

### Nesting Birds

- 10.55 Nesting birds were identified in the arable fields and the barn during the site visit and scattered trees, areas of dense scrub and hedgerows on site offer nesting opportunities for birds.
- 10.56 All wild birds, their nests and eggs are afforded protection under the Wildlife and Countryside Act 1981 (as amended). As such, any removal of vegetation such as hedgerows or scrub, that can support nesting birds, should be timed to avoid the nesting season (March to September inclusive) or preceded by a check by a suitably qualified ECoW. Should any active nests be found, an appropriate buffer must be maintained until such time as the nest is deemed to be no longer in supporting young, as confirmed by an ecologist. It is considered that if these recommendations are followed, as required by legislation, impacts on nesting birds can be scoped out.
- 10.57 Based on the above, it is considered that potential likely significant effect on nesting birds will not occur and nesting birds are scoped out of the assessment.

### Reptiles

- 10.58 One record of reptile was returned from within 2km of the Site boundary. The hedgerows, poor semi-improved grassland, dense scrub and brash piles offer some limited foraging and refuge opportunities that could support low population densities of more common and widespread reptile species.
- 10.59 To minimise potential impacts during the construction phase potentially suitable habitat such as brash piles and grassland should be removed at suitable times (March – October) of the year to minimise impacts, and removal should be undertaken under precautionary working methods for example phased strimming of long grass and hand searches of brash piles which should happen under the supervision of a suitably qualified ECoW. Any reptiles found should be placed in suitable, retained habitats on, or immediately adjacent to, the Site. Retention and enhancement of the boundary hedgerows and semi-improved grassland would further minimise impacts on reptiles that could potentially be present on site.
- 10.60 Based on the above, it is considered that potential likely significant effect on reptiles will not occur and reptiles are scoped out of the assessment.

### *Completed Development*

#### *Designated Sites*

- 10.61 There are six non-statutory designated sites within 2km of the Site, the closest of which is Stoke Wood LWS, located 0.34km south of the eastern parcel. Impacts from the completed development on designated sites are likely to be limited to increased disturbance and effects on air-quality associated with increases in traffic flow. As such, it is considered that designated sites over 1km from the Site can be scoped out of further assessment.
- 10.62 Owing to this Site's proximity to major transport routes (the M40 and B4100) and Cherwell Valley Services it is considered that the completed Development is unlikely to lead to any further significant increases in disturbance or regressions in air quality that would impact this LWS, and as such can be scoped out of further assessment.

### *Habitats and Protected/Notable Species*

- 10.63 No specific habitats or species are anticipated to be impacted by the operational phase of the Development. There is the opportunity to deliver enhancements to habitats and for species that would be of benefit to biodiversity in the locality.
- 10.64 These enhancement measures can be provided through adopting good general design principles, namely:
- The enhancement/creation (with a suitable buffer) of the boundary hedgerows/vegetation, along with the creation of new boundary features (for example, new hedgerows in place of those defunct hedgerows to be lost);
  - By focussing habitat creation on areas adjacent to areas of high quality off-site habitats such as to the southeast of the western parcel and to the south of the eastern parcel, with a focus on increasing connectivity;
  - Through the implementation of multi-functional green and blue infrastructure features such as Sustainable Drainage Systems (SuDS); and
  - Through the implementation of a sensitive lighting strategy that maintains dark and unlit areas along the Site boundaries and on adjacent woodland habitats.

### *Cumulative Assessment*

- 10.65 Two schemes requiring consideration for cumulative assessment have been identified (Heyford Park and NW Bicester) within the ZoI of the Development. Further information is required regarding some of the ecological receptors, and therefore these cumulative schemes will be scoped into, and assessed, within the ES Chapter.

### **Assessment Methodology**

- 10.66 TVERC was contacted for details of protected and priority species and non-statutory sites within 2km of the Site boundary. Information on statutory designated sites was obtained from the online MAGIC database, which utilises data provided by Natural England.
- 10.67 An extended Phase I habitat survey was undertaken following the Joint Nature Conservancy Council (JNCC) method. The survey involved identification of the main habitat types present as well as more conspicuous fauna and potential of the habitats present to support protected and notable flora and fauna. A PBRA, badger survey and a HSI and eDNA survey of waterbodies for GCN have also been completed.
- 10.68 The approach to the assessment will follow the Guidelines for Ecological Impact Assessment in the UK and Ireland<sup>33</sup>. The evaluation of ecological resources will identify important ecological receptors that are likely to be affected by the Development. The level of importance of specific ecological features will be assigned using a geographic frame of reference. When describing likely effects, reference will be made to the following characteristics where relevant: positive or negative, extent, magnitude, duration, timing, frequency and reversibility. The significance of effects will be assessed using terminology derived from CIEEM guidance. The assessment will be qualitative in nature.
- 10.69 With respect to designated sites and ecosystems, significant effects encompass impacts on the structure and function of defined sites and ecosystems. For designated sites the focus is whether the Development and associated activities are likely to undermine the sites

conservation objectives or negatively affect the conservation status of the species or habitats for which the site is designated. For ecosystems, the focus is whether the Development is likely to result in a change in its structure or function.

- 10.70 With respect to habitats and protected and notable species, consideration of conservation status is important for evaluating the effects of impacts on individual habitats and species and assessing their significance. Conservation status for habitats is determined by the sum of the influences acting on the habitat that may affect its extent, structure and function as well as its typical species composition within a given geographical area. For species, it is determined by the sum of influences acting on the species concerned that may affect its abundance and distribution within a given geographical area.
- 10.71 As previously noted, the likely significant effects of the Development together with relevant Cumulative Schemes (Heyford Park and NW Bicester) will be assessed insofar as relevant information exists. Accordingly, the above methodologies will be applied to the assessment of likely significant cumulative effects, where possible. Where a potential lack of information in relation to specific Cumulative Schemes does not allow for this, the assessment (or components of the cumulative assessment) will be based upon professional and expert judgement.

# 11 Climate Change and Greenhouse Gases

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- 11.1 Greenhouse Gas (GHGs) are gaseous compounds that have been identified as contributing to a warming effect in the earth's atmosphere. The primary GHG of concern with respect to the Development is carbon dioxide (CO<sub>2</sub>) which is emitted from combustion sources such as vehicular transport and heating and energy plant. Other GHGs such as methane also contribute to climate change and these will be accounted for based on their Global Warming Potential (GWP). The combined effect of all GHG emissions will be presented as carbon dioxide equivalent (CO<sub>2</sub>e).
- 11.2 The Climate Change assessment will quantify the GHG emissions resulting from the Development and determine their significance in the context of local, regional and national climate change policy. The resilience of the Development to future climate change will be qualitatively assessed.

## Study Area and Spatial Scope

- 11.3 GHGs contribute to climate change, which is a global environmental effect and, as such, the study area for the assessment is not limited by any specific geographical scope or defined by specific sensitive receptors. The scope is therefore determined by identifying emission sources associated with the Development over which the Applicant has some ability to control or influence.

## Baseline Conditions

- 11.4 The Site is currently undeveloped land and there are no activities associated with the Site that result in GHG emissions. The existing vegetation on the Site could provide some limited sequestration (removal) of carbon, however this would be of marginal magnitude and therefore the baseline GHG emissions for the Site are assumed to be zero for the purposes of assessment.

## Key Receptors

- 11.5 The assessment of GHG does not include identification of sensitive receptors, as GHG emissions do not directly affect specific locations, but lead to indirect effects by contributing to climate change.

## Future Baseline

- 11.6 Assuming the Site remains as undeveloped land, the future baseline GHG emissions will remain unchanged as zero.

## Assessment Scope

### Likely Significant Effects

- 11.7 The assessment will quantify the GHG emissions from the Development over its lifetime. This will include GHG emissions during the construction and operational phase of the Development.

- 11.8 In line with IEMA Guidance on assessing GHG emissions<sup>34</sup>, all GHG emissions are included as they all contribute to climate change and may be considered significant, irrespective of whether there is an increase or decrease in emissions.

#### Construction

- 11.9 The GHG emissions from the construction phase will be calculated, subject to availability of data, for the following activities:
- Transport of construction materials to the Site; and
  - Embedded in the materials used to construct the Development.

#### Completed Development

- 11.10 The GHG emissions from the completed Development will be calculated over its lifetime, subject to availability of data for the following activities:
- Operational energy used by the Development;
  - Operational transport activities related to the Development; and
  - Repair and refurbishment of the Development during its lifetime.

#### Cumulative Assessment

- 11.11 IEMA guidance makes clear that climate change is “*the largest interrelated cumulative environmental effect*” and therefore the assessment of GHG emissions which contribute to climate is intrinsically cumulative. In terms of this assessment the following are also relevant:
- The assessment will consider the effects of the Development in the context of national and local cumulative totals. Since the national totals assume that other developments will contribute GHGs, the assessment will consider their implications in determining significance; and
  - The geographical location of emissions has no relevance to the assessment. Therefore, the effects of the Development are independent of any local cumulative emissions.
- 11.12 Taking this into account, an assessment of the GHG emissions associated with cumulative developments will not be undertaken and the cumulative GHG effects are considered to be the same as those for the completed Development.

#### Non-Significant Effects

- 11.13 A small number of minor activities, detailed further below will be scoped out of the assessment within the EIA, which is consistent with IEMA guidance. IEMA guidance recommends that activities with emissions that in total equal less than 5% the lifecycle emissions of the Development can be scoped out of the assessment.

#### Construction

- 11.14 GHG emissions from construction plant and disposal of waste materials will be scoped out. GHG emissions from these activities are likely to represent less than 1% of total lifetime emissions and are difficult to estimate due to need for detailed data that is not normally available at the planning application stage.

- 11.15 GHG emissions resulting from land use change (e.g. due to loss or addition of trees on the Site that would sequester carbon dioxide) will be scoped out as they are likely to be minimal and be less than 1% of lifetime emissions. Any net increase in land use GHG emissions from the Development will be minimised through the biodiversity and landscape planning for the Site.

#### *Completed Development*

- 11.16 GHG emissions from the treatment and disposal of waste materials during operation are scoped out since they are very small component of the GHG emissions of the Development and will be minimised through standard best practice including the implementation of Site Waste Management Plans.
- 11.17 GHG emissions associated with water use (including water treatment and supply (pumping)) are expected to result in very small contributions to lifetime GHG emissions and are also scoped out.

#### **Assessment Methodology**

- 11.18 The assessment will be undertaken in line with the IEMA guidelines and best practice, taking account of all relevant national, regional and local policies relating to GHG emissions and climate change, and will include a summary of mitigation measures designed into the Development to prevent, reduce and offset its GHG emissions.
- 11.19 The assessment of GHG emissions during construction will utilise the following approaches:
- The embedded carbon from construction will be calculated using GHG factors published by the University of Bath<sup>35</sup>, which are applied to the individual construction materials used. This will include GHG emissions arising from the manufacture and production of construction materials. If the quantum of construction materials is not known at the application stage, the embedded GHG emissions will be estimated based on GHG factors published by the Royal Institution of Chartered Surveyors<sup>36</sup>, which consider the scale and nature of the Development; and
  - GHG emissions from construction traffic will be calculated based on predicted construction traffic volumes, average travel distances and government published GHG emission factors for construction vehicles<sup>37</sup>.
- 11.20 The assessment of operational effects will utilise the following approaches:
- GHG emissions from operational transport will be calculated using government published GHG emission factors for public transport modes, and transport modelling of visitor and staff annual trips and distances travelled;
  - GHG emissions associated with the repair, maintenance and refurbishment of the Development during its lifetime will be calculated based on benchmarking data from Royal Institution of Chartered Surveyors<sup>38</sup>;
  - GHG emissions from operational energy consumption will be calculated using appropriate benchmarks and modelling as required; and

- GHG emissions in future years will be calculated based on government published data on the decarbonisation of the grid and transport modes reflecting UK climate change policy and strategies.
- 11.21 The net increase in GHG emissions from construction, during operation in the opening year and over the Development's lifetime will be calculated by comparison to the future baseline emissions.
- 11.22 The assessment will present GHG mitigation being proposed, which will follow the principles of the GHG management hierarchy (avoid, reduce, offset), in order to minimise, as far as reasonably practicable, the anticipated GHG emissions over the Development's lifecycle.
- 11.23 The approach to classifying and defining likely significant effects will rely on IEMA guidance and apply expert judgment on the significance of the Development's lifecycle GHG emissions taking into account:
- any net change in emissions;
  - their likely contribution to local and regional GHG emissions;
  - their consistency with relevant policy; and
  - an evaluation of the mitigation measures proposed to avoid, reduce and compensate GHG emissions.
- 11.24 The Climate Change chapter will also include a qualitative assessment of the vulnerability of the Development to future climate change.

## 12 Landscape and Visual Impacts

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### Study Area and Spatial Scope

- 12.1 Following creation of an initial Zone of Theoretical Visibility (based on terrain alone and a maximum assumed building height parameter of 23m) a study area has been identified on Figure 1 extending out 5km from the Site. This is proposed as a suitable extent given the generally level nature of the topography and the scale of the Development. The landscape and visual Study Area is proposed to be same as this will enable effects on viewers in the surrounding area and indirect landscape effects to be adequately assessed.

### Baseline Conditions

#### The Site

- 12.2 The Site comprises a series of arable fields to the east and west of the A43 and to the immediate north of its junction (Junction 10) with the M40 motorway.
- 12.3 The western parcel is broadly diamond shaped and comprises six arable fields, bordered to the south west by the M40 and to the south east by the A43. The boundary with the A43 is well-vegetated with an overgrown hedgerow boundary with some trees. The boundary with the motorway is more open, with views possible across the western part of the Site. The north eastern boundary is formed by the B4100, which is again marked by an overgrown hedgerow with some trees. The western boundary is marked by the access track to a communications mast which is separated from the Site by a hedgerow. The north east corner of the western parcel is separated from the junction of the B4100 and the A43 by the grounds of 3 residential properties - Baynard House, The Cottages and associated buildings.
- 12.4 The eastern parcel is irregularly shaped and comprises three arable fields, bordered to the west by the A43 and to the north east by the B4100. The eastern boundary comprises a native hedgerow field boundary, beyond which is more arable fields. The southern boundary is marked by a large tree belt, separating the Site from Cherwell Valley Services.

#### Site Context

- 12.5 The Site is situated within the settled countryside north of Bicester, with the M40 and A43 forming audible and visual features within the landscape. The settlement of Ardley is situated c. 1.2km to the south west of the Site, and Upper Heyford, with its disused airfield, is situated 4.3km to the south west. The small settlement of Baynards Green is situated immediately to the east of the western parcel, mainly comprising old farmsteads. A petrol station is situated to the east of the Site, immediately adjacent to the junction of the A43 and B4100. Cherwell Valley motorway services is situated immediately to the south of the Site.
- 12.6 There is a large network of Public Rights of Way (PRoW) within the local area but no long distance trails.
- 12.7 The Site is situated on the gently sloping dip slope of the Cotswolds, c. 5km to the east of the valley of the River Cherwell. The land rises up to over 135m AOD (Above Ordnance Datum)



c. 3.5km to the west of the Site and 140mAOD to the north south west before sloping gently towards the east. The Site is situated at between 110 and 125mAOD. As such, there are no elevated viewpoints.

- 12.8 Woodland occurs to the south and south east of the Site and large tree belts occur around Tusmore Park 1km the north east of the Site. The result is a more wooded landscape to the south east and east of the A43 and M40, with a more open landscape to the north and west.

### Designations

- 12.9 The Site is not covered by any statutory or local landscape designations and there are none in the Study Area.
- 12.10 Stoke Wood to the south of the Site is an area of Ancient and Semi-Natural Woodland (ASNW).
- 12.11 The Grade II Listed Aynho Park is situated c. 3km north west of the Site.

### Planning Policy Baseline and Evidence Base

- 12.12 Policy and evidence base documents will comprise the following:
- Saved policies of the Cherwell Local Plan 1996;
  - Non-Statutory Cherwell Local Plan 2011 (December 2004);
  - Cherwell Local Plan 2011-2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need (2020);
  - Adopted Cherwell Local Plan 2011-2031 (Part 1) (2020);
  - Employment Land Review (2006);
  - Employment Land Review Update (2012);
  - Landscape Sensitivity and Capacity Assessment (2010); and
  - Upper Heyford Landscape Sensitivity and Capacity Assessment Addendum (2014).

### Landscape Character

- 12.13 The Site is situated within National Character Area 107: Cotswolds<sup>39</sup>. This character area describes the high wold dipping towards the south east and dissected by river valleys, characterised by arable farming on the high wold and dipslope. Field boundaries are formed by drystone walls with hedgerows on the areas of deeper soil and valleys.
- 12.14 The Site is mainly within the Wooded Estatelands Landscape Character Type (LCT) within the Oxfordshire Wildlife and Landscape Study (OWL)<sup>40</sup>, with the north western part of the Site within the Farmland Plateau. The Wooded Farmlands is described as a rolling topography with localised steep slopes, large blocks of woodland, large parklands, a regularly shaped arable field pattern and small villages with a strong vernacular character. The Farmland Plateau LCT is described as level or gently rolling with large arable fields enclosed by walls and hedges with rectilinear plantations and shelterbelts. This LCT contains few nucleated settlements.
- 12.15 Further key characteristics of the local character areas, within an agreed study area, would be identified through the landscape and visual impact assessment (LVIA) process.

### Visual Baseline

- 12.16 A Site visit has not yet been undertaken. The views chosen will be based upon the ZTV analysis and confirmed with CDC.
- 12.17 The Site is situated on the gently sloping dip slope of the Cotswolds, rising up towards the north west and down to the south east. There is very little undulation within the Study Area, resulting in a lack of elevated viewpoints. The landscape to the east and south east is more wooded, characteristic of the Wooded Estate lands LCT, whereas the landscape to the north and west is more open with fewer blocks of trees.

### Future Baseline

- 12.18 Further development land is allocated at Upper Heyford, south of the airfield.

### Key Receptors

#### *Landscape Receptors*

- 12.19 Landscape receptors will include both local and Site level landscape character, with the local landscape character informed by the published baseline character assessments identified above.

#### *Visual Receptors*

- 12.20 Visual receptors will comprise the following:
- Users of footpath 109/5/10 and 367/28/10 as it crosses the Site;
  - Users of bridleway 109/2/40 as it passes along the Site's northern boundary;
  - Users of bridleway 367/21/10 as it passes along the south east side of the Site;
  - Users of PRow to the north, between the A43 and B4100;
  - Users of PRow north of Ardley;
  - Users of PRow east of Fritwell;
  - Users of PRow west of Stoke Lyne;
  - Users of PRow within Tusmore Park;
  - Residents of Fritwell;
  - Residents of Ardley;
  - Residents of Stoke Lyne;
  - Residents of Baynards Green;
  - Drivers on the B4100 to north west and south east;
  - Drivers on roads south of Tusmore Park.

### Assessment Scope

- 12.21 Landscape and visual effects are considered likely to arise during both the construction and completed development phases of the Development. For the purposes of the assessment, the

terms 'impact' refers to the causation of change. The changes will be judged to be positive (beneficial) or negative (adverse) in their consequences for landscape or for views and visual amenity.

### Likely Significant Effects

#### *Construction*

- 12.22 Construction stage landscape impacts are anticipated to arise from earthworks and site regrading, building works, construction activity and compounds and visual impacts from construction activity and building work (including the temporary impact of tower cranes).
- 12.23 Landscape impacts which could cause significant effects in this instance, during construction, are likely to include: the construction of new buildings of approximately 22m in height and associated tower cranes and temporary construction activity and operations, across what is currently relatively open agricultural land; and the addition of buildings of a relatively large scale and mass in a plateau location.
- 12.24 Potential visual impacts which could give rise to significant effects during construction are likely to include: the impacts of building and construction works on the most sensitive receptors in close proximity or where there is a relatively clear line of sight including local residents, particularly the community of Ardley, Stoke Lyne and Fritwell, visitors on local rights of way and users of local roads.

#### *Completed Development*

- 12.25 Operation stage landscape impacts would include the direct change in character from arable fields to a fully operational and implemented scheme on the Site and surrounding local landscape character areas. Impacts will arise from the completed scheme buildings, servicing activities around the building and from the developing associated green infrastructure, over time (which will contribute to integration and deliver character enhancements and environmental gain). Visual impacts will arise from the new building locations, height, scale and massing, associated lighting, the maturation of the landscape framework over time, together with worker and visitor activity on the Site.
- 12.26 Visual impacts arising from the completed built development and associated operational activity, most likely to result in significant effects include: the scale and massing of the new buildings and from building operations, servicing and ancillary buildings and structures, if not sensitively sited, on the same receptor groups as identified, during construction. There is, however, notable potential on this Site to deliver a well-integrated, positive, iterative building and landscape design which avoids and minimises local and wider impacts.

### Cumulative Assessment

- 12.27 There may be cumulative effects arising from new development at Upper Heyford, stemming from greater effects on character and on views, experienced together or sequentially. These may be experienced by users of local rights of way and roads, and residents of Fritwell, Ardley and Stoke Lyne.

## Assessment Methodology

- 12.28 The LVIA is to be undertaken as a process, providing input into the design development of the proposals from the initial stages in order to embed mitigation measures into the Development, and seek opportunities to avoid or reduce adverse effects and identify opportunities for beneficial effects.
- 12.29 The landscape and visual ES Chapter will be prepared in accordance with the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3) and Landscape Institute advice notes.
- 12.30 Proposed Representative viewpoints, preliminary Landscape Receptors and the proposed methodology will be submitted to CDC for their consideration and approval. The Landscape and Visual Impact Assessment Methodology Summary of Approach and Criteria Tables is appended to this report (at Appendix B). A plan showing the Proposed Viewpoint Locations is appended to this report (at Appendix C).
- 12.31 The LVIA ES chapter will also address and consider crossovers between disciplines and will involve collaborative working with Heritage consultants, Ecologists and Lighting specialists.

## Mitigation and Mitigation Effectiveness

- 12.32 In addition to measures developed through iterative design, embedded in the scheme design, other further mitigation measures will be identified, where appropriate. The effectiveness of the delivery of mitigation included within the Development will also be considered and assessed.

## 13 Cumulative Effects

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- 13.1 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** - 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** - 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 (also referred to as 'Inter-project' effects).
- 13.2 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 technical ES Chapter, and mitigation measures proposed where necessary. Combined effects will be considered in a separate chapter titled 'Effect Interactions'. The approach for both the Effect Interaction assessment and the Cumulative Effects Assessment with other developments is outlined below.

### Effect Interactions

#### Baseline

- 13.3 The Effect Interactions assessment focusses on individual receptors that have the potential to be affected by multiple impacts addressed under more than one specialist topic in the EIA as a result of the Development. Therefore, the baseline for the Effect Interactions assessment will be determined by the results of the individual topic assessments.

#### Methodology

- 13.4 There is no consistent guidance or standardised approach to the assessment of Effect Interactions. However, it is recognised that the Development has the potential to give rise to a variety of impacts upon a number of different receptors some of which may combine to become significant effects.
- 13.5 Table 13.1 summarises the proposed receptor-based assessment process to be used for both construction and operation of the Development.

Table 13.1: Effect Interaction Assessment Process

Step	Description
Step 1: Identify and categorise receptors	Identify all topic sensitive receptors and their geographical locations based on the study areas and Zones of Influence (ZoI) of the respective technical assessments. These will then be categorised by type.
Step 2: Identify impacts	Identify all topic impacts associated with sensitive receptor(s)/ receptor types.
Step 3: Screen receptors and associated impacts	A screening exercise will be undertaken upon the identified receptors and impacts. Items are screened out from further assessment if they are: <ul style="list-style-type: none"> <li>• Receptors where no topic impacts overlap;</li> <li>• Receptors with no temporal overlap with topic impacts; or</li> <li>• Receptors where topic impacts are identified as 'negligible'</li> </ul>
Step 4: Assess effect interactions	Qualitative assessment based on professional judgement of the effect interactions.

- 13.6 It is proposed that an assessment of socio economics, transport and access, air quality, noise and vibration, archaeology, ecology and biodiversity, climate change and greenhouse gases, and landscape and visual effects be scoped into the EIA. In categorising the sensitive receptors for each assessment (Step 1), the assessments of both socio-economics and archaeology effects will concern different sensitive receptors than the other topics. There is therefore no potential for effect interactions for these two topics.
- 13.7 The assessments of transport, air quality, noise and vibration, ecology and biodiversity and landscape and visual effects will all concern ground level human receptors, namely drivers, pedestrians and cyclists on the surrounding road network, the occupants of properties on the surrounding road network, and users of PROWs. The study areas for the assessment of transport, air quality, noise and vibration, ecology and biodiversity and landscape and visual effects have a spatial overlap. Drivers, pedestrians and cyclists on the surrounding road network, occupants of properties on the surrounding road network, and users of PROWs within 5km of the Site have the potential to experience an effect interaction. These potential effects will be experienced once the Development is completed and fully operational, meaning there is also a temporal overlap.
- 13.8 Given the shared receptor group and the spatial and temporal overlap, these receptors have the potential to experience an effect interaction. An assessment of this effect interaction will therefore be scoped into the EIA. The assessment of effect interactions will be limited to this receptor group.
- 13.9 Table 13.2 below diagrammatically summarises the potential effect interaction to be scoped into the EIA.

Table 13.2: Effect Interactions to be Scoped into EIA

Topic	Socio Economics	Transport and Access	Air Quality	Noise and Vibration	Archaeology	Ecology and Biodiversity	Climate Change and Greenhouse Gases	Landscape and Visual Impacts
Socio Economics		N	N	N	N	N	N	N
Transport and Access	N		Y	Y	N	Y	Y	Y
Air Quality	N	Y		Y	N	Y	Y	Y
Noise and Vibration	N	Y	Y		N	Y	N	N
Archaeology	N	N	N	N		N	N	N
Ecology and Biodiversity	N	Y	Y	Y	N		Y	N
Climate Change and Greenhouse Gases	N	Y	Y	N	N	Y		N
Landscape and Visual Impacts	N	Y	Y	N	N	N	N	

N: No potential for effect interaction, and therefore scoped out of the EIA.

Y: Potential for effect interaction, and therefore scoped into the EIA.

## 14 Non-Significant Topics

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### Introduction

- 14.1 As stated within the EIA Regulations, an ES is required to identify only the 'likely significant environmental effects' of a development.
- 14.2 The rationale for this scoping exercise has been guided by the current National Planning Practice Guidance on EIA (updated July 2017), which highlights the expectation that the ES should focus on the 'main' or 'significant' environmental effects only. The Guidance states:

*"Whilst every Environmental Statement should provide a full factual description of the development, the emphasis should be on the "main" or "significant" environmental effects to which a development is likely to give rise. The Environmental Statement should be proportionate and not be any longer than is necessary to assess properly those effects. Where, for example, only one environmental factor is likely to be significantly affected, the assessment should focus on that issue only. Impacts which have little or no significance for the particular development in question will need only very brief treatment to indicate that their possible relevance has been considered."*

- 14.3 The following topics are considered to be those where 'significant' effects are unlikely to arise as a consequence of the Development. As such, these issues would not be assessed in detail through the EIA process. Non-significant issues have also been identified within previous topics sections where relevant.

### Built Heritage

- 14.4 There are no WHS, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site or within 1km of the Site boundary. Neither does the Site lie within or in the vicinity of a Conservation Area or statutorily or non-statutorily designated listed building/structure. The closest Conservation Area, the Fewcott Conservation Area, is located approximately 750m to the south west of the Site boundary and contains a number of listed buildings. The closest listed building/structure is the Grade II listed barn on Baynards Green Farm, located approximately 200m north of the Site boundary.
- 14.5 The Site is well screened to mid and long range views by topography and intervening visual barriers and the design of the Development will be subject to a Landscape Strategy to ensure that adverse effects to the surrounding landscaping are minimised. For these reasons, it is considered that the Development will not give rise to significant direct or indirect effects on setting or significance of any built heritage assets. It is therefore proposed that further assessment be scoped out of the EIA.

### Light Pollution

- 14.6 The Site comprises unlit farmland and sits within a broadly rural landscape. However, the adjacent M40, A43 and associated roundabouts are currently lit to highway requirements. The



region is typical of an E2 (low district brightness) and partial E3 (medium district brightness) Environmental Zone location<sup>11</sup>.

- 14.7 The CEMP, as secured by planning condition, will contain standard measures in order to appropriately mitigate light pollution onto nearby sensitive receptors. It is therefore expected that construction of the Development will not give rise to significant effects.
- 14.8 The lighting strategy for the completed Development is still emerging. However, the Development will provide a modern, efficient and controlled lighting scheme which incorporates best practice design principles, including those from the Guidance Notes for The Reduction of Obtrusive Light<sup>41</sup>). Principles of the lighting design will be set out within the design code and/or lighting statement and summarised within the ES, giving consideration to sensitive human and ecological receptors in order to reduce light pollution where practicable.
- 14.9 Due to the Site location, constraints and proposed mitigation it is professionally judged that potential significant effects can be avoided or minimised. Therefore, as a result it is considered unlikely that new lighting installations will result in significant adverse effects to sensitive receptors and it is proposed that an assessment of light pollution be scoped out of the ES.

#### Wind Microclimate, DSO and Glare

- 14.10 It is not considered that the scale and spatial density of the buildings within the Development will alter the wind microclimate or the daylight, sunlight and overshadowing of the Site and surrounding area. There is sufficient distance between the Development on the Site and the existing residential receptors such that any microclimate impact at existing receptors in terms of wind generation, daylight, sunlight and overshadowing would be expected to be negligible. With sensitive design principles in place, it is not considered that there will be significant effects.
- 14.11 There is no specific criterion for assessing the significance of solar glare or dazzle and professional judgment has therefore been used in establishing whether the Development is likely to give rise to significant effects. Sensitive receptors are likely to include road users, including drivers along the M40 and A43 and neighbouring junction locations, as well as on-Site vehicle operators. Solar glare to these receptors might cause visual distraction or disability to transport controllers.
- 14.12 The emerging design of the Development does not propose to incorporate any significantly reflective components with façade treatment likely to include a mix of flat panel composite and perforated aluminium cladding. Subject to confirmation upon design completion, no significant solar glare effects are likely and it is therefore proposed to scope this topic out of the EIA.
- 14.13 It is therefore proposed to scope a wind microclimate and daylight, sunlight and overshadowing, and glare assessments out of the EIA.

#### Agriculture and Soils

- 14.14 From British Geological Survey (BGS) information (1:50,000), the land at the Site is underlain by bedrock limestone in the White Limestone Formation. The bedrock is not covered by any

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<sup>11</sup> As per the categories defined in the Institute of Lighting Professionals (ILP) Guidance Note 01/20 for the Reduction of Obtrusive Light

superficial deposits, apart from a narrow 'finger' of Head comprising clay, silt and sand in a shallow dry valley in the field to the west of the A43. Therefore, in the main, the soil is developed directly over limestone. This gives rise to shallow, well drained (Wetness Class I) and brashy (stony) calcareous clay loam soils over limestone rock.

- 14.15 These soils are grouped in the Aberford Association. From detailed (Post 1988) Agricultural Land Classification (ALC) surveys on similar land, i.e., Aberford-type soils developed over limestone, to the west at Fritwell, and south west at the former RAF Upper Heyford, the former Ministry of Agriculture, Fisheries and Food (MAFF) has determined the quality of agricultural land is mainly in Subgrade 3b. Land quality is limited by a shallow depth of stony soil over limestone, which has a shortage of water available in the soil for crops during the growing season, i.e., soil droughtiness limitation. The size and content of limestone fragments/stones in the soil can also restrict the quality of agricultural land to Subgrade 3b in isolation, and/or as a contributory factor to soil droughtiness. It is predicted there is a high likelihood agricultural land quality at the Site will be the same as that determined by MAFF on similar land in the vicinity, i.e., Subgrade 3b. Consequently, significant effects are not expected from the Development and this topic can be scoped out of the EIA.
- 14.16 A definitive ALC grading of agricultural land at the Site will be determined by carrying out a detailed ALC survey, i.e., at a density of 1 auger-bore per hectare (ha), following the MAFF ALC Guidelines (1988) and will be submitted as part of the planning application.

#### Ground Conditions and Contamination

- 14.17 An intrusive Ground Investigation is presently being undertaken, however ground investigation desktop studies to-date confirm that the Site has been undeveloped land since early records in 1880. In 1992-94 the M40 and Junction 10 of the A43 was constructed with the nearby Service Station being built later.
- 14.18 BGS records indicate that the topsoil is underlain by small areas of superficial deposits overlying the White Limestone Formation. Groundwater has been encountered at depths of 1.73m, 4.0m and 7.0m within the limestone. There was no evidence of any contamination, mining, radon or other ground related problems.
- 14.19 While there is the possibility of very localised points of contamination such as hydrocarbon spillages, the Site is not considered to be of an inherent contaminative risk. Potential point sources of contamination during the construction works will be of a temporary nature and be effectively managed by standard mitigation measures. These measures will be set out in the CEMP and secured by planning condition to ensure sensitive receptors are protected.
- 14.20 The completed Development will not introduce any potentially contaminative uses.
- 14.21 It is therefore considered that construction and operation of the Development will not give rise to significant effects from a ground conditions perspective and that this topic be scoped out of the EIA.
- 14.22 A Land Contamination Preliminary Risk Assessment will accompany the planning application.

### Water Resources, Flood Risk and Drainage

- 14.23 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 majority of the Site is subject to a very low risk of flooding from surface water, although a localised area of land within the southern corner of the wester Site parcel is subject to a medium risk of flooding from surface water. As such, it is considered that all forms of flood risk to the Development can be appropriately mitigated and therefore the effects would be considered insignificant.
- 14.24 Potential adverse effects associated with surface water flows and water quality (e.g. fuel spillages) during construction activities will be controlled by standard management practices and measures within the CEMP, as secured by planning condition. For this reason, it is considered that the Development will not give rise to significant construction-related effects.
- 14.25 A Flood Risk Assessment (FRA) will be prepared in line with NPPF and CDC requirements and will likely be submitted with the planning application in full liaison with the Local Lead Flood Authority (LLFA). The FRA will assess the Site's flood risk from all sources and demonstrate how any flood risk to the Site and surrounding areas would be managed, taking into account climate change allowances.
- 14.26 As part of the FRA, a drainage strategy will be provided to demonstrate how both surface water discharge from the Site can be managed appropriately. The need for any reinforcement works associated with foul water discharge will be set out within the drainage strategy and will be taken into account in the detailed design work, to ensure that appropriate reinforcement works are undertaken, if necessary.
- 14.27 The Development will lead to some increase in potable water demand. However, reflecting the size of the Development and the B8 floorspace to be provided, it will not introduce an extremely high potable water demand rate. The Site is also not situated within an area of extreme deficit for potable water supply. For this reason, the Development is not anticipated to give rise to a significant effect in terms of increased potable water demand.
- 14.28 The Development will lead to some increase in foul water discharge from the Site. However, reflecting the size of the Development and the B8 floorspace to be provided, it will not introduce a high foul water discharge demand rate. A pre-development enquiry will be submitted to Anglian Water to confirm whether they have adequate capacity to accommodate the flows from the Site and, should they be required, reinforcement works to the public foul sewers will be undertaken. The additional foul water discharge associated with the Development is not considered to be significant assuming reinforcement works are undertaken if required.
- 14.29 For these reasons, it is considered that the completed Development will not give rise to significant effects and it is proposed that further assessment be scoped out of the EIA.

### Human Health

- 14.30 The EIA Regulations require the consideration of the potential effects on human and population health where significant effects are likely to occur. The assessment should be proportionate to the project being considered.

- 14.31 Where people live and work could have indirect impacts on their personal state of wellbeing. Therefore, new developments could potentially have a beneficial or adverse effect on health, particularly in areas of existing poor health conditions.
- 14.32 Poor health outcomes could arise from construction effects such as dust or pollution from construction traffic. However, the Applicant will require construction and environmental management measures to be put in place 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 CEMP and a Construction Traffic Management Plan.
- 14.33 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.
- 14.34 At the system level, greater access to 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 employment markets, and so the effect is not significant at any level.
- 14.35 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 wellbeing of new and existing and future 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. Notwithstanding, the Development is being designed with full consideration of future health and wellbeing factors including the high-quality design and inclusion of amenity and open space, and active travel mechanisms (including sustainable travel options).
- 14.36 The following assessments within the EIA are contributing to the emerging design and will consider the Development's indirect or secondary impacts which could have an effect on health and wellbeing:
- Socio-economics ES chapter;
  - Traffic and Access ES chapter;
  - Noise and Vibration ES chapter;
  - Air Quality ES chapter;
  - Ecology and Biodiversity ES chapter;
- 14.37 In addition, the following reports that will be produced to accompany the planning application will also consider the Development's impacts on health and wellbeing:
- Design and Access Statement (DAS);
  - Flood Risk Assessment and Surface Water Drainage Strategy; and
  - Land Contamination Preliminary Risk Assessment.

- 14.38 As there are inherent mechanisms to address the indirect health and wellbeing effects including identification of appropriate mitigation in the ES, it is considered appropriate to scope a discrete health and wellbeing assessment out of the EIA.

#### Materials and Waste

- 14.39 Waste streams arising from the construction stage of the Development would mainly comprise soil from excavation and foundation work, however it would be the intention to reuse as much material on-site as practicable. Waste produced during construction would be subject to the 'Duty of Care' under the Environmental Protection Act. The waste hierarchy would be followed and waste streams would be managed by the contractor in line with current legislation and best practices, with construction waste materials disposed of by the contractor/s to appropriate recycling facilities or appropriately licensed landfills. The appropriate landfill for the disposal of any contaminated material off-site will depend on the waste classification determined from the chemical analysis or Waste Acceptance Criteria testing as necessary.
- 14.40 The ES will outline likely waste quantities arising from construction works and present the Applicant's commitments to waste minimisation and management during these works. A Waste Management Plan would form one of the commitments within the CEMP.
- 14.41 The Environment Agency's Guidance for Pollution Prevention and other relevant guidance will be followed during the handling, storage and use of such materials, including oil, chemicals, cement, cleaning materials and paint. The CEMP will set out roles and responsibilities such that the Site Manager will audit waste carriers and disposal facilities and maintain documentary evidence that these requirements are being met, including a register of waste carriers, disposal sites (including transfer stations) and relevant licensing details for each waste stream.
- 14.42 Operational waste from the completed Development would predominately comprise commercial waste arisings from the warehouse and distribution uses. This would predominantly be collected under waste disposal contracts with commercial operators.
- 14.43 The Development will be designed to comply with CDC's recycling and waste requirements and ensure the provision of sufficient waste storage areas across the Development to enable occupants to segregate their waste and recyclables, building managers to manage capacity and appropriate access for refuse collection vehicles. The ES will summarise the operational waste management measures which would be included within the Development.
- 14.44 Volumes of waste generated by the completed Development during construction and operation are therefore not expected to give rise to a significant impact on waste management infrastructure. As such, waste is proposed to be scoped out of the ES.

#### Aviation

- 14.45 The Development includes provision of buildings up to a maximum ridge height of the circa 22m only. Bicester Aerodrome is located a sufficient distance from the Site at approximately 5.3km south east of the Site. Therefore, no significant effects in terms of aviation are considered likely and this topic is proposed to be scoped out of the EIA.

#### Vulnerability to Major Accidents or Disasters

- 14.46 With reference to Regulation 4(4) and Schedule 4 of the EIA Regulations, this Scoping Report 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”*.

- 14.47 Available guidance (IEMA Quality Mark Article ‘Assessing Risks of Major Accidents / Disasters in EIA’<sup>42</sup>) 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”*.
- 14.48 Overall, the vulnerability of the Development to risks of major accidents and /or disasters is considered to be low. The proposed use is not considered hazardous and the most likely foreseeable vulnerability of the Development with regards to risks of major accidents and /or disasters are related to flood risk. This will be considered as part of the FRA and drainage strategy. Risks to fire can be assumed to be low provided the detailed design and fire strategy are developed in line with the latest fire safety guidance.
- 14.49 The Southern Bomb Store warehouse, situated circa 2.7km south west of the Site boundary in Upper Hayford, undertakes activities which are regulated under the Control of Major Accident Hazards (COMAH) Regulations 2015<sup>43</sup>. The Health and Safety Executive (HSE) Planning Advice mapping however indicates that the Site lies outside the Inner, Middle and Outer Zones of Consultation Distance of the Brenntag lower-tier COMAH site. Further consideration for the type of development suitable for the Site with respect to the COMAH site is therefore not required.
- 14.50 No other significant effects relating to the vulnerability of the Development to major accidents and disasters have been identified for further assessment within the EIA.

#### Energy and Sustainability

- 14.51 The planning application will likely be supported by an Energy and Sustainability Strategy. This negates the need for further energy and sustainability assessments within the ES and accords with the Department of Communities and Local Governments (DCLG) consultation paper on EIA Good Practice<sup>44</sup> (2006) which states:

*“there is no requirement to include a sustainability 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.”*

- 14.52 The main sustainability features of the Development (e.g. Sustainable Drainage Systems (SuDS) strategy, energy strategy) will be summarised in the description of the Development included in the ES. As such, all technical assessments will inherently test the principal sustainability design features sought as part of the planning application.

#### Utilities

- 14.53 The Development will have a minor demand on the grid network in relation to power and water utilities. Consultation with the relevant statutory bodies will be undertaken to ensure the existing electricity, gas and clean water networks, as well as local foul drainage, will have sufficient capacity to supply the Development. Therefore, it is not considered that the

Development is likely to give rise to significant effects on utility infrastructure or demand. As such, this topic will be scoped out of the ES.

#### Electromagnetic Fields

- 14.54 All new electrical plant will be designed in accordance with the current British Standards (e.g. BS EN 62041:2010) which set the specific limits for electro-magnetic fields.
- 14.55 No major sources of electro-magnetic fields (such as high voltage transformers or electricity transmission line/cables) are proposed as part of the Development. As such, no significant effects are likely and therefore this issue will not be considered further within the ES.

## Appendix A – Structure of ES Technical Chapters

### Introduction

The introduction will provide a brief summary of what is considered in the chapter and will state the author and/or relevant technical contributor and their competence.

### Legislation, Planning Policy and Guidance

This section will summarise the relevant planning policy, legislation and guidance that form the context for the topic in bullet point form to minimise length. A detailed review of relevant planning policy, legislation and guidance will be provided as an Appendix to the chapter or within the supporting technical report within Volume II of the ES.

### Assessment Methodology

The assessment methodology section in each chapter will provide an explanation of methods used in undertaking the technical assessment and the prediction of effects. Reference will be made to published standards, professional guidelines and best practice of relevance to the topic.

This section will also describe any topic-specific significance criteria applied in the assessment, particularly where these differ from common or generic criteria applied elsewhere in the ES. However, wherever possible, a common scale and language for assessing effects will be applied.

Consultation undertaken as part of the assessment to agree scope or methodology will be set out in the chapter. Where appropriate, it will describe the assumptions and limitations related to the assessment of the topic and any constraints to undertaking the assessment.

### Baseline Conditions

A description of the environmental conditions that exist in the absence of the Development both now and, where relevant, those that are projected to exist in the future will be provided. The results of baseline surveys and desktop research will be summarised in this section.

Relevant receptors to the specific topic-based effects (e.g. noise, air quality) will be described, together with an indication of the relative sensitivity of these receptors to such effects. Comment will also be made on the future baseline conditions as required by the EIA Regulations.

### Scheme Design and Management

This section will present the embedded design and / or management measures that will form part of the Development to avoid, prevent, reduce or offset environmental effects. These measures will be clearly defined to ensure transparency and to ensure that the impact assessment does not assess a scenario that is unrealistic in practice.

### Construction

This section will present the assessment of potential effects/ impacts that are predicted to occur during the construction phase. Mitigation measures, over and above those proposed for inclusion in the CEMP will also be presented, together with residual effects.

### Completed Development

This section will present the assessment of potential effects that are predicted to occur once the Development is complete and occupied together with the mitigation and residual effects.



## Cumulative Effects

This section will present the assessment of potential cumulative effects with other projects in the vicinity that are predicted to occur during both the construction and completed Development phases together with the mitigation and residual effects.

## Summary

This section will include a tabulated summary of the potential effects, mitigation measures and residual effects. The potential mechanisms by which the proposed mitigation measures will be implemented (e.g. CEMP, specific planning conditions or Section 106 obligations) will be specified, where appropriate.

## Appendix B – EIA Landscape and Visual Impact Assessment Methodology summary of Approach and Criteria Tables

# Appendix B: EIA Landscape and Visual Impact Assessment Methodology summary of Approach and Criteria Tables

The key terms used within assessments are:

- Susceptibility and Value – Which contribute to Sensitivity.
- Scale, Geographical Extent, Duration and Reversibility – which contribute to the Magnitude of change.
- Level of Effect - the level or degree of effect on the landscape as a resource and/or the effect on views and visual amenity as experienced by people and is judged by determining magnitude (or the nature of the effects) and registering it against sensitivity
- Level of Effect – a judgment of the level of effect when Sensitivity and Magnitude are combined.
- Significance - A measure of the importance or gravity of the environmental effect defined by level of effect criteria. A final additional judgment is made about whether an effect is likely to be significant or not, for developments subject to EIA.

## Sensitivity

Overall sensitivity lies along a continuum of low to high. The *Value and Susceptibility* of a receptor are both considered in forming a judgment of overall sensitivity.

*Susceptibility* is defined as the ability of a defined landscape or visual receptor to accommodate the specific proposed development without undue negative consequences. It is assessed for both landscape receptors including landscape character areas, and for visual receptors (people). It indicates the ability of a defined landscape receptor to accommodate the proposed development “without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies.” (GLVIA, 3<sup>rd</sup> edition, para 5.40) and identifies “the occupation or activity of people experiencing views at particular locations and the extent to which their attention may be focused on the views and the visual amenity they experience at a particular locations” (GLVIA, 3<sup>rd</sup> edition, para 6.32). An example of how Susceptibility can be described at each end of the continuum of low to high is provided in the following Tables below A and B for both landscape and visual receptors.

Landscape Value is “the relative value that is attached to different landscapes by society” (GLVIA, 3<sup>rd</sup> edition, page 157). Box 5.1 (GLVIA 3<sup>rd</sup> version, page 84) sets out some factors to be considered in the identification of valued landscapes. These can be broadly described as: Landscapes recognised and valued for their quality (condition) and/or cultural associations; key characteristics and features as recognised in published landscape character assessments; scenic quality; rarity; representativeness; recreational value and for perceptual qualities, notably wildness and /or tranquility. An example of how Value can be described at each end of the continuum of low to high is provided in the following Table 1 for landscape receptors. In visual terms, Value relates to that attached to views experienced by receptors (people). An example of how Value can be described at each end of the continuum of low to high is provided below for visual receptors in the following Table 2.

## Magnitude of Change

Overall magnitude of change lies along a continuum of low to high. Together the *Scale, Geographical Extent, and Duration and Reversibility of effect* are all considered in understanding the overall Magnitude of change.

Scale of effect is assessed for both landscape and visual receptors and identifies the degree of change which would arise from the development. An example of how Scale of effect can be described at each end of the continuum of low to high is provided in the following Tables 3 and 4 for both landscape and visual receptors.

Geographical Extent of effect of is assessed for both landscape and visual receptors and indicates the geographic area over which the effects will be felt. An example of how Geographical Extent can be described at each end of the continuum of low to high is provided in the following Tables 3 and 4 for both landscape and visual receptors.

Duration and Reversibility of effect is assessed for all landscape and visual receptors and identifies the time period over which the change to the receptor would arise as a result of the development. An example of how Duration and Reversibility can be described at each end of the continuum of low to high is provided in the following Tables 3 and 4 for both landscape and visual receptors.

## Level of Effect

Best practice guidelines stipulate that the significance of any landscape related impact should be evaluated, both during the construction works and following completion of the development. The significance of any landscape and visual effect is a function of the sensitivity of the affected landscape resources and visual receptors against the magnitude of change that they would experience. As such, the assessment of potential and residual effects can be described as: negligible, minor, moderate, and major. A description is set out in TTable.5



The following terms will be used to define residual landscape/townscape direct and indirect effects:

**Adverse:** the proposed development may result in direct loss of physical landscape/townscape resources, weaken key characteristics or negatively affect the integrity of a landscape/townscape designation; and  
**Beneficial:** the proposed development may replace poor quality elements of the existing landscape/townscape or strengthen existing landscape/townscape characteristics.  
**Neutral:** the proposed development would result in neither appreciable adverse nor beneficial landscape effects.

The following terms have been used to define residual visual effects:

**Adverse:** the proposed development reduces visual amenity; and  
**Beneficial:** the visual amenity is improved by the proposed development.  
**Neutral:** the proposed development would result in neither appreciable adverse nor beneficial visual effects.

## Significance

Landscape/Townscape or visual effects above moderate adverse (i.e. Major) are considered to be significant; all other effects are considered not significant.



**Table.1 Sensitivity of Receptors Criteria: Landscape Receptors**

As set out below, the Sensitivity lies along a continuum of low to high. The Value and Susceptibility of a landscape/townscape/seascape receptor are both considered in understanding and forming a judgment regarding its overall Sensitivity.


	<i>Designations and Conservation Interests/Associations Landscape recognised and valued for their quality and / or cultural associations / recreational value</i>	<i>Landscape Value Key Characteristics and Features As recognised in published Landscape Character Assessments or policy</i>	<i>Landscape Condition Degree to which the landscape is intact and legible &amp; its scenic quality</i>	<i>Landscape Susceptibility The ability of a defined landscape to accommodate the specific proposed development without undue negative consequences</i>
<p>High</p>  <p>Low</p>	<p>National / Regional Importance (e.g. AONB, National Park, Registered Parks and Gardens)</p> <p>Local importance (e.g. Conservation Areas, Special Landscape Areas / Features)</p> <p>No Designation and no or very few attributes that demonstrably lift the landscape resource, above ordinary, at a local level</p>	<p>Features which are dominant within the landscape and are fundamental to defining the distinct landscape character of an area.</p> <p>Important characteristics and features recognised as forming intrinsic part of nationally and regionally designated landscapes.</p> <p>Distinctive individual or rare features.</p> <p>Locally important and notable features that contribute to the overall character of an area.</p> <p>Features and elements protected by local policy.</p> <p>Features or elements that are uncharacteristic and detract from the landscape character of an area.</p>	<p>Distinct landscape structure with strong pattern and intact features.</p> <p>Few detractors or uncharacteristic features or elements present.</p> <p>Landscape exhibits recognisable structure and characteristic patterns.</p> <p>Some detracting features present.</p> <p>Degraded landscape structure with fragmented pattern and poor legibility of character.</p> <p>Detracting features notable within the landscape.</p>	<p>The landscape is such that changes in terms of the proposed development would be entirely at odds with the character of the local area, related to matters including pattern, grain, use, scale and mass.</p> <p>The proposed development has a degree of consistency with the existing scale, pattern, grain, land use of the prevailing character, although mitigation may be appropriate to enhance assimilation.</p> <p>The proposed development is entirely consistent with the character of the local area, related to matters including pattern, grain, use, scale and mass.</p>

e.g. Medium – Landscape Character Area does not include a designation but includes important characteristics and features that create a distinct landscape structure with strong pattern and intact features. The proposed development has a degree of consistency with the existing scale, pattern, grain, land use of the prevailing character, although mitigation may be appropriate to enhance assimilation.



## Table.2 Sensitivity of Receptors Criteria: Visual Receptors

As set out below, the Sensitivity lies along a continuum of low to high. The Value and Susceptibility of a receptor are both considered in understanding and forming a judgment regarding its overall Sensitivity.

	<i>Value (attached to views)</i>	<i>Visual Susceptibility</i>
High	<p>Recognised national / important Viewpoints, including those identified within and protected by policy.</p> <p>These viewpoints may be tourist destinations and marked on maps.</p> <p>Designed views, including from within historic landscapes.</p> <p>Users of nationally recognized routes e.g. National Cycle Network, National Trails.</p> <p>Land with public access (i.e. Open Access Land and National Trust Land).</p>	<p>People visiting recognised viewpoints with views towards the development.</p> <p>People using Public Rights of Way and Access Land as part of recreational routes with extensive views towards the development.</p>
	<p>Locally important views/ views.</p> <p>Views from within locally designated landscapes e.g. Conservation Areas and local planning policy.</p> <p>Views from local routes identified on maps</p> <p>Permissive routes, not recognised by policy or identified on maps.</p> <p>No designations present</p>	<p>People using recreational facilities or playing outdoor sports with views of the development but for whom views are not the main focus.</p> <p>Users of Public Rights of Way and Access Land with intermittent views towards the development.</p>
Low		<p>People travelling along roads or using transport routes where the focus is not on the views and views of the development are fleeting.</p> <p>People at places of work where attention is not on the views.</p> <p>Users of Public Rights of Way and Access Land where views towards the development are limited to glimpses and are not the main focus of attention.</p>

e.g. Medium - views of the landscape are part of, but not the sole purpose of the receptors activities along local routes.



## Table.3 Magnitude of Change Criteria: Landscape Receptors

As set out below, magnitude of change lies along a continuum of low to high. Together the Scale, Geographical extent, and Duration and Reversibility of effect are all considered in understanding and forming a judgment regarding the overall magnitude of change.

<b>Scale</b>	<b>Geographical Extent</b>	<b>Duration and Reversibility</b>
<i>identifies the degree of change which would arise from the development</i>	<i>of effect indicates the geographic area over which the effects will be felt</i>	<i>of effect identifies the time period over which the change to the receptor would arise as a result of the development.</i>
High	Extensive affecting the majority or all the Landscape/Townscape Character Area.	Long-term or permanent, the change is expected to be in place for 10+ years and there may be no intention for it to be reversed or only partially reversed.
	Highly noticeable change, affecting most key characteristics and dominating the experience of the Landscape/Townscape; introduction of highly conspicuous new development; and the baseline situation will be fundamentally changed.	
	Partial alteration to key elements, features, qualities or characteristics, such that post development the baseline situation will be largely unchanged but noticeable despite discernible differences.	Medium-term, the change is expected to be in place for 5-10 years and the effects may be reversed or partially reversed.
Low	Affecting the site and immediate setting only.	Short-term, the change is expected to be in place for 0-5 years and the effects are likely to be reversed.
	Minor alteration to few elements, features qualities or characteristics resulting in a barely perceptible change.	

e.g. Medium – Highly noticeable change with introduction of highly conspicuous development which will affect the site and a proportion of the character area for a short-term, during construction. The effects are likely to be reversed.



## Table.4 Magnitude of Change Criteria: Visual Receptors

As set out below, magnitude of change lies along a continuum of low to high. Together the Scale, Geographical extent, and Duration and Reversibility of effect are all considered in understanding and forming a judgment regarding the overall magnitude of change.



	<b>Scale</b>	<b>Geographical Extent</b>	<b>Duration and Reversibility</b>
	<i>identifies the degree of change which would arise from the development</i>	<i>Wide, and/or within close proximity, and/or open views.</i>	<i>identifies the time period over which the change to the receptor would arise as a result of the development.</i>
<b>High</b>	Intensive/dominant or major alteration to key elements of the baseline view.	Extensive, open and/or close proximity, and/or direct and/or affecting unscreened views.	Long-term or permanent, the change is expected to be in place for 10+ years and there may be no intention for it to be reversed or only partially reversed.
	Partial/noticeable or minor alteration to key elements of the baseline view.	Framed, and/or contained, and/or medium distance, and/or partially screened views.	Medium-term, the change is expected to be in place for 5-10 years and the effects may be reversed or partially reversed.
<b>Low</b>	Minor alteration to few elements of the baseline view.	Narrow, and/or fragmented, and/or long distance, and/or heavily screened views.	Short-term, the change is expected to be in place for 0-5 years and the effects are likely to be reversed.

e.g. Medium – Intensive and major alteration to key elements of the framed baseline view over a medium distance for a short period of time during construction. The effects are likely to be reversible.



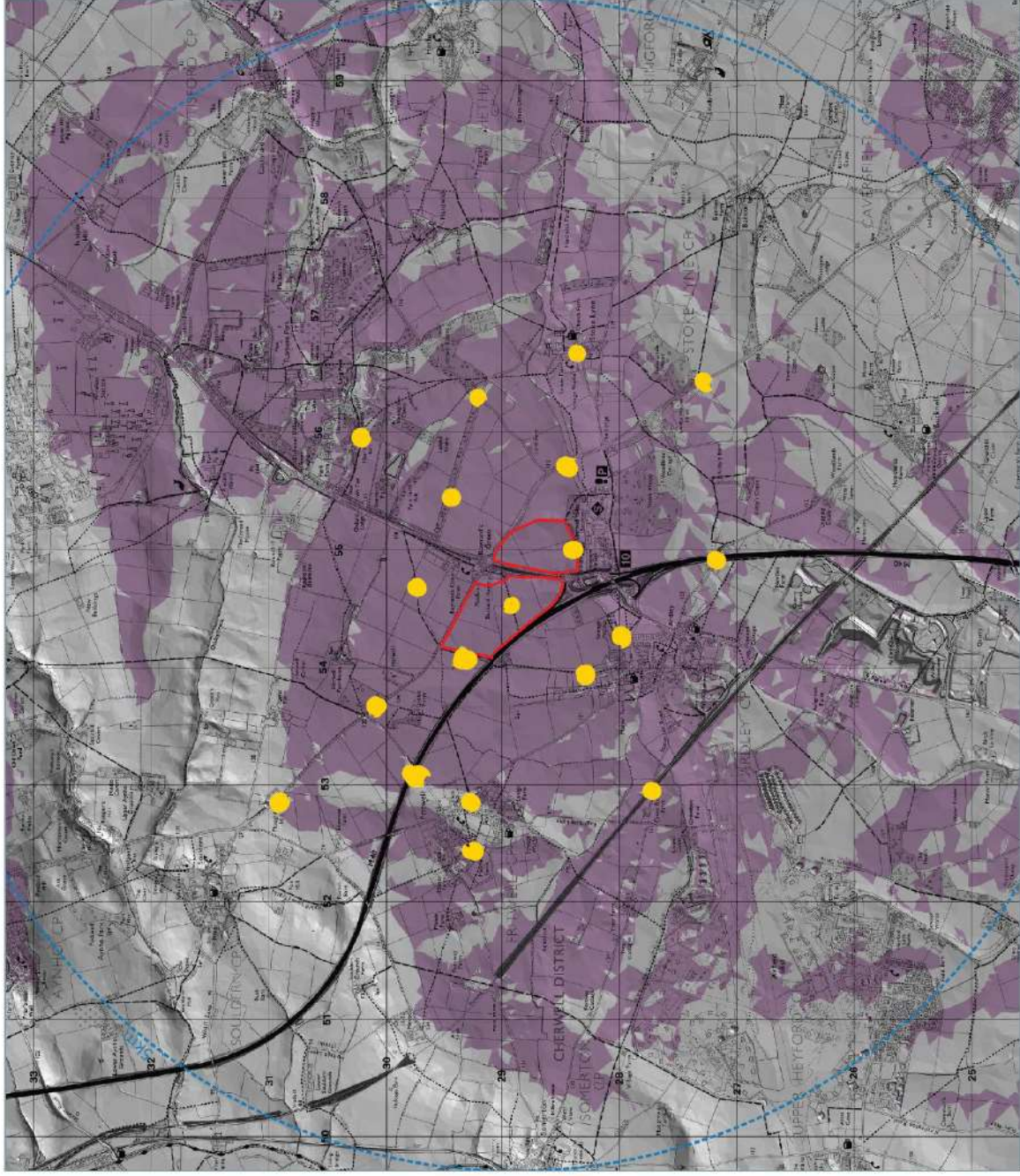


**Table.5 Level of Effect Criteria**

	<p><b>Major beneficial:</b></p>	<p>The development would fit well with the scale, landform and pattern of the landscape and bring substantial enhancements. The development would create a major improvement in views.</p>
	<p><b>Moderate beneficial:</b></p>	<p>The development would fit well with the scale, landform and pattern of the landscape, maintain and/or enhance the existing landscape character. The development would create a noticeable but improved change in the view.</p>
	<p><b>Minor beneficial:</b></p>	<p>The development would complement the scale, landform and pattern of the landscape, whilst maintaining the existing character. The development would result in minor improvements to the existing views.</p>
	<p><b>Negligible:</b></p>	<p>The development would cause very limited changes to the landscape and/or views but creates no significant effects; the development would create neither an adverse or beneficial change to the landscape or visual receptor.</p>
	<p><b>Minor adverse:</b></p>	<p>The development would cause minor permanent and/or temporary loss or alteration to one or more key elements or features of the landscape, to include the introduction of elements that may not be uncharacteristic of the surrounding landscape. The development would cause limited visual intrusion.</p>
	<p><b>Moderate adverse:</b></p>	<p>The development would cause substantial permanent loss or alteration to one or more key elements of the landscape, to include the introduction of elements that are prominent but may not be substantially uncharacteristic with the surrounding landscape. The development would be clearly visible and would result in adverse effects upon the landscape.</p>
	<p><b>Major adverse:</b></p>	<p>The development would irrevocably damage, degrade or badly diminish landscape character features, elements and their setting. The development would be irrevocably visually intrusive and would disrupt fine and valued views both into and across the area.</p>



### Appendix C – Proposed viewpoint locations



- Site Boundary
- Zone of Theoretical Visibility (ZTV)
- Potential Visibility

**Source:**  
 The Zone of Theoretical Visibility (ZTV) illustrates the extent to which the development at an 23m ridge height is potentially visible within a 5km radius (10m high receptor). The ZTV has been modelled using GIS computer software (Global Mapper) and Ordnance Survey terrain data, and as such does not take the local vegetation into consideration. Field verification is required to refine the accuracy of the ZTV.



**Project:** Land at J10, M40  
**Drawing Title:** GIS Zone of Theoretical Visibility  
**Scale:** As Shown (Approximate)  
**Drawing No.:** 14047/P02  
**Date:** May 2021  
**Checked:** KC/M



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## Appendix 3.3

### **CDC EIA SCOPING OPINION (JULY 2021) AND SCOPING CONSULTATION RESPONSES**

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# Planning and Development

David Peckford, Assistant Director – Planning and Development



## Cherwell

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Please ask for:	<b>Rebekah Morgan</b>	Direct Dial:	<b>01295 221823</b>
Email:	<b><a href="mailto:rebekah.morgan@cherwell-dc.gov.uk">rebekah.morgan@cherwell-dc.gov.uk</a></b>	Your Ref:	<b>Q210325.Scoping.C.001.01.EW</b>

---

29th July 2021

Dear Alistair Walker,

### TOWN AND COUNTRY PLANNING ACT 1990

**Application No.:** 21/02235/SCOP

**Applicant's Name:** Albion Land / Quod

**Proposal:** Scoping Opinion - Environmental Impact Assessment in accordance with Regulation 15 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

**Location:** Land north of Junction 10 on the M40, west of the M40 and east and west of the A43 comprising O.S. Parcels 1800, 5680, 5633, 7648, 0068, 5656 and 4300, through Ardley Parish, Ardley, near Bicester

**Parish(es):** Ardley With Fewcott

I write in response to the Scoping Request submitted to the Local Planning Authority (LPA) on 24<sup>th</sup> June 2021 accompanied by an EIA Scoping Report for 'Land at Junction 10, M40', dated 22 June 2021.

The Scoping request relates to two parcels of agricultural arable land on the east and west sides of the A43, immediately north of its junction with the M40 motorway (J10) and Cherwell Valley Services and extending north as far as the B4100, which runs between Aynho village to the northwest and Bicester town to the southeast. The larger western parcel extends to 43.45ha and the smaller eastern parcel extends to 23.18ha.

The land is not allocated for any form of development in the adopted Cherwell Local Plan 2011-2031 but instead comprises 'white land'. Development Plan policies relevant to the consideration of these B8-use logistics proposals for circa 280,000m<sup>2</sup> (3,013,895ft<sup>2</sup>) of warehouse distribution floorspace are:

- SLE1 – Employment Development;
- SLE4 – Improved Transport & Connections;
- ESD1 – Mitigating & Adapting to Climate Change;
- ESD2 – Energy Hierarchy & Allowable Solutions;
- ESD3 – Sustainable Construction;
- ESD4 – Decentralised Energy Solutions;

- ESD5 – Renewable Energy;
- ESD6 – Sustainable Flood Risk Management;
- ESD7 – Sustainable Drainage Systems (SuDS);
- ESD8 – Water Resources;
- ESD10 – Protection & Enhancement of Biodiversity and the Natural Environment;
- ESD13 – Local Landscape Protection & Enhancement;
- ESD15 – The Character of the Built & Historic Environment;
- ESD17 – Green Infrastructure; and
- INF1 – Infrastructure,

All in the 2015 adopted Cherwell Local Plan 2011-2031.

Also, relevant are saved policies in the 1996 Cherwell Local Plan, which still carry some weight:

- EMP4 – Employment Development in Rural Areas;
- TR1 – Transportation Funding;
- TR7 – Minor Roads;
- TR10 – Heavy Goods Vehicles;
- C7 – Landscape Conservation;
- C8 – Sporadic Development & Development near Motorway Junctions;
- C9 – Rural Development; and
- C28 – High Quality Design.

The LPA has reviewed the information provided in order to determine the potential of the proposed development to have significant environmental effects and those aspects of the environment likely to be affected. In doing so, the LPA has had regard to the provisions of Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations) as well as the criteria for determining the potential for significant environmental effects as set out in Schedules 3 and 4 of those Regulations.

Regulation 4(2) and Schedule 4 of the Regulations sets out the necessary information required to assess impacts on the natural environment to be included within an Environmental Statement.

In coming to a view, the LPA has also considered the more detailed indicative information published online jointly by applicant Albion Land and their development partners White Commercial and Colliers International, which references the site being developed with four separate B8-use buildings of: 86,645m<sup>2</sup> (932,638ft<sup>2</sup>); 35,860m<sup>2</sup> (385,993ft<sup>2</sup>); 45,000m<sup>2</sup> (484,376ft<sup>2</sup>); and 109,340m<sup>2</sup> (1,176,925ft<sup>2</sup>). The first three buildings are all proposed on the west side of the A43, in the fields alongside the east of the M40 and the larger final unit is proposed on the east side of the A43, just north of the motorway service station. The LPA has consulted with relevant statutory authorities and consultation bodies whose comments are referred to within this Scoping Opinion and are available in full on the Council's website.

This letter should be taken as the formal Scoping Opinion of the LPA under the EIA Regulations.

### **Socio-Economics**

It is agreed that this should be scoped into the Environmental Statement.

It is noted that there will be assessment made of the likely effects of the proposals on the nearby Heyford Park redevelopment at the former Upper Heyford airbase during the period 2022-2025, when the development proposal is anticipated to be complete and operational. However, no reference is made to the proposed Strategic Rail & Freight Interchange proposal also within Ardley with Fewcott Parish and on the opposite of the M40 at Junction 10. As that proposal is coming forward at broadly the same time and proposes a similar form of B8-use logistics development, it ought to be considered as part of this assessment.

Fritwell Parish Council commented that they support the need to assess these proposals alongside the Strategic Rail Freight Interchange proposals and also wished for the impacts on nearby Fritwell village to be also assessed.

### **Traffic & Access**

It is agreed that this should be scoped into the Environmental Statement.

It is noted that there is ongoing correspondence about the scope of the Transport Assessment with OCC and Highways England. OCC have advised that the methodology for assessing traffic impacts should mirror that of the TA, albeit the TA will deal with peak time impact compared to the ES which will take account of daily traffic flows. The Bicester Transport Model does not have daily flows modelled, so an appropriate factoring based on traffic survey data will need to be used to estimate daily flows.

OCC advise that construction traffic must be assessed. It is noted that cumulative impacts will be assessed specifically in respect to other nearby approved developments such as the NW Bicester Eco-town and Heyford Park but no reference has been made to the recently approved Great Wolf Leisure Resort proposal at Chesterton or the Strategic Rail & Freight Interchange proposal between Ardley and Upper Heyford, which should properly be assessed also. The roads and junctions that are to be used for construction access should be included in the list of highway links and highway junctions to be assessed.

#### **Air Quality**

It is agreed that this should be scoped into the Environmental Statement.

The Council's Environmental Protection Team have commented that they have no concern with the proposed methodology.

#### **Noise and Vibration**

It is agreed that this should be scoped into the Environmental Statement.

The Council's Environmental Protection Team have commented that they have no concern with the proposed methodology. Also, you are advised that if required, reference should be made to BS4142:2014 (Methods for rating and assessing industrial and commercial sound) should noise sources be found that require this type of assessment.

#### **Archaeology and Heritage Assets**

It is agreed that this should be scoped into the Environmental Statement but expanded to include the setting of nearby heritage assets.

The methodology proposed for archaeological assessment appears sound.

#### **Ecology and Biodiversity**

It is agreed that this should be scoped into the Environmental Statement.

The approach to this topic is agreed as this is relatively standard, i.e. CIEEM's Guidelines for Ecological Impact Assessment version 1.1 (updated September 2019).

The report does not mention ecological enhancements beyond mitigation, and this should be included particularly if compensatory habitats or contributions are likely to be required in order to achieve the required net gains for biodiversity. A Biodiversity Impact Assessment tool should be included and discussed.

The cumulative impact assessment should include consideration of how the green infrastructure and any wildlife corridors will complement those of nearby developments.

#### **Climate Change and Greenhouse Gases**

It is agreed that this should be scoped into the Environmental Statement.

The approach to the assessment of this topic is generally agreed.

#### **Landscape and Visual Impacts**

It is agreed that this should be scoped into the Environmental Statement.

The Council's Landscape Officer has not yet advised on the proposals. However, any development of the land will be particularly noticeable from the southern end of the A43, from the elevated section of junction 10 on the M40, from the slip road off the M40 to the A43, from the A43 Baynards Green roundabout junction, from sections of the B4100 to the north and east (which are elevated) and from the network of PRow footpaths in the area. The LVIA should include representative viewpoints in respect of the various rural receptors and from the few residential properties near the site around Baynards Green.

#### **Cumulative Effects**

It is agreed that it will be necessary to consider cumulative effects on the environment resulting from committed developments in the area.

In addition to the NW Bicester Eco-town and Heyford Park, reference should also be made to the Great Wolf Leisure Resort at Chesterton and the proposed Strategic Rail Freight Interchange between Ardley and Upper Heyford.



### **Non-Significant Topics**

With respect to other issues which have been grouped under the heading of 'Non-Significant Topics' it is not agreed that such topics are non-significant. The impacts of development should be appropriately assessed as part of the ES.

### **Built Heritage**

The Grade II listed barn at Baynards Green is within 200m of the proposed development sites, close to one of the principal highway access points. There are also several listed buildings and a Conservation Area at nearby Fritwell village, some 750 m to the southwest. Accordingly, this should be scoped into the Environmental Statement.

### **Water Resources and Flood Risk**

Whilst the site lies entirely within Flood Zone 1, the southern part of the western plot proposed for development is subject to medium risk of surface water flooding from the brook to the south. It is also acknowledged that the development proposal would lead to unspecified increases in potable water demand and foul water discharge, which could be potentially significant given the scale of development proposed. Accordingly, it is recommended that this should be scoped into the Environmental Statement.

Thames Water typically advise that the following matters should be considered and covered:

- The development's demand for sewage treatment and network infrastructure, both on and off site and can it be met.
- The surface water drainage requirements and flood risk of the development, both on and off site and can it be met.
- The development's demand for water supply and network infrastructure, both on and off site and can it be met.
- Build out / phasing details to ensure infrastructure can be delivered ahead of occupation.
- Any piling methodology and whether this could adversely affect neighbouring utility services.

The Environment Agency have not yet responded to this scoping request. If and when comments are received, they will be forwarded under separate cover.

### **Matters to be scoped out**

With respect to other matters referenced as Non-Significant, the LPA agree that development impacts are likely to be less than significant, so could be appropriately addressed at a later stage, as referenced in the Quod EIA Scoping Report request.

It is agreed that Agriculture and Soils, Land Contamination, Wind Microclimate, Daylight, Sunlight and Overshadowing, Lighting (as a standalone chapter), Waste and Accidents and Disasters can be scoped out of the Environmental Statement. Where necessary assessments covering these topics should be submitted with the application.

I trust this information is of assistance to you in the formulation of an Environmental Statement.

Full details of all comments received to this request can be found in full on the Council's website: <https://planningregister.cherwell.gov.uk/Planning/Display/21/02235/SCOP>

If you have any questions or queries regarding the above please contact the Case Officer using the details provided above.

Yours faithfully



David Peckford  
**Assistant Director – Planning and Development**

**Checked by: Andy Bateson**



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David Peckford  
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Cherwell District Council  
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23 July 2021

By e-mail

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**Ref: 21/02235/SCOP Scoping Opinion - Logistics development, Baynard's Green**

Dear Mr Peckford,

CPRE are concerned regarding several aspects of this scoping report.

The land is not allocated for industrial development in the Cherwell Local Plan. The planning inspector's comments in paras 41 and 42 of his report regarding a request to include land for warehousing as an exception site in the LP are highly relevant:

"41. However, despite the Council's willingness to include a reference to 'examining options for the release of land at motorway junctions in the district for very large scale logistics buildings in the Part 2 LP', it is not necessary or appropriate to include this commitment in the policy. This is because the existence of such a need, specifically in this district, is as yet largely unproven and appears to be essentially reliant on speculative enquiries only at present. Moreover, such schemes would be road based and likely to prove visually intrusive in the open countryside due to the size of buildings, as well as potentially difficult and/or expensive to cater for satisfactorily at the M40 junctions in highway capacity terms.

42. Nor does it take into account the availability of alternative locations, such as at DIRFT III near Daventry, Northamptonshire, not far away from Banbury, where around 345 ha of land for such uses has recently been permitted under the national infrastructure regime, specifically to meet the national and regional need for such major facilities, with the great advantage of rail access availability in sustainability terms. Given that the strategic and other employment sites identified in the plan are sufficient to provide the level of new jobs necessary to deliver the plan's strategy and objectives over the plan period, there is no particular need for policy SLE1 to include this commitment by the Council, not least as it may raise unrealistic expectations and/or unnecessary concerns as to the content of the Part 2 LP. Otherwise, policy SLE 1 is sound." End of quote.



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The proposals are for a major industrial development in open countryside which is currently undeveloped apart from the small complex NE of the Baynard's Green roundabout. The ES should therefore give a detailed justification for the development of such a large employment site far removed from the towns of Bicester and Banbury where development is focussed as a major policy of the LP. The ES must give a robust justification for this major change to Cherwell District. The ES should also answer how these proposals fit with the emerging Oxfordshire 2050 plan.

Regarding the cumulative effects assessment, it is essential that the entire context of wider planning developments and proposals in the area are taken into account such as the Great Wolf development at Chesterton, the expansion of NW Bicester eco-town and Upper Heyford housing developments. In addition, other extensive areas of warehousing have been developed in Bicester and Banbury in recent years and the justification for a new unallocated development of warehousing at Baynards Green should be given.

CPRE feel that it is not acceptable to omit taking into account the proposals for a Strategic Rail-Freight Interchange (SRFI) located immediately south of M40 Junction 10. This will make major changes to the local road system through the construction of bypasses for the villages of Ardley and Middleton Stoney and at least eight new roundabouts as well as major changes to the road layout near Junction 10 of the M40. The SRFI would compete with and affect the Albion Land proposals for all manner of things and the ES should be consider this.

The ES will need to show how the proposed development would not harm the character and appearance of the area and, in this respect, not conflict with Policies ESD13 and ESD15 of the CLP and those of the Framework. These policies, amongst other things, seek to ensure that development contributes positively to the character of the area and does not cause an undue visual intrusion into the open countryside. Mitigation for the loss of such a large area of good agricultural land should also be considered.

Two large areas of land separated by the A43 and Baynard's Green roundabout are being considered as one application. The two parts of the site fall into different parishes. The Mid Cherwell Neighbourhood Plan (MCNP made May 2019) policies should be referenced with regard to all aspects of the western site including issues such as cultural heritage (see MCNP Heritage and Character Assessment Appendix). The two sites need separate appraisals with regard to vehicular access and the road changes required to facilitate this as well as effects on congestion at the Baynard's Green roundabout.

The Albion Land proposals will have a major impact on the traffic using the B4100 and A43 and the Baynard's Green roundabout. The estimates of traffic should include the effects of the considerable number of employees accessing the site as well as HGVs, since the car parks will apparently cater for 1,400 cars. The environmental effects of this number of cars and employees accessing the sites on local roads should be assessed as a large



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employment site in this location does not allow for the possibility of active travel since all residential areas will be a considerable distance from the proposed site. The plans are also contrary to the CDC Climate Change Emergency Action Plan as they will increase emissions, reduce air quality and increase congestion in an area that is already heavily congested.

The ES should also provide details of whether there will be an element of manufacturing or goods assembly onsite or whether this could involve additional Use Classes. The report should provide an assessment of the availability and proximity of the types of worker that will be required.

The consideration of landscape and biodiversity are scoped into the report. With warehouse developments that cover large areas of ground with large buildings and parking for HGVs and cars, it is particularly hard to see how the 10% biodiversity net gain required by Cherwell council can be achieved. Therefore it is essential that biodiversity assessments and calculations of loss are given in full in the ES to comply with the industry-standard best practice principles for transparency and sharing of calculations as requested by the CIEEM.<sup>1,2</sup> as well as suitable mitigation of losses.

The baseline biodiversity data did not appear to include a survey of invertebrates which is required especially as the LP Policy ESD10, para 237, requests that surveys of the brown hairstreak butterfly are performed for all developments around the Bicester area.

The ES should explain how Cherwell's ESD policies 1-5 will be adhered to especially with regard to renewable energy generation and sustainable building methods. Given the recent intensification of the effects of climate change, developments such as this one which will have such a huge impact on the environment should demonstrate BREAAAM 'Excellent' rather than 'Very Good'. The ES should show how the development will contribute to the national requirement for renewable electricity generation by for example installation of solar panels over more than 50% of the roof areas.

Yours Sincerely,

Pamela Roberts

Vice-Chair Cherwell District CPRE

e-mail: [jnandpm.roberts@gmail.com](mailto:jnandpm.roberts@gmail.com)

---

<sup>1</sup> <https://cieem.net/wp-content/uploads/2019/02/Biodiversity-Net-Gain-Principles.pdf>

<sup>2</sup> <https://cieem.net/wp-content/uploads/2019/02/C776a-Biodiversity-net-gain.-Good-practice-principles-for-development.-A-practical-guide-web.pdf>



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## Lynne Baldwin

---

**From:** Neil Whitton  
**Sent:** 14 July 2021 16:51  
**To:** Rebekah Morgan  
**Cc:** DC Support  
**Subject:** 21/02235/SCOP - Part Of M40 In OS Parcels 1800 5680 5633 7648 0068 5656 And 4300 Part Of M40 Through Ardley Parish Ardley

Environmental Protection has the following response to this application as presented:

**Noise:** I agree that this should form part of the EIA and am happy with the proposed methodology

**Contaminated Land:** I agree that this should not be part of the scope of the ES but we would like to see information provided at the planning application stage to confirm the status of the site with regards to potential ground contamination.

**Air Quality:** I agree this should form part of the EIA and am happy with the proposed methodology. A reminder at this time that we expect all new developments to contain EV charge points and ducting to allow for easy expansion of the EV charging network.

**Odour:** No comments

**Light:** Whilst I agree that light should not be part of the EIA we would expect to see and agree the lighting scheme at the application stage.

If you wish to deviate from the suggested conditions then this should be discussed with the officer making these comments to ensure the meaning of the condition remains and that the condition is enforceable and reasonable.

**NB:** Please note my new working pattern below, I will only respond on the days appropriate to the email content  
Mon – Weds: Environmental Protection, Thurs – Fri: Health Protection and Compliance

Kind Regards

Neil Whitton BSC, MCIEH  
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Environmental Health and Licensing  
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## **Comments from Fritwell Parish Council on 21/02235/SCOP: Development of land at Baynards Green.**

Comments referenced as in the EIA Scoping Report:-

1.2: 280,000sq m of warehousing floorspace is proposed. In the light of warehousing also proposed at the Strategic Rail Freight Interchange (SRFI), currently being considered for the immediate vicinity, Fritwell Parish Council (FPC) wishes to ensure that there is robust evidence to suggest that this vast amount of new warehousing infrastructure is genuinely needed in this region. Currently there seems to be no end usage defined or statements examining the needs that would be met by this development.

- 2.1: The M40.A34/A43 road system "arc" is a well know area for congestion, increasing travel times and resultant pollution. Given the massive increase of housing and population in Bicester and Heyford Park, additional warehousing and industrial units on the outskirts of Bicester and Banbury, plus the Great Wolf resort and possible SRFI, this project will only exacerbate an already untenable traffic problem. FPC wishes to ensure that a full and comprehensive account is taken of the increased traffic flows when this application is considered.

2.9: It would be helpful to the consultation process to identify at an early stage exactly where access to this scheme for the B4100 is intended to be.

4.5: FPC are pleased to note that the Environmental Statement (ES) will examine 'reasonable alternatives'.

4.29: FPC are reassured that many local infrastructure and development projects currently at the planning stage or underway will be taken into account within the ES but are very concerned that the SRFI will not be included.

5.2: FPC is very concerned that the ES will consider only the socio-economic conditions prevailing in the Heyfords and Fringford Ward. In view of the proximity of the proposal to Fritwell village, which is situated in the neighbouring Deddington Ward, it is hoped that the conditions in Deddington Ward would also be considered.

10.7: It is noted that the proposal falls with the IRZ (Impact Risk Zone) of Ardley Cutting and Quarry SSSI for Discharges Water Supply.

10.14 – 10.17: FPC notes with dismay and concern the likely disturbance to valuable habitats for a number of protected species.

10.19: It would be reassuring to be provided with further details of how and where in the locality the habitat loss will be compensated for by habitat creation and enhancement.

12.12: The list of Policy documents does not include the Mid-Cherwell Neighbourhood Plan (MCNP), of which Ardley and Fritwell are members. It is hoped that due regard will be taken of this additional document, which complements other local planning guidelines and regulations.

12.20: It is noted that visual receptors will comprise both users of the public rights of way east of Fritwell and residents of local villages.