Quod

# Environmental Statement Volume III

## Appendix 3.2: EIA Scoping Report

Axis J9, Phase 3

SEPTEMBER 2021

Q210470

**Our ref:** Q210470.SCO.1.0.3.EF
**Email:** elin.fradgley@quod.com
**Date:** 25 June 2021

Caroline Ford
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA

By Email

Dear Caroline,

## Proposed employment development at Phase 3 Axis J9 (Land West of Howes Lane, North West Bicester)

## Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), Regulation 15: Request for EIA Scoping Opinion

We write with reference to Albion's Land (the 'Applicants') forthcoming full planning application at land to the West of Howes Lane, North West Bicester (hereafter referred to as 'Development'). This letter requests a formal Scoping Opinion from Cherwell District Council (CDC) with respect to the scope of the Environmental Impact Assessment (EIA) in relation to development proposals of approximately 7 hectares (ha) of land (the 'Site'). The findings of the EIA will be reported in an Environmental Statement (ES) which will accompany the planning application.

The enclosed Scoping Appraisal provides the requisite information required under Regulation 15 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), namely:

- A plan sufficient to identify the land;
- A brief description of the nature and purpose of the development and of its possible effects on the environment;
- An explanation of the likely significant effects of the development on the environment; and,
- Such other information or representations as the person making the request may wish to provide or make.

It is noted that, in accordance with Regulation 15(4), the Council should adopt a Scoping Opinion within five weeks of receipt of this request. We assume that you will seek views on the scope of the EIA from statutory consultation bodies during this time period. For the benefit of our records, it would be helpful if could confirm the full list of consultees.

Whilst the design is not yet fixed and will be subject to further consultation with CDC, the Applicant is seeking planning permission for the proposals that would deliver approximately 17,500 square metres (sqm) of fully flexible employment development (use classes E(g)(iii) and/or B2 and/or B8).

The Development falls under Schedule 2 of the EIA Regulations. The Applicant is voluntarily undertaking an EIA for the Development and an ES will be prepared to accompany the planning application. The proposed scope of the EIA has been informed by that of recent planning applications prepared in relation to the Site. The proposed technical scope of the ES is as follows:

- Socio-Economics;
- Transport;
- Noise and Vibration;
- Biodiversity; and
- Landscape and Visual Impact.

We enclose an EIA Scoping Appraisal that briefly sets out the nature and purpose of the Development (including its location and technical capacity) and the likely significant effects on people and the environment, as well as the proposed approach and strategy for the EIA. A figure which identifies the Site red line boundary and a list of cumulative schemes to be considered in the ES is also provided.

The EIA process is being co-ordinated by Quod who are members of the IEMA Quality Mark scheme. A team of competent experts will be responsible for undertaking technical assessments as outlined in the Scoping Appraisal. Should you have any questions or require any further information, please do not hesitate to contact us.

Yours sincerely

[redacted]

Elin Fradgley
Director

enc.
EIA Scoping Appraisal

cc. Emma Lancaster - Quod
Kelvin Pearce - Albion Land

# EIA Scoping Appraisal

## The Site

1.1 The Site, as shown in Figure 1.1, is 7 hectares (ha) in size and is located approximately 1.8 km west of the Bicester town centre on the edge of the town. The Site is currently in agricultural use. Records from early mapping shows that the Site has remained undeveloped since 1881.

1.2 Residential estates associated with the western extent of Bicester are located to the east of the Site, and the agricultural landscape extends westwards towards the M40, approximately 1.4km from the western Site boundary.

1.3 Policy Bicester 1 allocated 390ha to the north west of the town for a new zero carbon mixed-use development. The majority of the agricultural land surrounding the Site is currently consented for residential-led, mixed-use development within the boundary of the North West Bicester 'eco-town'. Table 1.4 identifies the proposed and consented development schemes within the wider area surrounding the Site.

1.4 The Site is bound by an area of tree planting to the north, beyond which is agricultural land which extends both to the north and north east of the Site. Howes Lane (the A4095) borders the eastern boundary of the Site, extending down to the south east. Howes Lane is bounded by the existing Greenwood residential estate which forms the current urban edge of Bicester.

1.5 The Site is bound to the south and south west by Phases 1 and 2 of the Axis J9 development, further details of which are provided under the 'existing planning permissions' below. Beyond the Axis J9 development is Middleton Stoney Road (the B4030). To the west of the Site is an area of tree planting and agricultural land which extends to the M40 approximately 1.4km to the west of the Site.

## Environmental Sensitivities

1.6 Figure 1.3 identifies the key environmental sensitivities within and in close proximity to the Site. As shown in Figure 1.3, the Site is not located within a 'sensitive area' (as defined in Part 1 of the EIA Regulations) (i.e. a Site of Special Scientific Interest (SSSI), National Park, Area of Outstanding Natural Beauty, World Heritage Site (WHS), Scheduled Monument or European Site) and is not subject to any statutory or non-statutory designations for nature conservation or heritage.

1.7 The Site is not located within or in the vicinity of any statutorily designated or locally (non-statutorily) designated landscape views. The Site is located in Flood Zone 1, whereby the annual probability of fluvial and tidal flooding is low, classified as being less than 1 in 1,000. The Site is not located in an Air Quality Management Area, with the closest being located approximately 1.5km east of the Site in the centre of Bicester.

## Extant Planning Permissions covering the Site

### *2017 Residential Application*

1.8 In August 2017, planning permission was granted for up to 150 residential units on the Site (Ref: 17/00455/HYBRID) (the '2017 Residential Application'). The 2017 Residential Application represented a resubmission (in part) of the residential element of the scheme previously refused by CDC in June 2016 under Ref: 14/01675/OUT (see below). The 2017 Residential Application was accompanied by an ES (the '2017 Residential ES').

### *2017 Appeal Application*

1.9 In December 2017, outline planning permission was granted on appeal (Ref: APP/C3105/W/16/3163551) against the refusal of CDC to grant planning permission for up to 150 new homes and up to 53,000 sqm of employment provision under Ref: 14/01675/OUT (the 'Axis J9 development'). As with the 2017 Residential Application above, the Axis J9 development included 150 residential units on the Site, with the employment floorspace allocated to the southern area of the Axis J9 development site.

1.10 The environmental effects of the Axis J9 development were assessed and documented in an ES dated June 2017 (the '2017 Axis J9 ES') in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (the '2011 EIA Regulations').

1.11 The planning permission for the Axis J9 development was later varied via a Section 73 application, approved in July 2019 (Ref: 19/00347/OUT). Through that application (the '2019 S.73 application'), several of the approved Parameter Plans and the temporary access arrangements for the site were amended. The 2019 S.73 application was supported by an ES Addendum, dated February 2019 (the '2019 ES Addendum').

1.12 Alongside this S.73 application, reserved matters application (layout, scale, appearance and landscaping) for Phase 1 and earth works for Phase 2 of the Axis J9 development were approved (Ref: 19/00349/REM). Phase 1 comprised 21,584 sqm of flexible B1c / B2 / B8 floorspace within six buildings, with a total of 12 units. Phase 1 of this consented development is now complete.

1.13 Reserved matters for Phase 2 were approved in December 2020 (Ref: 20/02454/REM), for 23,226 sqm employment floorspace across two units, car and HGV parking, hardstanding and associated facilities. An application for minor material amendment (Section 73) application was approved in ### to enable the full employment development to be occupied for Use Class B8. The S.73 application was accompanied by an ES Addendum (Ref: 20/03199/OUT). It is anticipated that construction of Phase 2 will be complete by Q1 2022.

1.14 The 2017 Axis J9 ES and 2019 ES Addendum are hereafter referred to as the 'Axis J9 ES'.

*A4095 Strategic Link Road*

1.15 Oxfordshire County Council (OCC) gained full planning permission in August 2019 (Ref: 14/01968/F) for a new link road, known as the A4095 Strategic Link Road (SLR), to provide an effective transport route between Middleton Stoney Road roundabout and Lords Lane, east of Purslane Drive. A section of this new SLR passes through the Site as shown in Figure 1.2.

## Figure 1.1: Site Location


**Legend**

Site Boundary

Site Location Plan

0 0.5 1 km

Scale: 1:20,000 @ A4 | June 2021

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Ingeni Building
17 Broadwick Street
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## Figure 1.2: Site extent and location of SLR

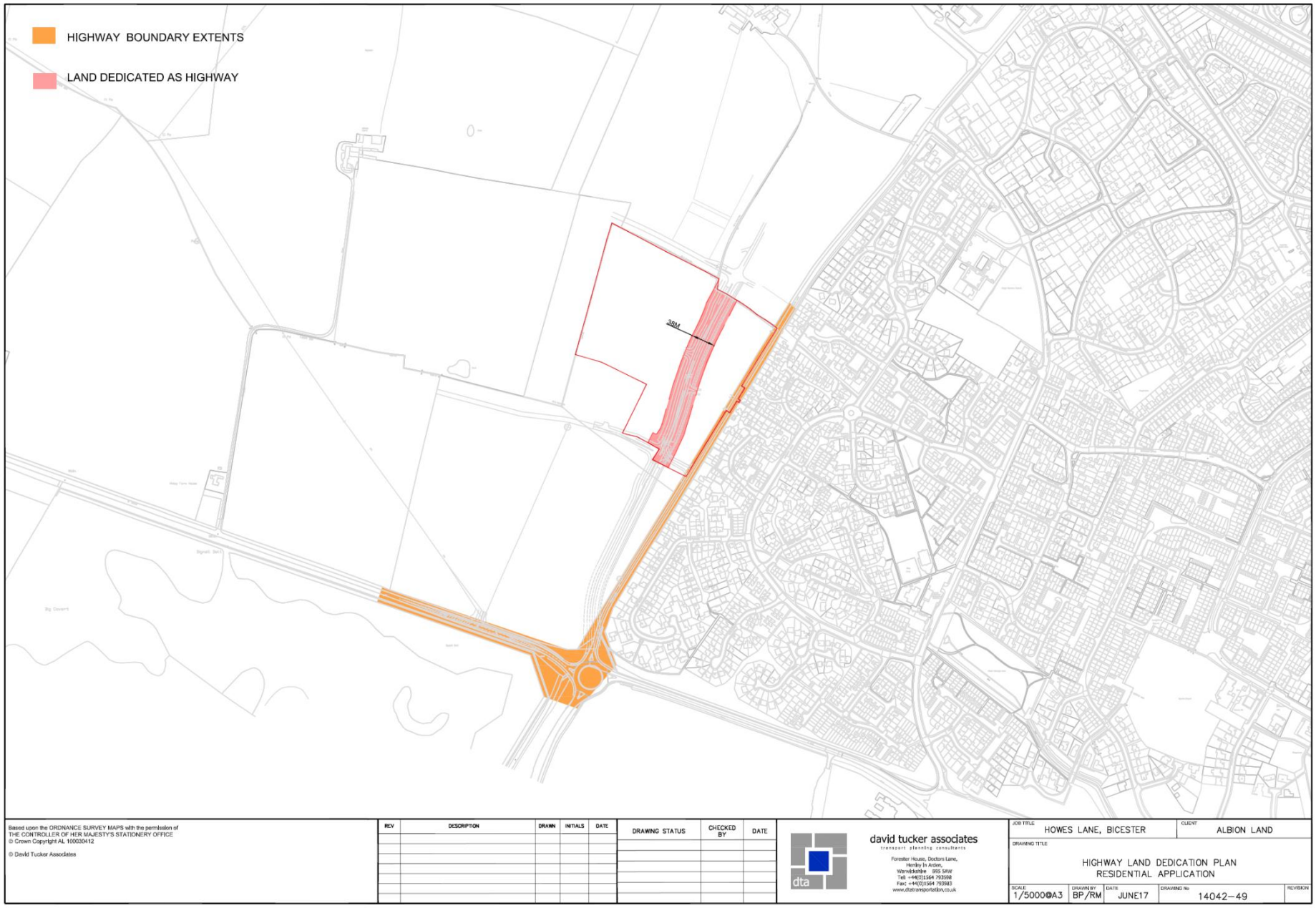
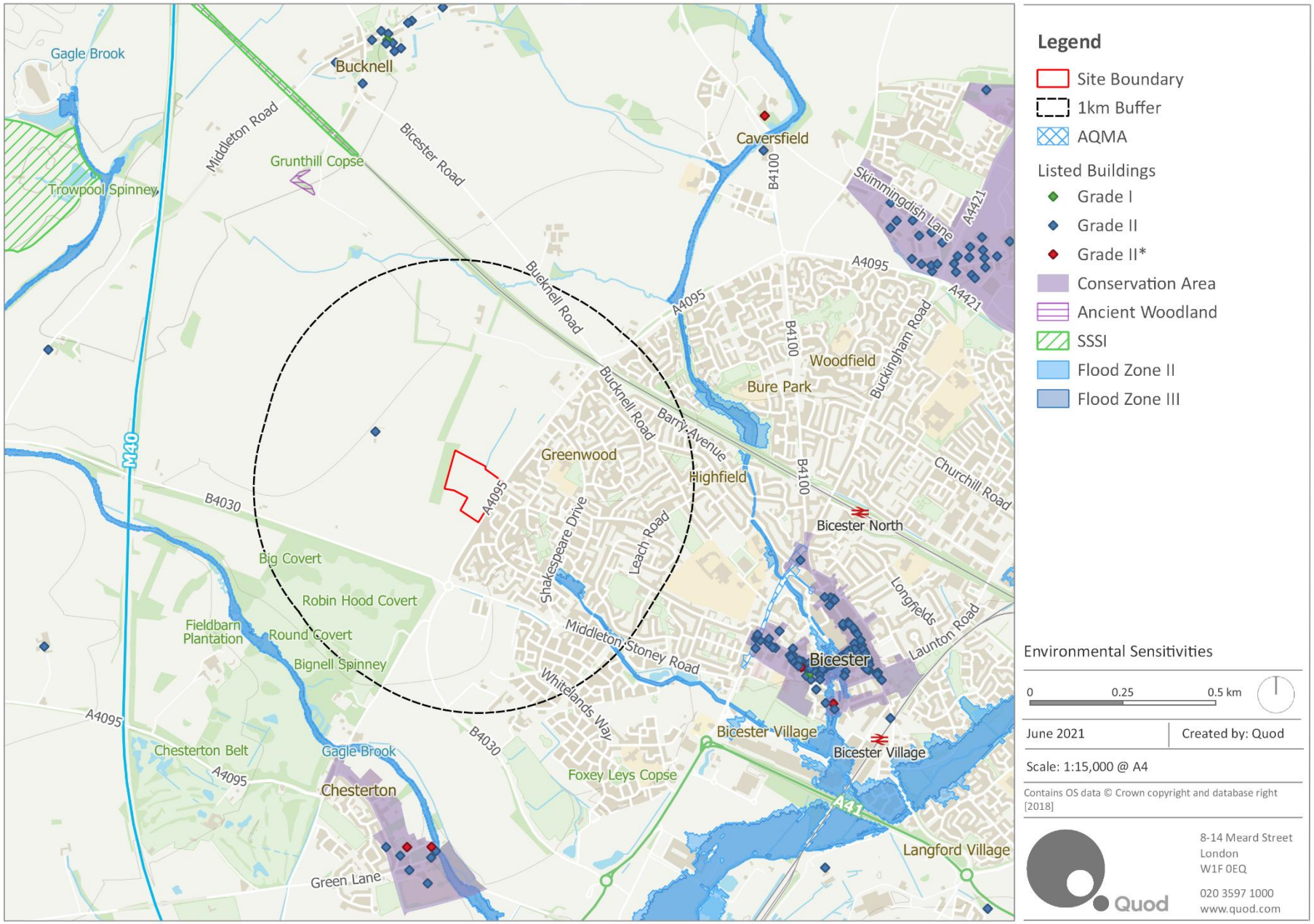


Figure 1.3: Environmental Designations



## Description of Development

1.16 The key elements of the Development will comprise:

- Up to 17,500 sqm Gross External Area (GEA) flexible employment development (use classes E(g)(iii) and/or B2 and/or B8);
- Parking spaces for cars/light goods vehicles (LGVs) and heavy goods vehicles (HGVs);
- Temporary access into the Site via the Axis J9 development prior to the SLR being delivered;
- Delivery of part of the SLR included within the Site (in line with the OCC design) (including pedestrian and cycle links); and
- 40% provision of Green Infrastructure, which will include features for biodiversity net gain, landscape screening and drainage.

1.17 Building heights will range up to a maximum ridge height of 12m Above Ordnance Datum (AOD) to the underside of the roof haunch.

1.18 Access to the Development would be via the Axis J9 development onto Middleton Stoney Road until such time that OCC deliver the SLR. Once the section of the SLR is constructed, access to the Development would be from the SLR.

## Methodology, Approach and Scope of the EIA

*Methodology and Approach*

1.19 The EIA will be based on the following assessment assumptions:

- **Baseline:** 2021. If applicable, data will be reused from previous EIA work undertaken as part of the 2017 Residential ES and the Axis J9 ES. The details of approach will be set out in each topic chapter;
- **Indicative construction programme:** Approximately two years, commencing in Quarter 1 (Q1) of 2022 and completing in Q4 2023 (subject to planning);
- **Completed Development Year**: 2024

1.20 The main scenarios for the purposes of testing and assessment will be as follows:

- **Baseline:** Existing Site;
- **With Development:** Development + Existing Site; and,
- **Cumulative Scenario:** Baseline + Development + Cumulative Schemes listed in Table 1.4.

1.21 Schedule 4 of the EIA Regulations require *'the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resource'.*

1.22 The EIA Regulations specify the information to be included in an ES (Schedule 4) and require that in assessing the effects of a particular development, consideration should be given to cumulative effects. Potential cumulative effects can be categorised into two types:

- Combined effects (also 'Effect Interactions' or 'Intra-Project Effects') - occur when two or more different environmental effects from the Development (e.g. dust, noise, traffic) act together to produce a different level of effect/ impact experienced by a particular receptor. These combined effects (or 'Intra-Project') can be additive or synergistic such that the sum

of the impacts can be less or more than the individual impacts (i.e. because they may exacerbate or neutralise one another).

- Cumulative effects (also referred to as 'Inter-project' effects) - are those that accrue over time and space from a number of different development activities and projects in geographical proximity to one another, which individually might be insignificant, but when considered together, could create a significant cumulative effect.

1.23 The cumulative assessment is important to ensure that the combined impacts of other schemes are understood and appropriately considered in decision making. The cumulative effects of the Development itself, and with other planned or committed development in the local area, will be considered on a topic-by-topic basis and reported in a subsection of each topic chapter of the ES. Where necessary, mitigation measures will be proposed. Combined effects will be considered in a separate chapter titled 'Effect Interactions' (see Table 1.1).

1.24 The Axis J9 development will be considered as a cumulative scheme together with other committed developments (as identified in Table 1.4).

*Scope*

1.25 The EIA Regulations require the ES to consider only the 'likely significant environmental effects' of a development. UK Government's online Planning Practice Guidance (PPG) highlights the expectation that the ES should remain 'proportionate' and focus on the 'main' or 'significant' environmental effects only. The purpose of scoping the EIA is to identify the likely significant environmental issues that are to be considered in the ES.

1.26 As was required for the 2017 Residential Application and the Axis J9 development, a Construction Logistics Plan (CLP), Construction Method Statement (CMS) and Construction Environmental Management Plan (CEMP) would be submitted to CDC for approval prior to the commencement of construction on the Development. These plans are considered to be 'standard' mitigation measures that can be secured through planning conditions, therefore it is assumed that the CLP, CMS and CEMP will be in place and will be assessed as embedded mitigation in line with current EIA good practice.

1.27 The technical scope of the ES set out below has been informed by the scope and findings of the 2017 Residential ES and Axis J9 ES.

1.28 The proposed scope of the EIA is outlined in Table 1.1, together with a summary of proposed ES content and authors. Table 1.2 provides further detail on the assessment scope of technical ES chapters.

Table 1.1: Proposed Scope of the EIA and Authors

| ES Volume I (ES Chapter) | |
|---|---|
| Chapter 1: Introduction | Quod |
| Chapter 2: Site and Setting | |
| Chapter 3: EIA Methodology | |
| Chapter 4: Alternatives | |
| Chapter 5: Description of Development | |
| Chapter 6: Construction | |
| Chapter 7: Socio-economics | |
| Chapter 8: Transport | DTA |

| | |
|---|---|
| Chapter 9: Noise and Vibration | Tetratech |
| Chapter 10: Biodiversity | Tyler Grange |
| Chapter 11: Effect Interactions | Quod |
| Chapter 12: Summary of Mitigation, Monitoring and Likely Residual Effects | |
| ES Volume II: Landscape and Visual Impact Assessment | Re-form Landscape Architecture |
| ES Volume III: Appendices | Various Authors |
| Non-Technical Summary | Quod |

Table 1.2: Proposed Scope of ES

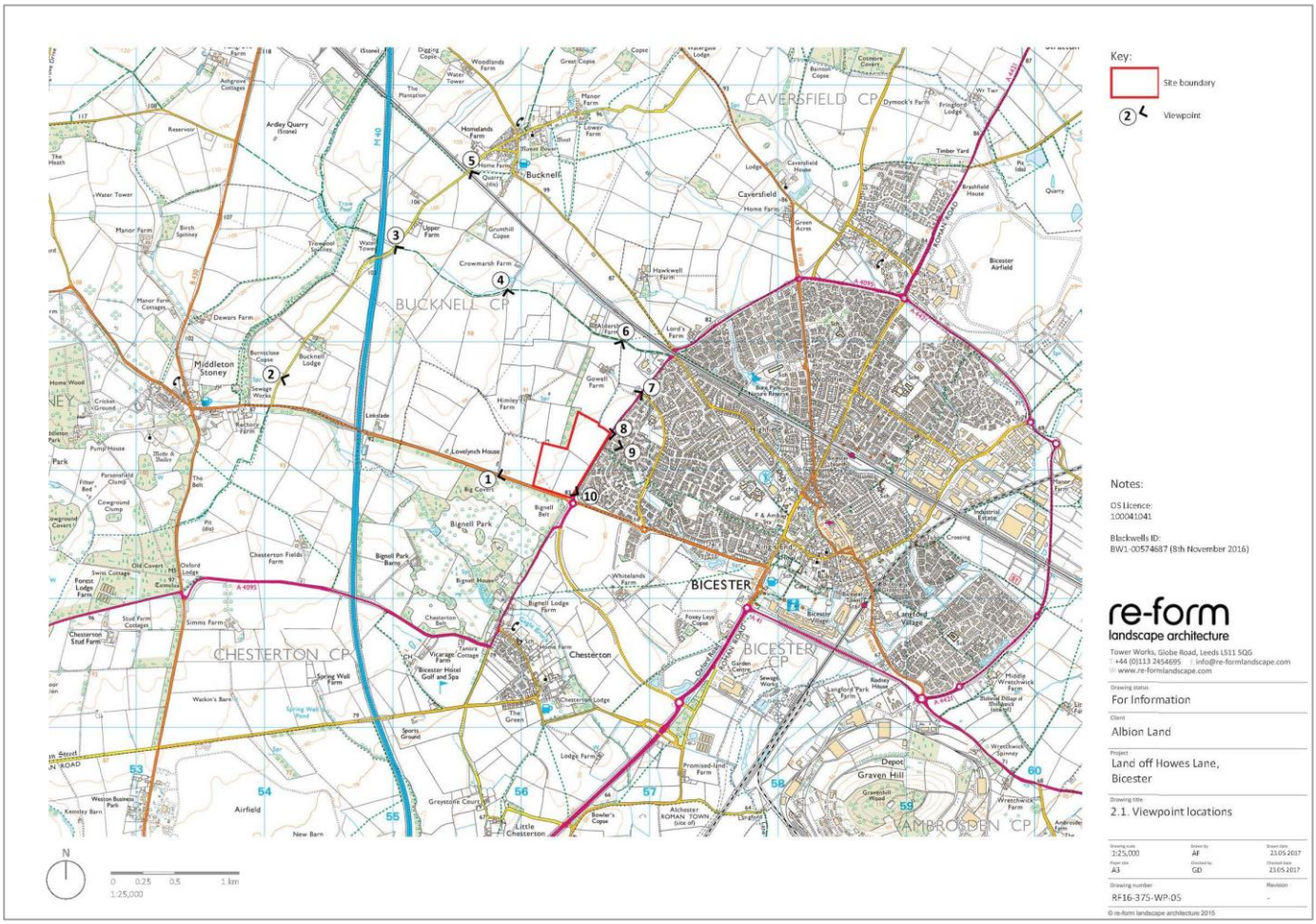
| Topic | Commentary |
|---|---|
| Socio-economics | The ES chapter will assess the potential socio-economic effects as a result of the Development, as set out below.<br><br>Where possible, baseline data from the aforementioned EIA documents listed in paragraph 1.28 will be used and updated to reflect more up to date baseline information. The baseline will include demographic, economic and employment data. The baseline will be established using a combination of data sources including nationally published statistics from the Office for National Statistics (including the Business Register and Employment Survey, Annual Population Survey and Census w). Relevant policy and supplementary planning guidance produced by CDC will also be reviewed.<br><br>The socio-economic assessment will consider the following likely effects:<br>▪ Temporary employment during construction;<br>▪ Long-term employment opportunities on Site within the proposed commercial uses; and,<br>▪ Increased local spending generated by new employees.<br>There are no published assessment guidance and technical significance criteria to assess socio-economic effects. Accordingly, the assessment will be undertaken based on professional experience and judgement having regard to the baseline position.<br><br>The assessment will consider the reasonable worst-case scenario in socio-economic terms. This would include considering the employment mix which would generate the likely reasonable worst-case (reasonable minimum) number of jobs on Site. |
| Transport | The ES chapter will consider the likely significant effects which could arise on the transport network as a result of the Development, as set out below.<br><br>Where possible, aforementioned EIA documents listed in paragraph 1.28 will be used and updated to reflect more up to date baseline information. In terms of traffic survey data, it is not anticipated that traffic surveys can be undertaken to represent typical traffic flows within the application submission timescales. An alternative methodology will be agreed separately with CDC and OCC to obtain |

| Topic | Commentary |
|---|---|
| | baseline traffic data, which will likely include growth factors to the traffic survey data undertaken for the EIA documents listed in paragraph 1.28.<br><br>The transport and access assessment will consider the following likely effects:<br>▪ Changes in traffic flow and traffic composition across the local highway network primarily as the result heavy good vehicles from the construction works, along with changes to pedestrian and cyclist amenity during construction works;<br>▪ Changes in traffic flow generated from the Development once completed and operational in relation to severance, driver delay, pedestrian and cyclist delay and amenity, fear and intimidation and risk of traffic accidents; and<br>▪ Changes in demand on public transport once the Development is completed and operational.<br><br>The following assessment scenarios will be assessed within the EIA:<br>▪ **Baseline (2021)**;<br>▪ **Completed Development (Year TBC) + No SLR**: i.e. Baseline + Completed Development + Committed Development; and,<br>▪ **Completed Development (Year TBC) + SLR**: i.e. Baseline + Completed Development + Committed Development.<br><br>Subject to a separate agreement with CDC/OCC, the transport and access assessment in the ES will be supported by a Transport Assessment Addendum (an addendum to the Transport Assessment submitted with the Appeal Application) and potentially a revision to the Employment Travel Plan. |
| Noise and Vibration | The ES chapter will consider the likely significant effects of noise and vibration effects as a result of the Development, as set out below.<br><br>Where appropriate, baseline data from the aforementioned EIA documents listed in paragraph 1.28 will be used and updated, where possible. The Development is likely to result in an increase in traffic flows compared to the existing baseline flows, although these are likely to be of a lower scale to those of the residential element of the 2017 Residential Scheme and Axis J9 development. The methodology for the application of the previous baseline noise data will be agreed separately with CDC.<br><br>Road traffic will primarily affect the ambient noise environment in close proximity to the Site. The nearest sensitive receptors to the Site are the residential units which back onto Howes Lane.<br><br>The noise and vibration assessment will cover the following aspects:<br>▪ Noise and vibration generated from construction activities;<br>▪ Operational noise from on Site commercial operations (including servicing and deliveries, vehicle movements within the Site and building plant noise); and<br>▪ Noise generated from the off-Site operational traffic associated with the Development. |

| Topic | Commentary |
|---|---|
| | The Development would not include sources of vibration which could lead to any significant effects during its operational phase. Operational vibration effects will therefore not be considered further as part of the EIA. |
| Biodiversity | The ES chapter will consider the likely significant effects of the Development on Biodiversity, as set out below.<br><br>Where appropriate, baseline data from the aforementioned EIA documents listed in paragraph 1.28 will be used and updated, where necessary.<br><br>The assessment will consider the following potential impacts and associated likely effects:<br>▪ Impact of construction on designated sites, habitats, species and pollution of watercourses; and<br>▪ Impact of completed Development on designated sites, habitats, species and pollution of watercourses.<br><br>A Biodiversity Net Gain (BNG) assessment will also be undertaken to inform the habitat enhancement / landscaping proposals for the Development and a BNG Statement will accompany the planning application. |
| Landscape and Visual | A landscape and visual assessment (LVIA) will be provided as Volume II of the ES. The LVIA will consider the likely significant effects of construction and the completed Development in respect of landscape and visual issues.<br><br>The LVIA for the Development will be a near-replicate of the LVIA undertaken for the Axis J9 development. The same viewpoints will be assessed, except view 10 (as shown in Figure 1.4) as were agreed with CDC for the Axis J9 ES. View 10 will be excluded as the Phase 3 development is unlikely to be visible. The proposed viewpoints are as follows:<br><br>1. View east along Middleton Stoney Road adjacent to entrance of Himley Farm;<br>2. View east along Middleton Stoney Farm;<br>3. View south-east from junction of Middleton Road and public bridleway 148/4;<br>4. View south from public bridleway 148/4;<br>5. View south from public footpath 148/3 adjacent to Home Farm;<br>6. View south-west from public bridleway 129/9;<br>7. View south-west from junction of Howes Lane and Shakespeare Drive;<br>8. View west from Howes Lane/footpath link to Beckdale Close;<br>9. View west from Beckdale Close;<br><br>The viewpoint location plan of the views listed above which were provided with the Axis J9 ES are shown in Figure 1.4. Where baseline photography taken for the Axis J9 ES LVIA remains valid, it is proposed that these will be reused in the LVIA for the Development, however, the baseline photography will be updated where there has been a change to the landscape in the viewpoints since 2017.<br><br>Accurate Visual Representations (AVRs) will be used to inform the assessment. The LVIA will consider the following likely effects:<br>▪ Changes to the landscape character and visual effects on surrounding users during construction works, including construction compounds, |

| Topic | Commentary |
|---|---|
| | hoarding and fencing, removal of vegetation, lighting and machinery and vehicles movements around the Site; and<br>▪ Changes to the landscape character and visual effects on landscape views, viewers and amenity surrounding the Site once the Development is completed and operational, including changes in land use and new buildings and infrastructure. |

Figure 1.4: LVIA viewpoint location plan (N.B red line includes the Site and Axis J9 Phases 1 and 2)




*Non-significant technical topics*

1.29 Within Table 1.3 of ES Chapter 3: EIA Methodology of the Axis J9 ES, justification for 'scoping out' the following topics was provided as it was considered that the Axis J9 development would not give rise to significant effects on the following environmental topics:

- Soils and Agricultural Land,
- Waste and Recycling;
- Utilities;
- Archaeology and Built Heritage;
- Ground Conditions and Contamination;

- Wind; and
- Daylight, Sunlight and Overshadowing.

1.30 A detailed review of the nature and scale of the Development has been undertaken with reference to findings and justification provided within ES Chapter 3 of the Axis J9 ES (included in Table 1.5). Based on this, the justification provided within Table 1.3 of ES Chapter 3 of the Axis J9 ES.

1.31 remains applicable to the Development and these topics would be scoped out. As such no further commentary on these topics is considered necessary. For ease of reference,

1.32 Following a review of the topics scoped in to the Axis J9 ES, it is considered that light pollution, water resources and air quality can be scoped out of the ES for the Development as significant effects are not considered likely. Table 1.3 provides justification for these topics being scoped out.

1.33 Consideration is also given to climate change, greenhouse gas emissions, human health and major accidents and disasters in Table 1.3 in line with the 2017 EIA Regulations.

Table 1.3: Topics to be scoped out of the EIA (i.e. non-significant issues)

| Justification for scoping out of ES |
|---|
| **Light Pollution** |
| A chapter on Light Pollution was included in the Axis J9 ES. Following the implementation of mitigation measures during construction (i.e. CEMP) and best practice guidance for lighting design during the completed development, residual effects reported in the chapter were either negligible or minor-negligible (i.e. not significant). The Applicant is committed to ensuring that best practice measures for avoiding light pollution are adopted during construction through the CEMP. The completed Development is being designed in line with the recently published Reduction for Obtrusive Light (2021) guidance and particular care will be taken to lighting design of operational and service areas to avoid significant adverse light pollution effects to sensitive receptors including nearby residential properties. It is therefore considered that the Development would give rise to in significant light pollution effects. |
| **Water Resources and Flood Risk** |
| The Site lies entirely within Flood Zone 1 meaning it is subject to a low probability of fluvial flooding (i.e. a less than 1 in 1000-year annual probability). The Site is not in a Source Protection Zone. The closest hydrological features are the local ditches along Howes Lane and Middleton Stoney Road. A chapter on Water Resources and Flood Risk was included in the Axis J9 ES. Through mitigation introduced during construction (i.e. CEMP) and following the implementation of best practice guidance for the completed development, negligible residual effects were reported for all potential effects for the Axis J9 development. The Applicant is committed to ensuring that best practice measures for avoiding water pollution and surface water flood risk during construction through the CEMP. The surface water drainage design for the Development is being designed in line with sustainable drainage principles and the requirements of the Lead Local Flood Authority with include appropriate allowances for climate change. Based on this, it is considered that the effects of the Development on water resources and flood risk would not be significant. A Flood Risk Assessment and Drainage Strategy Report will be submitted with the planning application. |
| **Air Quality** |

Justification for scoping out of ES

The Site is not located within an Air Quality Management Area (AQMA), the closest is located approximately 1.5km east of the Site in the centre of Bicester. A detailed assessment of Air Quality effects was included in the Axis J9 ES which reported negligible residual effects for both the construction and operation of the Axis J9 development. The Applicant is committed to ensure that appropriate measures are in place during construction to control dust and other emissions associated with plant and road traffic to the Site as part of the CEMP and CLP. The operational Development is anticipated to result in a reduction in vehicle movements when compared to the residential component of the Axis J9 development. It is therefore reasonable to conclude that the effects of the Development would also be negligible in line with the findings of the Axis J9 ES. Effects on the AQMA are unlikely as traffic would not be routed through the town centre. An Air Quality Assessment will be submitted with the planning application.

**Climate Change and Greenhouse Gases**

The EIA Regulations require consideration of the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change. There are typically three aspects to the consideration of this topic:

- **Climate Change Resilience** – Resilience of the proposed development to climate and climate change, now and in the future.
- **Greenhouse Gas (GHG) Emissions** – Contribution of the proposed development to GHG emissions, considering the construction stage and the operational stage.

Projected changes to average climatic conditions, as a result of climate change, and an increased frequency and severity of extreme weather events (such as heavy and / or prolonged precipitation, storm events and heatwaves) have the potential to impact the ability of the surrounding natural environment to adapt to climate change. The key parameters of climate change are: changing temperature, changing rainfall quantities and frequency, wind strength and sea level rise.

The impacts of temperature change have been scoped out as the Development is adjacent to an existing urban area and is unlikely to significantly affect the ability of the surrounding land to adapt to climate change. The impacts of wind strength have been scoped out as the Development would not affect wind strength. The main in-combination impact of the climate change parameters and the Development is considered to be flood risk (due to increased rainfall and sea level rise), however given the location of the Development within Flood Zone 1 it is considered unlikely to significantly affect the ability of the surrounding land to adapt to climate change. Appropriate allowances for climate change will be considered as part of the drainage strategy.

The ES will include a description of climate change resilience measures and how the Development will address such measures. Examples will include using water resources efficiently; ensuring buildings are designed to be resilient to changing climate and extreme weather events; and choosing appropriate planting in landscaping areas.

The Development will likely result in an increase in GHG emissions compared to the baseline conditions during construction works and once the Development is completed and operational. Primary GHG emission sources during the construction are likely to be associated with embodied carbon within construction materials, construction traffic, construction plant and energy use. Primary

| Justification for scoping out of ES |
| --- |
| sources of GHG emissions during operation are likely to be associated with the energy use, operational traffic and building maintenance. During the design of the Development, consideration will be given to passive design and orientation, green infrastructure, use of sustainable materials, energy efficiency measures and low carbon solutions to reduce GHG emissions. A workforce Travel Plan would also be in place to reduce transport GHG emissions. Given this and, owing to the size of the Site and Development, it is unlikely that any increase in GHG will have material impact on the Government's target for carbon reduction. It is therefore proposed that GHG be scoped out of the EIA. |
| **Human Health** |
| The EIA Regulations requires the EIA to consider the effects of the Development in relation to risks to human health. There is no EIA industry wide accepted approach to assessing health as part of the EIA process and guidance to date recommends that the approach is proportionate to the project being considered. Where people live and work could have indirect impacts on their personal state of wellbeing, meaning that new developments have the potential to, beneficially or adversely, affect health, particularly in areas of existing poor health conditions.<br><br>Poor health outcomes could arise from construction impacts such as dust or pollution from construction traffic. However, the Applicant will prepare proposals on construction and environmental management to manage the construction of the Development addressing issues related to health and wellbeing, including public safety, noise and vibration controls, and air and dust management. A number of these measures will be included in management plans, such as the CLP and CEMP, which would be secured by planning condition.<br><br>Poor design and access in end uses could also have effects on health outcomes. However, through appropriate mitigation and design these effects can be managed and potentially give rise to either neutral or indirect beneficial effects on human health.<br><br>Greater access to adequate employment may be positively correlated with good health, but these effects will be uncertain and not measurable at the level of an individual site. The incidence of any such health effects will be widely dispersed through marginal changes to the wider employment markets, and so the effect is not significant at any level.<br><br>Despite the indirect links that have been identified between new development and health and wellbeing, the potential effects of a new development on the health and well-being of new and existing residents and workers would be largely determined by the way the Development's buildings and spaces are used (rather than constructed) and by lifestyle factors which cannot be accurately quantified or controlled at the planning stage.<br><br>The Development itself would comprise employment uses. It is considered unlikely that the Development would result in any significant direct adverse health impacts. The ES Chapter on socio-economic will consider employment creation, which would have the most significant direct socio-economic effects on health arising from a Development. The Development would also provide access to green infrastructure for employees which would be of some benefit. |

Justification for scoping out of ES

Furthermore, the Applicant would prepare proposals on construction and environmental management to manage the construction of the Development addressing issues related to health and wellbeing, including public safety, noise and vibration controls, and air and dust management (i.e. CEMP). Significant human health effects are not anticipated and the socio-economic and noise chapters would have due regard to human health considerations. As such a separate Human Health chapter is not proposed as part of the ES.

**Major Accidents and Hazards**

With reference to Regulation 4(4) and Schedule 4 of the EIA Regulations, this Scoping Appraisal also considers whether there are likely to be any significant effects on the environment or the project arising from the vulnerability of the Development to major accidents or disasters. The EIA Regulations require the ES to consider the inclusion *"A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned"*.

Available guidance (IEMA Quality Mark Article 'Assessing Risks of Major Accidents / Disasters in EIA'[33]) defines major accidents and disasters as *"man-made and natural events which are considered to be likely, and are anticipated to result in substantial harm that the normal functioning of the project is unable to cope with /rectify"*.

Overall, the vulnerability of the Development to risks of major accidents and/or disasters is considered to be low. Flood risk is considered to be low, however this will be considered as part of the FRA. Risks to fire can be assumed to be low provided the detailed design and fire strategy is developed in line with the latest fire safety guidance.

No other significant effects relating to the vulnerability of the Development to major accidents and disasters have been identified and it is proposed that this topic be scoped out of the EIA.

## Cumulative Schemes

Table 1.4: Cumulative Schemes

| No. | Address | Planning App Ref | Description of Proposals | Permission Status (Date) |
|---|---|---|---|---|
| 1 | Bicester Eco-Town Exemplar Site, Banbury Road, Bicester | 10/01780/HYBRID | Development of Exemplar phase of NW Bicester Eco Town to secure full planning permission for 393 residential units and an energy centre (up to 400 square metres), means of access, car parking, landscape, amenity space and service infrastructure and outline permission for a nursery of up to 350 square metres (use class D2), a community centre of up to 350 square metres (sui generis), 3 retail units of up to 770 square metres (including but not exclusively a convenience store, a post office and a pharmacy (use class A1)), an Eco-Business Centre of up to 1,800 square metres (use class B1), office accommodation of up to 1,100 square metres (use class B1), an Eco-Pub of up to 190 square metres (use class A4), and a primary school site measuring up to 1.34 hectares with access and layout to be determined. | Planning permission granted (July 2012) |
| 2 | Himley Village | 14/02121/OUT | Development to provide up to 1,700 residential dwellings (Class C3), a retirement village (Class C2), flexible commercial floorspace (Classes A1, A2, A3, A4, A5, B1, C1 and D1), social and community facilities (Class D1), land to accommodate one energy centre and land to accommodate one new primary school (up to 2FE) (Class D1). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure and other operations (including demolition of farm buildings on Middleton Stoney Road) | Planning permission granted (March 2017) |
| 3 | Bicester Eco-Town Exemplar Site, Banbury | 14/01384/OUT | Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new | Under Consultation |

| No. | Address | Planning App Ref | Description of Proposals | Permission Status (Date) |
|---|---|---|---|---|
| | Road, Bicester | | primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations | |
| 4 | Land Adjacent To Bicester Road and South West Of Avonbury Business Park, Howes Lane, Bicester | 14/01641/OUT | Outline Application - To provide up to 900 residential dwellings (Class C3), commercial floor space (Class A1-A5, B1 and B2), leisure facilities (Class D2), social and community facilities (Class D1), land to accommodate one energy centre and land to accommodate one new primary school (up to 2 FE) (Class D1), secondary school up to 8 FE (Class D1). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations | Under Consultation |
| 5 | Land North Of Bicester Avenue Garden Centre Oxford Road Bicester | 17/02534/OUT | The erection of a business park of up to 60,000 sq.m (GEA) of flexible Class B1(a) office / Class B1(b) research & development floorspace; associated vehicle parking, landscaping, highways, infrastructure and earthworks | Planning permission granted May 2020 |
| 6 | Kingsmere development - Land At Whitelands Farm, South West Of Bicester Adjoining Oxford Road | 06/00967/OUT 17/02072/REM | Outline - Up to 1585 no. dwellings; health village to include health and employment uses and elderly persons nursing home; B1 and B2 employment uses; local centre comprising of shops, a pub/restaurant, children's day nursery, offices and a community centre; 2 no. primary schools and 1 no. secondary school; a hotel; a sports pavilion; formal and informal open space; a link road between A41 and Middleton Stoney Road/Howes Lane junction; associated new roads, | Planning permission granted (June 2008) – 06/00967 Reserved matters application (17/02072/REM) |

| No. | Address | Planning App Ref | Description of Proposals | Permission Status (Date) |
|---|---|---|---|---|
| | And Middleton Stoney Road, Bicester, Oxfordshire | | junctions, parking, infrastructure, earthworks and new accesses to agricultural land (as amended by plans and documents received 24.10.06). | granted June 2018. |
| 7 | Bicester Village Phase 4 | 12/01209/F | Demolition of existing Tesco food store, petrol filling station and part of the existing Bicester Village retail outlet centre to provide an extension to comprise 5,181sqm (gross internal area) of new Class A floorspace, 372 car parking spaces and associated landscaping and highway works | Planning permission granted (July 2014) |
| 8 | Tesco Pingle Drive Bicester OX26 6WA | 15/00082/F | Demolition of existing Tesco food store, petrol, filling station and part of the existing Bicester Village retail outlet centre, to provide an extension to provide new A class floor space, car parking and associated landscaping and highway works. | Planning permission granted (March 2016) |
| 9 | Kingsmere Phase 2 (SW Bicester) | 13/00847/OUT | Residential development within use Class C3, Extra care facility, primary school, retail, formal and informal public open space, play facilities, sports pitches, allotments and associated infrastructure including landscaping, highways, footpaths/cycleways, drainage utilities and parking iated works | Planning permission granted (May 2017) |
| 10 | A4095 Strategic Link Road (SLR), Twenty Ha of Land Proposal of New Highway Aligned with Howes Lane, Bicester (SLR) | 14/01968/F | Construction of new road from Middleton Stoney Road roundabout to join Lord's Lane, east of Purslane Drive, to include the construction of a new crossing under the existing railway line north of the existing Avonbury Business Park, a bus only link east of the railway line, a new road around Hawkwell Farm to join Bucknell Road, retention of part of Old Howes Lane and Lord's Lane to provide access to and from existing residential areas and Bucknell Road to the south and associated infrastructure. | Planning permission granted (August 2019) |
| 11 | Appeal Application | APP/C3105/W/16/3163551 | Erection of up to 53,000 sq m of floor space to be for B1, B2 and B8 (use classes) employment provision | Planning permission |

| No. | Address | Planning App Ref | Description of Proposals | Permission Status (Date) |
|---|---|---|---|---|
| | Phases 1 and 2 | | within two employment zones covering an area of 9.45 ha; parking and service areas to serve the employment zones; a new access off the Middleton Stoney Road (B4030); temporary access off Howes Lane pending the delivery of the realigned Howes Lane; 4.5 ha of residential land; internal roads, paths and cycleways; landscaping including strategic green infrastructure (GI); provision of sustainable urban systems (SUDS) incorporating landscaped areas with balancing ponds and swales; associated utilities and infrastructure. | granted November 2017 |
| 12 | Land to the east of M40 and south of A4095, Chesterton, Bicester, Oxfordshire | APP/C3105/W/20/3259189 | Redevelopment of part of golf course to provide new leisure resort (sui generis) incorporating waterpark, family entertainment centre, hotel, conferencing facilities and restaurants with associated access, parking and landscaping | Planning permission granted May 2021 |
| 13 | OS Parcel 2200 Adjoining Oxford Road North of Promised Land Farm Oxford Road Bicester (this site makes up the remainder of the Bicester 10: Bicester Gateway strategic allocation) | 16/02586/OUT 17/02557/REM | Phase 1 of the proposed new business park ("Bicester Gateway") comprising up to 14,972 sq m (Gross External Area) of B1 employment based buildings, plus a hotel (up to 149 bedrooms), with associated infrastructure, car parking and marketing boards. | Outline planning permission granted (July 2017). Reserved Matters for hotel granted (March 2018) |

| No. | Address | Planning App Ref | Description of Proposals | Permission Status (Date) |
|---|---|---|---|---|
| 14 | Site C Ploughley Road & Site D & E Ambrosden Road MOD Bicester Upper Arncott Oxfordshire | 11/01494/OUT | Outline – Redevelopment of former MOD sites including demolition of existing buildings, development of 1900 homes; local centre to include a 2 form entry primary school (class D1), a community hall of 660sqm, five local shops or facilities to include A1, A2, A3, A5 and D1 uses totalling up to 1358sqm, up to 1000sqm gross A1 uses, a pub/restaurant/hotel (class A4/A3/C1) up to 1000sqm and parking areas; employment floorspace comprising up to B1(a) 2160sqm, B1(b) 2400sqm, B1(c) and B2 20520sqm and B8 uses up to 66960sqm; creation of public open space and associated highway improvement works, sustainable urban drainage systems, biodiversity improvements, public transport improvements and services infrastructure. Erection of a 70400sqm fulfilment centre on 'C' site and associated on site access improvement works, hardstanding, parking and circulation areas | Planning permission granted 2014 |
| 15A | Land Adj To Promised Land Farm Wendlebury Road Chesterton | 19/01740/HYBRID | 'Hybrid' planning application comprising: - Outline planning permission (all matters reserved except for access) for B1 development (Use Classes B1a and/or B1b and/or B1c); highway works (including provision of a new roundabout at the junction between Vendee Drive and Wendlebury Road); creation of a wetland and landscaped areas and associated infrastructure works. - Full planning permission for a health and racquets club, associated access and car parking, outdoor tennis courts, air dome, outdoor swimming pool, spa garden and terrace, and associated landscaping. | Planning permission granted September 2020 |
| 15B | Land Adj To Promised Land Farm Wendlebury Road Chesterton | 19/01746/OUT | Outline planning application (with all matters reserved excluding access) for B1 development (B1a and/or B1b and/or B1c); access and associated landscaping and infrastructure works | Planning permission granted September 2020 |

Figure 1.5: Cumulative Schemes

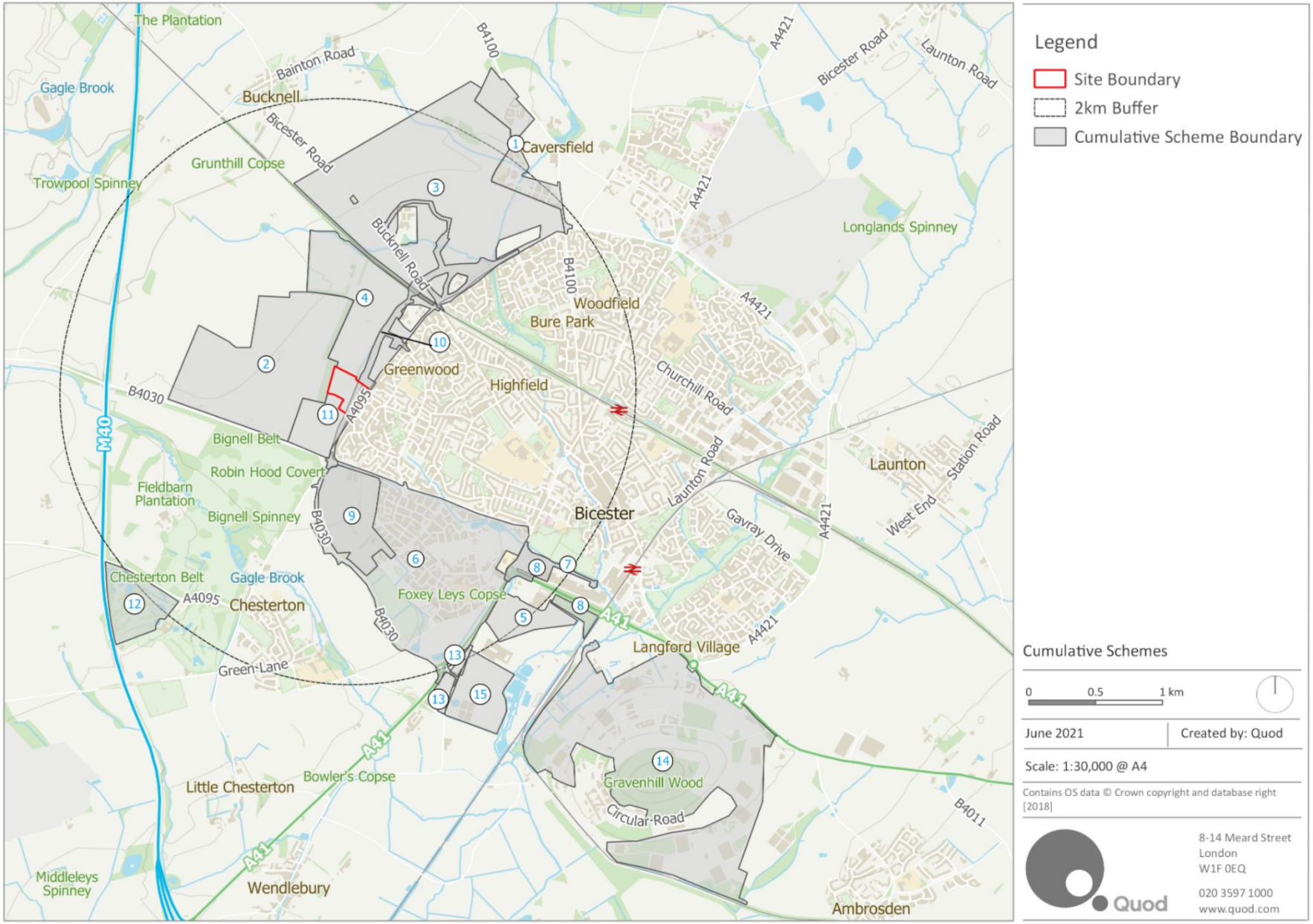


Table 1.5: Table 3.1 of ES Chapter 3: EIA Methodology (Appeal Application) – Topics to be scoped out of the EIA

| Topic | Rationale |
|---|---|
| Soils and Agricultural Land | Soil characteristics at the Site are defined as being freely draining shallow, locally brashy well drained calcareous fine loamy soils over clay subsoil.<br><br>From an assessment of the database on www.magic.gov.uk the agricultural land classification is Grade 3b for the entire Site. Grade 3b land is considered to be moderate agricultural land quality and not the 'best or most versatile land'.<br><br>The construction of the Development will result in soils being disturbed over much of the development Site. Areas where soils will not be disturbed will be limited to open space and landscaped areas. Where soil is to be disturbed it will be removed prior to construction operations and will be stored for reuse at the Site, where possible. The main threat to the soil during construction is the inappropriate handling of stored soil for example by handling soils when they are too wet or storing them in mounds that are too large.<br><br>Potential effects on soil would be managed through standard measures, including a Construction Environmental Management Plan (CEMP), which will ensure that soils needing to be removed during the development process are handled and stored in accordance with BS 3882:2007, "Specification for Topsoil and Requirements for Use". Soils removed from the development areas will be retained on the Site for use in landscaped areas. As a result, it is considered that there would not be any significant effects on soil for its removal during construction activities as a result of the CEMP and other standard mitigation measures being implemented.<br><br>Furthermore, the loss of 20 ha of Grade 3b land which has been allocated for employment and residential development and open space as part of the North-West Bicester Masterplan Supplementary Planning Document (SPD)[i] is not considered to have a significant effect on agriculture practices within the CDC. As such, this issue is not deemed 'significant' and has been scoped out of this ES.<br><br>The findings of 2014 ES concluded that as no substantial areas of high classification agricultural land will be lost, the loss of this agricultural land is of 'minimal' significance.<br><br>Chapter 6: Agriculture and Soil of the 2014 ES accompanied by Appendix 6A: Agricultural Land Classification is included at Appendix 3.5 for reference. |
| Waste and Recycling | Demolition and earthwork activities are generally the activities that generate the majority of waste during development of a site. No demolition is required; therefore, the Development is not expected to produce large quantities of waste. Due to the topography of the Site being relatively flat, it is not expected that major earthworks or cut and fill operations will be required as part of the Development.<br><br>Opportunities to minimise the amount of waste going to landfill would be sought by the contractor in line with best practice during construction, so that construction materials will be used efficiently on Site and that all re-useable wastes will be recovered, re-used or recycled where possible. Other potential effects of waste removal (e.g. dust, noise) would be managed through standard measures, including a CEMP.<br><br>The Site is directly accessible from Howes Lane and Middleton Stoney Road, and construction traffic routing information would be agreed with CDC via a Construction Traffic Management Plans (CTMP) so as to minimise the effects as far as practicable on other road users. It is not predicted that significant quantities of hazardous wastes will be produced or transported during these works due to the nature of the Development.<br><br>As a consequence, the environmental effects of waste are not considered to be significant during construction that would require further assessment within the EIA.<br><br>Once complete and occupied, a quantity of domestic waste would result from the Development. The Development will be designed to optimise good waste management practices in line with |

| Topic | Rationale |
|---|---|
| | Building Regulations 2010 Part H[ii] and other relevant industry standards. Details of waste and recycling facilities would be agreed with CDC as part of Reserved Matters applications.<br>Waste and recycling has therefore been scoped out of this EIA on the based that the Development would not result in likely significant effects. The 2014 ES Chapter 13: Waste and Recycling also concluded that there would be no likely significant effects arising from the 2014 Outline Application.<br>Chapter 13: Waste and Recycling of the 2014 ES is included in Appendix 3.5 for reference. |
| Utilities | All utility connections will be provided by agreement with the relevant statutory undertakers, and will be subject to the detailed design of the Development. No significant utility diversions are known.<br>Utilities have therefore been scoped out of this EIA on the basis that the Development would not result in likely significant effects. The 2014 ES supports this conclusion and states that, *"The proposed development will not have any significant impact on the existing utility networks subject to the measures identified in this Report."* Relevant components of this assessment will be incorporated into the Drainage Strategy as required.<br>Chapter 12: Utilities Infrastructure of the 2014 ES is included in Appendix 3.5 for reference. |
| Archaeology and Built Heritage | An archaeological desk based assessment and trial trenching was undertaken for the 2014 Outline Application and an Archaeological Assessment, prepared by Northamptonshire Archaeology, was included within the planning application. The Archaeological Assessment and evaluation identified two distinct areas of archaeological activity. In the central part of Field 1 (northern area of the Site) an area of Iron Age activity is represented by two ditches and one possible ring ditch. In the western part of Field 3 (south western area of the Site) an area of Romano- British activity dating to the 1st-4th centuries AD was identified. A series of ditches produced finds including pottery and animal bone, suggesting that the ditches where close to an area of settlement activity. However, as a result of the trial trenching, it was concluded that development of the Site would not give rise to significant effects on below ground archaeology, given the limited number of features found and the value placed on these features. As a result, archaeology was scoped out of the 2014 ES.<br>The nearest Conservation Area is Chesterton and is located approximately 1.1km south of the Site. There is only one designated heritage asset within 1km radius of the Site. This comprises two barns on Himley Farm, grouped together under one Grade II listing. These will be integrated into the proposed Himley Village development (Ref: 2014/02121/OUT). The next nearest heritage asset is located within the town of Bicester which is over 1.5km away. As there are no on-Site heritage assets nor are there heritage assets within the vicinity of the Site, given the proposed height and scale of the Development and limited intervisibility between Site, conversation areas and these features, the effects of Development on these features is not likely to be significant. Archaeology and Built Heritage has therefore been scoped out of this EIA.<br>The Northamptonshire Archaeology Archaeological Assessment is included in Appendix 3.6 for reference. |
| Ground Conditions and Contamination | The archaeological desk based assessment and trial trenching that was undertaken for the 2014 Outline Application identified the Sites geology as Cornbrash limestone based on a review of data records. During trail trenching it was found that the natural geology across the Site was largely consistent, and comprised of pale yellow cornbrash limestone with frequent patches of light brown-yellow sandy clay and sandy gravels. At approximately 0.20m below the cornbrash limestone was solid limestone. The topsoil deposits ranged from 0.25-0.40m thick, and consisted of mid orange-brown sandy silt. A review of historical maps carried out within the archaeological evaluation for the 2014 Outline Application identified that the Site has been in agricultural use since 1881 and had no other uses. Therefore, it is not considered that there is any potential for significant contamination on the Site and Ground Conditions and Contamination has been scoped out of further assessment within the ES. |

| Topic | Rationale |
|---|---|
| Wind | The maximum height of proposed Development, as stipulated by Parameter Plan 03 (see Appendix 5.1), would not exceed 16m (to roof ridge height). Therefore, as the Development will not introduce any tall buildings on to the Site, it is not considered that the Development would give rise to effects on wind microclimate that would be significant and require further assessment within the ES. |
| Daylight, Sunlight and Overshadowing | The maximum height of proposed Development, as stipulated by Parameter Plan 03 (see Appendix 5.1), would not exceed 16m (to roof ridge height). The closest existing receptors are more than 25m away from the proposed residential development zones, and more than 75m away from the proposed employment development zones. Therefore, as the Development will not introduce any tall buildings on to the Site and due to the distance of the nearest receptors there is no potential for significant effects on daylight, sunlight and overshadowing to occur.<br>Internal daylight and sunlight levels would be considered as part of the detailed design for the Development which would ensure that building standards are met, however this is a planning consideration and not an environmental issue that must be considered by the ES and therefore has not been assessed further. |
| Planning Policy | A chapter was included on planning policy in the 2014 ES (Chapter 3: Planning Policy). This is not replicated in this ES as it is not a legal requirement under the EIA Regulations. |
| Sustainability | The 2014 ES included a chapter on sustainability. The ES does not include an assessment of Sustainability, this accords with the Department of Communities and Local Governments (DCLG) consultation paper on EIA Good Practice (2006) which states: *"there is no requirement to include a substantiality appraisal within the Environmental Statement. If such an assessment is required by the Local Planning Authority, it should be provided as a separate document supporting the planning application."* The main sustainability features of the scheme (e.g. SuDS) are summarised in Chapter 5: Description of the Development. |

## References


[i] Cherwell District Council and Oxford County Council, 2016, *North West Bicester Masterplan Supplementary Planning Document*, February 2016

[ii] HMSO, 2010. *Building Regulations 2010 Approved Document H: Drainage and Waste Disposal.*