 2011 (2004) ('NSCLP')** – The NSCLP 2011 was intended to review and update the Local Plan adopted in 1996. Due to changes to the planning system introduced by the Government, work on this plan was discontinued prior to adoption. The Non-Statutory Cherwell Local Plan 2011 is not part of the statutory development plan but was approved as interim planning policy for development control purposes in December 2004. The Adopted Cherwell Local Plan 2011-2031 (Part 1) includes policies that supersede some of those within the Non-Statutory Local Plan.
- **Biodiversity and Planning in Oxfordshire (2014) ('BPO')** – Guidance produced by Oxfordshire County Council to align with National Planning Policy Framework (NPPF) sections on biodiversity. This guidance has sections dealing with various biodiversity features which should be protected and enhanced through the planning system.
- **West Oxfordshire Interim Biodiversity Net Gain Guidance for Developers and Ecological Consultants (2020) ('WOBG')** – Interim guidance that should be followed for planning applications within West Oxfordshire to ensure Biodiversity Net Gain is delivered in line with WOLP Policy EH3.

Strategy Documents

- **National Infrastructure Strategy (November 2020) ('NIS')** – The NIS was published on 25 November 2020 and sets out the government's plans to improve the quality of the UK's infrastructure, to help level up the country, strengthen the Union, and put the UK on the path to net zero emissions by 2050.
- **Oxfordshire Infrastructure Strategy (2017) ('OxIS')** – The OxIS provides a strategic framework for Oxfordshire authorities to establish future infrastructure investment priorities alongside potential delivery and funding opportunities and will support the Draft Oxfordshire Plan 2050 ('DOP'). The OxIS is currently being updated (see below- Emerging Oxfordshire Infrastructure Strategy 2021). Its aim is to set out the priority strategic infrastructure investment needed to support sustainable, clean, healthy and inclusive growth across Oxfordshire, and has been developed to take account of wider policy and strategic priorities, including those set out in the Oxfordshire Strategic Vision (2021).
- **Oxfordshire Strategic Vision (2021)** – The Oxfordshire Growth Board has developed a Strategic Vision for Oxfordshire to help create an agreed set of long-term, strategic economic, infrastructure and environmental priorities designed to deliver the outcomes that local people want and will feed into the preparation of the Draft Oxfordshire Plan 2050 ('DOP').

Supplementary Planning Documents (SPDs)

- 6.4.6 The following are adopted supplementary planning documents (SPD) which provide are additional guidance to support the implementation of the relevant local plan. They provide more detail on some policies and should be considered when making a planning application.

- **West Oxfordshire Design Guide (2016) ('WODG')** – The Design Guide provides advice and information which builds upon national and local planning policies contained primarily in the NPPF and in the WOLP.
- **Cherwell District Council: Developer Contributions SPD (February 2018) ('CDC')** - The SPD sets out the Council's approach to seeking contributions for the delivery of infrastructure required to support development.

6.5 Emerging Planning Policy and Guidance

6.5.1 The following emerging planning policy documents and guidance are of relevance to the Proposed Development.

- **Draft Oxfordshire Local Transport and Connectivity Plan ('Draft LTCP')** – The draft LTCP is an update to the current LTP4, to better reflect the Oxfordshire's strategy for both digital infrastructure and for connecting the whole county. A vision document has been consulted on in February 2021. Consultation on the full LTCP document was anticipated in Autumn 2021, before approval and adoption in winter 2021/22.
- **Draft Oxfordshire Plan 2050 ('Draft OP')** – As part of the Oxfordshire Housing and Growth Deal agreement with the Government, the six Oxfordshire authorities have committed to producing a joint statutory spatial plan, known as the Oxfordshire Plan 2050.
- **Draft Salt Cross Garden Village Area Action Plan ('SCGV AAP')** – WODC submitted the SCGV AAP for examination in February 2021 and the Examination Hearings took place June-July 2021. On the 27 July 2021, the Inspector for the SCGV AAP issued a note stating that the examination had been paused to enable WODC to make modifications to the policies relating to phasing and trigger points for infrastructure.
- **Draft West Oxfordshire Local Plan 2040 ('DWOLP')** – National policy requires local plans to be kept up to date and a review of the current WOLP will therefore be needed in due course. It is envisaged that the review of the West Oxfordshire Local Plan will largely stem from the Oxfordshire Plan 2050. It is currently timetabled for work to begin on the DWOLP from November 2021- September 2022 (first stages of informal engagement - Regulation 18) and to be adopted in September 2023.
- **Draft Cherwell Local Plan Review 2040 ('DCLPR')** – This is a review of the adopted Cherwell Local Plan (CLP1, CLPPR OUHN, and CLPSP) to ensure key planning policies are kept up to date for the future, to assist implementation of the Oxfordshire Plan 2050 (DOP) and to replace the adopted Local Plan. The Council has published the Local Plan Review Options Consultation Paper for public consultation, which runs until 10 November 2021. It is timetabled to be adopted in November 2023.
- **Draft Oxford Local Plan 2040 ('DOLP')** – The DOLP will set out the planning strategy for meeting the needs of the city. An Early Issues consultation was carried out between August and September 2021. The DOLP is currently timetabled for adoption in March 2025.
- **Emerging Oxfordshire Infrastructure Strategy 2021 ('emerging OxIS')**– The emerging OxIS was commissioned on behalf of the Oxfordshire Growth Board to support the emerging Oxfordshire Plan 2050. The E-OxIS Stage 1 Report was published in July 2021.
- **Emerging Cassington Neighbourhood Plan ('emerging CNP')** – The Neighbourhood Area was designated on 8 December 2020. The emerging CNP is at very early stages; responses to an initial questionnaire were published in July 2021.

- **The Cassington Green Infrastructure Plan (July 2021) ('CGIP')** – A Report Prepared for Cassington Parish Council and the Residents of Cassington Village by AD Rogers and forms part of the consultation process for the Neighbourhood Plan.
- **Draft West Oxfordshire Developer Contributions SPD ('draft WODC SPD')** –The SPD will provide detailed guidance to developers, infrastructure providers and local communities on likely infrastructure requirements for developments in West Oxfordshire, so they can be factored in at an early stage. An initial draft version of the SPD was published for a six-week period of consultation from 9 November to 21 December 2020.

7 Planning Assessment

7.1 Introduction

- 7.1.1 Having regard to the planning policy context and pre-application engagement with the CPA, the key planning matters relating to the Proposed Development are considered to be:
- i. Principle of development;
 - ii. Green Belt
 - iii. Transport and safety;
 - iv. Climate change and sustainable development;
 - v. Landscape and visual;
 - vi. Biodiversity;
 - vii. Air Quality;
 - viii. Noise and Vibration;
 - ix. Lighting;
 - x. Historic environment;
 - xi. Flood risk and the water environment.
- 7.1.2 The Proposed Development is assessed against these key planning matters below. A detailed table outlining each key relevant policy is contained in [Appendix C](#).
- 7.1.3 Further consideration of transport policy and strategy is also contained in [Table 2-2](#) to [Table 2-4](#) of the [Transport Assessment \(TA\)](#). The Planning Statement should be read in conjunction with the [TA](#), [ES](#) and [DAS](#).

7.2 Principle of Development

- 7.2.1 The A40 forms a major east-west route across the south of the West Oxfordshire district. It forms the primary route between Oxford and Cheltenham and the most direct transport link between Witney/ Eynsham and Oxford. The A40 is a key commuting route into Oxford, with 7,500 commuters travelling to Oxford per day from West Oxfordshire (2011 Census).
- 7.2.2 As is discussed in detail in [Section 2](#) of this Planning Statement, east of Witney, the traffic flow along the A40 exceeds the capacity of the road on a regular basis during peak flow periods. This causes severe congestion at peak times, with low journey speeds and high journey time unpredictability.
- 7.2.3 The A40 is an important bus corridor. However, further connectivity and growth in the bus passenger market is constrained by the long and highly unreliable journey times, with services delayed in the same congestion as all other vehicles. Without dedicated bus lanes and associated bus priority measures on the A40 corridor, bus services along the A40 suffer from

slow journeys as well as poor reliability and this, therefore, limits the potential to shift demand to more sustainable alternatives.

- 7.2.4 Current infrastructure for NMUs comprises a shared use pedestrian and cycle pathway that runs alongside both sides of the A40 from Eynsham to the east, with only a northside path between Eynsham and Witney. This pathway is approximately 1m wide and lacks provision of signalised crossings for pedestrians and cyclists at most intersections with local roads and on sections of the route near more built-up areas, mainly at Eynsham. This creates important severance barriers and means it is not currently a particularly attractive route for cyclists.
- 7.2.5 WOLP paragraph 2.51 identifies the following as key weaknesses in West Oxfordshire District (among other matters):
- Severe traffic congestion in Witney and on Oxford approach roads, particularly A40 east of Witney; and
 - Limited opportunities for safe travel by foot or cycle outside main towns such as where routes are adjacent to roads
- 7.2.6 The ENP highlights on page 7 that the most-mentioned issue at the ENP consultation events was the congestion on the A40 and Toll Bridge.
- 7.2.7 Paragraph 77 of LTP4 Volume 1 states that the objectives of a long-term strategy for improving the A40 are as follows:
- To improve travel times and/or journey reliability along the A40 corridor, in particular between Witney/Carterton and Oxford, taking account of future travel needs;
 - To stimulate economic in line with the Oxfordshire Strategic Economic Plan; and
 - To reduce the environmental impacts and safety issues along the A40 corridor.
- 7.2.8 LTP4 Volume 1 Policy 01 states “OCC will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its environmental and heritage assets and supporting the health and wellbeing of its residents.”
- 7.2.9 LTP4 Volume 1 Policy 02 states that OCC “will manage, and where appropriate, develop the county’s road network to reduce congestion and minimise disruption and delays, prioritising strategic routes.” LTP4 Volume 1 Policy 03 states that OCC “will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.”
- 7.2.10 The Proposed Development is considered a County priority, as it will ease congestion through the provision of additional highway capacity; facilitate modal shift through improved public transport travel times and reliability; improve safety and air quality and encourage and enable housing and economic development in the area.
- 7.2.11 The Proposed Development meets the aspirations of the A40 Route Strategy set out in LTP4 Volume 7a, specifically Policy A40 which states that OCC will deliver public transport improvements in the A40 corridor in order to improve access between towns in West Oxfordshire and Oxford, including the new employment site at Oxford’s ‘Northern Gateway’.
- 7.2.12 The public transport improvements along the A40 corridor identified in Policy A40 include:
- eastbound bus lane between Eynsham/ Lower Road roundabout and Duke’s Cut;

- westbound bus priority measures;
 - a Park and Ride car park on the A40 corridor; and
 - Junction improvements along the A40 corridor between Witney bypass and Eynsham/ Lower Road roundabout.
- 7.2.13 Planning permission was approved for a Park and Ride at Eynsham in March 2021 (OCC application reference R3.0057/19). The eastbound bus lane and junction improvements identified in Policy A40 form part of the Proposed Development. The Proposed Development improves upon the 'westbound bus priority measures' referenced in Policy A40, instead providing a dedicated westbound bus lane between the Eynsham P&R site and the Duke's Cut structures in the east.
- 7.2.14 The WOIDP identifies the eastbound bus lane as a critical priority for delivery between 2016-2021 and the westbound bus lane and dual carriageway between Witney and the Eynsham P&R site as a critical priority for delivery between 2021-2026.
- 7.2.15 The Proposed Development is supported by WOLP Policy T2 which states that WODC will continue to work in partnership with OCC in relation to securing improvements to the A40 between Witney and Oxford, including the provision of an eastbound bus lane, a westbound bus lane from Oxford to Eynsham and dualling of the A40 between Witney and Eynsham.
- 7.2.16 The Proposed Development also aligns with WOLP Policy EW10, which requires proposals for development in the Eynsham – Woodstock sub-area to seek to alleviate traffic congestion issues on the A40, to enhance public transport and to enhance pedestrian and cycle routes and infrastructure.
- 7.2.17 NPPF paragraph 81 states *"planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development..."* The WOLP identifies congestion on the A40 as a major constraint to inward investment (paragraph 9.2.11) and addressing transport congestion on the A40 is highlighted as a key element of WODC's strategy for achieving their economic objectives (paragraph 6.13). The Proposed Development addresses the issues identified in the WOLP, by easing congestion through the provision of additional highway capacity and facilitating modal shift through improved public transport travel times and reliability.
- 7.2.18 The A40 corridor between Witney and Oxford is a major housing and employment growth location in the WOLP. The WOLP allocates approximately 10,000 homes and around 64 ha of employment land in the vicinity of the A40 corridor in the sub-areas of Witney (4,702 homes / 18 ha), Eynsham – Woodstock (5,596 homes / 40 ha) and Carterton (2,680 homes / 6 ha).
- 7.2.19 The WOLP recognises that Eynsham has an important role to play in meeting cross-boundary housing needs because of its proximity and connections to Oxford City. The indicative distribution for the Eynsham - Woodstock sub-area includes 2,750 homes to provide for Oxford City's unmet housing need delivered through the West Eynsham SDA and the SCGV allocation north of the A40 near Eynsham.
- 7.2.20 The Proposed Development will directly support the delivery of WOLP allocated housing and employment sites, mitigating the transport impact of this planned growth by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford.
- 7.2.21 The delivery of the Western Development Roundabout on the A40 to the west of the Eynsham P&R access and a grade-separated crossing (underpass) between SCGV and Eynsham is

covered in Policy 17 and Policy 14 respectively of the emerging SCGV AAP Pre-Submission Draft.

Conclusion – Principle of Development

- 7.2.22 The Proposed Development complies with the overall objectives, policies and the A40 Strategy set out in LTP4. The Proposed Development supports the planned housing and employment growth set out in the WOLP and complies with WOLP Policy T2 and Policy EW10 and the emerging SCGV AAP. The principle of the Proposed Development is therefore considered to be acceptable.

7.3 Green Belt

- 7.3.1 The Proposed Development east of Eynsham is within the Oxford Green Belt.
- 7.3.2 NPPF paragraph 137 states that *“the fundamental aim of Green Belt policy is to prevent urban sprawl by keep land permanently open; the essential characteristics of Green Belts being their openness and their permanence.”*
- 7.3.3 NPPF paragraph 138 states that *“Green Belt serves five purposes:*
- a) *to check the unrestricted sprawl of large built-up areas;*
 - b) *to prevent neighbouring towns merging into one another;*
 - c) *to assist in safeguarding the countryside from encroachment;*
 - d) *to preserve the setting and special character of historic towns; and*
 - e) *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”*
- 7.3.4 NPPF paragraph 147 states *“inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”* Paragraph 148 requires local planning authorities to ensure that substantial weight is given to any harm to the Green Belt when considering any planning application and states that ‘very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.3.5 Paragraph 150 lists certain forms of development that are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include *“c) local transport infrastructure which can demonstrate a requirement for a Green Belt location.”*
- 7.3.6 WOLP Policy OS2, CLP1 Policy ESD14 and OLP Policy G3 all require development in the Green Belt to comply with national planning policies for the Green Belt.
- 7.3.7 As noted above, the NPPF considers local transport infrastructure which can demonstrate a requirement for a Green Belt location to not be inappropriate in the Green Belt, provided it preserves the openness of the Green Belt and does not conflict with the purposes for including land within it. These points are each considered in turn below.

Requirement for a Green Belt Location

- 7.3.8 The A40 road corridor west of Oxford is a heavily constrained route and east of Witney, the traffic flow along the A40 exceeds the capacity of the road on a regular basis during peak flow periods. The WOLP identifies congestion on the A40 as a major constraint to inward investment.

- 7.3.9 The Proposed Development will increase the highway capacity of the A40 and forms a fundamental component of planned growth within West Oxfordshire as detailed in [Section 2](#) of this Planning Statement. The Proposed Development also aims to encourage a change of travel behaviour along an existing major route into Oxford, through the provision of new and improved NMU facilities and dedicated bus lanes along the A40 corridor. It is therefore considered that the Proposed Development comprises local transport infrastructure which can demonstrate a requirement for a Green Belt location.
- 7.3.10 It is relevant to emphasise that the Proposed Development does not fall entirely within the Green Belt. Those elements of the scheme occupying a Green Belt location (all elements east of Eynsham – see [paragraph 7.3.12](#) below) have the primary aim of delivering sustainable transport improvements rather than facilitated improvements solely for private vehicles. Whilst the Proposed Development is not considered to represent inappropriate development for the reasons outlined above, and there is no demonstrable impact upon the openness of the Green Belt or the purposes of including land within it (thus not giving rise to a Very Special Circumstances requirement), the benefits of the Proposed Development in securing enhanced sustainable transport provision should be afforded significant weight in the determination of the submitted application.

Openness

- 7.3.11 The PPG (2019) states that “*assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgement based on the circumstances of the case.*” There are a number of matters which may need to be considered, and the PPG states that “*these include, but are not limited to:*”
- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
 - *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
 - *the degree of activity likely to be generated, such as traffic generation.”*
- 7.3.12 The parts of the Proposed Development within the Green Belt includes all elements east of Eynsham. These elements are summarised below:
- Eastbound bus lane to Oxford North SDS.
 - Westbound bus lane to Duke’s Cut waterway.
 - Increased entry widths and flare lengths on the existing Lower Road roundabout.
 - Widening of Cassington New Bridge by approximately 5.9m.
 - Footway/ cycleway bridges on the northern and southern sides of Cassington Halt Bridge. These will run parallel to, and slightly apart from Cassington Halt Bridge.
 - Capacity and connectivity improvements to the existing Duke’s Cut structures. Widening of the three bridges at Duke’s Cut is not required as widths within the existing parapets are sufficient.
 - New crossings across the Lower Road roundabout, the A40 and side roads.
- 7.3.13 The above elements would be constructed within the existing A40 corridor. They are considered to be minor in nature given that they would largely be constructed within the existing highway boundary or immediately adjacent to existing structures.

7.3.14 As such, the Proposed Development is not considered to demonstrably impact upon the openness of the Green Belt.

Green Belt Purposes

7.3.15 The Proposed Development is assessed against each of the five Green Belt purposes listed within NPPF paragraph 138 below.

- Purpose a) – The Proposed Development comprises additional transport infrastructure with the Green Belt. It does not include any new built development such as housing, employment, or commercial uses. The Proposed Development supports the delivery of allocated sites outside of the Green Belt along the A40 corridor. This is not considered to directly encourage further development in the Green Belt, rather the successful delivery of comprehensive strategic development has the potential to alleviate mounting pressure on Green Belt sites for housing. The Proposed Development is not considered to encourage the unrestricted sprawl of any large built-up areas.
- Purpose b) – The Proposed Development involves alterations to the A40, an existing linear transport corridor. It would not reduce the gaps between existing settlements and will not therefore cause neighbouring towns to merge into one another.
- Purpose c) – The Proposed Development includes the widening of the A40, additional roundabouts and shared use facilities outside of, but immediately adjacent to, the existing highway boundary. The Proposed Development has been designed and landscaped to limit the visual impact, and in relation to existing views, the Proposed Development would be in the same part of the view as the A40 and seen in this context.
- Purpose d) – The Cassington Conservation Area is located immediately adjacent to the north of the Proposed Development and the Eynsham Conservation Area is approximately 300m south of the Proposed Development. **ES Appendix 8-C: IBL Desk Based Assessment** considers the effect of the Proposed Development on either of the Conservation Areas to be neutral. The Proposed Development would not therefore impact on the setting or special character of a historic town.
- Purpose e) – The Proposed Development seeks to assist in urban regeneration, by reducing congestion between, and increasing accessibility to, existing urban areas and employment hubs.

7.3.16 The Proposed Development is therefore not considered to conflict with the five Green Belt purposes listed in NPPF paragraph 138.

Conclusion – Green Belt

7.3.17 The Proposed Development is considered to comprise local transport infrastructure for which a Green Belt location is required (NPPF paragraph 150 refers). The Proposed Development does not impact on the openness of the Green Belt and does not conflict with the purposes for including land within it.

7.3.18 As such, the Proposed Development is not considered to be inappropriate development within the Green Belt and is therefore in accordance with the NPPF and local development plan policies.

7.4 Transport and Safety

7.4.1 NPPF paragraph 104 states that *“transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*

- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) *patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*
- 7.4.2 NPPF paragraph 110 states that in assessing specific applications for development, *“it should be ensured that:*
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users...”*
- 7.4.3 The current problems with the A40 are detailed in **section 2** of this Statement, as well as the other supporting documents. As such, they are not repeated here.
- 7.4.4 As detailed in **section 3.3** the **Transport Assessment** the intention of the Proposed Development is not simply to create additional highway capacity to accommodate growth, but to provide the infrastructure needed to encourage a step change in the mode share of sustainable transport options for local journeys, for both existing and future residents and employees. This approach recognises that society is experiencing rapid changes in mobility and working patterns and is consistent with national policy towards Net Zero emissions, decarbonisation of the transport sector and promoting health and wellbeing through active travel.
- 7.4.5 The following sections consider the impact of the Proposed Development on active travel, public transport, the highway and safety for all users of the A40.
- Active Travel**
- 7.4.6 Active Travel can be defined as walking and cycling as an alternative to motorised transport for the purpose of making everyday journeys. NPPF paragraph 112 states that applications for development should, among other things, *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas...”*
- 7.4.7 Emerging Oxfordshire Plan 2050 objective 9 aims to reduce the need for travel and ensuring that active travel is convenient and attractive. To also ensure that public transport is preferred by residents to private car ownership and use.
- 7.4.8 WOLP Policy T3, CLP1 Policy ESD1, OLP Policy M1 and ENV Policy ENP7 all support developments which prioritise access by walking, cycling and public transport in order to reduce dependence on the private car.
- 7.4.9 Oxford has one of the highest rates of cycling in the UK, however the existing cycle mode share is significantly lower along the A40 corridor into Oxford and for travel in and around Witney and Eynsham.

- 7.4.10 Current active modes infrastructure within the Application Site comprises a shared use pedestrian and cycle way that runs alongside both sides of the A40 from Eynsham to the east, with a path only on the northern side of the A40 between Eynsham and Witney. This pathway is approximately 1m wide and lacks signalised crossings for pedestrians and cyclists at most intersections with local roads, and on sections of the route near more built-up areas, mainly at Eynsham. This creates severance barriers and means it is not currently a particularly attractive route for cyclists.
- 7.4.11 A review of existing provision for pedestrians and cyclists has also been undertaken. Whilst there is provision for pedestrian and cyclists along the majority of the A40, there are a number of gaps and the existing footway/ cycleway facilities are generally narrow, poorly signed and lack adequate separation from the busy A40 carriageway. There is also a lack of crossing points for NMUs. Overall the existing facilities are sub-standard and do not encourage these modes for travel along the A40 corridor.
- 7.4.12 The Proposed Development provides a range of infrastructure to support and encourage active travel. The widened shared footway/ cycleway will offer a significant improvement over the existing provision both westbound and eastbound along the full extent of the Proposed Development, improving connections to existing and developments proposed along the A40. The proposed new and improved crossing facilities will provide safe and convenient places for pedestrians and cyclists to cross the A40 providing access to communities, employment, educational and health facilities on either side of the A40.
- 7.4.13 The Proposed Development will also improve connections to and from the existing bus stops along the A40 and to the Park & Ride where bus services will be accessible.
- 7.4.14 The A40 is a busy highway corridor and through the provision of new and improved crossing facilities the Proposed Development will reduce the severance impact of the A40 on NMUs.
- 7.4.15 The Proposed Development is considered to improve infrastructure for active travel and encourage active travel in line with NPPF paragraphs 104, 110 and 112, WOLP Policy T3, CLP1 Policy ESD1, OLP Policy M1 and ENV Policy ENP7.
- 7.4.16 Further information regarding the improvements to active travel infrastructure are contained with the [Transport Assessment](#).

Public Transport

- 7.4.17 NPPF paragraph 112 states that applications for development should, among other things, give priority so far as possible *“to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”*
- 7.4.18 LPT4 Volume 8ii Policy WIT4 seeks to improve public transport and encourage its use by improving the frequency of bus services. One of the areas noted is between Witney to Oxford. Policy WIT4 also aims to improve the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.
- 7.4.19 As noted in the previous section, WOLP Policy T3 identifies all new developments will be located and designed to maximise opportunities for public transport use and help reduce car use as appropriate. OLP Policy M1 requires new development to prioritise access by walking, cycling and public transport.
- 7.4.20 ENP Policy ENP7 encourages, among other things, the use of alternatives to the private car.
- 7.4.21 WNP COC2 states that *“the Forum will work with relevant partner agencies and suppliers to ensure that good public transport with sufficient links to transport hubs and residential areas is available to and from the larger commercial areas.”*

- 7.4.22 The A40 is the main route for buses between Carterton and Witney, the two largest towns in West Oxfordshire, and Oxford. East of Witney, bus services currently share the single carriageway in each direction with general traffic. Hence buses are heavily affected by the congested traffic conditions along the A40 which significantly increases journey times and creates timetable unreliability.
- 7.4.23 The Proposed Development includes eastbound and westbound bus lanes between from the Eynsham P&R site to the existing Duke's Cut structures. The eastbound bus lane will extend over the existing Duke's Cut structures to the east of the A34 flyover, linking in o the eastbound bus lane approved as part of the Oxford North SDS (see [paragraphs 2.3.42 – 2.3.47](#) of this Statement for further information regarding Oxford North SDS).
- 7.4.24 The Proposed Development proposes five new bus stops and relocation of two bus stops along the corridor, increasing accessibility for passengers traveling from Eynsham and Cassington. These bus stops will provide access to frequent bus services within a 10 minute walk for the majority of residents in the SCGV and West Eynsham SDA developments, as well as existing residents in Eynsham. Outside of the scope of the Proposed Development, new services operating through Salt Cross and West Eynsham SDA should bring the whole of the new development areas within at most a 10 minute walk of a good bus service.
- 7.4.25 In 2031 with the implementation of the Proposed Development, the number of different bus services along the A40 is anticipated to increase from four to seven. This will improve accessibility to locations such as Oxford, Carterton, Witney and Eynsham as well as areas of employment and hospitals in the Oxford Eastern Arc.
- 7.4.26 In addition, in 2031 the bus frequency along the A40 is anticipated to increase from 11 per hour to 18 per hour in 2031 (see [table 5-1](#) of the [Transport Assessment](#)), based on the anticipated increase in demand. If the bus type remains a double decker with a theoretical capacity of 79 passengers, the bus capacity along the A40 will increase from 869 passengers per hour to 1,422 passengers per hour in 2031. This equates to a 64% increase.
- 7.4.27 The proposed eastbound and westbound bus lanes are predicted to significantly improve bus journey times and reliability. In the 2031 AM peak hour, the eastbound bus journey time between Shores Green and Wolvercote roundabout is predicted to reduce by 65% to 21 minutes with the introduction of the Proposed Development. In the PM peak in the westbound direction the Proposed Development results in a small increase in bus journey time, however this is as a result of the proposed speed limit reduction, additional crossing facilities and the additional bus stops. The proposed bus lanes also reduce the variability of bus journey times significantly in both directions in 2024 and 2031.
- 7.4.28 [ES Chapter 15: Traffic and Transport](#) concludes that the combined effect of the Proposed Development on eastbound and westbound bus passengers is considered to be major beneficial (significant).
- 7.4.29 The Proposed Development is considered to significantly improve public transport infrastructure along the A40, improving bus frequency, capacity and bus journey times in order to encourage a mode shift from the private car to public transport.
- 7.4.30 The Proposed Development is considered to improve public transport infrastructure and encourage public transport use, in line with NPPF paragraphs 104, 110 and 112, WOLP Policy T3, CLP1 Policy ESD1, OLP Policy M1 and ENV Policy ENP7.
- 7.4.31 Further details regarding improvements to public transport are provided in the [Transport Assessment](#).

Highways

- 7.4.32 As detailed in the **Transport Assessment**, future baseline assessments with the Proposed Development have been undertaken for 2024 and 2031. The former is the opening year, and the latter takes into consideration all residential and employment growth in the WOLP. The **Transport Assessment** includes an assessment of the following scenarios (as agreed in pre-application discussions with OCC Transport Development):
- 2024 Scenario S2 (Do Minimum) – Without Proposed Development and the Eynsham P&R scheme; with A40 Access to Witney and A40 Oxford North.
 - 2024 Scenario S4 (Do Something 2a) – With Proposed Development, Eynsham P&R scheme, A40 Access to Witney and A40 Oxford North.
 - 2031 Scenario S2 (Do Minimum) – Without Proposed Development and the Eynsham P&R scheme; with A40 Access to Witney and A40 Oxford North schemes.
 - 2031 Scenario S4 (Do Something 2a) – With Proposed Development, Eynsham P&R scheme, A40 Access to Witney and A40 Oxford North.
- 7.4.33 The intention of the Proposed Development is not simply to create additional highway capacity to accommodate growth, but to provide infrastructure needed to encourage a step change in the mode share of sustainable transport options for local journeys, for both existing and future residents and employees.
- 7.4.34 The **Transport Assessment** concludes that the analysis has shown that the Proposed Development will not worsen congestion issues and, overall, the Proposed Development has a positive impact on highway network capacity and journey times.
- 7.4.35 The Dualling section of the Proposed Development has been shown to work within capacity and to ease levels of congestion, which is predicted in the 2031 Do Minimum scenario. This section also facilitates the increase in traffic flows which is predicted due to more trips to/ from the Eynsham P&R, without any network capacity issues.
- 7.4.36 The analysis has shown that the junction modifications proposed as part of the IBL section of the Proposed Development will provide a significant benefit to general traffic, compared to the existing junctions, and the junctions are able to accommodate the predicted demand in the 2031 forecast year.

Safety

- 7.4.37 NPPF paragraph 112 states that application for development should “*create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*”
- 7.4.38 The Proposed Development will provide improved and new shared-use facilities and crossings along the A40 for NMUs, as well as a new shared-use pedestrian and cycle path from the A40 to the Oxford Canal (National Cycle Route 5). It also includes a new underpass at Eynsham. An alternative at-grade signal-controlled crossing will be provided as a replacement for the Eynsham underpass if this is not delivered with the Proposed Development.
- 7.4.39 The Proposed Development will also improve interactions between pedestrians/ cyclists and motorised vehicles. This includes providing separation between the shared footway/cycleway and in places providing priority to pedestrians and cyclists over motor vehicles. This is therefore likely to result in a reduction in the rate and severity of road accidents involving pedestrians and cyclists.

- 7.4.40 Active travel demand is forecast to increase as a result of planned developments, which would in turn increase the likelihood of accidents if no improvement to pedestrian and cycle crossings and facilities are provided.
- 7.4.41 The Proposed Development also proposes reductions in speed limit along the A40. This will also help to create a safer environment for pedestrians and cyclists travelling along and across the A40, reducing the likelihood and severity of accidents.
- 7.4.42 As part of the Proposed Development, two new lay-bys are proposed within the Dualling section. The westbound lay-by being provided in the likelihood of future possible closure of the lay-by at Eynsham as part of works associated with the West Eynsham SDA development. The locations of the new lay-bys ensures that spacing between lay-bys remains acceptable. This recognises the continued importance of the A40 as an important route for the safe movement of freight.
- 7.4.43 The Proposed Development is considered to improve safety for users of the A40 in line with NPPF paragraph 112.

Conclusion – Transport and Safety

- 7.4.44 The Proposed Development is considered to improve facilities and safety for NMUs and improve the public transport offer. It will not worsen congestion issues and overall the Proposed Development has a positive impact on highway network capacity and journey times. The Proposed Development is therefore considered to comply with NPPF paragraphs 104, 110 and 112, WOLP Policy T3, CLP1 Policy ESD1, OLP Policy M1 and ENV Policy ENP7.

7.5 Climate Change and Sustainable Development

- 7.5.1 NPPF paragraph 152 states *“the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”*
- 7.5.2 WOLP Policy OS4 states that new development should *“...demonstrate resilience to future climate change, particularly increasing temperatures and flood risk, and the use of water conservation and management measures.”*
- 7.5.3 CLP1 Policy ESD1 states *“measures will be taken to mitigate the impact of development within the District on climate change, including delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars.”*
- 7.5.4 ENP Objective ENV7 requires new development to *“be sustainable now and in the long terms without compromising one for the other”* and ENP Policy ENP5 states *“particular support will be given for proposals that help meet the intentions of the Climate Change Act 2008, including development that makes the most efficient use of land and materials and maximises the opportunities for the use of renewable and low-carbon forms of energy.”*
- 7.5.5 WOLP Policy OS3, CLP1 Policy ESD3, OLP Policy RE1 refer to the prudent use of natural resources and sustainable construction. WOLP Policy OS3 states *“all development proposals (including new buildings, conversions and the refurbishment of existing building stock) will be required to show consideration of the efficient and prudent use and management of natural resources, including:*
- *making the most efficient use of land and buildings, whilst having regard to the character of the locality;*

- *delivering development that seeks to minimise the need to travel;*
- *minimising use of non-renewable resources, including land and energy, and maximising opportunities for travel by sustainable means;*
- *minimising their impact on the soil resource;*
- *minimising energy demands and energy loss through design, layout, orientation, landscaping, materials and the use of technology;*
- *minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency and reuse of materials;*
- *maximising resource efficiency, including water. All new residential development will be expected to achieve the optional building regulations requirement for water efficiency of 110 litres/person/day;*
- *minimising risk of flooding;*
- *making use of appropriate sustainable drainage systems;*
- *using recycled and energy efficient materials; and*
- *minimising waste and making adequate provision for the re-use and recycling of waste; and causing no deterioration and, where possible, achieving improvements in water or air quality.”*

7.5.6 **ES Chapter 7: Climate** presents the findings of the assessment of the likely effects of the Proposed Development on the climate as well as vulnerability of the Proposed Development to climate change, considering impacts both during construction and once operational.

Greenhouse Gas Emissions and Climate Change Vulnerability

7.5.7 **ES Chapter 7: Climate** concludes that, during construction, the Greenhouse Gas (GHG) emissions are not considered to be significant.

7.5.8 By 2031, with the Proposed Development in operation, GHG emissions are estimated to be lower than if the Proposed Development was not built. The calculated reduction in GHG emissions with the Proposed Development in operation is due to a reduction in congestion and journey times resulting from the improvements to the road network.

7.5.9 In consideration of the embedded mitigation and management measures described in **Section 7.6 of ES Chapter 7: Climate** and summarised above, no significant climate change vulnerability impacts have been identified for either the construction phase or operational phase.

Mitigation Measures

7.5.10 Mitigation measures would be implemented to reduce lifecycle emissions across the Proposed Development during the construction and operation phases, as shown in **Table 7-16 of ES Chapter 7: Climate** which is included below as **Figure 7-1**.

Figure 7-1: Embedded GHG emission mitigation measures

Lifecycle stage	Mitigation measures	Delivery mechanism		
Construction	<p>The construction contractor would develop and implement a plan to reduce energy consumption and associated carbon emissions. This could include the consideration of renewable and/or low or zero carbon energy sources and record percentage of savings implemented.</p> <p>Energy consumption and materials use would be recorded and reported on an ongoing basis during the construction phase.</p>	<p>Construction Environmental Management Plan (CEMP) by the construction contractor.</p>		
	<p>Where practicable, measures would be implemented to manage material resource use during construction including:</p> <ul style="list-style-type: none"> • using materials with lower embodied GHG emissions and water consumption; • using sustainably sourced materials; and • using recycled or secondary materials. 			
	<p>Where possible, the use of local construction staff to minimize commuting distances.</p>			
	<p>Use of well-maintained plant, and no idling of plant or vehicles when stationary.</p>		<p>Construction Management Plan</p>	
	<p>Use contractors/suppliers with low emission fleet vehicles</p>		<p>Construction Management Plan</p>	
Operation	<p>Waste management measures to reduce wastes include:</p> <ul style="list-style-type: none"> • Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme; • Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases their risk of damage and disposal as waste; • Attention to material quantity requirements to avoid over-ordering and generation of waste materials; • Re-use of materials wherever feasible, e.g. re-use of excavated soil for landscaping. Concrete will be taken off-site for crushing and re-use; • Segregation of waste at source where practical; and • Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing). 	<p>Site Waste Management Plan (currently in outline in <i>ES Volume II Appendix 11-A</i>)</p>		
	<p>During the design phase, opportunities to reduce wastes include:</p> <ul style="list-style-type: none"> • waste arisings will be prevented and designed out where possible; • opportunities to re-use material resources will be sought where practicable, such as the re-use of existing on-site lighting if in adequate condition; and • where re-use and prevention are not possible, waste arisings will be managed in line with the waste hierarchy. 		<p>Waste Minimisation Statement (<i>ES Volume II Appendix 11-B</i>)</p>	
	<p>Lighting of new and improved sections of road within the proposed development has been confined to locations where road safety is a priority.</p>			<p>Maintenance Plan Landscape Plan</p>
	<p>Energy efficient road lighting would be implemented to minimise operational energy consumption.</p>			
	<p>Net gain of biodiversity through retained, enhanced or created habitats through landscaping.</p>			
<p>Encouragement of low or carbon neutral forms of transport through the construction of additional shared cycle/footway</p>				
<p>Provision of solar studding over artificial lighting of the shared cycle/footway</p>				

Construction

- 7.5.11 A waste minimisation and resource efficiency workshop was held in April 2021, to ensure materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. The resource efficiency opportunities for construction that have been identified, include reuse of blacktop planings in the as-built scheme, reusing elements of existing site structures (e.g. parapets, bearings) in building the temporary bridges, and the reuse of existing culverts in the as-built scheme. The waste minimisation and circular economy opportunities identified during the workshop are recorded in the **Waste Minimisation Statement** submitted with this planning application (see **ES Volume II Appendix 11-B**).
- 7.5.12 Mitigation measures will be embedded within the design of the Proposed Development and captured within standard construction practices to use materials with lower embodied GHG emissions and water consumption, use sustainably sourced materials; and use recycled or secondary materials.
- 7.5.13 Where possible, local construction staff will be used to reduce commuter distances, as will the use of contractors/ suppliers with low emission construction plant and equipment, and fleet vehicles.
- 7.5.14 Applicable measures for the reduction of energy and carbon emissions during the construction phase will be included within the Construction Environmental Management Plan (CEMP).
- 7.5.15 Further information is contained in the **ES Volume II Appendix 11-A: Outline Site Waste Management Plan, ES Volume II Appendix 11-B: Waste Minimisation Statement and the Sustainability Statement** submitted with this planning application.

Operation

- 7.5.16 To minimise energy use during operation, mitigation measures, including low energy options (e.g. use of LED lighting and an OCC dimming standard has been applied to the Proposed Development) for fixed assets will be integrated into the design. The use of photovoltaics for the remote crossings is being explored, as is the potential for the use of solar studs in the road.
- 7.5.17 The Proposed Development has been designed to take account of projected flood risk. The detailed fluvial hydraulic modelling demonstrates that, for the 100 year (1% AEP) event + 43% climate change allowance, there is no adverse increase in flood risk off Site as a result of the Proposed Development.
- 7.5.18 In addition, the drainage strategy has been designed to accommodate the 1 in 100 year (1% AEP) including the 20% climate change allowance.

Conclusion – Climate Change and Sustainable Development

- 7.5.19 The climate assessment has concluded that the Proposed Development will not result in significant climate effects being generated, and as such, no monitoring is required. However, the Principal Contractor's CEMP will set out monitoring to be undertaken during the construction stage to ensure that the mitigation measures embedded in the design are appropriately implemented to reduce carbon emissions where possible.
- 7.5.20 The Proposed Development promotes a modal shift to more sustainable travel, including walking, cycling and public transport, through the provision of high quality infrastructure for NMUs and dedicated bus lanes.
- 7.5.21 The Proposed Development demonstrates resilience to climate change, particularly flood risk, and encourages the efficient use of resources, in accordance with NPPF paragraph 152

WOLP OS3 and OS4, CLP1 Policy ESD3, OLP Policy RE1, and ENP Policy ENP5 and Objective ENV7.

7.6 Landscape and Visual

- 7.6.1 NPPF paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by, among other things, *“protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)...and recognising the intrinsic character and beauty of the countryside...”*
- 7.6.2 NPPF paragraph 130 states that *“planning policies and decisions should ensure that developments:*
- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)...”*
- 7.6.3 WOLP Policy EH2 states:
- “The quality, character and distinctiveness of West Oxfordshire’s natural environment, including its landscape, cultural and historic value, tranquillity, geology, countryside, soil and biodiversity, will be conserved and enhanced...*
- ...Proposals which would result in the loss of features, important for their visual, amenity, or historic value will not be permitted unless the loss can be justified by appropriate mitigation and/or compensatory measures which can be secured to the satisfaction of the Council.”*
- 7.6.4 CLP1 Policy ESD13 expects development to *“respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:*
- *Cause undue visual intrusion into the open countryside*
 - *Cause undue harm to important natural landscape features and topography*
 - *Be inconsistent with local character*
 - *Impact on areas judged to have a high level of tranquillity*
 - *Harm the setting of settlements, buildings, structures or other landmark features, or Harm the historic value of the landscape.”*
- 7.6.5 SLNP Policy SLE1 states that *“proposals for development should respect and safeguard the countryside and in particular should conserve and where possible enhance the intrinsic character and beauty of the landscape features within the Parish...”*
- 7.6.6 ENP Policy ENP2 states *“all new development in the Parish, including streets and public areas should be of high quality in keeping with its immediate setting and character and where relevant, to the wider village and landscape context, providing a pleasant and safe place for all residents to live...”*

- 7.6.7 The Application Site predominantly comprises the A40. The wider study area is characterised by undulating topography, which rises from the flatter plains of several rivers. Woodland cover is sparse, but hedges, hedgerow trees and field trees are frequent.
- 7.6.8 In terms of the visual assessment, **ES Chapter 10: Landscape and Visual** states that between the Hill Farm junction and Eynsham, the extent of vegetation cover alongside the Application site and in the surrounding study area limited long-distance views of the Application Site, particularly from the north, such that visibility of the site is generally from within or adjacent to the Application Site, along with close range views from PRow close to site.
- 7.6.9 Between Eynsham and Duke’s Cut, the tall mature hedgerows either side of the Application Site generally screen or substantially soften views of the Application Site from PRow and residents in Eynsham and Cassington. Additionally, the Application Site is not visible from the PRow adjacent to the River Thames due to the intervening vegetation.
- 7.6.10 At Duke’s Cut, the extent of vegetation within the Application Site and alongside the canals, rivers, lakes, roads and railway limits the visibility of the Application Site in mid to long range views from across the study area. The exception is that the Site is visible in close range views from PRow that are adjacent to the Application Site boundary. There are no views towards the eastern end of the Application Site from the River Thames due to the intervening vegetation and undulating landform
- 7.6.11 The Application Site is not covered by any statutory landscape designations (e.g. National Park or AONB) and there are no statutory designated landscape within the study area (i.e. within 1km of the Application Site). Whilst not a landscape designation, the landscape east of Eynsham is within the Oxford Green Belt.
- 7.6.12 **Section 10.5 of ES Chapter 10: Landscape and Visual** provides further detail of the existing landscape, visual and night-sky conditions of the Application Site and surroundings.

Landscape and Visual Considerations in the Design Process

- 7.6.13 The LVIA has informed the design process, in order to reduce the potential landscape and visual impacts through the siting and layout of engineered aspects of the Proposed Development, as well as new planting. These measures are included in the **General Arrangement Plans** and **Landscape Plans** and form the primary (embedded) mitigation and are detailed in **Table 7-1** below:

Table 7-1 Primary (Embedded) Mitigation Measures in relation to Landscape and Visual

Section of Proposed Development	Primary (Embedded) Mitigation Measure
Dualling	<ul style="list-style-type: none"> ▪ The retention of mature trees across the embankments of Hill Farm overbridge to retain the vegetation structure at the western end of the Application Site and retain the visual screening of the A40 from recreational routes to the north and south of the Application Site. ▪ New hedgerow and tree planting adjacent to the new road network to provide increased softening and screening of views in comparison to the existing hedgerows. ▪ Retaining existing vegetation adjacent to Whitehouse Farm and Salutation Farm to retain existing visual screening and siting the A40 Dualling to the south of these properties, beyond the proposed cycle/footway, so as to reduce the proximity of the additional road network in relation to these receptors.

Section of Proposed Development	Primary (Embedded) Mitigation Measure
	<ul style="list-style-type: none"> ▪ Realigning the junction of Barnard Gate Road and Barnard Gate North Road further to the east of the listed buildings at South Lodge, along with new woodland planting, to reduce the perception and proximity of the road network junctions. ▪ Retaining existing vegetation at Barnard Gate, to retain visual screening of the Proposed Development., ▪ Siting Barnard Gate Junction as closely as practicable to the existing road junction, to retain this nodal point in the landscape; and ▪ New woodland planting to the south of the Barnard Gate Junction to increase the woodland vegetation cover in this part of the study area to reduce the visibility of the Junction.
IBL	<ul style="list-style-type: none"> ▪ Siting the pedestrian routes to retain existing vegetation as far as practicable; and ▪ New planting and earthworks adjacent to the Eynsham Underpass to integrate the structure within the landscape.
Duke's Cut	<ul style="list-style-type: none"> ▪ Siting the pedestrian routes to retain existing vegetation as far as practicable.

7.6.14 Full details of the proposed mitigation can be found in [ES Chapter 10: Landscape and Visual and Landscape Plans](#).

Construction

Landscape

7.6.15 For landscape receptors, at the Application Site level, there would be changes to the surface landform within the A40 corridor to break-out the existing road and footways and implement the Proposed Development. There would also be excavation of fields to construct the attenuation ponds, as well as formation of embankments to construct the pedestrian access between the A40 and the Oxford canal. On the basis of the above, this is assessed to result in a moderate adverse (significant) effect.

7.6.16 In relation to the published landscape character areas, the scale of the construction activity would be small and localised to the A40 corridor and some adjacent fields. In combination with the temporary duration, the construction activity would not result in significant adverse effects to the published landscape character areas.

Visual

7.6.17 For the visual assessment, the construction activity would be visible for most of the visual receptors, either due to their proximity to the Application Site, or the height of tall lifting equipment and cranes being visible above intervening vegetation. The construction activity would be seen in the context of vehicles on the A40, the scale and extent of the machinery, particularly the vegetation removal and parts of the A40 in varying stages of construction. This is predicted to result in significant adverse visual effects for 20 receptors.

Operation

Landscape

- 7.6.18 **ES Chapter 10: Landscape and Visual** considers the impacts of the Proposed Development on the landscape once operational for one year and once operational for 15 years.
- 7.6.19 In terms of the landscape effects one year after opening to traffic (winter), the Dualling section would increase the number of vehicle lanes along the existing road corridor and implement a larger and more engineered junction with Barnard Gate via the roundabout, in comparison to the existing junction. Along the IBL section, there would be other structures, via the Eynsham Underpass and the Cassington New Bridge, signage and lighting columns. At the Duke's Cut section, the recreational value of the Application Site would be improved via the shared cycleway and footway between the A40 and the Oxford canal. Overall, the increase in highways infrastructure would reflect the existing character of the Application Site. The main change would be from the reduction of vegetation with any new planting low in height, such that the Proposed Development would represent a partial loss to distinctive features of the Application Site.
- 7.6.20 On the basis of the above, this is assessed to result in a moderate adverse (significant) effect.
- 7.6.21 In relation to the published landscape character assessments and their management guidance, the Proposed Development would be in keeping with these. The Proposed Development will involve the planting of new woodlands strips, retaining existing vegetation where possible and providing additional planting in comparison to the existing vegetation cover. Therefore, the Proposed Development is assessed as not resulting in significant adverse landscape effects at year one.
- 7.6.22 Compared to the year one assessment, the proposed planting would have established by year 15 (summer) to integrate the Proposed Development into the landscape to a greater degree. The establishment of the new planting would be in line with the character of the area and increase the vegetation structure through additional hedgerows, trees and grassland in comparison to the existing vegetation.
- 7.6.23 Due to the above, there would be no significant adverse landscape effects at year 15.

Visual

- 7.6.24 In terms of year one visual effects (winter), the additional hardstanding, associated infrastructure, lighting columns and improved structures would be visible for close range receptors, including residents and recreational users due to the reduced amount of roadside vegetation and the low height of the proposed planting. The Duke's Cut would not be visible for visual receptors in the wider landscape, due to being within the existing road corridor and not within the direct line of sight. On this basis, significant adverse visual effects at year one of operation are predicted at five visual receptors.
- 7.6.25 Compared to the year 1 (winter) assessment, the proposed planting in the year 15 (summer) assessment would have established to be taller in height, such that hedgerow planting would be approximately 1.5m tall and trees would range between 5.5m and 8m in height. In combination with the existing retained vegetation being in leaf, views of the Proposed Development would be largely softened or filtered in views. Where visible, the Proposed Development would result in views of additional highways infrastructure and vehicles, but in relation to existing views would be in the same part of the view as the A40 and seen in this context.
- 7.6.26 Due to this, the Proposed Development is not predicted to result in any significant adverse visual effects at year 15 of operation.

Effects to the Character of the Night Sky

- 7.6.27 A set out in **section 5** of this Planning Statement, the Proposed Development will introduce new lighting, this lighting has been restricted to areas considered to be key for safety reasons.
- 7.6.28 At the Application Site level, the effect of this lighting on the character of the night is assessed as slight adverse (not significant). In relation to the LLCAs and the published landscape character areas, the impact is assessed as ranging between neutral and slight adverse (not significant).

Conclusion – Landscape and Visual

- 7.6.29 The LVIA has informed the design process, in order to reduce the potential landscape and visual impacts through the siting and layout of engineered aspects of the Proposed Development, as well as new planting.
- 7.6.30 **ES Chapter 10: Landscape and Visual** concludes that there will be some landscape and visual impacts during the construction phase which is inevitable due to construction activity. At year one, the impacts are mitigated by the embedded design measures (see **Table 7-1** above). Once the Proposed Development has been operational for 15 years, it is considered that there would not be adverse landscape or visual effects.
- 7.6.31 The Proposed Development is therefore considered to comply with NPPF paragraphs 130 and 174, WOLP Policy EH2, CLP1 Policy ESD13 SLNP Policy SLE1, ENP Policy ENP2

7.7 Biodiversity

- 7.7.1 NPPF paragraph 174 states that “*planning policies and decisions should contribute to and enhance the natural and local environment by (where relevant to the Proposed Development:*
- a) *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
 - b) *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of tree and woodland;*
 - d) *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
 - e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.”*
- 7.7.2 NPPF paragraph 180 states “*when determining planning applications, local planning authorities should apply the following principles:*
- a) *if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
 - b) *development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits*

of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁶³ and a suitable compensation strategy exists; and*
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”*

7.7.3 WOLP Policy EH3 states that *“the biodiversity of West Oxfordshire shall be protected and enhanced to achieve an overall net gain in biodiversity and minimise impacts on geodiversity”* and lists a number of measures to achieve this. CLP1 Policy ESD10, OLP Policy G2, WNP Policy GBS5 and SLNP Policy SLE5 seek to protect sites and species of importance for biodiversity and geodiversity.

7.7.4 LPT4 Policy 24 states that *“OCC will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.”*

7.7.5 CLP1 Policy ESD9, NG AAP Policy NG8 and ENP Policy ENP4a specifically relate to the protection of the Oxford Meadows SAC. CLP1 Policy ESD9 requires developers to “demonstrate that:

- During construction of the development there will be no adverse effects on the water quality or quantity of any adjacent or nearby watercourse.
- During operation of the development any run-off of water into adjacent or surrounding watercourses will meet Environmental Quality Standards (and where necessary oil interceptors, silt traps and Sustainable Drainage Systems will be included).
- New development will not significantly alter groundwater flows and that the hydrological regime of the Oxford Meadows SAC is maintained in terms of water quantity and quality.
- Run-off rates of surface water from the development will be maintained at greenfield rates.”

7.7.6 The following desk-based studies and field surveys were undertaken to establish the ecological baseline of the Application Site:

- previous observations of protected species obtained from the local biodiversity records centre;
- an extended Phase 1 habitat survey was completed between June and September 2020 covering all accessible areas of the Application Site plus an approximate 100m buffer either side of the existing A40; and
- protected species surveys completed during 2021.

Statutory Designated Sites

7.7.7 There are two statutory designated sites of international value located within 10km of the Proposed Development, namely Oxford Meadows SAC, which is directly to the south of the

Application Site at the eastern extent of the westbound bus lane; and Cothill Fen SAC which is approximately 9km to the south. There are seven SSSIs of national value within 2km of the Application Site. The Oxford Meadows SAC (also designated in this location as Pixey and Yarnton Meads SSSI) is located adjacent to approximately a 700m length of the Application Site.

- 7.7.8 The construction of the Proposed Development will not result in any loss of habitat from statutory designated sites for nature conservation. **ES Chapter 6: Biodiversity** states that, whilst the construction of the Proposed Development adjacent to the Oxford Meadows SAC/SSSI does have the potential to result in temporary changes in traffic flows during construction, such changes would be expected to be temporary and modest, and only affect an area within a few tens of metres of the roadside given that the overall traffic numbers are unlikely to significantly alter. Following the implementation of the CEMP controls, any likely impacts as a consequence of dust deposition and pollution of watercourses on the SAC/SSSI will be temporary and reversible.
- 7.7.9 As such, they are unlikely to result in any significant adverse effect on the structure and function of the Oxford Meadows SAC, Pixey and Yarnton Meads SSSI, Cassington Meadows SSSI, Wolvercote Meadows SSSI and Port Meadow with Wolvercote Common and Green SSSI. **ES Chapter 6: Biodiversity and the ES Volume II Appendix 6-Q: Habitat Regulations Assessment** conclude that the Proposed Development is considered to have a negligible impact on the Oxford Meadows SAC and the SSSIs.

Non-statutory Designated Sites

- 7.7.10 Following the implementation of the CEMP, **ES Chapter 6: Biodiversity** concludes that the construction of the Proposed Development will have no adverse impacts on non-statutory designated sites or ancient woodlands.

Habitats

- 7.7.11 Details of the habitats present are provided in **ES Appendix 6-B Phase 1 Habitat Survey Report (HRA). Table 6-13 of ES Chapter 6: Biodiversity** identifies the following Habitats within the Application Site that are considered 'National (high)' importance – Priority Ponds, River Evenlode, Oxford Canal and Duke's Cut Canal, broadleaved woodland, hedgerows.
- 7.7.12 **Table 6-13** also refers to habitats of County (low) 'importance of Resource/Receptor' - *MG1 Arrhenatherum elatius grassland and non-NVC community neutral grassland at Eynsham Motocross, MG4 Alopecurus pratensis-Sanguisorba officinalis grassland at Meadows East of Cassington LWS, trees.*
- 7.7.13 The construction of the Proposed Development will result in the permanent loss of the following habitats:
- Approximately 3.6ha of semi-improved neutral grassland;
 - Approximately 12 ha of improved grassland;
 - Approximately 13.5ha of species poor semi-improved grassland;
 - Approximately 10.1ha of arable;
 - Approximately 0.6ha of amenity grassland;
 - Approximately 1.4ha of semi-natural broadleaved woodland;
 - Approximately 3.2ha of broadleaved plantation woodland;

- Approximately 0.3ha of mixed plantation woodland;
 - Approximately 2.7ha of dense and scattered scrub;
 - Approximately 1ha of tall ruderal vegetation;
 - Approximately 10,520m of species rich hedge, of which 4,780m is intact, 5,630m is with trees and 110m is defunct;
 - Approximately 1,195m of species-poor hedge, of which 845m is intact and 350m is defunct;
 - Four ponds;
 - Approximately 68m of river habitat, brook and wet ditch; and
 - Approximately 1100m of dry ditch
- 7.7.14 The Proposed Development will result in the removal of 11,715m of hedgerow. However, appropriate 11,500m of hedgerow is included in the landscape design. The residual effect significance will be '*slight adverse (not significant)*'.
- 7.7.15 The Proposed Development will result in the removal of 4.9ha broadleaved woodland. However, the landscape design includes the creation of approximately 6.4ha of broadleaved woodland. The residual effect significance will be '*slight adverse (not significant)*'.
- 7.7.16 The Proposed Development will result in the removal of four ponds. However, the landscape design includes the creation of eight new ponds. The residual effect significance will be '*neutral (not significant)*'.
- 7.7.17 The River Evenlode bridge crossing will be widened, with bridge abutments extended along the riverbanks and the potential for in-channel habitats to be impacted. With the implementation of the mitigation the likely level of impact is No Change, therefore, this is assessed to result in a neutral (not significant) effect.
- 7.7.18 Existing culverts of Chil Brook (WB138) and unnamed watercourse WB150 are proposed to be extended to a total length of 72m and 54m respectively, the former with two new consecutive culverts. The residual effect significance will be '*neutral (not significant)*'.
- 7.7.19 Ponds WB124, WB125 and WB129 are assessed as priority ponds and provide valuable habitat for aquatic and other species and are of up to County (Low) importance. The priority ponds should be retained and remain unaffected by the Proposed Development. Where Priority Ponds are to be lost they should be replaced on an at least like-for-like basis and the residual effect significance will be '*neutral (not significant)*'.
- 7.7.20 The Landscape Scheme for the Proposed Development will incorporate the following approximate areas of habitat creation:
- 6.4 ha of broadleaved plantation on embankment slopes;
 - 11.4 ha of species rich grassland to be created utilising a wildflower rich native species mix;
 - 0.2 ha of species poor amenity grassland (utilising a seed mixture that can accommodate close sward management e.g. .g. Germinal A18 Road Verge and Embankments);
 - 7 ha of swales to be planted with a diverse native wildflower seed mixture that can tolerate both dry and wet conditions (e.g. Germinal WFG9 Wetlands and Ponds);

- 11,550m of native hedgerow comprising species such as oak, field maple, hazel, hawthorn, holly, wild privet (*Ligustrum vulgare*), blackthorn (*Prunus spinosa*) and dog rose (*Rosa canina*); and
- 0.5ha of ground cover comprising species such as bugle (*Ajuga reptans*), blood-red cranes 'bill (*Geranium sanguineum*), self-heal (*Prunella vulgaris*), ivy (*Hedera helix*) and woodruff (*Galium odoratum*).

7.7.21 The Proposed Development includes a 2.5 ha field adjoining the northern boundary of the Eynsham Motocross site which will be utilised for great crested newt habitat creation. This will include 8 no. ponds designed to be suitable for great crested newt breeding (each of between 150-300m² in area) and 8 no. refugia/hibernacula (logs, bricks and rubble with loose soil fill).

7.7.22 In **ES Chapter 6: Biodiversity** considers that, together with the offsite option, the reinstated and newly created habitats within the Proposed Development will result in a biodiversity net gain (discussed further below). Where impacts relating to habitat loss and fragmentation cannot be avoided, will be mitigated for within the design of the Proposed Development which will incorporate retained and newly created habitats.

Protected and/or Notable Species

7.7.23 **ES Chapter 6: Biodiversity** includes consideration of the Proposed Development's potential impact on protected species, including Great Crested newts, bats, Hazel dormouse, otter and water vole. Also considered is the impact on aquatic ecology and Invasive Non-Native Species.

7.7.24 Impact on bats due to loss of roosts and potential roosting habitat will result in a slight adverse (not significant impact). Mitigation includes the Implementation of a Natural England mitigation licence, including creation of replacement roosting habitat and use of a precautionary felling method to avoid an offence under legislation. The residual effect significance is negligible adverse (not significant).

7.7.25 The potential effect on bats due to disturbance of roosts through illumination and on bats due to loss of foraging habitat prior to landscape vegetation establishing, are both considered to result in a residual effect of slight adverse (not significant). The potential residual effect on bats due to changes in foraging and commuting habitat once landscape vegetation is established, will be neutral (not significant).

7.7.26 The potential residual effect on Hazel dormice due to loss of nesting and foraging habitat, risk of killing and injury will be moderate adverse (significant). Mitigation is proposed through the Implementation of a Natural England mitigation licence to include measures to avoid killing and injury. The residual effect is negligible adverse (not significant). The potential residual effect on Hazel dormice due to changes to nesting and foraging habitat once landscape vegetation is established, will be neutral (not significant).

7.7.27 The potential effect on otter and water vole due to disturbance due to Cassington New Bridge extension will be slightly adverse (not significant). Mitigation includes a pre-construction check to avoid an offence under licence and the residual effect significance is slight adverse (not significant).

7.7.28 The potential residual effect on invasive non-native species due potential for spread is considered slight adverse (not significant).

7.7.29 Operational lighting could affect bat foraging or commuting routes. Light that spills onto bat commuting routes can result in bats not using a commuting route, which can fragment the network of commuting routes available to bat species. There are six locations where operational lighting has the potential to impact on bat foraging and commuting. Lighting will be in line with the best practice guidelines. **Paragraphs 6.7.90 – 6.7.91 of ES Chapter 6:**

Biodiversity explain the measures that will be followed when installing lighting. With the implementation of such measures this is assessed as a minor adverse level of impact on a receptor of County (Low) importance, resulting in a neutral (not significant) effect.

7.7.30 **Paragraph 6.7.93 of ES Chapter 6: Biodiversity** reports that *“invasive non-native species may be spread through the operation of the new highways network, for example the dispersal of seeds through traffic movement and associated air turbulence, on tyres (especially where invasive non-native species are present adjacent to laybys etc.), or by vegetation management teams.”* Facilitating the spread of invasive non-native species in the wild would constitute an offence under the Wildlife and Countryside Act 1981 (as amended) and the Invasive Alien Species (Enforcement and Permitting) Order 2019. Mitigation measures are detailed in a Biosecurity and Invasive Non-Native Species Management Plan and/or Operations Biosecurity Management Plan. The residual impact is a slightly (not significant) effect.

Biodiversity Mitigation Measures

7.7.31 The following key mitigation measures have been included within the design of the Proposed Development to minimise ecological impacts once it is operational:

- Impacts to great crested newts located at the Eynsham Motocross will be mitigated through the provision of eight new ponds and associated hibernacula and terrestrial habitat on land to the west of the Motocross site. As this mitigation requires third party land, the Applicant is exploring options to mitigate this through a district licence approach. This is a centralised conservation scheme which aims to conserve great crested newt populations across Oxfordshire.
- The lighting strategy for the Proposed Development will aim to reduce light spill at the margins of the Application Site so that boundary hedgerows and surrounding habitats do not become illuminated. Lighting design will be undertaken with reference to best practice guidelines of the Institute of Lighting Engineers and the Bat Conservation Trust to reduce adverse effects on the bat species.
- The landscape design that maintains connectivity for foraging and commuting bats, particularly around the Barnard Gate Roundabout.
- The lighting design that includes lighting columns with a colour temperature of 3000K, which is designed to limit disturbance to foraging and commuting bats.
- Installation of mammal ledges at Cassington New Bridge and the Chil Brook (at Barnard Gate) within the existing box culvert to ensure safe passage for otter. Where possible and in accordance with best practice guidance, new or extended culverts will include a mammal ledge of 500mm width to allow passage of otter.
- Removal of habitats suitable to support hazel dormouse will be undertaken under an appropriate licence to minimise the risk of killing and injury. Provision will be made for the replacement nesting and foraging habitat.

7.7.32 During construction, mitigation measures documented within the CEMP will be implemented, which will include mitigation measures to minimise impacts on ecological receptors, reducing dust emissions, appropriate management of waste, secure storage of fuels, sensitive temporary lighting (to avoid disturbing bats and other species) and appropriate training for construction workers on protected species awareness and spill response.

Biodiversity Net Gain

- 7.7.33 NPPF paragraph 174, WOLP Policy EH3, ENP Policy ENP4a and SLNP Policy SLE5 seek to achieve a net gain in biodiversity. OLP Policy G2 requires development to result in no net loss of sites and species of ecological value.
- 7.7.34 The general approach to landscape design has been to maximise the amount of landscaping that can be incorporated within the Application Site and to reduce vegetation loss wherever possible. However, the constrained nature of the Application Site, as it is the existing A40 corridor, means that there will inevitably be a large amount of vegetation clearance required.
- 7.7.35 Every opportunity to enhance biodiversity and visual amenity has been taken. Wherever vegetation loss has been unavoidable, new planting has been proposed to replace it and reduce significant visual effects.
- 7.7.36 The Proposed Development is looking to deliver a 10% net gain, in line with the Environment Act 2021 and local planning policy. As noted above, whilst the general approach has been to maximise the amount of landscaping that can be incorporated within the Application Site, the constrained nature of the existing A40 corridor means that there will inevitably be a large amount of vegetation clearance required. As concluded by the CPA in paragraph 113 of the Committee Report for the Eynsham P&R application (ref: R3.0057/19), the Applicant attributes the amount of vegetation loss to the nature of the Proposed Development and the Application Site constraints rather than the design approach. Therefore, opportunities for habitat creation and enhancements on third party land ('off-site') in close proximity to the Application Site have been identified, in order to enable the Proposed Development to achieve net gain.
- 7.7.37 A short list of off-site opportunities has been developed and these are currently being discussed with the relevant landowners.

Conclusion – Biodiversity

- 7.7.38 **ES Chapter 6: Biodiversity, ES Volume II Appendix 6-Q: Habitat Regulations Assessment** and the other appendices attached to ES Chapter 6 contain further information regarding the Proposed Development in relation to biodiversity.
- 7.7.39 The Proposed Development is considered to have a negligible impact on the Oxford Meadows SAC and the SSSIs.
- 7.7.40 Biodiversity mitigation has been incorporated in to the Proposed Development. These habitat creation measures as part of the landscaping will mitigate for habitat loss within the Application Site. Habitat creation offsite, together with the on-site habitat creation would result in biodiversity net gain. However, additional measures will be required in relation to best practice and to meet the requirements of a European Protected Species Mitigation Licence in relation to provision of replacement confirmed and potential roosting habitat for bats, nesting and foraging opportunities for hazel dormouse and replacement aquatic and terrestrial habitat for great crested newts.
- 7.7.41 **ES Chapter 6: Biodiversity** concludes that, once planting has established and with additional mitigation such as method statements and European Protected Species Mitigation Licence, there are no significant residual effects resulting from the Proposed Development.
- 7.7.42 The Proposed Development is considered to comply with NPPF paragraph 174, LTP4 Policy 24, WOLP Policy EH3, CLP1 Policy ESD9 and ESD10, OLP Policy G2, NGAAP Policy NG8, ENP Policy ENP4a, WNP Policy GBS5 and SLNP Policy SLE5.

7.8 Air Quality

- 7.8.1 NPPF paragraph states that planning decisions should contribute to and enhance the natural environment by "... preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water

or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.”

- 7.8.2 NPPF paragraph 186 requires *“planning policies and decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutant taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement...”*
- 7.8.3 WOLP Policy EH8 states that *“Proposals which are likely to cause pollution or result in exposure to sources of pollution or risk to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity.”*
- 7.8.4 Policy EH8 continues, stating that *“the air quality within West Oxfordshire will be managed and improved in line with National Air Quality Standards, the principles of best practice and the Air Quality Management Area Action Plans for Witney and Chipping Norton. Where appropriate, developments will need to be supported by an air quality assessment.”*
- 7.8.5 OLP Policy RE6 and WNP Policy BES2 only support development proposals where they would not have an unacceptable impact on air quality.
- 7.8.6 CLP1 Policy ESD10 requires air quality assessments *“for development proposals that would be likely to have a significantly adverse impact on biodiversity by generating an increase in air pollution.”*
- 7.8.7 The Witney AQMA is located approximately 2.5km west of the Application Site. The AQMA was declared in 2005 as NO₂ concentrations remain higher than the national objectives and have been relatively constant for the last 10 years.
- 7.8.8 The City of Oxford AQMA covers part of the eastern end of the Application Site and was declared in 2010 for exceedances in NO₂ concentrations.
- 7.8.9 **ES Chapter 5: Air Quality** states that, as the Proposed Development comprises a relatively large highways improvement scheme, the potential risk for construction dust is considered to be large. As there are around 1,500 properties and seven designated ecological sites within 100m of the Application Site, the sensitivity for the Proposed Development is high.
- 7.8.10 During the construction phase, the Proposed Development would be subject to a CEMP which would include a range of industry standard good practice mitigation measures to minimise dust effects and a specific dust management plan. Adoption of these mitigation measures have the potential to reduce the magnitude of impacts, so they are not significant.
- 7.8.11 **ES Chapter 5: Air Quality** concludes that significant air quality impacts are not anticipated with the operation of the Proposed Development and therefore specific air quality mitigation is not considered to be required.
- 7.8.12 In relation to the Oxford Meadows SAC, **ES Chapter 6: Biodiversity** states that the Proposed Development will help reduce NO_x concentrations and nitrogen deposition rate to Oxford Meadows SAC/Pixey and Yarnton Meadows SSSI due to highway improvements to facilitate the flow of traffic, the development of public transport (i.e. eastbound and westbound bus lanes) and a better designed cycle route from Oxford North SDS to Witney. This is assessed to result in a slight beneficial (not significant) effect.
- 7.8.13 It is therefore concluded that the Proposed Development will not have an unacceptable impact on air quality, specifically the Witney and City of Oxford AQMAs and the Oxford Meadows

SAC. The Proposed Development therefore complies with NPPF paragraph 186, WOLP Policy EH8, OLP Policy RE6, WNP Policy BES2 and CLP1 Policy ESD10.

- 7.8.14 **ES Chapter 5: Air Quality, ES Chapter 6: Biodiversity and ES Volume II Appendix 6-Q: Habitat Regulations Assessment** contain further information regarding the Proposed Development in relation to air quality matters.

7.9 Noise and Vibration

- 7.9.1 The NPPF paragraph 185 states that planning decisions should “ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.”
- 7.9.2 Paragraph 185 goes onto say that in doing so they should: “a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life. b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.”
- 7.9.3 The Noise Policy Statement (NPS) for England (2010) sets out the long term vision on Government noise policy: “Promote good health and a good quality of life through the effective management of noise within the context of Government Policy on sustainable development”
- 7.9.4 The Noise Policy Aims are “Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:
- avoid significant adverse impacts on health and quality of life;
 - mitigate and minimise adverse impacts on health and quality of life; and
 - where possible, contribute to the improvement of health and quality of life” (paragraph 1.7).
- 7.9.5 WOLP Policy EH2 states that “Proposed Development should avoid causing noise pollution which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible.”
- 7.9.6 WOLP Policy EH8 sets out that “new development should not take place where it would cause unacceptable nuisance to the occupants of nearby land and buildings from noise or disturbance”.
- 7.9.7 Planning permission will not be granted for development that will generate unacceptable noise and vibration impacts (OLP Policy RE8 and CLPSP Saved Policy ENV1). Policy RE8 requires development proposals to manage noise to safeguard or improve amenity, health and quality of life. Similarly, WNP Policy BES3 requires new development to be designed to minimise intrusive noise and demonstrate how they have responded to most up-to-date technical guidance on noise pollution.
- 7.9.8 In the context of the improvements to the A40, ENP REC 18 states that Eynsham Parish Council will seek to ensure air and noise pollution monitoring adjacent to the A40.
- 7.9.9 **ES Chapter 12: Noise and Vibration** reports the findings of an assessment of the likely significant effects on noise and vibration as a result of the Proposed Development during the construction phase and operational noise impacts. The study area for construction noise

impact is 300m and 100m for the construction vibration assessment. For the operational traffic noise assessment, the study area comprises an area 600m from the Proposed Development. This 'calculation area' is shown on **Figure 12-1 ES Chapter 12: Noise and Vibration**.

- 7.9.10 The methodology for determining construction and operational impacts is set out in **section 12.4 (ES Chapter 12: Noise and Vibration)**. As the detailed information on the construction activities, programme and number and type of construction plant is still to be confirmed, as agreed with WODC, a qualitative assessment approach was taken, focusing on guidance in BS 5228:2009+A1:2004 'Code of practice for noise and vibration control of construction and open sites'.
- 7.9.11 In terms of baseline noise conditions, for all three elements of the Proposed Development, the existing environment is dominated by traffic on the A40.
- 7.9.12 In order to assess the impact of the Proposed Development Noise Sensitive Receptors (NSR) were identified (see ES Chapter 12, Section 12.5). A total of 2294 NSR address points have been identified and modelled within the 600m calculation Area. All but 14 are identified as residential properties and are located in Barnard Gate, Cassington and Eynsham, as well as isolated properties located close to the existing A40 to the west of Barnard Gate and to the north of Duke's Cut. The 14 other NSR within the 600m calculation area include schools and community facilities, primarily in Eynsham and Cassington.
- 7.9.13 There are seven Noise Important Areas (NIAs) within the 600m study area, with four of these being within the extent of the Proposed Development (see **ES Chapter 12: Noise and Vibration, Figure 12-1**).
- 7.9.14 A summary of construction and operational impacts are provided below.

Construction

- 7.9.15 A CEMP will be prepared and implemented by the Principal Contractor appointed to construct the Proposed Development. This would include relevant noise criteria, proposed surveys and a range of best practice measures associated with mitigating potential noise and vibration impacts. **Paragraphs 12.6.1 – 12.6.8 of ES Chapter 12: Noise and Vibration** includes the measures that may be included in the CEMP.
- 7.9.16 The details of the activities required to construct the Proposed Development are not currently available. However, it is considered that there is the potential for an increase in ambient noise levels resulting in adverse noise and vibration impacts at the closest NSRs to the works, in particular if evening/weekend and night-time works are required.
- 7.9.17 The potentially worst affected NSRs are residential properties situated close to the existing A40. **Paragraph 12.7.4 of ES Chapter 12: Noise and Vibration** reports on the properties and their approximate distance from the A40.
- 7.9.18 The exact significance, duration and frequency of any adverse noise impact resulting from the construction works will be highly dependent upon the methods, timing and duration of works required.
- 7.9.19 The effects of construction noise on NSRs are likely to have a magnitude of impact of moderate/major adverse for a temporary period. 'Initial classification effect (with embedded mitigation)' is identified as 'significant' and the residual impact is 'potential for significant adverse effects remain'.
- 7.9.20 During the construction phase, residential properties close to activities involving vibratory rollers have the potential to be affected by vibration. However, potential significant adverse effects due to vibration during construction are unlikely to occur. Due to the distance between

these activities and the closest NSRs (typically around 50m), it is unlikely that the thresholds described in [paragraph 12.4.17](#) of [ES Chapter 12: Noise and Vibration](#) will be met. The likelihood of damage to buildings as a result of the use of vibratory rollers is considered to be negligible.

Operation

- 7.9.21 The operation of the Proposed Development has the potential to result in both beneficial and adverse permanent traffic noise impacts. The magnitude of the operational traffic noise impact at a receptor is dependent on a range of factors including changes to the road alignment, traffic flow, composition, speed, road surface, ground topography, presence of intervening buildings/structures and distance to the road.
- 7.9.22 The methodology for assessing noise impacts during the operational phase reports that *'significant effect where a major or moderate magnitude of impact will occur for a duration of:*
- *10 or more days (or evenings/weekends or nights) in any 15 consecutive days; or*
 - *more than 40 days (or evenings/weekends or nights) in any 6 consecutive months.'* ([ES, Chapter 12 paragraph 12.4.38](#)).
- 7.9.23 The design of the Proposed Development includes a 4m high bund on the southern edge of the Dualling section in the vicinity of Ambury Stone Barn between the Western Development Roundabout and the Barnard Gate roundabout. Speed limit reductions are also included and will contribute to the management to traffic noise levels at nearby NSRs. See [paragraphs 5.5.1 – 5.5.2](#) of this Statement for information regarding the proposed speed limit reductions.
- 7.9.24 The effect of changes in road traffic noise on NSRs in the vicinity of the western end of the Dualling section is likely to result in significant adverse effects at Hill Farm (4 properties). The proposed mitigation includes noise barriers or quieter surfacing and with these measures considered in the residual effect assessment, the effect is 'not significant'.
- 7.9.25 [Table 12-11](#) of [ES Chapter 12: Noise and Vibration](#) summarises the potential effect of changes in road traffic noise on NRS in the vicinity of 5 areas. In the vicinity of the western end of the Dualling section, there will be a minor to moderate adverse impact. In the vicinity of Barnards Gate, there will be a major beneficial to moderate adverse magnitude of impact. In the vicinity of both Eynsham and Cassington, there will be a minor beneficial to minor adverse magnitude of impact and in the vicinity of Wolvercote a negligible magnitude of impact. In all instances the residual effect significance is considered to be 'not significant'.
- 7.9.26 [Section 12.8](#) of [ES Chapter 12: Noise and Vibration](#) explains that additional mitigation is proposed to address the significant adverse effects predicted at Hill Farm. Two mitigation options have been considered, however, a final decision on the options will be made at the detailed design phase. This includes:
- Option 1 – installing two 3m high noise barriers either side of the access road to the farm and shown on [Figure 12-1](#). The barriers would reduce traffic noise levels on the façade facing the A40.
 - Option 2 involves addressing adverse effects on the south facing facades through the use of quieter surfacing between Hill Farm and Whitehouse Cottage and in this case the barriers described in option 1 would not be required. A dense stone mastic asphalt that meets OOC's specifications could be considered at the detailed design stage and if it could result in noise changes at the properties that are no more than negligible then this could be considered as an acceptable alternative.
- 7.9.27 The performance specification of specific operational mitigation measures will be confirmed at the detailed design stage.

Tranquillity

7.9.28 **ES Chapter 10: Landscape and Visual** identifies that the tranquillity across the study area is varied and it is substantially reduced by views of vehicles and road traffic noise. The tranquillity increases with distance from the Application Site, due to reductions in the visibility and audibility of vehicles. Chapter 10 of the ES does not report any noise pollution impacts that would have an adverse impact upon landscape character. Taking account of the Environmental Design and Management measures for noise and the additional mitigation measures (see **ES Chapter 12, Sections 12.6 and 12.8** respectively) it is considered that the proposals comply with WOLP Policy EH2.

Conclusions – Noise and Vibration

7.9.29 During the construction phase (anticipated to be two years) there is the potential for significant adverse noise effects. This is especially if evening/weekend and/or night-time works are required. Best Practicable Means (BPM) will however be applied to minimise construction noise levels as far as reasonably practicable.

7.9.30 With the inclusion of additional mitigation at Hill Farm there are not expected to be any residual significant adverse effects from operational road traffic noise.

7.9.31 The noise impact of the Proposed Development has been assessed in **ES Chapter 12: Noise and Vibration** considering NPPF and NPS policy requirements. **Paragraphs 12.4.43 – 12.4.44** explain that the traffic noise significant observed adverse effect level (SOAEL) and Lowest observed adverse effect level (LOAEL) have been used to consider how the Proposed Development complies with aims in the NPS and the NPPF, within the context of government policy on sustainable development:

- avoid significant adverse impacts on health and quality of life (i.e. reduce traffic noise levels at receptors to below the SOAEL);
- mitigate and minimise adverse impacts on health and quality of life (i.e. reduce traffic noise levels at receptors which are between the LOAEL and the SOAEL); and
- where possible, contribute to the improvement of health and quality of life.

7.9.32 **ES Chapter 12: Noise and Vibration Section 12.10** addresses compliance with National Noise Policy and it is concluded that the NPSE aims are met during the construction and operational phase of development.

7.9.33 As set out above, it is considered that the Proposed Development addresses national and local noise policy requirements.

7.10 Lighting

7.10.1 WOLP Policy EH2 states that *“Proposed Development should avoid causing pollution, especially noise and light, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible.”*

7.10.2 NPPF paragraph 185, WOLP Policy EH8, CLP1 Policy ESD15 and SLNP Policy SLE7 require that proposals do not have a detrimental impact on local amenity, the character of a settlement or wider countryside, intrinsically dark landscapes or nature conservation.

7.10.3 SLNP Policy SLE7 requires the existing dark skies in the parish to be maintained.

7.10.4 There is lighting along the Application Site via vehicle headlights and lighting columns at junctions, including at the Witney Road junction and B4449 roundabout junction. The Tesco

garage to the north of the A40 is also lit. The fixed sources of lighting include properties around its edge at Acre Hill Farm, Cuckoo Lane and south of the A40 at The Evenlode pub, with building and car-parking lighting which results in localised glare and light spillage.

- 7.10.5 Eynsham is lit by streetlights and residential lighting, but the extent of light spillage is limited by the roadside vegetation, such that lighting within Eynsham is not readily perceived from the Application Site.
- 7.10.6 Lighting control measures have been considered to control or reduce the lighting on the Application Site and any potential disturbances it presents in the area. These measures are summarised below and discussed further in **ES Chapter 10: Landscape and Visual** and **ES Chapter 6: Biodiversity**.

Construction

- 7.10.7 With regards to nature conservation, the CEMP will ensure that construction lighting is sensitively designed in order to minimise light spillage onto key retained bat foraging/commuting routes. Construction lighting will also be minimised and will seek to avoid light spills into the River Evenlode, Duke's Cut waterway and Oxford Canal corridors, all of which support otter, except during key works where this is unavoidable.

Operation

- 7.10.8 Once operational, the Proposed Development introduces new lighting at six locations. Lighting has been restricted to areas considered to be key for safety reasons, such as at approaches to a junction where vehicles paths merge, diverge, or cross. Lighting levels at these locations will be kept to the lowest possible to achieve safety requirements.
- 7.10.9 In order to avoid potential adverse impacts on habitat corridors adjoining the Application Site, the lighting strategy for the Proposed Development will aim to reduce light spill at the margins of the Application Site so that boundary hedgerows and surrounding habitats do not become illuminated. Lighting design will be undertaken with reference to best practice guidelines of the Institute of Lighting Engineers and the Bat Conservation Trust to reduce adverse effects on the bat species by avoiding directional lighting and light spill onto existing habitat corridors adjoining the Application Site, and those areas of habitat creation included in the Proposed Development around the margins of the Application Site.
- 7.10.10 Whilst the Application Site is planned to have 24 hour operation it is unlikely to have the same level of use and traffic flow between midnight and 5am as in the evenings or mornings. It would therefore be reasonable to assume that either a flat dimming regime from 100% down to 50% during certain hours could be utilised or a stepped approach once traffic flow figures are established fully.
- 7.10.11 Whilst the Application Site will be in operation 24 hours, it is possible that only part of the Application Site is required during certain hours of darkness. Therefore, using the lantern control, lighting in certain areas of the Application Site could be switched off completely if it was shown that it was not required. If there was concern over the possible use of these areas, then passive infrared (PIR) control could be employed in place of dimming, to ensure that, where required, the lighting would activate when a vehicle or pedestrian entered a particular area. The lighting into and around the bus shelter should not be switched off, as this will be the busiest point for pedestrians.
- 7.10.12 LED technology will be used to create lighting that is directional, limiting light spill onto adjacent areas. Luminaires will be mounted on the horizontal, with no upward tilt.

Conclusions – Lighting

7.10.13 The lighting design will balance the safety of pedestrians, cyclists and other road users with the potential landscape, visual and biodiversity impacts. It is therefore concluded that the Proposed Development will comply with NPPF paragraph 185, WOLP Policy EH2 and Policy EH8, CLP1 Policy ESD15 and SLNP Policy SLE7.

7.11 Historic Environment

7.11.1 Section 16 of the NPPF provides policy on how the impact of Proposed Developments on heritage assets and their settings must be assessed. Paragraph 194 of the NPPF requires Applicants to describe the significance of any heritage assets affected, including any contribution made by their setting.

7.11.2 NPPF paragraph 197 sets out that, *“in determining applications, local planning authorities should take account of:*

- a) *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) *the desirability of new development making a positive contribution to local character and distinctiveness.*

7.11.3 When considering the impact of a Proposed Development on the significance of a designated heritage asset, NPPF paragraph 199 states “great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

7.11.4 Paragraph 200 goes on to say that *‘any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.’*

7.11.5 Paragraphs 199-208 sets out how potential impacts should be considered. Paragraph 202 sets out that *“where a Proposed Development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”*

7.11.6 WOLP Core Objective 14, Policy EH9 and Policy EH16, CLP1 Core Objective SO 15, and Policy ESD15, OLP Policy DH3 and Policy DH-5, ENP Policy ENP14, WNP Policy E2 and SLNP Policy SLE6 all seek to conserve and enhance designated and non-designated heritage assets.

7.11.7 WOLP Policy EH10 is in place to conserve or enhance Conservation Areas and Policy EH11 is in place to conserve or enhance the special interest of listed buildings and their setting. CLP1 Policy ESD16 specifically seeks to protect the character and appearance of the Oxford Canal, which is a designated Conservation Area.

7.11.8 Also of relevance are WOLP Policy EH14 and Policy EH15, OLP Policy DH4 and ENP Policy ENP12.

7.11.9 The West Oxfordshire Design Guide, 2016 (SPD) identifies that *“Developers will be required to mitigate and protect archaeological assets which will be affected by development, both within the site boundary and off-site.”*

7.11.10 LPT4 Volume 1 Policy 01 states that *“OCC will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where*

possible enhancing its environmental and heritage assets and supporting the health and wellbeing of its residents.”

- 7.11.11 **ES Chapter 8: Cultural Heritage** reports the findings of an assessment of the likely significant effects on cultural heritage as a result of the Proposed Development. As required by the NPPF, only heritage assets affected by the Proposed Development are assessed in terms of heritage significance.
- 7.11.12 Within the 1km study area for the IBL section there are 130 designated assets and 212 non-designated heritage assets. Within the 1km study area for the Dualling section, there are six designated and 18 non-designated assets. Within the 500m study area for Duke’s Cut section, there are eight designated and 14 non-designated assets.
- 7.11.13 A programme of archaeological mitigation will be undertaken to reduce the impacts and effects that construction of the Proposed Development is considered likely to have on cultural heritage. All archaeological work will be in line with an Archaeological Management Plan to be produced by the Contractor and further details will be contained within the CEMP.
- 7.11.14 The approach will be to mitigate impacts on archaeological sites rather than take a blanket approach of strip, map and record, excavations instead sites. Sites will be targeted to answer scheme and site specific research questions. Each mitigation area will require a site specific WSI to be agreed with the planning archaeologist and where relevant Historic England.

Construction

- 7.11.15 For the Dualling section of the Proposed Development, there is potential for the construction to impact on eight heritage assets, either through physical effects or caused by changes to their setting.
- 7.11.16 **Paragraph 8.7.48 of ES Chapter 8: Cultural Heritage** summaries the overall effects (pre-mitigation) and identifies that these eight assets *“are all low or negligible value archaeological sites and none of the effects are considered to be significant. Six assets will have a permanent slight adverse (not significant) effect, comprising the site of Iron Age pit and ditch (MOX23427), a possible medieval moated site (MOX3010), and on four groups of trends of unclear origin identified on the geophysical survey (GS Areas 7, 9, 11 & 14). Two assets have a neutral (not significant) effect. These are the site of a brick kiln and clay pit (MOX2899) recorded on historic mapping and a single trend of unclear origin (GS Area 10).”*
- 7.11.17 With respect to the IBL section of the Proposed Development, there is potential for this section to impact on twelve heritage assets, either through physical effects or caused by changes to their setting.
- 7.11.18 Paragraph 8.7.49 **ES Chapter 8: Cultural Heritage** summaries these overall effects and identifies that *“the impact on the Romano-British cemetery (MOX10652) and the Iron Age settlement at the park and ride site is considered to be moderate adverse (significant) effect. Nine assets will have a permanent slight adverse (not significant) effect.”*
- 7.11.19 With respect to the Duke’s Cut section of the Proposed Development, there is the potential to impact on eight heritage assets either through physical effects or caused by changes to their setting. There are two affected assets from Duke’s Cut, including the Iron Age/ Roman settlement (MOX26687) and the Oxford Canal Conservation Area, which will have a permanent slight adverse (not significant) effect (paragraph 8.7.50).

Operation

- 7.11.20 Operational effects result from the operation of the Proposed Development after opening. These can result from elements such as lighting and noise. **Paragraph 8.7.45 of ES Chapter 8: Cultural Heritage** reports that *“lighting is proposed at the new roundabout to the south of*

Barnard Gate. There are two Grade II listed buildings located to the north of this area, consisting of the South Lodge (1283897; MOX21397) and its associated gate piers (1048981; MOX20340). These are associated with Eynsham Hall."

- 7.11.21 **Paragraph 8.7.46** states "*Lighting at the junction will cause a change to the setting of these listed buildings. However, these assets are screened from the existing road by woodland planting which will not be affected by the Proposed Development, and consequently the visual change in their setting will be minimal. Any light spill would be directed at the junction and would not affect the significance of the listed buildings.*"
- 7.11.22 Additional mitigation proposed, over-and-above the environmental design and management measures is set out in Section 8.6 of **ES Chapter 8: Cultural Heritage**. This section of the ES refers to the detailed design of the Duke's Cut, which should consider the setting and character of the Oxford Conservation Area, in order not to detract from its character. **Paragraph 8.8.2** explains that "*the existing bridge is described in the Conservation Area Appraisal as 'the not unattractive viaduct of the Oxford by-pass, a fairly good example of concrete engineering which does not intrude too much on the vistas along the valley' (Oxford Canal conservation area appraisal Part 2). Any designs including additions or widening of the road over the canal should ensure the design and the materials used are respective of the character of the conservation area.*" Where no appropriate design mitigation can be applied to the management of the archaeological resource, additional mitigation measures will be applied, and are proposed in **paragraph 8.8.3**.
- 7.11.23 **ES Chapter 8: Cultural Heritage** reports that there will be a residual effect of slight adverse (not significant) on 17 assets, and a residual effect of moderate adverse (significant) on two assets. There assets have been assessed as have a neutral effect. Other assets in the study areas will remain unaffected.
- 7.11.24 There are two significant effects cause by the Proposed Development. These are on the Application Site of a Romano-British cemetery (MOX10652) which may extend into the construction area and on Iron Age features identified at the Eynsham P&R site (8.9.4).

Conclusions – Historic Environment

- 7.11.25 **ES Chapter 8: Cultural Heritage** identifies the value of heritage assets and then an assessment to identify the level and degree of impact to an asset arising from the development.
- 7.11.26 The NPPF includes policy on considering potential impacts of development on heritage assets including assessing if there will be 'substantial harm' and 'less than substantial harm'.
- 7.11.27 **Paragraph 8.4.23 of ES Chapter 8: Cultural Heritage** identifies that there is no direct correlation between the significance of effect as reported in this ES and the level of harm caused to heritage significance. It states, however, that a very large or large (significant) effect on a heritage asset would more often be the basis by which to determine that the level of harm to the significance of the asset would be substantial. A moderate (significant) effect is unlikely to meet the test of substantial harm and would therefore more often be the basis by which to determine that the level of harm to the significance of the asset would be less than substantial. A minor or negligible (not significant) effect would still amount to less than substantial harm. A neutral effect is classified as no harm. In all cases, determining the level of harm to the significance of the asset arising from development is one of professional judgement.
- 7.11.28 **ES Chapter 8: Cultural Heritage** does not report a very large or large (significant) effect on designated heritage assets. It is therefore considered that there will not be any substantial harm to or loss of designated heritage assets as result of the Proposed Development.

- 7.11.29 As mentioned above, the **ES Chapter 8: Cultural Heritage** reports that the Proposed Development will have a permanent slight adverse (not significant) effect on the Iron Age/Roman settlement (MOX26687) and the Oxford Canal Conservation Area.
- 7.11.30 The Iron Age/Roman settlement (MOX26687) is a non-designated asset. **Paragraph 8.7.36** sets out that, although the remains have been excavated and would not be physically impacted by the Proposed Development, there is potential for previously unrecorded remains associated with the settlement to be located within the Application Site boundary.
- 7.11.31 The Oxford Canal Conservation Area extends along the canal through the county. **Paragraph 8.7.34** reports that the *“Conservation Area possesses architectural and historical value as a surviving example of a classic contour canal, which used the natural topography of the landscape to minimise engineering works. The conservation area includes numerous listed buildings associated with the canal, including locks and bridges. The canal and associated features utilised local materials, obtaining a general homogeneity across the area. The conservation area is of regional importance and is of Medium heritage value”*
- 7.11.32 The southern end of the Oxford Canal Conservation Area is located within Site. **Paragraph 8.7.35** explains that the proposals will only be affecting a small section of a much larger conservation area. **Paragraph 8.7.33** reports on listed buildings associated with the Duke’s Cut and identifies that the three listed buildings are screened from the Proposed Development by extant vegetation and intervening railway line and therefore no impact caused by changes in the setting of these assets.
- 7.11.33 Paragraph 202 of the NPPF identifies that *“where a development proposal will lead to less than substantial harm, to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimal viable use.”* Annex 2 of the NPPF includes a definition for ‘designated heritage asset’ which includes a Conservation Area designated under relevant legislation.
- 7.11.34 The impact on the Oxford Canal Conservation Area is assessed as permanent slight adverse (not significant) which can be considered as ‘less than substantial harm’. As such, this ‘less than substantial harm’ needs to be weighed against the public benefit of the Proposed Development.
- 7.11.35 The Proposed Development will result in a number of public benefits as set out in this Planning Statement and other supporting documents, including:
- Providing greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor;
 - Improving public transport accessibility and connectivity to employment sites, services and other facilities;
 - Facilitating faster and more reliable journeys for people travelling by bus along the A40;
 - Reducing carbon emissions and other harmful pollutants associated with travel;
 - Facilitate safer travel for all A40 users.
- 7.11.36 It is considered that these public benefits outweigh any ‘less than substantial’ harm to the Oxford Canal Conservation Area.
- 7.11.37 It is considered that the Proposed Development complies with relevant local plan policies. The proposals comply with WOLP, Policy EH9, EH11 and EH16, CLP1 Policy ESD15, OLP Policy DH-3 and DH-5, ENP Policy ENP14, WNP Policy E2, SLNP Policy SLE6, which all seek to conserve and enhance designated and non-designated heritage assets.

7.11.38 The Proposed Development is also considered to comply with WOLP Policy EH1 and NG AAP Policy NG7, which seek to conserve or enhance Conservation Areas, and CLP1 ESD16 which specifically protects the Oxford Canal Conservation Area.

7.11.39 The proposals also comply with WOLP Policy EH14 and Policy EH15, OLP Policy DH4 and ENP Policy ENP12.

7.12 Flood Risk and Water Environment

7.12.1 The Proposed Development is located in Flood Zone 1, 2 and 3 and it transects the floodplains of the Chil Brook, River Evenlode, and the River Thames.

7.12.2 NPPF paragraph 159 states that *“inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.”*

7.12.3 NPPF Paragraph 162 states *“the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the Proposed Development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.”*

7.12.4 Paragraph 163 states *“if it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in Annex 3.”*

7.12.5 NPPF paragraph 167 states *“when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) *within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) *the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) *it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) *any residual risk can be safely managed; and*
- e) *safe access and escape routes are included where appropriate, as part of an agreed emergency plan.”*

7.12.6 WOLP Policy EH7, CLP1 Policy ESD6, OLP Policy RE3 and ENP Policy ENP14 all require that flood risk is managed using the sequential approach to development set out in the NPPF and require a site-specific flood risk assessment for all proposals of 1 ha or more and for all proposals in Flood Zone 2 and 3 and Critical Drainage Areas.

7.12.7 An **FRA** has been undertaken as part of **ES Chapter 14: Road drainage and Water Environment**. A **Surface Water Drainage Strategy** has also been prepared to demonstrate how surface water will be managed across the Proposed Development.

Sequential Test

- 7.12.8 The overall aim of the NPPF and the Sequential Test is to steer new development to the areas with the lowest probability of flooding, i.e. Flood Zone 1. The majority of the A40 carriageway is within Flood Zone 1, however parts of the Application Site are within Flood Zone 2 and Flood Zone 3.
- 7.12.9 To meet the requirements of the Sequential Test, it must be demonstrated that there are no 'reasonably available' alternative sites within a lower probability of flooding that would be appropriate for the type of development proposed. The Proposed Development is for the enhancement of the existing A40 corridor to promote sustainable transport and alleviate congestion. There are, therefore, no other reasonable sites for the Proposed Development to occur. As such, it is considered that the Sequential Test is passed.

Exception Test

- 7.12.10 As noted in NPPF paragraph 163, the need to apply the exception test depends on the vulnerability of the Application Site and the new development to flood risk. Table 3 of MHCLG's Guidance on Flood Risk and Coastal Change (2014) details when the Exception Test is required. The Proposed Development is classed as "Essential Infrastructure", and as the Application Site is within Flood Zone 3, the Exception Test needs to be applied.
- 7.12.11 To pass the Exception Test, it must be demonstrated that:
1. There are sustainability benefits that outweigh flood risk; and
 2. The new development is safe for its lifetime without increasing flood risk elsewhere.
- 7.12.12 **Table 4, Table 5** and **Table 6** of the **FRA** submitted as part of the application assess the Proposed Development against the Sustainability Objectives of the relevant planning authorities. These Tables demonstrate that the Proposed Development provides sustainability benefits to the wider area, satisfying the first part of the Exception Test.
- 7.12.13 The EA published updated climate change guidance in October 2021. The western part of the Application Site until Eynsham is located within the Cotswolds management catchment area and the eastern part of the Application Site is located within the Gloucestershire and the Vale management catchment area. The climate change allowances for each management catchment area differ. To provide a conservative approach, the higher value between the two management areas has been used in the hydraulic modelling for the Proposed Development.
- 7.12.14 The design flood event for this Site for the assessment of fluvial flood risk is therefore the 100 year event (1% AEP) plus 43% climate change. This approach was agreed with the EA during a meeting on 11 August 2021.
- 7.12.15 Detailed fluvial hydraulic modelling has been undertaken on the Chil Brook, River Evenlode and River Thames. This demonstrates that, for the 100 year (1% AEP) event + 43% climate change allowance, there is no adverse increase in flood risk off Site outside of model tolerance as a result of the Proposed Development.
- 7.12.16 There are areas of pluvial flood risk throughout the Application Site, in particular at watercourse crossings, off-site overland flow routes crossing the carriageway, and localised areas of ponding within and adjacent to the carriageway. The Proposed Development has been designed to retain existing conveyance routes along the watercourse/flow path crossings, and the proposed drainage strategy will manage any additional rainfall falling onto the new road. With these mitigation measures incorporated, the residual risk of overland surface water flooding is considered to be low.
- 7.12.17 There is an identified risk of elevated groundwater beneath the Proposed Development, in particular between Eynsham and Duke's Cut. Groundwater control measures will be

incorporated, such as dewatering during construction, and/or creation of preferential flow paths for groundwater using granular trenches to direct groundwater away from the road towards watercourses. The requirement for this would be confirmed during detailed design. It is considered that with mitigation measures implemented, the residual risk of groundwater flooding is low.

- 7.12.18 The risk of flooding from sewer/highway drainage and artificial sources has also been assessed and found to be low.
- 7.12.19 A **Surface Water Drainage Strategy** has been submitted as part of the application. This demonstrates how surface water runoff from the Proposed Development would be managed sustainably, ensuring that flood risk is not increased on or off-site through an increase in surface water runoff. Further details of the drainage strategy are detailed below.
- 7.12.20 The Proposed Development is therefore considered to be safe for its lifetime without increasing flood risk elsewhere, satisfying part two of the Exception Test. The Exception Test is therefore passed.

Drainage Strategy

- 7.12.21 A **Surface Water Drainage Strategy** has been submitted as part of the application. This demonstrates how surface water runoff from the Proposed Development would be managed sustainably, ensuring that flood risk is not increased on or off-site through an increase in surface water runoff.
- 7.12.22 The proposed drainage strategy is to provide a new drainage system to cater for the proposed highway improvements. Surface water from the carriageway will be predominately drained into roadside swales and will be attenuated either in attenuation basins either side of the carriageway or attenuation features under the swales.
- 7.12.23 The implementation of SuDS, comprising swales/ ditches and attenuation basins, will make sure that discharge rates from the Proposed Development are not increased above the existing rates as a minimum, even with an increase in impermeable area. Some areas will provide a betterment on existing rates. All attenuation storage has been designed to accommodate the 1 in 100 year (1% AEP) + 20% climate change event. The new drainage system will provide environmental benefits over the existing system including increased attenuation of flows, increased biodiversity, and improved water quality.
- 7.12.24 The proposed drainage strategy is considered to be appropriate based on the existing site constraints and has demonstrated that the proposed drainage system will provide significant betterment over the existing drainage system. The drainage strategy will provide new Sustainable Urban Drainage Systems (SuDS), in accordance with CLP1 Policy ESD7, OLP Policy RE4, WNP Policy BES4.

Conclusion – Flood Risk and Water Environment

- 7.12.25 The sequential approach to development has been applied in line with the NPPF, WOLP Policy EH7, CLP1 Policy ESD6, OLP Policy RE3 and ENP Policy ENP14. As the Proposed Development is for the enhancement of the existing A40 corridor to promote sustainable transport and alleviate congestion there are no other reasonable sites for this development to occur and the Sequential Test is passed.
- 7.12.26 The proposed drainage strategy incorporates SuDS. The **FRA** demonstrates that the Proposed Development provides sustainability benefits to the wider area and that it would be safe for its lifetime without increasing flood risk elsewhere. The Exception Test is therefore passed.

7.12.27 The Proposed Development therefore accords with NPPF paragraphs 159, 162, 163 and 167, WOLP Policy EH7, CLP1 Policy ESD6 and ESD7, OLP Policy RE3 and RE4, WNP Policy BES4 and ENP Policy ENP14.

8 Summary and Conclusion

- 8.1.1 This Planning Statement has been prepared by Stantec on behalf of OCC Major Infrastructure Capital Programme in support of full planning permission for a strategic infrastructure scheme incorporating a mix of active travel (walking and cycling), public transport and highway improvements along the A40 Corridor between Witney and Wolvercote, Oxfordshire, OX29 4EN. The scheme is referred to as the A40 HIF2 Smart Corridor project ('the HIF2 Project') ('the Proposed Development').
- 8.1.2 The planning application is made for:
- *The dualling of approximately 3.2km of the A40 carriageway from the existing Hill Farm junction at Witney to the Eynsham Park and Ride site (R3.0057/19) including the construction of two new roundabouts;*
 - *An eastbound and westbound bus lane approximately 6.5km in length from the Eynsham Park and Ride site to existing structures at Duke's Cut waterway (Duke's Cut Canal Bridge, Earl's Culvert, Wolvercote Railway Bridge and Wolvercote Canal Bridge);*
 - *Capacity and connectivity improvements over the existing structures at Duke's Cut waterway to enable the proposed eastbound bus lane to extend over the existing structures up to the A34 flyover in the east, forming a connection into Oxford North (Northern Gateway) strategic development site;*
 - *Construction of a new signalised junction to the Eynsham Park and Ride site;*
 - *New pedestrian/cyclist underpass at Cuckoo Lane ('the Eynsham Underpass'). Two new pedestrian/cycle bridges at Cassington Halt (Cassington Halt Footbridge North and Cassington Halt Footbridge South);*
 - *Widening of Cassington New Bridge;*
 - *Demolition and replacement/extension of existing White House Culvert;*
 - *Demolition and replacement/extension of Barnard Gate New Culvert;*
 - *New and improved shared use footways and cycleways, including new shared use links to National Cycle Network (NCN) Route 5 at Duke's Cut waterway;*
 - *Alterations to existing junctions and property accesses along the A40;*
 - *Controlled crossings, external lighting, noise barriers, sustainable drainage systems, landscaping, habitat creation including ecology ponds and associated hibernacula; and*
 - *All associated engineering and temporary construction works, site compound and storage areas.'*
- 8.1.3 The A40 corridor west of Oxford is a heavily constrained route. This translates to slow traffic flows, longer journey times and means that bus services are vulnerable to delays. Whilst there are footway/ cycleway facilities along the majority of the A40, there are several gaps, and the existing facilities are generally narrow, poorly signed and lack adequate separation from the busy A40 carriageway. The A40 lacks provision of signalised crossings for pedestrians and cyclists at most intersections with local roads and there is also a lack of crossing points for NMUs. Overall the existing facilities are sub-standard and do not encourage active travel along the A40 corridor.

- 8.1.4 The WOLP identifies congestion on the A40 as a major constraint to inward investment and addressing transport congestion on the A40 is highlighted as a key element of WODC’s strategy for achieving their economic objectives. The WOIDP identifies the proposed eastbound bus lane, westbound bus lane and dual carriageway extension as critical for delivery by 2026.
- 8.1.5 The Proposed Development addresses the current problems experienced along the A40 corridor, facilitating a modal shift to more sustainable transport options, easing congestion, supporting the delivery of planned housing and employment growth in the WOLP and facilitating safer travel for all users of the A40.
- 8.1.6 The Proposed Development will directly support the delivery of WOLP allocated housing and employment sites, mitigating the transport impact of this planned growth by increasing the highway capacity of the A40 between Witney and Eynsham, while providing a high-quality, fast and reliable public transport alternative to car travel between Witney, Eynsham and Oxford.
- 8.1.7 The Proposed Development is considered to be a County priority and meets the aspirations of the A40 Strategy set out in LTP4.
- 8.1.8 The key objectives of the Proposed Development are set out in [paragraph 2.34](#) of this Statement. An assessment of the Proposed Development against these key objectives is set out in [Table 8-1](#) below.

Table 8-1 Assessment of the Proposed Development Against the Key Objectives

<p>Objective 1: Support major new housing and employment site allocations in the West Oxfordshire Local Plan and unlock growth in line with Housing Infrastructure Fund (HIF) through the provision of enhanced active travel and bus travel facilities</p>
<p>Delivery of the Proposed Development will increase the capacity of the transport networks to support development growth with a focus on encouraging mode shift and sustainable travel</p>
<p>The Proposed Development, along with the other projects forming the A40 Improvements Programme, will help to support the delivery of new homes along the A40 corridor, including 4,813 homes in Witney and Eynsham. It will also support delivery of jobs with 40 hectares of employment land to be opened up in SCGV representing up to an additional 4,556 jobs.</p>
<p>Objective 2: Provide greater travel choice for people walking, cycling and travelling by public transport along the A40 corridor to encourage greater use of sustainable transport options</p>
<p>Implementation of the Proposed Development is predicted to significantly improve bus operating conditions and lead to a substantial increase in bus patronage.</p>
<p>The Proposed Development includes five new bus stops and relocation of two bus stops along the corridor, increasing accessibility for passengers traveling from Eynsham and Cassington. These bus stops will provide access to frequent services within a 10-minute walk for the majority of residents in the SCGV and West Eynsham SDA, as well as existing residents in Eynsham and Cassington.</p>
<p>The Proposed Development enables a substantial increase in passenger capacity of the corridor due to the proposed increase in walking, cycle and bus provision.</p>
<p>The Proposed Development includes new and enhanced shared-use pedestrian and cycle crossings and paths along the A40 between Witney and Duke’s Cut. A new shared use pedestrian and cycle path is also proposed from the A40 to the Oxford Canal NCN5.</p>
<p>The Proposed Development removes a number of barriers to travel by active and sustainable modes and will encourage a shift to these transport options. These new facilities will be in place prior to any substantial occupation of the proposed developments along the</p>

<p>A40 corridor, which is important in establishing sustainable travel patterns from an early stage to achieve a step change in mode share.</p>
<p>Objective 3: Improve public transport accessibility and connectivity to employment sites, services and other facilities</p>
<p>As noted above, the Proposed Development proposes five new bus stops, increasing accessibility for passengers traveling from Eynsham and Cassington and the new developments at the SCGV and West Eynsham SDA, as well as existing residents in Eynsham and Cassington.</p>
<p>To support the Proposed Development, it is anticipated that the number of bus services operating along the A40 corridor will increase which will increase the bus capacity and connectivity in the area. In particular access to Oxford's Eastern Arc is anticipated to increase with an increase in bus frequency which will support access to high value, high skilled employment in this area including the Headington Hospital Quarter and Oxford Brookes University.</p>
<p>Objective 4: Facilitate faster and more reliable journeys for people travelling by bus along the A40</p>
<p>The proposed eastbound and westbound bus lanes are predicted to significantly improve bus journey times and reliability, with additional bus stops along the route providing better access to buses from the new developments and from the rest of Eynsham. In the 2031 AM peak hour, the eastbound bus journey time between Shores Green and Wolvercote roundabout is predicted to reduce by 65% to 21 minutes with the introduction of the Proposed Development. This is also 5 minutes faster than the journey time in 2020. In the PM peak in the westbound direction the Proposed Development results in a small increase in bus journey time, however this is as a result of the proposed speed limit reduction, additional crossing facilities and the additional bus stops.</p>
<p>The proposed bus lanes also reduce the variability of bus journey times significantly in both directions in 2024 and 2031.</p>
<p>Objective 5: Ensure that the Proposed Development does not increase journey times for private vehicles (i.e. non-bus users) using the A40</p>
<p>The Proposed Development will not worsen congestion issues and overall it has a positive impact on highway network capacity and journey times.</p>
<p>The Dualling section has been shown to work within capacity and to ease levels of congestion. It also facilitates the increase in traffic flows which is predicted due to more trips to/ from the Eynsham P&R, without any network capacity issues.</p>
<p>The junction modifications proposed as part of the IBL section will provide a significant benefit to general traffic, compared to the existing junctions, and the junctions are able to accommodate the predicted demand in the 2031 forecast year.</p>
<p>Objective 6: Reduce carbon emissions and other harmful pollutants associated with travel</p>
<p>The Proposed Development promotes a modal shift to more sustainable travel, including walking, cycling and public transport, through the provision of high quality infrastructure for NMUs and dedicated bus lanes.</p>
<p>By 2031, with the Proposed Development in operation, GHG emissions are estimated to be lower than if the Proposed Development was not built. The calculated reduction in GHG is due to a reduction in congestion and journey times resulting from the improvements to the road network.</p>
<p>Objective 7: To facilitate safer travel for all A40 users</p>

The Proposed Development includes new and enhanced shared-use pedestrian and cycle crossings and paths along the A40 and a new shared use pedestrian and cycle path from the A40 to the Oxford Canal NCN5.

Reductions in speed limit along the A40 are proposed. This will also help to create a safer environment for pedestrians and cyclists travelling along and across the A40, reducing the likelihood and severity of accidents.

As part of the Proposed Development two new lay-bys are proposed within the Dualling section. The locations of the new lay-bys ensures that spacing between lay-bys remains acceptable. This recognises the continued importance of the A40 as an important route for safe movement of freight.

- 8.1.9 The Proposed Development is considered to comprise local transport infrastructure for which a Green Belt location is required (NPPF paragraph 150 refers) and is not considered to impact on the openness of the Green Belt or conflict with the purposes for including land within it. As such, the Proposed Development is not considered to be inappropriate development within the Green Belt and is therefore in accordance with the NPPF and local development plan policies.
- 8.1.10 The benefits of the Proposed Development, as set out throughout this Statement, are considered to outweigh any limited adverse environmental impacts. Any impacts identified have been minimised and addressed through mitigation.
- 8.1.11 Overall, the Proposed Development is considered to comply with local planning policies and other material considerations including the NPPF and it is respectfully requested that planning permission is granted without delay.

Appendix A Application Terminology

Application Terminology

Term	Description
A40 Access to Witney	Proposals for the addition of westbound slip roads at the A40/B4022 Shores Green junction to improve access to Witney. Scheme 5 of the A40 Improvements Programme (see below).
A40 Dual Carriageway Extension	Forms part of the A40 HIF2 Smart Corridor (see below). Proposals for the dualling of an approximately 3.2km long section of the A40 between Hill Farm Junction at Witney and the proposed Park and Ride at Eynsham with associated junctions and property accesses, as well as an upgrade to the shared path on the northern verge of the carriageway. Scheme 1 of the A40 Improvements Programme (see below).
A40 Duke's Cut	Forms part of the A40 HIF2 Smart Corridor (see below). Proposals for capacity and connectivity improvements over the four structures at Duke's Cut (Earl's Culvert, Duke's Cut Canal Bridge, Wolvercote Canal Bridge and Wolvercote Railway Bridge) to enable the bus lane(s) to be extended over the bridges, as well as a shared path link to the National Cycle Network (NCN) 5 at Duke's Cut Cottages. Scheme 4 of the A40 Improvements Programme (see below).
A40 HIF2 Smart Corridor	The road infrastructure project for which planning permission is sought.
A40 Improvement Programme	Oxfordshire County Council's package of six transportation improvement schemes covering the A40 between Witney and Oxford.
A40 Integrated Bus Lanes	Forms part of the A40 HIF2 Smart Corridor (see above). Proposals for the installation of an approximately 6.5km long section of joint eastbound and westbound bus lane between the proposed Park and Ride at Eynsham and Duke's Cut with associated junction alterations and improvements, as well as improvements to the shared paths alongside the carriageway Scheme 3 of the A40 Improvements Programme (see above).
A40 Oxford North	Proposals for bus, cycle, and pedestrian routes between the Wolvercote roundabout and the A34 flyover. Scheme 6 of the A40 Improvements Programme (see above).
Above Ordnance Datum (AOD)	Above the mean sea level at Newlyn in Cornwall calculated between 1915 and 1921, taken as a reference point for the height data on Ordnance Survey maps.
Active Travel	Walking and cycling as an alternative to motorised transport for the purpose of making everyday journeys.
Affected Road Network (ARN)	Parts of the road network which are identified as likely to be affected by changes in air quality as a result of a development project.
Aggregate	Granular material (e.g. sand and gravel or crushed rock) that can be used for building and/or civil engineering purposes (e.g. for concrete production).

Term	Description
Agricultural Land Classification (ALC)	The system devised and introduced by the Ministry of Agriculture, Fisheries and Food to classify agricultural land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use. Land is graded between 1 (excellent quality) to 5 (very poor quality), with grade 3 subdivided into agricultural subgrades 3a and 3b.
Air quality exceedance	Where pollutant concentrations exceed an air quality standard.
Air quality limit value	A maximum pollutant concentration to be achieved in the atmosphere, either without exception or with a permitted number of exceedances. Limit values are defined in European Union Directives and implemented in United Kingdom legislation.
Air Quality Management Area (AQMA)	If a local authority identifies any locations within its boundaries where the air quality objectives are not likely to be achieved, it must declare the area as an air quality management area. The local authority is subsequently required to put together a local air quality action plan.
Air quality objective	Objectives are policy targets generally expressed as a maximum ambient pollutant concentration to be achieved. The objectives are set out in the UK Government's Air Quality Strategy for the key air pollutants.
Alluvial deposits	Natural materials deposited within and adjacent to rivers.
Ambient noise	A sound that is totally encompassing in a given situation at a given time usually composed of sound from many sources near and far.
Amenity	The relative pleasantness of a journey, or the ability of communities to achieve enjoyment and/ or quality of life.
Ancient woodland	Land that has been continually wooded since at least the year 1600AD.
Annual Average Daily Traffic (AADT)	A measure used in transportation engineering and is the number of vehicles that uses a stretch of road on a average day.
Annual Average Weekday Traffic	The average 24-hour traffic volume occurring on weekdays throughout a full year.
Annual Average Weekly Traffic	Traffic data obtained by calculating weekly traffic flows and then calculating the annual average. Often used in predicting noise levels and air quality, usually in conjunction with other parameters such as average vehicle speed and percentage heavy vehicles.
Annual Exceedance Probability (AEP)	Flood frequency is expressed in terms of an annual exceedance probability, which is the inverse of the annual maximum return period. For example, the 100-year flood (a flood likely to occur once every 100 years) can be expressed as the 1% AEP flood, which has a 1% chance of being exceeded in any year.
Aquifer	An underground layer of water-bearing permeable rock, rock fractures or unconsolidated materials (gravel, sand or silt).

Term	Description
Area Action Plan (AAP)	A Development Plan Document that provides specific planning policy and guidance for an area where significant regeneration or investment needs to be managed.
Area of Outstanding Natural Beauty	An area of countryside in England, Wales or Northern Ireland which has been designated for conservation due to its significant landscape value.
At-grade crossing	A road crossing for pedestrians, cyclists and/or horse riders that is at the same level as the road.
At-grade junction	An intersection of highways where the crossing is at the same level.
Attenuation pond	A pond designed to hold back water and release it at a controlled flow rate.
Barnard Gate	A hamlet located to the east of Witney and west of Eynsham, Oxfordshire.
Base year	Reflects the year which the data has been collected.
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the project together with any known or foreseeable future changes that will take place before completion of the project.
Bedrock	Rock that underlies loose deposits such as soil or alluvium.
Best and most versatile land	Land defined as grades 1, 2 and 3a of the Agricultural Land Classification. This land is considered the most flexible, productive and efficient and is most capable of delivering crops for food and non-food uses.
Biodiversity	The biological diversity of the earth's living resources. The total range of variability among systems and organisms at the following levels of organisation: bioregional, landscape, ecosystem, habitat, communities, species, populations, individuals, genes and the structural and functional relationships within and between these different levels.
Borehole	A hole bored into the ground, usually as part of investigations, typically to test the depth and quality of soil, rock and groundwater. A borehole can also be used to dewater the ground.
British Geological Survey	A body which aims to advance geoscientific knowledge of the United Kingdom landmass and its continental shelf by means of systematic surveying, monitoring and research
British Standards Institution (BSI)	A group which produces British Standards across industry sectors, and which is formally designated as the National Standards Body for the UK.
Buffer	Specified area or distance surrounding a site or feature of interest.
Built heritage	A structure or building of historic value. These structures are visible above ground level.

Term	Description
Bund	An embankment structure
Buried archaeology (or buried heritage)	An archaeological asset beneath ground level, which may include earthworks.
Bus Gate	<p>A bus gate is a short section of street in which only buses and other authorised vehicles can go through.</p> <p>In this scheme a bus gate is a section at the end of (or a break in) a bus lane where general traffic is held on a red signal when a bus is approaching in order to give priority to buses to advance ahead of general traffic.</p>
Calculation of Road Traffic Noise (CRTN)	A technical memorandum that describes the procedures for calculating noise from road traffic.
Carbon footprint	The total greenhouse gas emissions associated with a particular policy or development.
Carriageway	The width of a highway that can be used by motorised vehicles and non-motorised users, formed by a number of lanes.
Cassington	A village located north-west of Oxford and east of Eynsham, Oxfordshire.
Catchment	A drainage/basin area within which precipitation drains into a river system and eventually into the sea.
Climate	The climate can be described simply as the 'average weather', typically looked at over a period of 30 years. It can include temperature, rainfall, snow cover, or any other weather characteristic.
Climate change	This refers to a change in the state of the climate, which can be identified by changes in average climate characteristics which persist for an extended period, typically decades or longer.
Combined effect	A type of cumulative effect which occurs when different types of activity combine to have an effect on a specific receptor or resource.
Committed development	A development that has full or outline planning permission, or is allocated in an adopted development plan.
Competent expert(s)	The terms used in the EIA Regulations to describe a suitably qualified and experienced person (or persons) responsible for the preparation of the Environmental Statement, either whole or in part.
Compulsory Purchase Order (CPO)	A legal process that enables public bodies to apply to the Government to compulsorily purchase land or property without the consent of the owner in order to deliver a proposed scheme. The proposed scheme must be in the public interest.

Term	Description
Conceptual Site Model	Method used to manage identification of the various types of risk relating to contaminated land. The conceptual site model includes categorisation of sources of contamination; categorisation of potential receptors; and identification of potential contamination pathways (i.e. linking sources to receptors).
Conflict Point	Conflict points are locations in or on the approaches to a junction where vehicles paths merge, diverge, or cross.
Congestion	A situation where the volume of traffic is too great for the road, causing vehicles to slow down or stop, often caused by bottlenecks, traffic incidents and junction design.
Conservation area	An area designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest and with a character or appearance which is desirable to preserve or enhance.
Construction and demolition waste	Consists of unwanted material produced directly or indirectly as a result of the construction phase.
Construction compound	Construction compounds will generally act as the points of entry to the worksites from the public highway. They may also be used for major stockpiling of materials such as topsoil, and to facilitate transfer of materials to and from the site.
Construction Design and Management (CDM) Regulations 2015	The Construction (Design & Management) Regulations (CDM 2015) are the main set of regulations for managing the health, safety and welfare of construction projects.
Construction Environmental Management Plan (CEMP)	A plan prepared by a contractor which sets out how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area and the protocols to be followed in implementing these measures, in accordance with environmental commitments.
Construction plant	Portable construction machinery and equipment.
Controlled crossing	A road crossing including traffic lights that gives priority to pedestrians, cyclists and/or horse riders crossing a road.
Controlled waters	Rivers, streams, estuaries, lakes, canals, ditches, ponds and groundwater as far out as the UK territorial limit. The statutory definition is provided in section 104 (1) of the Water Resources Act 1991 and section 30A (d) of the Control of Pollution Act 1974.
County Planning Authority (CPA)	A County Council responsible for the determination of planning applications for minerals or waste-related developments or developments for the County's own operational use (e.g. extensions to schools or libraries).

Term	Description
Culvert	A tunnel (pipe or box shaped) that carries a stream or open drain under a road or railway.
Cumulative effects (or impact)	Effects upon the environment that result from the incremental impact of an action when added to other past, present or reasonably foreseeable actions. Each impact by itself may not be significant but can become a significant effect when combined with other impacts.
Cutting	An earthwork to establish the road foundations (along with embankments), where the road is cut into the landscape, providing potential for visual screening and noise attenuation.
Decibel (dB)	The scale used to measure noise is the decibel scale which extends from 0 to 140 decibels, corresponding to the intensity of the sound pressure level.
Department for Transport (DfT)	Government department responsible for the transport network in England, and for aspects of the transport network in the devolved administrations.
Deposition	The vertical passage of a substance (e.g. dust or nitrogen) to a surface or the ground.
Design and Access Statement (DAS)	A report accompanying a planning application, setting out how the design of the proposed development is a suitable response to the site and its setting and demonstrating that it can be adequately accessed by potential users.
Design Manual for Roads and Bridges (DMRB)	A series of 15 volumes that provide standards, advice notes and other published documents relating to the design, assessment and operation of trunk roads, including motorways in the United Kingdom, and, with some amendments, the Republic of Ireland.
Diffusion tube monitoring	Diffusion tubes are a pollutant specific method of monitoring and measuring different pollutants, including measuring oxides of nitrogen (NO _x). Diffusion tubes passively absorb the pollutant to which they are exposed in each place over a period, generally 2-4 weeks, and the tube is then returned to the laboratory for analysis.
Do-Minimum (DM) scenario	The Do-Minimum forecast scenario in the Opening/Design Year is the base road and traffic network against which alternative improvements can be assessed. In many cases, the definition of the Do-Minimum is straightforward; it is simply the Do-Nothing scenario. However, 1 or more of the following 4 cases may arise, in which the 'Do-Minimum' differs from the 'Do-Nothing': i) The case where works will be carried out regardless of whether or not the Do-Something scheme is built. ii) The case where the existing network may be improved to form a 'Do-Minimum' scheme which can be tested as an alternative to carrying out major Do-Something improvements. iii) The case where traffic conditions can be improved without significant capital expenditure. iv) The case where the area covered by the modelled network includes road proposals other than the one under immediate consideration.

Term	Description
Do-Nothing (DN) scenario	The Do Nothing forecasting scenario is simply the existing network without modification in the Opening/Design Year.
Do-Something (DS) scenario	The Do-Something forecast scenario is the road proposal under consideration in the Opening/Design Year.
Dualling	Conversion of a road into a dual carriageway.
Duke's Cut structures	Four structures on the A40 to the west of the A34 flyover – Duke's Cut Canal Bridge, Earl's Culvert, Wolvercote Railway Bridge and Wolvercote Canal Bridge.
Duke's Cut waterway	A short waterway travelling under the A40 west of the A34 flyover, connecting the Oxford Canal with the River Thames via Wolvercote Mill Stream.
Dust	All airborne particulate matter.
Earthworks	The removal or placement of soils and rocks such as in cuttings, embankments and environmental mitigation, including the in-situ improvement of soils/rocks to achieve the desired properties.
Ecological potential	Surface waters identified as Heavily Modified Water Bodies or Artificial Water Bodies must achieve 'good ecological potential' (good potential is a recognition that changes to morphology could make Good Ecological Status very difficult to achieve).
Ecosystem	Biological community of interacting organisms (e.g. plants and animals) and their environment.
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect'), which is determined by correlating the magnitude of the impact (or change) to the importance, value or sensitivity of the receptor or resource, in accordance with defined significance criteria.
Embankment	Artificially raised ground, commonly made of earth material, such as stone, on which the carriageway is laid.
Embedded mitigation	Design measures which are integrated into a project for the purpose of minimising environmental effects.
Emission factor toolkit	Tool used to assist to assist local authorities in carrying out Review and Assessment of local air quality as part of their duties under the Environmental Act 1995.
Enabling works	Enabling works are preparations to make a building site ready for construction. It covers activities from site preparation, creation of access routes, and the installation of facilities like security fencing, ramps, and placing of signs.

Term	Description
Enhancement	A measure that is over and above what is required to mitigate the adverse effects of a project.
Envirocheck	A provider of environmental data, reports and risk solutions for use in site-based assessments.
Environmental assessment	A method and process by which information about environmental effects is collected, assessed and used to inform decision-making.
Environmental Health (department)	A department within a local authority with responsibilities for protecting public health through the administration and enforcement of environmental health legislation.
Environmental Impact Assessment (EIA)	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. For certain projects, EIA is a statutory requirement.
Environmental Quality Standard (EQS)	Standards that have been developed with the aim to meet the requirements of the WFD Directive.
Environmental Statement (ES)	A document produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations to report the results of an EIA.
Environmental/ Ecological Clerk of Works (ECoW)	Supports compliance with legislation and planning conditions but also provides advice and guidance throughout construction.
Essential Mitigation	Mitigation critical for the delivery of a project which can be acquired through statutory powers.
European Protected Species	Species of plants and animals (not birds) which are protected by European law.
Excavated material	Largely natural soil and rock material that is removed from the ground during construction.
Eynsham	A village located north-west of Oxford and east of Witney, Oxfordshire.
Eynsham Park and Ride	A new 850-space Park and Ride proposed on the A40 eastbound at Eynsham, together with a new roundabout, eastbound bus lanes, westbound bus priority measures and cycle lanes on the A40. Planning permission was granted in March 2021 under application reference R3.0057/19. Scheme 2 of the A40 Improvements Programme (see above).
Eynsham / Lower Road Roundabout	An existing roundabout on the A40 to the eastern edge of Eynsham (Junction of A40 with Lower Rd & B4449).
Eynsham Underpass	A new underpass linking the existing settlement of Eynsham to the proposed Salt Cross Garden Village to the north of the A40.

Term	Description
Fill	Material used to artificially raise the existing ground levels.
Find spot	A term used to describe the location at which an archaeological find was discovered.
Flood Risk Assessment (FRA)	The process of assessing potential flood risk to a site and identifying whether there are any flooding or surface water management issues that may warrant further consideration or may affect the feasibility of a development.
Flood Zone	Flood Zone definitions are set out in the National Planning Policy Guidance. Used to create a flood map for planning risk. There are 3 flood zones which refer to the probability of river and sea flooding, ignoring the presence of defences.
Flood Zone 1	Flood Zone 1: land outside the floodplain. There is little or no risk of flooding in this zone;
Flood Zone 2	Flood Zone 2: the area of the floodplain where there is a low to medium flood risk; and
Flood Zone 3	Flood Zone 3: the area of the floodplain where there is a high risk of flooding.
Floodplain	Land adjacent to a watercourse over which water flows or would flow in times of flood, but for defences in place.
Fluvial	A term that relates to rivers and streams and the processes that occur within them.
Future baseline	The situation and conditions that would prevail should a proposed development not proceed. Predicted impacts are compared against this theoretical scenario.
Geomorphology	The study of landforms and the processes which create them.
Geophysical survey	A process involving ground-based physical sensing techniques to determine the presence or absence of anomalies likely to be caused by archaeological features, structures or deposits.
Ghost Island	<p>An area of the carriageway suitably marked to separate lanes of traffic travelling in the same direction on both merge and diverge layouts.</p> <p>The purpose of the ghost island at a merge is to separate the points of entry of two slip road traffic lanes. At a diverge it is to separate the points of exit to a slip road.</p>
Grade separated crossing	A road crossing for pedestrians, cyclists and/or horse riders that is constructed above or below the road (i.e. a footbridge or underpass).
Green belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.

Term	Description
Greenhouse gases	Atmospheric gases such as carbon dioxide, methane, chlorofluorocarbons, nitrous oxide, ozone, and water vapour that absorb and emit infrared radiation emitted by the Earth's surface, the atmosphere and clouds.
Ground investigation (GI)	An intrusive investigation undertaken to collect information relating to the ground conditions, normally for geotechnical or land contamination purposes.
Ground-borne vibration	Vibration generated by an event such as the pass-by vehicles in a tunnel, propagated through the ground or structure (i.e. not the air) into a receiving building.
Groundwater	All water which is below the surface of the ground and within the permanently saturated zone.
Groundwater source protection zone (SPZ)	Areas defined by the Environment Agency which show the risk from contamination/pollution to groundwater that is extracted for drinking water.
Habitat	The natural home or environment of an animal, plant, or other organism.
Haul road	A temporary road provided within a contractor's site area to allow for the movement of construction material, construction machinery and/or construction labour around the site.
Heavy goods vehicle (HGV)	A commercial carrier vehicle with a gross vehicle weight of more than 3.5 tonnes.
Hectare	A metric unit of measurement, equal to 2.471 acres or 10,000 square metres.
Heritage asset	A building, monument, site, place, area or landscape of historic value.
Highways Agency Drainage Data Management System (HADDMS)	Management system used to store technical information about the location and condition of drainage infrastructure on the network.
Highways England Water Risk Assessment Tool (HEWRAT)	A spreadsheet-based application used to determine whether highway runoff is likely to have an ecological impact on surface watercourses.
Historic England	Executive non-departmental public body created under section 32 of the National Heritage Act 1983 to secure the preservation of ancient monuments and historic buildings situated in England; promote the preservation and enhancement of the character and appearance of conservation areas situated in England; and promote the public's enjoyment of, and advance their knowledge of, ancient monuments and historic buildings situated in England and their preservation.

Term	Description
Historic Environmental Record (HER)	A record of all known archaeological finds and features and historic buildings and historic /landscape features, relating to all periods from the earliest human activity to the present day; maintained by each County and Unitary Authority in the United Kingdom.
Hot rolled asphalt	A common type of road surfacing comprising a dense mixture of mineral aggregate, sand and bitumen.
Housing Infrastructure Fund (HIF)	Funding awarded by the Government to local authorities for new infrastructure that will unlock the delivery of new homes.
Hydrogeology	The nature, distribution and movement of groundwater in soils and rocks, including in aquifers.
Impact	Change that is caused by an action; for example, land clearing (action) during construction which results in habitat loss (impact).
Important hedgerow	A hedgerow that is at least 30 years old and which meets certain criteria relating to its particular archaeological, historical, wildlife and landscape value.
Inert waste	<p>Defined in Article 2(e) of EU Landfill Directive (1999/31/EC) as waste that does not undergo any significant physical, chemical or biological transformations:</p> <ul style="list-style-type: none"> • Inert waste does not dissolve, burn or otherwise physically or chemically react, biodegrade or adversely affect other matter with which it comes into contact in a way likely to give rise to environmental pollution or harm to human health; and • The total leachability and pollutant content and the ecotoxicity of its leachate are insignificant and, in particular, do not endanger the quality of any surface water and/ or groundwater.
In-Line Crossing	2-stage Toucan or other pedestrian/cycle crossing type separated by central island where both carriageway crossings are aligned (i.e. no off-set / stagger).
International designated site	<p>The generic term used to describe the following designated sites:</p> <p>Special Areas of Conservation (SACs) and Special Protection Areas (SPAs);</p> <p>Sites that are in the process of designation as SACs and SPAs -these are known as proposed SACs (pSACs), candidate SACs (cSACs), potential SPAs (pSPAs) and Sites of Community Importance (SCIs), depending on the type of designation and point of progression through the designation process; and</p> <p>Ramsar Sites.</p>
Invasive species	Non-native UK plants that are invasive, for example Japanese Knotweed.
Junction	A place where two roads meet, regardless of design or layout.

Term	Description
Land take	Land required for the Scheme.
Landscape character area (LCA)	Areas of landscape that have a broadly consistent pattern of topography, land use and vegetation cover.
Levelling Up Fund (LUF)	Funding awarded by Government to local authorities for local infrastructure improvements.
Link	A section of road between two junctions.
Listed building	A building of special architectural or historic interest. Listed buildings are graded I, II* or II, with Grade I being the highest. Listing includes the interior as well as the exterior of the building.
Local Air Quality Management	A key part in the UK Government's and the Devolved Administrations' strategies to achieve the air quality objectives.
Local Biodiversity Action Plan	A plan that identifies threatened species and habitats and seeks to protect and restore biological systems.
Local Geological Site	Non-statutory geological sites considered worthy of protection for their earth science or landscape importance. Formerly known as Regionally Important Geological Sites.
Local Nature Reserves (LNR)	A statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. They are places with wildlife or geological features that are of special interest locally.
Local Planning Authority	The local authority or council that is empowered by law to exercise planning functions.
Local Wildlife Site (LWS)	Non-statutory sites of nature conservation value that have been designated 'locally'. These sites are referred to differently between counties with common terms including site of importance for nature conservation, county wildlife site, site of biological importance, site of local importance and sites of metropolitan importance.
Low noise surfacing	A generic term used to describe a type of road surfacing which has a high stone content, laid at a thickness of less than 50mm. It is applied to reduce the noise resulting from the interaction of vehicle tyres with the road. Also known as low noise surfacing.
Lowest Observed Adverse Effect Level (LOAEL)	The lowest concentration or amount of a substance found by experiment or observation that causes an adverse alteration of morphology, function, capacity, growth, development, or lifespan of a target organism distinguished from normal organisms of the same species under defined conditions of exposure.

Term	Description
Made ground	Land where natural and undisturbed soils have largely been replaced by man-made or artificial materials. It may be composed of a variety of materials including imported natural soils and rocks with or without residues of industrial processes (such as ash) or demolition material (such as crushed brick or concrete).
Main river	A river maintained directly by the Environment Agency. They are generally larger arterial watercourses.
Mainline	The carriageway carrying the main flow of traffic, generally traffic passing straight through a junction or interchange.
Material assets	Construction materials and products (from primary (natural assets), recycled or secondary and renewable sources) and built assets such as landfill capacity and mineral safeguard sites and/or peat resources.
Merge	The point where two different traffic flows come together and continue as one.
Mineral safeguarding areas	Areas defined by mineral planning authorities with known mineral resources that are of identified economic or conservation value.
Mitigation	Measures including any process, activity, or design to avoid, reduce, remedy or compensate for negative environmental impacts or effects of a development.
Modelling	The process of estimating changes within an area of interest under a specific set of conditions.
Monitoring	A continuing assessment of the performance of the project, including mitigation measures. This determines if effects occur as predicted or if operations remain within acceptable limits, and if mitigation measures are as effective as predicted.
Multi-Agency Geographic Information Service (MAGIC)	A website which provides geographic information about the natural environment.
National Character Area (NCA)	Areas of England defined by their unique combination of landscape, biodiversity, geodiversity, history and cultural and economic activity.
National Planning Policy Framework (NPPF)	A planning framework which sets out the Government's planning policies for England and how these are expected to be applied.
National speed limit	The default speed limit which applies to roads without any posted limit, this being 60mph on single carriageway roads and 70mph on dual carriageways and motorways.
National Vegetation Classification (NVC)	A comprehensive classification and description of the plant communities of Britain, administered by the Joint Nature Conservation Committee.

Term	Description
Natura 2000	A network of core breeding and resting sites for rare and threatened species, and some rare natural habitat types which are protected in their own right.
Natural England	Executive non-departmental public body constituted under the Natural Environment and Rural Communities Act 2006 (section 2(1)) to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.
Nitrate vulnerable zone	Areas covering 62% of England designated as a result of the EU's Nitrates Directive in order to reduce the level of nitrates in surface and groundwater. Farmers with land in nitrate vulnerable zones have to follow mandatory rules to tackle nitrate loss from agriculture.
Non-Motorised User (NMU)	A pedestrian, cyclist or horse rider.
No Observed Adverse Effect Level (NOAEL)	The no-observed-adverse-effect level (NOAEL) denotes the level of exposure of an organism, found by experiment or observation, at which there is no biologically or statistically significant increase in the frequency or severity of any adverse effects (e.g. alteration of morphology, functional capacity, growth, development or life span) in the exposed population when compared to its appropriate control.
Noise barrier	A solid construction that reduces unwanted sound. It may take many forms including: engineering cutting; retaining wall; noise fence barrier; landscape earthworks; a 'low level' barrier on a viaduct; a parapet barrier on a viaduct; or any combination of these measures. Also called an attenuation barrier.
Noise Important Area	Areas identified with respect to noise from major roads and from roads within agglomerations where 'the 1% of the population that are affected by the highest noise levels from major roads' are located according to the results of the strategic noise mapping.
Noise sensitive receptor	These comprise mainly residential buildings, but also include educational buildings, hospitals, and places of worship.
Non-hazardous waste	Any waste not defined as 'hazardous' under Directive 91/689/EEC. Examples include soils from ground/site clearance and demolition wastes.
Non-Technical Summary (NTS)	Information for the non-specialist reader to enable them to understand the main predicted environmental effects of the proposal without reference to the main Environmental Statement.
Notable species	Notable species are taken as principal species for the conservation of biodiversity listed under Section 41 of the Natural Environment and Rural Communities Act 2006; any species listed in an IUCN Red Data Book; and any other species listed under the Staffordshire Biodiversity Action Plan.

Term	Description
Operational	The functioning of a project on completion of construction.
Ordinary watercourse	Ordinary watercourses include every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and passage through which water flows and which does not form part of a main river.
Ordnance Survey (OS)	The national mapping agency for the UK.
OSM A40 Corridor	OSM is a suite of multi-modal strategic models build for Oxfordshire for transport planning and scheme assessments. A cordoned extract of the OSM has been built for the A40 Corridor.
Outline Environmental Management Plan (OEMP)	The OEMP identifies environmental mitigation measures and has been used to inform the EIA. It defines those environmental commitments and actions which will be implemented (within the REAC). It includes a brief scheme description, identifies the roles and responsibilities of those who will be responsible for managing and reporting the construction phase environmental aspects. The OEMP will be used as a basis for the contractor's development of a Construction Environmental Management Plan (CEMP) and Handover Environmental Management Plan (HEMP).
Oxford North (Northern Gateway) strategic development site	A proposed development site located immediately to the east of the A34 and to the northern edge of Oxford, allocated in the Oxford Core Strategy 2026 (now superseded by the Oxford Local Plan 2036) and subject to an Area Action Plan. Planning permission was granted in March 2021 under application reference 18/02065/OUTFUL.
Particulate matter (PM)	Discrete particles in ambient air, with diameters ranging between nanometres (billionths of a metre) to micrometres (millionths of a metre).
Pathways	The routes by which pollutants are transmitted through air, water, soils, plants and organisms to their receptors.
Pegasus Crossing	A type of controlled crossing allowing horse riders to cross as well as pedestrians and cyclists. They include two sets of buttons at different heights – one for horse riders and one for pedestrians/cyclists.
Phase 1 habitat survey	A habitat classification and field survey technique to record semi-natural vegetation and other wildlife habitats.
Photomontage	Inserting an image of a proposed development onto a photograph for the purposes of creating an illustrative representation of potential changes to existing views.
Planning Statement	A report accompanying a planning application, setting out the context and need for the proposed development and assessing the proposed development against relevant national and local planning policies, as well as other material considerations.
Preliminary Sources Study Report (PSSR)	Reports the geotechnical implications for the feasibility of all project options.

Term	Description
Principal aquifer	These are layers of rock or drift deposits that have high intergranular and/ or fracture permeability - meaning they usually provide a high level of water storage. They may support water supply and/ or river base flow on a strategic scale. In most cases, principal aquifers are aquifers previously designated as major aquifer.
Principal Contractor	A general term used to describe an individual or company appointed by a developer to construct or manage a project at a certain price or rate.
Priority Crossing	Refers to crossing points where pedestrians/cyclists, once having commenced crossing, have priority over road traffic and vehicles must give way.
Priority habitat	Priority habitats are taken as principal habitats for the conservation of biodiversity listed under Section 41 of the Natural Environment and Rural Communities Act 2006.
Protected species	Species of wild plants, birds and animals which are afforded protection through legislative provisions.
Public right of way (PRoW)	A highway where the public has the right to walk. It can be a footpath (used for walking), a bridleway (used for walking, riding a horse and cycling), or a byway that is open to all traffic (including motor vehicles).
Qualitative	Qualitative research is a scientific method of observation to gather non-numerical data.
Quantitative	Quantitative data is any data that is in a numerical form such as statistics or percentages.
Receptor (often preceded with 'sensitive')	A defined individual environmental feature usually associated with population, fauna and flora that has potential to be affected by a project.
Record of Environmental Actions and Commitments (REAC)	The REAC forms part of the Outline Environmental Management Plan (OEMP) and defines the environmental actions and commitments which have been identified and developed to mitigate the Scheme's environmental effects. The actions and commitments contained within the REAC are considered embedded mitigation and as such are considered to be in place within the ES assessments.
Regulation 3 planning application	A planning application submitted under Regulation 3 of the Town and Country Planning General Regulations 1992. Regulation 3 enables an authority to make planning applications to itself as long as the development is to be carried out by, or on behalf of, the Council and the interest in the development by the Council is significant.
Remediation	The process of removing a pollution linkage (i.e. by removing one or more of the elements in a source-pathway-receptor linkage) in contaminated land in order to render an acceptable risk. Usually this involves a degree of removal of contaminants and/ or blockage of pathways.

Term	Description
Representative concentration pathways (RCP)	UK Climate Projections 2018 uses a range of possible scenarios, classified as Representative Concentration Pathways (RCPs), to inform differing future emission trends. These RCPs "... specify the concentrations of greenhouse gases that will result in total radiative forcing increasing by a target amount by 2100, relative to preindustrial levels."
Residual effect	The predicted consequential change on the environment from the impacts of a development after mitigation.
Resource	A defined but generally collective environmental feature usually associated with soil, water, air, climatic factors, landscape, material assets, including the architectural and archaeological heritage that has potential to be affected by a project.
Riparian	Relating to or situated on the banks of a river.
Risk assessment	An assessment of the probability of a hazard occurring that could result in an impact.
Rochdale Envelope	An approach to consenting and environmental impact assessment, named after a UK planning law case, which allows the promoters of development projects to broadly define their schemes within agreed parameters to retain flexibility of design.
Rotary bored piling	Bored piles are installed by boring a hole, removing the arisings and filling the hole with concrete. The bore consists of a screw-type auger pm a piling rig which augers directly into the ground.
Roundabout	A circular, one-way junction at which other roads meet and terminate.
Runoff	The flow of water over the ground surface.
Salt Cross Area Action Plan (SCGV AAP)	An emerging West Oxfordshire District Council Development Plan Document that, once adopted, will be used to determine future development proposals at Salt Cross Garden Village.
Salt Cross Garden Village (SCGV)	A new village proposed to the north of the A40 near Eynsham, Oxfordshire. Salt Cross Garden Village is identified in the West Oxfordshire Local Plan to deliver around 2,200 new homes and a science business park.
Scheduled monument	A ' <i>nationally important</i> ' archaeological site or historic building, given protection against unauthorised change and included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport. The protection given to scheduled monuments is given under the Ancient Monuments and Archaeological Areas Act 1979.
Scheme	All works associated with the HIF2 A40 Smart Corridor scheme.

Term	Description
Scoping	The process of identifying the issues to be addressed by the Environmental Impact Assessment process. It is a method of ensuring that an assessment focuses on the important issues and avoids those that are considered not significant.
Scoping Opinion	The written opinion of the relevant authority, following a request from the applicant for planning permission, as to the information to be provided in an Environmental Statement.
Scoping Report	A report which records the outcomes of the scoping process and is typically submitted as part of a formal request for a Scoping Opinion.
Screening	The formal process undertaken to determine whether it is necessary to carry out a statutory Environmental Impact Assessment and publish an Environmental Statement in accordance with the EIA Regulations.
Setting (cultural heritage)	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive, negative or neutral contribution to the significance of an asset and may affect the ability to appreciate it.
Severance (land)	The splitting of a land holding into more than one part, for example through the introduction of a new section of road.
Severance (non-motorised users)	The perceived separation of residents from facilities and services they use within their community caused by new or improved roads, or by changes in traffic flows.
Shared Use Pathway or Shared use Facility	A term used to describe an pathway, alongside but separated from the road, that legally allows cycling as well as walking and other forms of active travel (e.g. horse-riding, scooting, skating).
Side Road Crossing	(Shared) pathway crossing point of a side road at its junction with the main road.
Signal Pre-emption	Traffic signal pre-emption (also called traffic signal prioritisation) is a type of system that allows the normal operation of traffic lights to be pre-empted. One example is signal pre-emption used by bus priority systems to allow public transportation priority access through junctions.
Significance (of effect)	A measure of the importance or gravity of the environmental effect, defined by generic significance criteria or criteria specific to an environmental topic.
Significant Observed Adverse Effect Level (SOAEL)	The level of noise exposure above which significant adverse effects on health and quality of life occur.
Site of Special Scientific Interest (SSSI)	Area of land notified by Natural England under section 28 of the Wildlife and Countryside Act 1981 as being of special interest due to its flora, fauna or geological or physiological features.

Term	Description
Site Waste Management Plan (SWMP)	A plan that is used to outline how a construction project will avoid, minimise or mitigate effects on waste production and handling on the environment and surrounding area.
Source Protection Zone (SPZ)	Source Protection Zones ("SPZ") show the risk of contamination from any activities that might cause pollution to groundwater sources such as wells, boreholes and springs used for public water supplies. The closer the activity, the greater the risk. SPZs can comprise of up to three main zones (inner, outer and total catchment). A fourth zone of special interest can also occasionally be applied to a groundwater source.
Spatial	The geographic area over which environmental impacts and effects could occur as a result of a development project.
Special Area of Conservation (SAC)	Sites designated under EU legislation for the protection of habitats and species considered to be of European interest.
Species of Principal Importance	Habitats and species of principal importance in England. Section 41 (S41) of the Act requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England.
Stakeholder	An organisation or individual with a particular interest in a development project.
Statement of Community Involvement (SCI)	A statement setting out the consultation that the Applicant has undertaken with the community, landowners, stakeholders, Local Planning Authorities and Oxfordshire County Council as County Planning Authority prior to submission of the planning application.
Statutory consultee	Organisations and bodies, defined by statute, which must be consulted on relevant planning matters.
Structure	A bridging structure.
Study area	The spatial area within which environmental effects are assessed (i.e. extending a distance from the project footprint in which significant environmental effects are anticipated to occur).
Superficial deposit	A geological deposit that was laid down during the Quaternary period. Such deposits were largely formed by river, marine or glacial processes but can also include wind-blown deposits known as loess.
Surface water	Waters including rivers, lakes, loughs, reservoirs, canals, streams, ditches, coastal waters and estuaries.
Sustainable drainage systems (SuDs)	Measures designed to control surface runoff close to its source, including management practices and control measures such as storage tanks, basins, swales, ponds and lakes. Sustainable drainage systems allow a gradual release of water and thereby reduce the potential for downstream flooding.

Term	Description
Swale	A low or hollow place, especially a marshy depression between ridges.
Temporal	The duration of time over which environmental impacts and effects could occur as a result of a development project.
Toucan Crossing	A type of controlled crossing, allowing pedestrians and cyclists to cross without dismounting.
Transboundary effects	The term used to describe the significant environmental effects of a development project which extend beyond the boundary of the European Economic Area State within which it would be implemented.
Translocation	The transporting and release of species or habitats from one location to another. For example, if an area of land is required permanently for a new development, species can be moved from that site to a suitable alternative location.
Transport Analysis Guidance (TAG)	Guidance produced by the Department for Transport for undertaking transportation studies, appraisals and modelling. Also referred to as WebTAG.
Tree Preservation Order (TPO)	An order made by a local planning authority, under the Town and Country Planning Act 1990, in respect of trees or woodlands. The principal effect of a tree preservation order is to prohibit the cutting down, uprooting, topping, lopping, wilful damage or wilful destruction of trees without the local planning authority's consent.
Trial trenching (cultural heritage)	A method of on-site archaeological investigation where trenches are dug at intervals across a site to identify any archaeological remains.
Unacceptable Adverse Effect Level	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory.
Uncontrolled Crossing	A road crossing that is not controlled by traffic lights. Drivers must stop to allow pedestrians, cyclists and/or horse riders to cross.
Underpass	A road or pedestrian/cyclist tunnel passing under a road or railway.
Unexploded ordnance (UXO)	Explosives that did not explode when deployed and thus still pose a risk of detonation.
Utilities	The term utilities can also refer to the set of services provided by these organisations consumed by the public: Coal, electricity, natural gas, water, sewage, telephone, and transportation. Broadband internet services (both fixed-line and mobile) are increasingly being included within the definition.
Vehicle movement	A journey made by a vehicle. This can either be a one way or two-way trip.

Term	Description
Vehicle restraint systems	System installed on a road to provide a level of containment for an errant vehicle such as a safety barrier.
Viewpoint	A place from which something can be viewed.
VISSIM A40 Corridor Model	VISSIM is a microsimulation multi-modal traffic flow simulation software package. A VISSIM model has been built for the A40 Corridor
Visual amenity	The overall pleasantness of the views people enjoys of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.
Visual receptor	People who may have a view of a proposed development during construction or operation.
Waste	Waste is defined as per the Waste Framework Directive (2008/98/EC) as "any substance or object which the holder discards or intends or is required to discard".
Water Framework Directive (WFD)	<p>The Water Framework Directive (WFD) introduced a new system for monitoring and classifying the quality of surface and ground waters.</p> <p>The Directive requires that Environmental Objectives be set for all surface waters and groundwater to enable them to achieve Good Ecological Potential/ Status by a defined date.</p>
Western Development Roundabout	A new roundabout to the west of Eynsham providing the main access from the A40 to the proposed Salt Cross Garden Village site to the north of the A40.
Witney	A town to the west of Oxford and Eynsham, Oxfordshire.
World Heritage Site (WHS)	A site inscribed by UNESCO because of its Outstanding Universal Value under the terms of the UNESCO World Heritage Convention.
Worst-case scenario (or assumption)	An assumption adopted within an environmental impact assessment which identifies a scenario or parameter that would likely result in the maximum environmental effect (termed the worst-case). This is typically applied where uncertainty exists over the detail of a particular development component or approach to project delivery, for which a basis of assessment is needed.
Written Scheme of Investigation (WSI)	A Written Scheme of Investigation outlines known and potential archaeological features and deposits or built heritage elements on a site and suggests a structure for exploring them using the latest, most appropriate and cost-effective archaeological techniques.
Zone of Influence (Zol)	The area for the assessment of combined effects. Zols are variable depending on the environmental factor being discussed.

Term	Description
Zone of Theoretical Visibility (ZTV)	A map, usually digitally produced, showing areas of land within which, the Scheme is theoretically visible.

Appendix B Planning History Summary

Table B-1 Summary of Planning History

Site Address	Local planning authority reference	Development Description	Status
Oxfordshire County Council			
Cassington Quarry, Cassington Road, Yarnton,	MW.0111/19	Section 73 application for the continuation of the winning and working of sand and gravel with restoration using suitable imported materials to vary conditions 1 and 6 of planning permission 15/04415/CM to amend the approved restoration scheme for the plant site	Approved 15/04/20
	MW.0122/20	Section 73 application for the continuation of the winning and working of sand and gravel with restoration using suitable imported materials to vary conditions 2, 3 and 6 of planning permission 19/02521/CM (MW.0111/19) in order to extend the period of extraction until 31st December 2022 and the time period for restoration until 31st December 2024 to allow for sufficient time for the working of mineral from beneath the plant site and the revised restoration of the plant site	Under consideration Validated 10/12/20
Land West of Cuckoo Lane and Adjacent to the A40, Eynsham	R3.0057/19	Construction of a park & ride car park providing 850 car parking spaces, cycle spaces, motorcycle spaces, electric vehicle charging points, bus shelters, landscaping, external lighting, public open space, toilets, seating, fencing, habitat creation, drainage features, new access from Cuckoo Lane, new roundabout with access onto A40, an eastbound bus lane approximately 6.5km in length from the park & ride site to the A40 bridge over the Duke's Cut Canal, two sections of westbound bus lane (each approximately 500m in length), new shared use footway/cycleway, widening of Cassington New Bridge, junction improvements, new crossings, new footbridge alongside Cassington Halt Bridge, and associated works	Approved 30/04/21
West Oxfordshire District Council			
Land on Stanton Harcourt Road, Old Station Way	16/02369/FUL	Extension to existing manufacturing building, erection of two storey manufacturing and office building, two storey research and development building and two storey office building. Creation of new vehicular access onto B4449 with associated gatehouse. Provision of 316 car parking spaces, creation of wild flower meadow and diversion of public footpath	Approved 27/02/18

	17/01114/FUL	Construction of new two storey research and development building, in connection with previously approved manufacturing campus (16/02369/FUL) creation of wild flower meadow and diversion of public footpath	Approved 27/02/18
Cuckoo Wood Farm, Eynsham Road, Freeland, Witney	16/04188/FUL	Change of use of land from agriculture to use as a site to accommodate Travelling Showpeople	Approved 28/03/17
Land East Of Monkwood, Pink Hill Lane, Eynsham	17/00281/OUT	Residential development of 52 dwellings (means of access only)	Refused 13/07/17
	17/03717/OUT	Residential development of up to 52 dwellings including access	Refused 13/03/18
Eynsham Nursery and Plant Centre, Old Witney Road	17/03521/S73	Variation of Condition 2 of Planning Permission 15/00761/FUL to allow amendments to the approved plans	Approved 16/07/18
	19/01785/S73	Non-compliance of condition 2 of 15/00761/FUL to allow changes to layout including relocation of drainage pump station, minor increases to carriageway and footpath widths, reduction in height of detached garages on unit types D and D2 and relocation of bay window on unit type A3 and Plot 1 (whilst still incorporating all other changes approved under 17/03521/S73)	Approved 03/02/20
Land North And South Of Barnard Gate, Witney	18/00273/OUT	Outline planning application for the demolition of existing dwellings and farm buildings and the development of a new village, comprising the following, the erection of up to 3000 dwellings (including 50% affordable housing), vehicle access from two new at grade roundabouts, improvements to the A40 (including dualling and new pedestrian/cycle crossing points along the site frontage) alterations to the existing single track lane to South Leigh/Church End, a neighbourhood centre comprising 4500m of floorspace within use classes A1, A2, A3, A4, A5, D1, and D2 and a market square (including retail, a medical centre, pharmacy, community hall, nursery/creche facility and a pub) two primary schools 24700m floorspace science/business park (B1a and B1b uses) parking and a cafe, apartments with care (C2 use class), open space and landscaping, new community buildings, an 80 bedroom hotel and parking (C1 use class) land for a cemetery, acoustic mitigation and associated infrastructure including roads and sewers, sustainable drainage systems (SuDS) and associated engineering and earthworks. All matters reserved except for means of access	Withdrawn 02/11/18
Land West Of Thornbury Road, Eynsham	18/01009/RES	Residential development of up to 160 dwellings (means of access only)	Approved 16/08/18

Land And Building At Cassington Oxfordshire	19/01502/FUL	Use of building and land for charcoal production (B2 use)	Withdrawn 29/01/20
Twelve Acre Farm, Chilbridge Road, Eynsham	19/02516/FUL	The construction and operation of a solar photovoltaic farm, and other associated infrastructure	Approved 23/03/20
Land West of Hailey Road, Witney	19/03317/FUL	Erection of 110 residential dwellings including access off Hailey Road; areas of open space; landscaping; and associated works	Under consideration Validated 02/12/19
Land North Of A40 Section From Barnard Gate To Eynsham Roundabout, Eynsham	20/01734/OUT	Outline application with means of access for a mixed-use Garden Village, comprising residential, retail, food and drink, health and community facilities, hotel, class B1, B2 and B8 employment uses, education provision, burial ground, public open space with sports pitches together with ancillary facilities, landscaping and associated infrastructure and works	Under consideration Validated 03/07/20
Land West of Derrymerrye Farm, Old Witney Road	20/03379/OUT	Outline planning application (with all matters reserved except for access) for residential development together with open space, landscaping, parking and all associated infrastructure and engineering works	Under consideration Validated 17/12/20
Land South East Of Oxford Hill, Witney	20/02654/OUT	Outline planning application (with all matters reserved except access) for the erection of up to 495 dwellings and a new Community Hub together with associated open space and green infrastructure	Under consideration Validated 02/09/20
Cherwell District Council			
No relevant planning applications within the last five years			
Oxford City Council			
Oxford North (Northern Gateway) Land Adjacent To A44,	18/02065/OUTFUL	Hybrid planning application comprising: (i) Outline application (with all matters reserved save for "access"), for the erection of up to 87,300 sqm (GIA) of employment space (Use Class B1), up to 550 sqm (GIA) of community space (Use Class D1), up to 2,500 sqm (GIA) of Use Classes A1, A2, A3, A4 and A5 floorspace, up to a 180	Approved 23/03/21

<p>A40, A34 And Wolvercote Roundabout Northern By-Pass Road Wolvercote</p>		<p>bedroom hotel (Use Class C1) and up to 480 residential units (Use Class C3), installation of an energy sharing loop, main vehicle access points from A40 and A44, link road between A40 and A44 through the site, pedestrian and cycle access points and routes, car and cycle parking, open space, landscaping and associated infrastructure works. Works to the A40 and A44 in the vicinity of the site. (ii) Full application for part of Phase 1A comprising 15,850 sqm (GIA) of employment space (Use Class B1), installation of an energy sharing loop, access junctions from the A40 and A44 (temporary junction design on A44), construction of a link road between the A40 and A44, open space, landscaping, temporary car parking (for limited period), installation of cycle parking (some temporary for limited period), foul and surface water drainage, pedestrian and cycle links (some temporary for limited period) along with associated infrastructure works. Works to the A40 and A44 in the vicinity of the site. (Amended plans and additional information received 19.06.2019)</p>	
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Appendix C Key Development Plan and Transport Policies

Table C-1 Key Development Plan and Transport Policies

Please note that the below list is not exhaustive.

Document and policy reference	Summary of relevant policy text
Principle of development	
WOLP	
Policy OS5	<p>Supporting Infrastructure New development will be required to deliver or contribute towards the timely provision of essential supporting infrastructure either directly as part of the development, or through an appropriate financial contribution.</p> <p>On larger development sites, phasing of development will be required and later phases may be contingent on essential infrastructure being in place.</p> <p>This will include, where applicable the strategic infrastructure items identified within the Council's Infrastructure Delivery Plan (IDP) and CIL Regulation 123 list as well as non-strategic infrastructure requirements including those associated with individual development proposals.</p>
Policy T2	<p>Highway Improvement Schemes All development will be required to demonstrate safe access and an acceptable degree of impact on the local highway network... The Council will continue to work in partnership with Oxfordshire County Council in relation to securing improvements to the A40 between Witney and Oxford. This will include the provision of an eastbound bus lane in conjunction with the proposed park and ride at Eynsham to help address congestion in the short to medium term, together with longer term improvements including the provision of a westbound bus lane from Oxford to Eynsham and dualling of the A40 between Witney and Eynsham...</p>
Policy EW10	<p>Eynsham – Woodstock – Area Strategy Proposals for development in the sub-area should be consistent with the strategy which includes:...</p> <ul style="list-style-type: none"> ▪ seeking to alleviate traffic congestion issues on the A40 including through the provision of a new park and ride site at Eynsham and associated bus priority measures along the A40 as part of the Oxford Science Transit project.

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ▪ enhancing public transport and pedestrian and cycle routes and infrastructure together with managing car parking to reduce car use for short journeys. This will include a particular focus on facilitating the delivery of improvements to Hanborough Station and appropriate vehicular, pedestrian and cycle connections to the station including from the Garden Village
ENP	
Policy ENP14	<p>Sustainable Growth New development should protect the character and community of Eynsham and seek to establish similar qualities in any new settlement such as the proposed Garden Village. (Page 7 of the ENP recommends that land which will be needed to widen the A40 is protected against any form of development, so it is available in the future).</p>
Policy ENP14a	<p>Strategic Development Area and ‘Garden Village’ Development in Strategic Development Areas and the proposed “Garden Village” should:</p> <ul style="list-style-type: none"> A. Be bought forward in a comprehensive and coordinated manner, in the case of the Garden Village, through the Area Action Plan and in respect of the Strategic Development Area, through another appropriate mechanism such as a Supplementary Planning Document including a masterplan agreed with WODC and in consultation with the Parish Council. Requirements for supporting infrastructure and services shall be established through the masterplan and, where necessary, through legally binding agreements. E. Make provision to mitigate infrastructure constraints including the main access roads (A40, B4449, B4044), where necessary; and include an appropriate assessment of any impact on A40 and Toll Bridge traffic...
WNP	
Policy COC1	<p>Public Transport to Northern Gateway The Forum will work with relevant partner agencies and suppliers to ensure that safe and separated footpaths and cycleways are provided to and within major employment areas, with adequate and suitable cycle parking, to help reduce traffic movements.</p>
Policy COC2	<p>Public Transport to Northern Gateway The Forum will work with relevant partner agencies and suppliers to ensure that good public transport with sufficient links to transport hubs and residential areas is available to and from the larger commercial areas. Developers will be expected to contribute financially as appropriate to the scale and location of the proposal to the provision of adequate transport arrangements to support new businesses and services, in a way that does not add to existing traffic problems in the surrounding area.</p>

Document and policy reference	Summary of relevant policy text
LTP4	
Vol. 1, Policy 01	OCC will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its environmental and heritage assets and supporting the health and wellbeing of its residents.
Vol. 1, Policy 02	Oxfordshire County Council will manage and, where appropriate, develop the county's road network to reduce congestion and minimise disruption and delays, prioritising strategic routes.
Vol. 1, Policy 03	OCC will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.
Vol. 1, Policy 04	OCC will prioritise the needs of different types of users in developing transport schemes or considering development proposals, considering road classification and function/purpose, the characteristics and function of the place and the need to make efficient use of transport network capacity.
Vol. 7a, Policy A40	<p>We will improve access between towns in West Oxfordshire, and Oxford, including the new employment site at Oxford's 'Northern Gateway' by utilising the Local Growth Fund to deliver public transport improvements in the A40 corridor.</p> <p>The proposed scheme includes:</p> <ul style="list-style-type: none"> ▪ An eastbound bus lane between Eynsham roundabout and the Duke's Cut, Wolvercote; ▪ Westbound bus priority on the approaches to Cassington traffic signals and Eynsham roundabout; ▪ A Park and Ride car park on the A40 corridor at a location to be determined through the county council's Park & Ride study, due to be published in spring 2016; ▪ Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout, including bus priority on the approach to Swinford Tollbridge; <p>In implementing this scheme the current Witney to Oxford cycle route will be retained and will be developed into a part of the Oxfordshire Cycle Premium Route network.</p>
Vol. 8ii, Policy WIT4	<p>We will work with the District Council, bus operators and developers to make improvements to public transport and encourage its use by:</p> <ul style="list-style-type: none"> ▪ Improving the frequency of bus services by using pump priming funding from new developments: <ol style="list-style-type: none"> i. Between Witney to Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University; ii. Between Woodstock and Burford via Hanborough rail station and Witney; iii. Between Witney's main residential and employment areas; ▪ Implementing measures to reduce delays to bus services <ol style="list-style-type: none"> i. through Witney particularly along Corn Street, Market Place, Bridge Street and Newland; ii. joining the A40 eastbound at B4044 Shores Green

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ▪ Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.
Green Belt	
WOLP	
Policy OS2	Locating Development in the Right Places All development in the Green Belt should comply with national policies for the Green Belt
CLP1	
Policy ESD14	Oxford Green Belt Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and PPG. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.
OLP	
Policy G3	Green Belt Proposals for development in the Green Belt will be determined in accordance with national policy. Planning permission will not be granted for inappropriate development within the Green Belt, in accordance with national policy.
ENP	
Policy ENP14	Sustainable Growth New development should protect the character of Eynsham. All proposals shall be required to: C. Protect the wider village setting including its relationship to the Oxford Green Belt and the wider countryside
WNP	
Policy GBS2	Green Belt, Designated Land (SSSI, SAC, SAM), and Common Land Development proposals for inappropriate development within the Green Belt will not be supported.
OMWLP	
Policy C12	Green Belt Proposals that constitute inappropriate development in the Green Belt, will not be permitted except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Document and policy reference	Summary of relevant policy text
	Conditions may be imposed on any permission granted to ensure that the development only serves to meet a need that comprises or forms an 'other consideration' in the Green Belt balance leading to the demonstration of very special circumstances.
Transport	
WOLP	
Transport Objective CO11	Maximise the opportunity for walking, cycling and use of public transport
Transport Objective CO13	Plan for enhanced access to services and facilities without unacceptably impacting upon the character and resources of West Oxfordshire.
Policy T3	<p>Public transport, walking and cycling</p> <p>All new development will be located and designed to maximise opportunities for walking, cycling and the use of public transport. Where opportunities for walking, cycling and using public transport are more limited, other measures will be sought to help reduce car use as appropriate (e.g. measures to promote home working or the opportunity for linked trips e.g. through mixed-use development). New development will be expected to contribute towards the provision of new and/or enhanced public transport, walking and cycling infrastructure to help encourage modal shift and promote healthier lifestyles with particular regard to be given to safe and convenient routes to school.</p> <p>Development that fails to make adequate provision of measures to encourage the use of non-car modes of transport will not be favourably considered.</p> <p>West Oxfordshire District Council will continue to work in partnership with the highway authority, developers, local councils, bus and rail operators and other voluntary and community sector organisations, to:</p> <ul style="list-style-type: none"> ▪ Increase the use of bus, rail and community transport through the provision of improved services, facilities and information including specific schemes identified in the Local Transport Plan (Connecting Oxfordshire) and IDP; and ▪ Provide safe and convenient travel within and between the network of towns and villages in West Oxfordshire, particularly for pedestrians, cyclists and other vulnerable road users, users of public and community transport including specific schemes identified in the Local Transport Plan and IDP
CLP1	
Policy ESD1	<p>Mitigating and Adapting to Climate Change</p> <p>Measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this will include:</p> <ul style="list-style-type: none"> ▪ delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars.
OLP	

Document and policy reference	Summary of relevant policy text
Policy M1	<p>Prioritising Walking, Cycling and Public Transport Planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport.</p> <p>Walking: In order to promote walking in the city and improve the pedestrian environment, development proposals must meet the needs arising from the development and take opportunities to achieve improvements. Proposals shall:</p> <ul style="list-style-type: none"> a) ensure that the urban environment is permeable and safe to walk through and adequately lit, with good and direct connections both within and across the wider network; b) make improvements to the pedestrian environment including the provision of high quality crossings points where needed, seating, signage and landscaping; and c) support high quality public realm improvement works (refer to Policy DH1) and ensure that footways are sufficiently wide to accommodate the level of use. <p>Cycling: In order to promote cycling in the city and ensure an accessible environment for cyclists, the Council will seek to ensure that development:</p> <ul style="list-style-type: none"> d) provides for connected, high quality, convenient and safe (segregated where possible) cycle routes within developments and the wider networks that are permeable and can accommodate the anticipated growth in cycling; e) provides for accessible, conveniently located, secure cycle parking facilities in both private and publicly-accessible locations; and f) makes provision for high quality on-site facilities that promote cycle usage, including changing rooms, showers, dryers and lockers. <p>New pedestrian and cycle routes: New (or improved) pedestrian and cycle routes are shown on the proposals map. Proposals will be expected to facilitate and deliver these links to serve needs arising from development and where opportunities arise to secure improvements. Planning permission will not be granted for development that would jeopardise future delivery of these links.</p> <p>Public transport: In order to safeguard and promote the provision of public transport in Oxford development that will add to demands on public transport should contribute towards improvements to bus network infrastructure including pedestrian and cycle routes to bus stops, shelters, passenger seating, waiting areas, signage, timetable information and infrastructure relating to zero emissions. Financial contributions fairly and reasonably related to the development will be sought towards the cost of new or improved bus services where the direct impact of development would make such measures necessary. The City Council will work with its partners to improve the ease and quality of access into and around Oxford by public transport, by:</p> <ul style="list-style-type: none"> i. ensuring that road space is managed efficiently to support public transport – including rapid transit - through initiatives such as bus priority measures, infrastructure and demand management;

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ii. supporting the County Council in their management of both scheduled and tourist coaches entering and leaving the city; iii. improving the capacity and attractiveness of Park and Ride, particularly the development of remote sites closer to county towns; iv. promoting bus/rapid transit access to and between major employers, hospitals, schools and colleges in the Eastern Arc (including the Headington and Marston area), Wolvercote/Cotteslowe and Cowley and Littlemore; and v. ensuring sufficient space is provided particularly within the city centre and district centres. <p>Proposals for new development will be expected to incorporate the measures set out above to meet the needs of the development and where the opportunity arises, to secure improvements. Developments should be designed to accommodate bus movements, where appropriate...</p>
ENP	
Policy ENP7	<p>Sustainable Transport</p> <p>In support of WODC Policy T1, new development shall have safe access to local transport networks by private car and public transport.</p> <ul style="list-style-type: none"> A. Where achievable, new developments should be accessed by motor vehicle from existing main roads (A40, B4044, B4449) and not through existing village roads. This provision should apply to both construction and residential traffic. B. Link Roads between main roads or connecting main roads to residential streets should be designed and constructed in accordance with best practice such as Manual for Streets or OCC guidance and include as appropriate, suitable noise reduction measures to protect residents from noise pollution. C. Residential streets (those giving access to individual properties) should be designed and constructed in accordance with best practice such as Manual for Streets or OCC guidance and include where appropriate a 20mph speed limit to complement other village streets that will also have the same speed limits in force. D. Measures to utilise and improve Eynsham's existing good public transport should be included in all masterplans particularly to ensure an equally good service within a new settlement E. Encouragement shall be given to the use of alternatives to private cars and documented in Travel Plans* submitted with each planning application where appropriate. F. For larger development sites where new school provision is made, applications should include access arrangements which include both safe walking and pick-up and drop-off arrangements for vehicle-borne students and staff.
Climate Change and Sustainable Development	
WOLP	
Transport Objective CO15	Contribute to reducing the causes and adverse impacts of climate change, especially flood risk.
Transport Objective CO17	Minimise the use of non-renewable natural resources and promote more widespread use of energy solutions.

Document and policy reference	Summary of relevant policy text
Policy OS3	<p>Prudent Use of Natural Resources All development proposals (including new buildings, conversions and the refurbishment of existing building stock) will be required to show consideration of the efficient and prudent use and management of natural resources, including:</p> <ul style="list-style-type: none"> ▪ making the most efficient use of land and buildings, whilst having regard to the character of the locality ▪ delivering development that seeks to minimise the need to travel ▪ minimising use of non-renewable resources, including land and energy, and maximising opportunities for travel by sustainable means ▪ minimising their impact on the soil resource ▪ minimising energy demands and energy loss through design, layout, orientation, landscaping, materials and the use of technology; ▪ minimising summer solar gain, maximising passive winter solar heating, lighting, natural ventilation, energy and water efficiency and reuse of materials; ▪ maximising resource efficiency, including water. All new residential development will be expected to achieve the optional building regulations requirement for water efficiency of 110 litres/person/day. ▪ minimising risk of flooding; ▪ making use of appropriate sustainable drainage systems; ▪ using recycled and energy efficient materials; <p>minimising waste and making adequate provision for the re-use and recycling of waste; and causing no deterioration and, where possible, achieving improvements in water or air quality.</p>
Policy OS4	<p>High Quality Design High design quality is central to the strategy for West Oxfordshire. New development should respect the historic, architectural and landscape character of the locality, contribute to local distinctiveness and, where possible, enhance the character and quality of the surroundings and should:...</p> <ul style="list-style-type: none"> ▪ demonstrate resilience to future climate change, particularly increasing temperatures and flood risk, and the use of water conservation and management measures.
CLP1	
Policy ESD1	<p>Mitigating and Adapting to Climate Change Measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this will include:</p> <ul style="list-style-type: none"> ▪ Distributing growth to the most sustainable locations as defined in this Local Plan ▪ Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars ▪ Designing developments to reduce carbon emissions and use resources more efficiently, including water (see Policy ESD 3 Sustainable Construction)

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ▪ Promoting the use of decentralised and renewable or low carbon energy where appropriate (see Policies ESD 4 Decentralised Energy Systems and ESD 5 Renewable Energy). <p>The incorporation of suitable adaptation measures in new development to ensure that development is more resilient to climate change impacts will include consideration of the following:</p> <ul style="list-style-type: none"> ▪ Taking into account the known physical and environmental constraints when identifying locations for development ▪ Demonstration of design approaches that are resilient to climate change impacts including the use of passive solar design for heating and cooling ▪ Minimising the risk of flooding and making use of sustainable drainage methods, and ▪ Reducing the effects of development on the microclimate (through the provision of green infrastructure including open space and water, planting, and green roofs). <p>Adaptation through design approaches will be considered in more locally specific detail in the Sustainable Buildings in Cherwell Supplementary Planning Document (SPD)..</p>
Policy ESD3	<p>Sustainable Construction</p> <p>All new residential development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy...</p> <p>All development proposals will be encouraged to reflect high quality design and high environmental standards, demonstrating sustainable construction methods including but not limited to:</p> <ul style="list-style-type: none"> ▪ Minimising both energy demands and energy loss ▪ Maximising passive solar lighting and natural ventilation ▪ Maximising resource efficiency ▪ Incorporating the use of recycled and energy efficient materials ▪ Incorporating the use of locally sourced building materials ▪ Reducing waste and pollution and making adequate provision for the recycling of waste Making use of sustainable drainage methods ▪ Reducing the impact on the external environment and maximising opportunities for cooling and shading (by the provision of open space and water, planting, and green roofs, for example); and ▪ Making use of the embodied energy within buildings wherever possible and re-using materials where proposals involve demolition or redevelopment.
OLP	
Policy RE1	<p>Sustainable Design and Construction</p> <p>Planning permission will only be granted where it can be demonstrated that the following sustainable design and construction principles have been incorporated, where relevant:</p>

Document and policy reference	Summary of relevant policy text
	a) Maximising energy efficiency and the use of low carbon energy; b) Conserving water and maximising water efficiency; c) Using recycled and recyclable materials and sourcing them responsibly; d) Minimising waste and maximising recycling during construction and operation; e) Minimising flood risk including flood resilient construction; f) Being flexible and adaptable to future occupier needs; and g) Incorporating measures to enhance biodiversity value.
ENP	
Objective ENV7	Sustainability and climate change New development shall be sustainable now and in the long term without compromising one for the other. Homes of a standard compatible with the intentions of the Climate Change Act are likely to be commercially viable in Eynsham and offer benefits to be reaped by the many generations that will live in them.
Policy ENP5	Sustainability: Climate Change Particular support will be given for proposals that help meet the intentions of the Climate Change Act 2008 including development that makes the most efficient use of land and materials and maximises the opportunities for the use of renewable and low-carbon forms of energy in accordance with WOLP policy EH4.
LPT4	
Vol. 1, Policy 22	OCC will promote the use of low or zero emission transport, including electric vehicles and associated infrastructure where appropriate.
Vol. 1, Policy 23	OCC will work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials.
Vol. 1 Policy 24	OCC will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.
Landscape and Visual	
WOLP	
Policy EH2	Landscape Character The quality, character and distinctiveness of West Oxfordshire's natural environment, including its landscape, cultural and historic value, tranquillity, geology, countryside, soil and biodiversity, will be conserved and enhanced.

Document and policy reference	Summary of relevant policy text
	<p>New development should conserve and, where possible, enhance the intrinsic character, quality and distinctive natural and man-made features of the local landscape, including individual or groups of features and their settings, such as stone walls, trees, hedges, woodlands, rivers, streams and ponds.</p> <p>Proposals which would result in the loss of features, important for their visual, amenity, or historic value will not be permitted unless the loss can be justified by appropriate mitigation and/or compensatory measures which can be secured to the satisfaction of the Council. Proposed development should avoid causing pollution, especially noise and light, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible.</p> <p>Special attention and protection will be given to the landscape and biodiversity of the Lower Windrush Valley Project, the Windrush in Witney Project Area and the Wychwood Project Area.</p>
Policy EH13	<p>Historic Landscape Character</p> <p>In determining applications that affect the historic character of the landscape or townscape, particular attention will be paid to the following:</p> <ul style="list-style-type: none"> ▪ the age, distinctiveness, rarity, sensitivity and capacity of the particular historic landscape or townscape characteristics affected ▪ the extent to which key historic features resonant of the area's character, such as hedgerows, watercourses and woodland, will be retained or replicated ▪ the degree to which the form and layout of the development will respect and build on the pre-existing historic character (including e.g. street and building layouts) ▪ the degree to which the form, scale, massing, density, height, layout, landscaping, use, alignment and external appearance of the development conserves or enhances the special historic character of its surroundings.
CLP1	
Policy ESD13	<p>Local Landscape Protection and Enhancement</p> <p>Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.</p> <p>Development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:</p> <ul style="list-style-type: none"> ▪ Cause undue visual intrusion into the open countryside ▪ Cause undue harm to important natural landscape features and topography ▪ Be inconsistent with local character ▪ Impact on areas judged to have a high level of tranquillity ▪ Harm the setting of settlements, buildings, structures or other landmark features, or

Document and policy reference	Summary of relevant policy text
	Harm the historic value of the landscape.
ENP	
ENP2	<p>Design</p> <p>All new development in the Parish, including streets and public areas should be of high quality in keeping with its immediate setting and character and where relevant, to the wider village and landscape context, providing a pleasant and safe place for all residents to live...</p>
SLNP	
Policy SLE1	<p>Countryside and Landscape</p> <p>Proposals for development should respect and safeguard the countryside and in particular should conserve and where possible enhance the intrinsic character and beauty of the landscape features within the Parish including:</p> <ul style="list-style-type: none"> ▪ Individual or groups of features and their settings, such as stone walls, trees, hedges, woodlands, rivers, streams and ponds; ▪ Rural landscape and visual setting of the Parish's settlements; ▪ Setting of historic and landmark buildings; ▪ Tranquillity and perception of remoteness; ▪ Dark skies; ▪ Historic driveways and public rights of way; ▪ Historic settlement patterns, landscape patterns and enclosures. <p>In assessing development proposals particular regard will be given to the South Leigh Parish Landscape Assessment and the aims of the Lower Windrush Valley Project Area and Wychwood Forest Project Area.</p>
Biodiversity	
WOLP	
Policy EH3	<p>Biodiversity and Geodiversity</p> <p>The biodiversity of West Oxfordshire shall be protected and enhanced to achieve an overall net gain in biodiversity and minimise impacts on geodiversity, including by:</p> <ul style="list-style-type: none"> ▪ giving sites and species of international nature conservation importance and nationally important sites of special scientific interest the highest level of protection from any development that will have an adverse impact; ▪ requiring a Habitats Regulations Assessment to be undertaken of any development proposal that is likely to have a significant adverse effect, either alone or in combination, on the Oxford Meadows SAC, particularly in relation to air quality and nitrogen oxide emissions and deposition; ▪ protecting and mitigating for impacts on priority habitats, protected species and priority species, both for their importance individually and as part of a wider network;

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ▪ avoiding loss, deterioration, or harm to locally important wildlife and geological sites and sites supporting irreplaceable habitats (including ancient woodland, Plantations on Ancient Woodland Sites and aged or veteran trees), UK priority habitats and priority species, except in exceptional circumstances where the importance of the development significantly and demonstrably outweighs the harm, and the harm can be mitigated through appropriate measures and a net gain in biodiversity is secured. ▪ ensuring development works towards achieving the aims and objectives of the Conservation Target Areas (CTAs) and Nature Improvement Areas (NIAs); ▪ promoting the conservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations, particularly within the CTAs and NIAs; ▪ taking all opportunities to enhance the biodiversity of the site or the locality, especially where this will help deliver networks of biodiversity and green infrastructure and UK priority habitats and species targets and meet the aims of CTAs; ▪ ensuring that all applications that might adversely affect biodiversity are accompanied by adequate ecological survey information in accordance with BS 42020:2013 unless alternative approaches are agreed as being appropriate with the District Council's ecologist; ▪ all major and minor applications demonstrating a net gain in biodiversity where possible. For major applications this should be demonstrated in a quantifiable way through the use of a Biodiversity Impact Assessment Calculator (BIAC) based on that described in the DEFRA Biodiversity Offsetting guidance or a suitably amended version. ▪ all development incorporating biodiversity enhancement features. <p>All developments will be expected to provide towards the provision of necessary enhancements in areas of biodiversity importance.</p>
CLP1	
Policy ESD9	<p>Protection of the Oxford Meadows (SAC) Developers will be required to demonstrate that:</p> <ul style="list-style-type: none"> - During construction of the development there will be no adverse effects on the water quality or quantity of any adjacent or nearby watercourse - During operation of the development any run-off of water into adjacent or surrounding watercourses will meet Environmental Quality Standards (and where necessary oil interceptors, silt traps and Sustainable Drainage Systems will be included) - New development will not significantly alter groundwater flows and that the hydrological regime of the Oxford Meadows SAC is maintained in terms of water quantity and quality - Run-off rates of surface water from the development will be maintained at greenfield rates.
Policy ESD10	<p>Protection and Enhancement of Biodiversity and the Natural Environment</p> <ul style="list-style-type: none"> - If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then development will not be permitted.

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> - Development which would result in damage to or loss of a site of international value will be subject to the Habitats Regulations Assessment process and will not be permitted unless it can be demonstrated that there will be no likely significant effects on the international site or that effects can be mitigated. - Development which would result in damage to, or loss of a site of biodiversity or geological value of national importance will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site and the wider national network of SSSIs, and the loss can be mitigated to achieve a net gain in biodiversity/ geodiversity. - Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site, habitat or species of known or potential ecological value - Air quality assessments will also be required for development proposals that would be likely to have a significantly adverse impact on biodiversity by generating an increase in air pollution
Policy ESD11	<p>Conservation Target Areas Where development is proposed within or adjacent to a Conservation Target Area biodiversity surveys and a report will be required to identify constraints and opportunities for biodiversity enhancement. Development which would prevent the aims of a Conservation Target Area being achieved will not be permitted. Where there is potential for development, the design and layout of the development, planning conditions or obligations will be used to secure biodiversity enhancement to help achieve the aims of the Conservation Target Area.</p>
CLPSP	
Policy C5	<p>Protection of Ecological Value and Rural Character of Specified Features of Value in the District The Council will seek to protect the ecological value and rural character of the following through the control of development</p>
Policy ENV12	<p>Development on Contaminated Land</p> <ul style="list-style-type: none"> - Development on land which is known or suspected to be contaminated will only be permitted if: <ul style="list-style-type: none"> i. Adequate measures can be taken to remove any threat of contamination to future occupiers of the site ii. The development is not likely to result in contamination of surface or underground water resources <p>The proposed use does not conflict with other policies in the plan</p>
OLP	
Policy G1	<p>Protection of Green and Blue Infrastructure Network Green and open spaces and waterways of the Green and Blue Infrastructure Network are protected for their social, environmental and economic functions and are defined on the Policies Map. Planning permission will not be granted for development that would result in harm to the Green and Blue Infrastructure network, except where it is in accordance with policies G2- G8.</p>

Document and policy reference	Summary of relevant policy text
	Any loss of water-based recreation facilities, support services for boat users or other facilities that enable the enjoyment of the blue infrastructure network, must be replaced by a facility in another equally accessible and suitable location.
Policy G2	<p>Protection of Biodiversity and Geo-diversity Development that results in a net loss of sites and species of ecological value will not be permitted. Sites and species important for biodiversity and geodiversity will be protected. Planning permission will not be granted for any development that would have an adverse impact on sites of national or international importance (the SAC and SSSIs), and development will not be permitted on these sites, save where related to and required for the maintenance or enhancement of the site's importance for biodiversity or geodiversity. Development proposed on land immediately adjacent to the SSSIs should be designed with a buffer to avoid disturbance to the SSSIs during the construction period. On sites of local importance for wildlife, including Local Wildlife Sites, Local Geological Sites and Oxford City Wildlife Sites, on sites that have a biodiversity network function, and where there are species and habitats of importance for biodiversity that do not meet criteria for individual protection, development will only be permitted in exceptional circumstances whereby:</p> <ul style="list-style-type: none"> a) there is an exceptional need for the new development and the need cannot be met by development on an alternative site with less biodiversity interest; and b) adequate onsite mitigation measures to achieve a net gain of biodiversity are proposed; and c) where this is shown not to be feasible then compensation measures will be required, secured by a planning obligation. <p>Compensation and mitigation measures must offset the loss and achieve an overall net gain for biodiversity. For all major developments proposed on greenfield sites or brownfield sites that have become vegetated, this should be measured through use of a recognised biodiversity calculator. To demonstrate an overall net gain for biodiversity, the biodiversity calculator should demonstrate an improvement of 5% or more from the existing situation. Offsetting measures are likely to include identification of appropriate off-site locations/projects for improvement, which should be within the relevant Conservation Target Area if appropriate, or within the locality of the site. When assessing whether a site is suitable for compensation, consideration will be given to the access, enjoyment and connection to nature that the biodiversity site to be lost has brought to a locality. A management and monitoring plan might be required for larger sites.</p>
NG AAP	
Policy NG8	<p>Oxford Meadows SAC Unless the Applicant for planning permission can demonstrate that the development is not likely to have a significant effect on the Oxford Meadows Special Area of Conservation, the application will be subjected to appropriate assessment under the Habitats Regulations and permission will be granted only if it is ascertained that the development will not adversely affect the integrity of that Special Area of Conservation, in terms of the following conservation objectives:</p> <ul style="list-style-type: none"> ▪ recreational pressure; and ▪ the hydrological regime; and

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ▪ air quality
ENP	
Objective ENV4	<p>Natural Environment New developments shall bring together all aspects of design, connectivity and natural environment that constitute the landscape setting of the new (and existing) development, closely linking village and countryside. Quick and easy access to countryside and retaining trees, hedgerows and footpaths is a vital element in retaining a village feel, in some measure compensating for the lack of a village green or park within the existing village.</p>
Policy ENP4	<p>Green Infrastructure - The Setting for New Developments New developments should integrate all aspects of design, connectivity and the natural environment. Consideration should be given to the setting of new development and the relationship between village and countryside.</p> <ul style="list-style-type: none"> A. Within the framework of WOLP Policies EH2 – EH4, this should be achieved for both residential and non-residential development by: Appropriate and carefully planned landscaping including the creation of visual buffers between the edges of developments and open countryside by the planting of suitable hedgerows and trees. B. Inclusion of open spaces within and at the edges of developments. C. Using species and planting distances appropriate for their location, balancing public amenity and bio-diversity. D. Designing the planting adjacent to paths and other publicly accessible areas to maximise user’s safety and minimise opportunities for anti-social behaviour. E. Protecting existing Green Infrastructure, where it is prominent in the public realm, particularly the specific locations set out in ENP12, 13. Exceptions should only be made where public amenity benefit or bio-diversity gain can be clearly demonstrated (see also ENP4(a)). F. Where necessary in respect of larger development proposals, a viable plan shall be in place for the long-term maintenance of any included Green Infrastructure secured through a legal agreement or other appropriate mechanism before consent is granted
Policy ENP4a	<p>Enhance Biodiversity In order to contribute to the achievement of increased biodiversity within the Eynsham Neighbourhood Plan Area proposals for both residential and non-residential development should where appropriate:</p> <ul style="list-style-type: none"> A. Include a biodiversity action plan which demonstrates how net bio-diversity gain will be achieved. B. Include measures to ensure that water-courses are protected to preserve the sensitive environment on site and downstream, including preserving or enhancing their status as defined by the Water Framework Directive. C. Seek to protect ‘Best and Most Versatile’ agricultural land (see ENP14.14) unless demonstrably impractical. D. Not adversely affect the integrity of the Oxford Meadows SAC
Policy ENP13	Trees

Document and policy reference	Summary of relevant policy text
	<p>Trees frame the landscape context of the village and development should, as far as practical, preserve or enhance the quality and quantity of tree cover of sites affected by development:</p> <ul style="list-style-type: none"> A. Whenever possible existing healthy mature trees should be preserved, particularly as part of hedgerows and site boundaries. B. Trees lost or in poor condition should be replaced on site (or nearby) to preserve and enhance the landscape context of the village and the new development.
SLNP	
Policy SLE5	<p>Biodiversity The biodiversity, important habitats and Green Corridors of the Parish will be protected and enhanced to achieve an overall net gain in biodiversity. Development should not harm the biodiversity of the Parish, the network of green corridors, the local ecology and natural habitats, as shown on Figure K. Any development should promote the enhancement of identified Local Wildlife Sites and Green Corridors and should support the achievement of the aims of Conservation Target Areas including the Lower Windrush Valley and the Wychwood Forest Project Area</p>
WNP	
Policy GBS5	<p>Biodiversity Development proposals which would result in significant harm to sites and/or species of ecological value, will not be supported, unless the developer can demonstrate that the benefits of the development clearly outweigh the loss of habitat and species. This loss can be mitigated and compensated for on a like-for-like basis elsewhere by providing a replacement habitat of an equivalent or higher ecological value, that is appropriate for the habitat and species within it, and which provides net gains in biodiversity, which must be protected. Development proposals which would preserve, increase and enhance biodiversity by retaining wildlife corridors will be supported.</p>
Policy GBC1	<p>Wildlife Corridors Grass verges must be properly maintained with a view to the protection of biodiversity and as wildlife corridors. Appropriate planting and cutting should be carried out on verges, to encourage pollinating insects. Provision of trees and shrubs in new development will be encouraged in order to reduce air pollution, increase habitat connectivity and mitigate against rising temperatures. Trees and hedges on verges must be retained, and street planting and their required maintenance should be an important part of new developments.</p>
Policy HEC1	<p>Trees In addition to the Green Spaces policies the WNF will seek to preserve and increase the greenery of the area by promoting the planting of trees and the replacement of old and dying trees.</p>

Document and policy reference	Summary of relevant policy text
LTP4	
Vol. 1, Policy 24	OCC will seek to avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.
Air Quality	
WOLP	
Transport Objective CO16	Enable improvements in water and air quality.
Policy EH8	<p>Environmental Pollution Proposals which are likely to cause pollution or result in exposure to sources of pollution or risk to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity. The following issues require particular attention:</p> <p>Air quality The air quality within West Oxfordshire will be managed and improved in line with National Air Quality Standards, the principles of best practice and the Air Quality Management Area Action Plans for Witney and Chipping Norton. Where appropriate, developments will need to be supported by an air quality assessment...</p>
Policy OS3	<p>Prudent Use of Natural Resources All development proposals (including new buildings, conversions and the refurbishment of existing building stock) will be required to show consideration of the efficient and prudent use and management of natural resources, [...] and causing no deterioration and, where possible, achieving improvements in water or air quality.</p>
CLP1	
Policy ESD10	<p>Protection and enhancement of Biodiversity and the Natural Environment Protection and enhancement of biodiversity and the natural environment will be achieved by the following: Air quality assessments will also be required for development proposals that would be likely to have a significantly adverse impact on biodiversity by generating an increase in air pollution</p>
OLP	
Policy RE6	<p>Air Quality Planning permission will only be granted where the impact of new development on air quality is mitigated and where exposure to poor air quality is minimised or reduced.</p>

Document and policy reference	Summary of relevant policy text
	<p>The exposure of both current and new occupants to air pollution during the development's operational and construction phases, and the overall negative impact that proposals may cause to the city's air quality, will be considered in determining planning applications. Where additional negative air quality impacts from a new development are identified, mitigation measures will be required to ameliorate these impacts.</p> <p>Where the Air Quality Assessment indicates that a development would cause harm to air quality, planning permission will not be granted unless specific measures are proposed and secured to mitigate those impacts.</p>
CLPSP	
Policy ENV 1	<p>Development Likely to Cause Detrimental Levels of Pollution Development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution will not normally be permitted.</p>
ENP	
REC 18	<p>EPC Intentions Eynsham Parish Council will seek to ensure that space is retained within the masterplan to improve the A40, when funds become available, including the following.</p> <p>B. Air and noise pollution adjacent to the A40 be monitored to ensure that national guidelines are not breached.</p>
WNP	
Policy BES2	<p>Air Pollution ...In addition, development proposals should identify the ways in which the potential impact of new development on the health and well-being of existing residents in the immediate locality can be mitigated through both design, layout and construction. Development proposals which would have an unacceptable impact on air quality in their local environment will not be supported.</p>
Noise and Vibration	
WOLP	
Policy EH2	<p>Landscape Character Proposed Development should avoid causing pollution, especially noise and light, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible.</p>
Policy EH8	Environmental Protection

Document and policy reference	Summary of relevant policy text
	<p>Proposals which are likely to cause pollution or result in exposure to sources of pollution or risk to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity. The following issues require particular attention:..</p> <p>Noise New development should not take place in areas where it would cause unacceptable nuisance to the occupants of nearby land and buildings from noise or disturbance.</p>
CLPSP	
Policy ENV1	Development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution will not normally be permitted.
OLP	
RE8	<p>Noise and Vibration Planning permission will only be granted for development proposals which manage noise to safeguard or improve amenity, health, and quality of life. Planning permission will not be granted for development that will generate unacceptable noise and vibration impacts. Planning permission will not be granted for development sensitive to noise in locations which experience high levels of noise, unless it can be demonstrated, through a noise assessment, that appropriate attenuation measures will be provided to ensure an acceptable level of amenity for end users and to prevent harm to the continued operation of existing uses. Conditions will be used to secure such mitigation measures and operational commitments. Measures to mitigate the impacts of noise and vibration associated with demolition and construction will be secured by legal agreement through Construction Management Plans (Refer to Policy M2).</p>
ENP	
REC 18	<p>EPC Intentions Eynsham Parish Council will seek to ensure that space is retained within the masterplan to improve the A40, when funds become available, including the following. C. Air and noise pollution adjacent to the A40 be monitored to ensure that national guidelines are not breached.</p>
WNP	
BES3	<p>Noise Pollution New developments should be designed to minimise intrusive noise for new and existing residents, both inside their homes as well as within the domestic curtilage of their dwelling (which includes private gardens or yards). New developments should demonstrate the ways in which they have responded to the most up-to-date technical guidance on noise pollution relevant to the Proposed Development.</p>

Document and policy reference	Summary of relevant policy text
Lighting	
WOLP	
Policy EH8	<p>Environmental Protection Proposals which are likely to cause pollution or result in exposure to sources of pollution or risk to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity. The following issues require particular attention:...</p> <p>Artificial light The installation of external lighting and lighting proposals for new buildings, particularly those in remote rural locations, will only be permitted where:</p> <ul style="list-style-type: none"> ▪ the means of lighting is appropriate, unobtrusively sited and would not result in excessive levels of light; ▪ the elevations of buildings, particularly roofs, are designed to limit light spill; ▪ the proposal would not have a detrimental effect on local amenity, character of a settlement or wider countryside, intrinsically dark landscapes or nature conservation.
CLPSP	
Policy ENV 1	<p>Development Likely to Cause Detrimental Levels of Pollution Development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution will not normally be permitted.</p>
OLP	
Policy RE7	<p>Managing the Impact of Development Planning permission will only be granted for development that:</p> <ol style="list-style-type: none"> a) ensures that the amenity of communities, occupiers and neighbours is protected; and b) does not have unacceptable transport impacts affecting communities, occupiers, neighbours and the existing transport network; and c) provides mitigation measures where necessary. <p>The factors the City Council will consider in determining compliance with the above elements of this policy include:...</p> <ol style="list-style-type: none"> f) artificial lighting levels;
SLNP	

Document and policy reference	Summary of relevant policy text
Policy SLE7	<p>Dark Skies The existing dark skies in the parish will be maintained. Proposals for external lighting will be kept to a minimum and will be assessed against the guidance contained in Policy EH8 of the West Oxfordshire Local Plan. Proposals that include external lighting which would have a detrimental effect on intrinsically dark landscapes, nature conservation, local amenity, character of a settlement or wider countryside will be refused.</p>
Historic Environment	
WOLP	
Policy EH9	<p>Historic Environment All development proposals should conserve and/ or enhance the special character, appearance and distinctiveness of West Oxfordshire's historic environment, including the significance of the District's heritage assets, in a manner appropriate to their historic character and significance and in a viable use that is consistent with their conservation, in accordance with national legislation, policy and guidance for the historic environment.</p> <p>In determining applications, great weight and importance will be given to conserving and/or enhancing the significance of designated heritage assets, including:</p> <ul style="list-style-type: none"> ▪ the outstanding universal values for which Blenheim Palace and Park is inscribed as a World Heritage Site (WHS), as guided by its WHS Management Plan (see also Policy EW9); ▪ the special architectural and historic interest of Listed Buildings, with regard to their character, fabric and their settings; ▪ the special architectural and historic interest, character and/or appearance of the District's Conservation Areas and their settings, including the contribution their surroundings make to their physical, visual and historic significance; ▪ the special archaeological and historic interest of nationally important monuments (whether Scheduled or not), both with regard to their fabric and their settings; ▪ the special cultural, architectural and historic interest of Registered Parks and Gardens, including the contribution their surroundings make to their physical, visual and historical significance. <p>Significant weight will also be given to the local and regional value of non-designated heritage assets including non-listed vernacular buildings (such as traditional agricultural buildings, chapels and mills), together with archaeological monuments that make a significant contribution to the District's historic environment.</p> <p>All applications which affect, or have the potential to affect, heritage assets will be expected to:</p> <ol style="list-style-type: none"> a) use appropriate expertise to describe the significance of the assets, their setting and historic landscape context of the application site, at a level of detail proportionate to the historic significance of the asset or area, using recognised methodologies and, if necessary, original survey.

Document and policy reference	Summary of relevant policy text
	<p>b) demonstrate that the proposal would, in order of preference:</p> <ul style="list-style-type: none"> ▪ avoid adverse impacts on the significance of the asset(s) and, wherever possible, enhance or better reveal the significance of the asset(s); ▪ minimise any unavoidable and justified (by the public benefits that would accrue from the Proposed Development – see below) adverse impacts and mitigate those impacts in a manner proportionate to the significance of the asset(s) <p>c) demonstrate that any new development that would result in the unavoidable and justified loss of all or part of a heritage asset would proceed within a reasonable and agreed timetable that makes allowance for all necessary safeguarding and recording of fabric and other remains, including contingencies for unexpected discoveries.</p> <p>Designated assets Proposals which would harm the significance of a designated asset will not be approved, unless there is a clear and convincing justification in the form of substantive tangible public benefits that clearly and convincingly outweigh the harm, using the balancing principles set out in national policy and guidance.</p>
Policy EH10	<p>Conservation Areas Proposals for development in a Conservation Area or affecting the setting of a Conservation Area will be permitted where it can be shown to conserve or enhance the special interest, character, appearance and setting, specifically provided that;</p> <ul style="list-style-type: none"> ▪ the location, form, scale, massing, density, height, layout, landscaping, use, alignment and external appearance of the development conserves or enhances the special historic or architectural interest, character and appearance of the Conservation Area; ▪ the development conserves or enhances the setting of the Conservation Area and is not detrimental to views within, into or out of the Area; ▪ the proposals are sympathetic to the original curtilage and pattern of development and to important green spaces, such as paddocks, greens and gardens, and other gaps or spaces between buildings and the historic street pattern which make a positive contribution to the character in the Conservation Area; ▪ the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the Conservation Area; and ▪ there would be no loss of, or harm to, any feature that makes a positive contribution to the special interest, character or appearance of the Conservation Area, unless the development would make an equal or greater contribution. <p>Applications for the demolition of a building in a Conservation Area will only be permitted where it has been demonstrated that:</p> <ul style="list-style-type: none"> ▪ the building detracts from or does not make a positive contribution to the special interest, character or appearance of the Conservation Area; or ▪ the building is of no historic or architectural interest or is wholly beyond repair and is not capable of beneficial use; and

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ▪ any proposed replacement building makes an equal or greater contribution to the special interest, character or appearance of the Conservation Area. <p>Wherever possible the sympathetic restoration and re-use of buildings that make a positive contribution to the special interest, character and appearance of a Conservation Area will be encouraged, thereby preventing harm through the cumulative loss of features which are an asset to the Conservation Area.</p>
Policy EH11	<p>Listed Buildings Proposals for additions or alterations to, or change of use of, a Listed Building (including partial demolition) or for development within the curtilage of, or affecting the setting of, a Listed Building, will be permitted where it can be shown to:</p> <ul style="list-style-type: none"> ▪ conserve or enhance the special architectural or historic interest of the building's fabric, detailed features, appearance or character and setting; ▪ respect the building's historic curtilage or context or its value within a group and/or its setting, including its historic landscape or townscape context; and ▪ retain the special interest that justifies its designation through appropriate design that is sympathetic both to the Listed Building and its setting and that of any adjacent heritage assets in terms of siting, size, scale, height, alignment, materials and finishes (including colour and texture), design and form.
Policy EH15	<p>Scheduled Monuments and Other Nationally Important Archaeological Remains Proposals for development that would affect, directly or indirectly, the significance of Scheduled Monuments or non-scheduled archaeological remains of demonstrably equal significance will be permitted where the proposals would conserve or enhance the significance of the Monument or remains, including the contribution to that significance of the setting of the Monument or remains. Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ.</p>
Policy EH16	<p>Non-Designated Heritage Assets When considering proposals that would affect, directly or indirectly, non-listed buildings, non-scheduled, non-nationally important archaeological remains or non-Registered Historic Parks and Gardens, as such assets are also irreplaceable, the presumption will be in favour of the avoidance of harm or loss. A balanced judgement will be made having regard to this presumption, the significance of the heritage asset, the scale of any harm or loss, and the benefits of the development. Proposals will be assessed using the principles set out for listed buildings, scheduled monuments and Registered Historic Parks and Gardens in Policies EH11, EH15 and EH14.</p>
CLP1	
Policy ESD15	<p>The Character of the Built and Historic Environment Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality</p>

Document and policy reference	Summary of relevant policy text
	<p>design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.</p> <p>New development proposals should:</p> <ul style="list-style-type: none"> ▪ Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions ▪ Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions ▪ Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity ▪ Contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting ▪ Conserve, sustain and enhance designated and non-designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the NPPF and NPPG. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any on English Heritage's At Risk Register, into appropriate use will be encouraged ▪ Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation. ▪ Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages ▪ Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette ▪ Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features ▪ Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed ▪ Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space ▪ Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation ▪ Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> ▪ Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout ▪ Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD 1 - 5 on climate change and renewable energy) ▪ Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well-designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the microclimate, and air pollution and provide attractive places that improve people's health and sense of vitality ▪ Use locally sourced sustainable materials where possible. <p>...The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement. Further guidance can be found on the Council's website...</p>
Policy ESD16	<p>The Oxford Canal</p> <p>We will protect and enhance the Oxford Canal corridor which passes south to north through the District as a green transport route, significant industrial heritage, tourism attraction and major leisure facility through the control of development. The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted. The biodiversity value of the canal corridor will be protected.</p> <p>We will support proposals to promote transport, recreation, leisure and tourism related uses of the Canal where appropriate, as well as supporting enhancement of the canal's active role in mixed used development in urban settings. We will ensure that the towpath alongside the canal becomes an accessible long distance trail for all users, particularly for walkers, cyclists and horse riders where appropriate.</p> <p>Other than appropriately located small scale car parks and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements. The Council encourages pre-application discussions to help identify significant issues associated with a site and to consider appropriate design solutions to these and we will seek to ensure that all new development meets the highest design standards.</p>
CLPSP	
Policy C22	In a conservation area planning control will be exercised, to ensure inter alia, that the character or appearance of the area so designated is preserved or enhanced.
Policy C23	There will be a presumption in favour of retaining buildings, walls, trees of other features which make a positive contribution to the character or appearance of a Conservation Area.

Document and policy reference	Summary of relevant policy text
OLP	
Policy DH3	<p>Designated Heritage Assets</p> <p>Planning permission or listed building consent will be granted for development that respects and draws inspiration from Oxford's unique historic environment (above and below ground), responding positively to the significance character and distinctiveness of the heritage asset and locality.</p> <p>For all planning decisions for planning permission or listed building consent affecting the significance of designated heritage assets, great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance.</p> <p>An application for planning permission for development which would or may affect the significance of any designated heritage asset, either directly or by being within its setting, should be accompanied by a heritage assessment that includes a description of the asset and its significance and an assessment of the impact of the development proposed on the asset's significance. As part of this process full regard should be given to the detailed character assessments and other relevant information set out any relevant conservation area appraisal and management plan.</p> <p>The submitted heritage assessment must include information sufficient to demonstrate:</p> <ul style="list-style-type: none"> a) an understanding of the significance of the heritage asset, including recognition of its contribution to the quality of life of current and future generations and the wider social, cultural, economic and environmental benefits they may bring; and 94 www.oxford.gov.uk/localplan b) that the development of the proposal and its design process have been informed by an understanding of the significance of the heritage asset and that harm to its significance has been avoided or minimised; and c) that, in cases where development would result in harm to the significance of a heritage asset, including its setting, the extent of harm has been properly and accurately assessed and understood, that it is justified, and that measures are incorporated into the proposal, where appropriate, that mitigate, reduce or compensate for the harm. <p>Where the setting of an asset is affected by a proposed development, the heritage assessment should include a description of the extent to which the setting contributes to the significance of the asset, as well as an assessment of the impact of the proposed development on the setting and its contribution to significance.</p> <p>Substantial harm to or loss of Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional. Substantial harm to or loss of assets of the highest significance, notably scheduled monuments, Grade I and II* listed buildings, Grade I and II* registered parks and gardens, should be wholly exceptional. Where a proposed development will lead to substantial harm to or loss of the significance of a designated heritage asset, planning permission or listed building consent will only be granted if:</p> <ul style="list-style-type: none"> i. the harm is necessary to achieve substantial public benefits that outweigh the harm or loss; or all of the following apply: ii. the nature of the asset prevents all reasonable uses of the sites; and iii. no viable use of the asset itself can be found in the medium term (through appropriate marketing) that will enable its conservation; and iv. conservation by grant funding or similar is not possible; and

Document and policy reference	Summary of relevant policy text
	<ul style="list-style-type: none"> v. the harm or loss is outweighed by the benefit of bringing the site back into use; vi. a plan for recording and advancing understanding of the significance of any heritage assets to be lost, including making this evidence publicly available, is agreed with the City Council. <p>Where a development proposal will lead to less than substantial harm to a designated heritage asset, this harm must be weighed against the public benefits of the proposal. Clear and extensive justification for this harm should be set out in full in the heritage assessment...</p>
NG AAP	
Policy NG7	<p>Design and Amenity Planning applications will be required to demonstrate that new development has been designed with an understanding of the area's heritage, setting and views. In particular, applications will be required to demonstrate how the Wolvercote with Godstow Conservation Area and how views of, into and out of the site have influenced proposals.</p>
ENP	
Policy ENP14	<p>Sustainable Growth New development should protect the character and community of Eynsham and seek to establish similar qualities in any new settlement such as the proposed Garden Village. All proposals shall be required to:</p> <ul style="list-style-type: none"> A. Sustain the village character, which results from its walkability and its designated and non-designated heritage assets. B. Development should sustain and enhance the significance of designated and non-designated heritage assets and avoid harm to them and their settings.
SLNP	
Policy SLE6	<p>Heritage Assets The Parish's designated and non-designated heritage assets and their settings will be conserved and enhanced taking into account their significance and contribution to local distinctiveness and sense of place in accordance with national legislation, policy, and guidance for the historic environment. Considerable weight and importance will be given to conserving and/or enhancing the significance of designated heritage assets and their settings.</p>
LTP4	
Vol.1, Policy 01	OCC will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its environmental and heritage assets and supporting the health and wellbeing of its residents.

Document and policy reference	Summary of relevant policy text
Flood Risk and Water Environment	
West Oxfordshire Local Plan 2031 (2018)	
Transport Objective CO16	Enable improvements in water and air quality.
Policy EH7	<p>Flood Risk Flood risk will be managed using the sequential, risk-based approach, set out in the NPPF, of avoiding flood risk to people and property where possible and managing any residual risk (taking account of the impacts of climate change). In assessing proposals for development:</p> <ul style="list-style-type: none"> ▪ the Sequential Test and, if necessary, the Exception Test will be applied; ▪ all sources of flooding (including sewer flooding and surface water flooding) will need to be addressed and measures to manage or reduce their impacts, onsite and elsewhere, incorporated into the development proposal; ▪ appropriate flood resilient and resistant measures should be used; ▪ a site-specific flood risk assessment will be required for all proposals of 1ha or more and for any proposal in Flood Zone 2 and 3 and Critical Drainage Areas; ▪ sustainable drainage systems to manage run-off and support improvements in water quality and pressures on sewer infrastructure will be integrated into the site design, maximising their habitat value and ensuring their long term maintenance; ▪ only water compatible uses and essential infrastructure will be allowed in a functional flood plain (Flood Zone 3b); ▪ land required for flood management will be safeguarded from development and, where applicable, managed as part of the green infrastructure network, including maximising its biodiversity value.
Policy EH8	<p>Environmental Protection Proposals which are likely to cause pollution or result in exposure to sources of pollution or risk to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity. The following issues require particular attention:...</p> <p>Water Resources Proposals for development will only be acceptable provided there is no adverse impact on water bodies and groundwater resources, in terms of their quantity, quality and important ecological features.</p>
CLP1	
Policy ESD6	<p>Sustainable Flood Risk Management The Council will manage and reduce flood risk in the District through using a sequential approach to development; locating vulnerable developments in areas at lower risk of flooding. Development proposals will be assessed according to the sequential approach and</p>

Document and policy reference	Summary of relevant policy text
	<p>where necessary the exceptions test as set out in the NPPF and PPG. Development will only be permitted in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding.</p> <p>In addition to safeguarding floodplains from development, opportunities will be sought to restore natural river flows and floodplains, increasing their amenity and biodiversity value. Building over or culverting of watercourses should be avoided and the removal of existing culverts will be encouraged...</p> <p>...Site specific flood risk assessments will be required to accompany development proposals in the following situations:</p> <ul style="list-style-type: none"> ▪ All development proposals located in flood zones 2 or 3 ▪ Development proposals of 1 hectare or more location in flood zone 1 ▪ Development sites located in an area known to have experienced flooding problems ▪ Development sites located within 9m of any watercourses. <p>Flood risk assessments should assess all sources of flood risk and demonstrate that:</p> <ul style="list-style-type: none"> ▪ There will be no increase in surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event with an allowance for climate change (the design storm event). ▪ Developments will not flood from surface water up to and including the design storm event or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site. <p>Development should be safe and remain operational (where necessary) and proposals should demonstrate that surface water will be managed effectively on site and that the development will not increase flood risk elsewhere, including sewer flooding.</p>
Policy ESD7	<p>Sustainable Drainage Systems (SuDS) All development will be required to use sustainable drainage systems (SuDS) for the management of surface water run-off.</p> <p>Where site specific Flood Risk Assessments are required in association with development proposals, they should be used to determine how SuDS can be used on particular sites and to design appropriate systems.</p> <p>In considering SuDS solutions, the need to protect ground water quality must be taken into account, especially where infiltration techniques are proposed. Where possible, SuDS should seek to reduce flood risk, reduce pollution and provide landscape and wildlife benefits. SuDS will require the approval of Oxfordshire County Council as LLFA and SuDS Approval Body, and proposals must include an agreement on the future management, maintenance and replacement of the SuDS features.</p>
Policy ESD8	<p>Water Resources The Council will seek to maintain water quality, ensure adequate water resources and promote sustainability in water use.</p>

Document and policy reference	Summary of relevant policy text
	<p>Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals which would adversely affect the water quality of surface or underground water bodies, including rivers, canals, lakes and reservoirs, as a result of directly attributable factors, will not be permitted...</p>
OLP	
Policy RE3	<p>Flood risk management Planning permission will not be granted for development in Flood zone 3b except where it is for water-compatible uses or essential infrastructure; or where it is on previously developed land, and it will represent an improvement for the existing situation in terms of flood risk. All of the following criteria must be met:</p> <ul style="list-style-type: none"> a) it will not lead to a net increase in the built footprint of the existing building and where possible lead to a decrease; and b) it will not lead to a reduction in flood storage (through the use of flood compensation measures) and where possible increase flood storage; and c) it will not lead to an increased risk of flooding elsewhere; and d) it will not put any future occupants of the development at risk. <p>New development will be directed towards areas of low flood risk (Flood Zone 1). In considering proposals elsewhere, the sequential and exception tests will be applied.</p> <p>Planning applications for development within Flood Zone 2, 3, on sites larger than 1 ha in Flood Zone 1 and, in areas identified as Critical Drainage Areas, must be accompanied by a Site Specific Flood Risk Assessment (FRA) to align with National Policy. The FRA must be undertaken in accordance with up to date flood data, national and local guidance on flooding and consider flooding from all sources. The suitability of developments proposed will be assessed according to the sequential approach and exceptions test as set out in Planning Practice Guidance.</p> <p>Planning permission will only be granted where the FRA demonstrates that:</p> <ul style="list-style-type: none"> e) the Proposed Development will not increase flood risk on site or off site; and f) safe access and egress in the event of a flood can be provided; and g) details of the necessary mitigation measures to be implemented have been provided...
Policy RE4	<p>Sustainable and Foul Drainage, Surface and Groundwater Flow All development proposals will be required to manage surface water through Sustainable Drainage Systems (SuDS) or techniques to limit run-off and reduce the existing rate of run-off on previously developed sites. Surface water runoff should be managed as close to its source as possible, in line with the following drainage hierarchy:</p> <ul style="list-style-type: none"> a) store rainwater for later use; then: b) discharge into the ground (infiltration); then: c) discharge to a surface water body; then: d) discharge to a surface water sewer, highway drain or other drainage system; and finally: e) discharge to a combined sewer.

Document and policy reference	Summary of relevant policy text
	<p>Details of the SuDS shall be submitted as part of a drainage strategy or FRA where required. Applicants must demonstrate that they have had regard to the SuDS Design and Evaluation Guide SPD/ TAN for minor development and Oxfordshire County Council guidance for major development.</p> <p>Surface and groundwater flow and groundwater recharge: Planning permission will not be granted or development that would have an adverse impact on groundwater flow. The City Council will, where necessary, require effective preventative measures to be taken to ensure that the flow of groundwater will not be obstructed. Within the surface and groundwater catchment area for the Lye Valley SSSI development will only be permitted if it includes SuDS and where an assessment can demonstrate that there will be no adverse impact on the surface and groundwater flow to the Lye Valley SSSI.</p> <p>Development on the North Oxford gravel terrace that could influence groundwater flow to the Oxford Meadows Special Area of Conservation (SAC) will only be permitted if it includes SuDS and if a hydrological survey can demonstrate that there will be no significant adverse impact upon the integrity of the SAC...</p>
ENP	
Policy ENP14	<p>Sustainable Growth New development should protect the character and community of Eynsham and seek to establish similar qualities in any new settlement such as the proposed Garden Village. All proposals shall be required to:...</p> <ul style="list-style-type: none"> D. Have regard to the impact on the natural environment and safeguard existing trees, hedgerows and watercourses. E. Protect the Thames floodplain including Flood Risk Assessment and sequential testing in proposals where required.
WNP	
Policy BES4	<p>Drainage and Flooding All Proposed Developments should demonstrate that they do not decrease rain water infiltration. Developments that demonstrate that they increase infiltration (where it is geologically possible), or reduce run-off to watercourses, will be supported. All run off water should be infiltrated into the ground using permeable surfaces (SUDS), or attenuation storage, so that the speed and quantity of run off is decreased. Proposals for new development should ensure that there is no increased risk of flooding to existing property as a result of the development. As appropriate to the scale and nature of any proposed new development, in areas likely to be flooded should incorporate flood resilience techniques in design and construction.</p>
Design	
WOLP	

Document and policy reference	Summary of relevant policy text
Policy OS4	<p>High Quality Design High design quality is central to the strategy for West Oxfordshire. New development should respect the historic, architectural and landscape character of the locality, contribute to local distinctiveness and, where possible, enhance the character and quality of the surroundings and should:</p> <ul style="list-style-type: none"> ▪ demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient, and interesting environment where the quality of the public realm is enhanced, and the likelihood of crime and fear of crime is reduced; and ▪ not harm the use or enjoyment of land and buildings nearby including living conditions in residential properties; and ▪ demonstrate resilience to future climate change, particularly increasing temperatures and flood risk, and the use of water conservation and management measures; and ▪ conserve or enhance areas, buildings and features of historic, architectural and environmental significance, including both designated and non-designated heritage assets and habitats of biodiversity value; and ▪ enhance local green infrastructure and its biodiversity, including the provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate. <p>Designers of new development will be expected to provide supporting evidence for their design approach. They should have regard to specific design advice contained in supplementary planning guidance covering the District. The West Oxfordshire Design Guide, Oxfordshire Historic Landscape Appraisal, Landscape Assessments, Conservation Area Appraisals and Cotswolds AONB guidance documents are key tools for interpreting local distinctiveness and informing high design quality.</p>
NG AAP	
Policy NG7	<p>Design and Amenity Planning applications will be required to demonstrate that new development has been designed with an understanding of the area's heritage, setting and views. In particular, applications will be required to demonstrate how the Wolvercote with Godstow Conservation Area and how views of, into and out of the site have influenced proposals...</p>
ENP	
Objective ENV2	<p>Design New development shall be visually attractive and in harmony with its immediate setting and character. It shall provide a pleasant and safe place for all residents to live. Developments should achieve a Building for Life or equivalent accreditation and developers should aspire to achieve national recognition for excellence by attaining a 'green' in all categories.</p>
Policy ENP2	Design

Document and policy reference	Summary of relevant policy text
	All new development in the Parish, including streets and public areas should be of high quality in keeping with its immediate setting and character and where relevant, to the wider village and landscape context, providing a pleasant and safe place for all residents to live. Street trees and appropriate planting are encouraged as an integral element of the design.
SLNP	
Policy SLD2	<p>Design</p> <p>New development should demonstrate high quality and sustainable design which respects and enhances the historic, architectural and landscape character and quality of the surroundings having regard to the design principles set out in the accompanying text and in the West Oxfordshire Design Guide.</p>
Minerals	
OMWLP	
Policy M8	<p>Safeguarding Mineral Resources</p> <p>Mineral resources in the Mineral Safeguarding Areas shown on the Policies Map are safeguarded for possible future use. Development that would prevent or otherwise hinder the possible future working of the mineral will not be permitted unless it can be shown that:</p> <ul style="list-style-type: none"> ▪ The site has been allocated for development in an adopted local plan or neighbourhood plan; or ▪ The need for the development outweighs the economic and sustainability considerations relating to the mineral resource; or <p>The mineral will be extracted prior to the development taking place.</p>

