

14 SUMMARY

14.1 INTRODUCTION

14.1.1 An Environmental Statement (ES) was submitted by Heyford Investments LLP (the “Applicant”) to Cherwell District Council (CDC) in December 2016 accompanying an application for full planning permission for residential development (the “Proposed Development”) on land to the south-west of Camp Road, Upper Heyford, Oxfordshire (the “Application Site”). The planning application seeks detailed planning consent on all matters (application reference 16/02446/F).

14.1.2 Following receipt of consultee responses to planning application 16/02446/F, minor changes have been made to the proposed detailed layout and mix of development, reducing the proposed number of dwellings to 296, for which planning permission is sought. Further information regarding traffic and transport and cumulative developments has also become available and is presented in this document, the Supplementary Environmental Information (SEI) to the Environmental Statement. The application description has been updated to reflect these minor changes and comprises:

“Erection of 296 residential dwellings (Use Class C3) comprising a mix of open market and affordable housing, together with associated works including provision of new and amended vehicular and pedestrian accesses, public open space, landscaping, utilities and infrastructure, and demolition of existing built structures and site clearance works.”

14.1.3 Notwithstanding the reduced number of proposed dwellings, the SEI continues to assess a ‘worst case’ scenario of ‘up to 297 residential dwellings’.

14.1.4 The planning application seeks full planning permission. Therefore, the submitted plans within the wider application bundle include plans that propose the landscaping, appearance of buildings and means of access.

14.1.5 The Application Site is situated within the administrative area of Cherwell District Council (CDC).

14.1.6 The proposed design changes and additional transport and traffic information have the potential to affect the Transport and Access, Air Quality, and Noise and Vibration assessments as reported in the 2016 ES. Assessment of other environmental topics as reported in the 2016 ES are unlikely to be affected by the proposed design changes and additional transport and traffic information, but nonetheless this has been considered by the ES authors and is proportionately reported within this SEI. Changes to the cumulative scenario have the potential to affect each of the environmental topics previously assessed and so is comprehensively considered in this SEI.

14.1.7 This SEI therefore updates the findings of the Environmental Impact Assessment (EIA) as reported in the ES 2016, and assesses the likely significant effects of the changes to the Proposed Development. The SEI should be read in conjunction with the ES 2016.

14.2 ASSESSMENT SCOPE AND METHODOLOGY

14.2.1 Assumptions regarding other proposed developments that may in conjunction with the proposed development lead to cumulative effects have changed since submission of the 2016 ES; this includes the planning status of proposed developments

considered in the ES 2016, but also principally includes detail provided in the recently submitted Heyford Masterplan application reference 18/00825/HYBRID.

14.3 APPLICATION SITE AND CONTEXT

14.3.1 No additional information is required as part of this SEI to support Chapter 3 of the ES.

14.4 THE PROPOSED DEVELOPMENT

14.4.1 Minor amendments have been made to the Proposed Development as described in the 2016 ES following consultee responses. These minor amendments remain largely in accordance with the Parameter Plan and project description that was assessed in the 2016 ES. However, a few changes affect the Parameter Plan and so this has been updated. It should be noted that whilst the revised detailed planning application seeks consent for 296 residential dwellings, the SEI continues to assess a 'worst-case' scenario of 297 residential dwellings as considered in the 2016 ES.

14.4.2 The Proposed Development remains broadly in line with the original Parameter Plan, but this is now updated to reflect the changes made in response to consultee comments. The minor changes to the Proposed Development as set out on the revised Parameter Plan (drawing ref. D.0358_04 Rev. N) are as follows:

- Reduction in the proposed extent and number of 3-storey properties;
- Introduction of a dedicated bridleway for users of the Port Way;
- Revised locations of the proposed play areas;
- Revisions to the scheme of landscape proposals; and
- Revisions to the proposed surface water infiltration area(s).

14.4.3 The detailed layout and disposition of the residential dwellings and vehicular access have been amended but continue to be in accordance with the original Parameter Plan.

14.5 SUMMARY OF ENVIRONMENTAL BASELINE AND ASSESSMENT EFFECTS

Socio Economics

14.5.1 The minor amendments which are relevant to the socio-economic assessment include a slight reduction in the area of public open space (from 2.90ha to 2.77ha), a reduction in the number of play areas (from 2 NEAPs, a LEAP and 5 LAPs to 1 NEAP, 1 LEAP and a LAP) and the introduction of a bridleway along the western edge of the Proposed Development.

14.5.2 The ES 2016 assessed the Proposed Development at Phase 9 alongside a number of other applications which were included in the baseline assessment. These applications remain unchanged and so the ES 2016 remains valid in this regard.

14.5.3 The sites to be considered in the cumulative assessment have however changed to a greater degree, and Chapter 5 of the ES has been amended accordingly.

14.5.4 The Socio Economic Assessment considered the potential effects of the proposed development during both the construction and operational (occupation) phases, focusing on the availability and use of employment land and subsequent effects on employment and the economy.

14.5.5 The findings of the 2016 ES in regard to Phase 9 (the Proposed Development) remain valid, with the exception of the effects on community facilities as a result of the amendments to the provision of open space and play areas. Notwithstanding, the findings of the SEI in this regard conclude that the ES 2016 are unchanged by the minor amendments proposed.

14.5.6 The related cumulative developments have changed both in terms of the sites considered and in terms of the scale of development proposed at a number of these. The cumulative effects have been reassessed and in all cases the socio-economic effects are more positive than identified in the ES 2016. This primarily arises from continued discussions with Oxfordshire County Council to identify suitable solutions to address the educational needs; the commitment to the delivery of a medical centre; and a significantly greater number of jobs being accommodated in the proposed facilities and particularly on the employment land now proposed.

Transport and Access

14.5.7 The Transport and Access Assessment considered the potential effects of the Proposed Development on traffic and access in relation to car and non-car users (pedestrians, cyclists and users of public transport) as well as the potential for users to experience separation, fear and intimidation and diver delays, specifically with regards a number of key transport links.

14.5.8 The Application Site forms part of the wider Heyford Park Allocation Site. A transport assessment (Allocation TA) was undertaken for the Allocation Site and has been used for the basis of this assessment as it is considered to represent a robust scenario. However, reference is made to assessment of the Application Site individually, also.

Baseline Conditions

14.5.9 As the chapter used the Allocation TA as a basis for assessment and the Allocation Site has a different build out rate to the Application Site, two baseline scenarios have been used.

14.5.10 As traffic levels are generally increasing and are likely to continue to do so until development at the Application and Allocation Site is completed, the current year does not provide a suitable baseline for assessment. The Application Site and Allocation Site have different build out rates. Construction at the Application Site is anticipated to be completed by 2022 and the year 2022 has therefore been used as the baseline ('do nothing') scenario. At the Allocation Site, as traffic is likely to increase until the completion of the development due to other committed development in the area, the year 2031 (end of the Local Plan period) has been used as the baseline ('do nothing' scenario).

14.5.11 The 'do nothing' scenario for the Application Site includes background growth, all consented Heyford Park development and committed Local Plan/ third party development sites to 2022. The 'do nothing' scenario for the Allocation Site includes background growth, all consented Heyford Park development and committed Local Plan/ third party development sites.

Likely Significant Effects

14.5.12 In the absence of mitigation measures it was identified that there could be significant and adverse effects on driver delay and accidents and safety at a number of links and junctions across the study area.

Mitigation and Enhancement

14.5.13 Extensive consultation has been undertaken and is ongoing with Oxfordshire County Council, Highways England and Cherwell District Council to agree proposals for mitigation measures and improvements to the transport network, including key junctions across the study area. These measures would mitigate against significant adverse effects on accidents and safety related to increases in traffic resulting from the Allocated development. However, it is not considered that off-site highway mitigation measures are required in advance of the Proposed Development associated with the Application Site coming forward.

14.5.14 A Construction Environmental Management Plan will also be prepared to encourage the adoption of best practice methods and minimise any adverse effects resulting from construction traffic.

Conclusion

14.5.15 On the basis that the proposed mitigation measures are implemented during the phased delivery of the wider Allocated Heyford Park site, the Application Site is not likely to result in any significant effects to matters related to transport and access.

Noise and Vibration

14.5.16 This assessment addresses the likely significant environmental effects of the construction and operational phases of the Application Site on the noise and vibration climate at noise sensitive receptors around the Application Site.

14.5.17 The assessment also considers the likely significant environmental effects of the existing and future sound climate on the proposed use of the Application Site.

Baseline Conditions

14.5.18 An environmental sound survey was conducted on the 14th and 15th June 2017 to determine the existing noise climate. The dominant noise sources within the area are the surrounding road network, namely Camp Road.

Likely Significant Effects

14.5.19 An assessment was conducted on the impact of the future traffic flows on the Application Site to determine if internal and external noise criteria could be met. The assessment concluded that impact on the majority of the Application Site would not be significant, however properties fronting onto Camp Road may require further mitigation.

14.5.20 Construction from the development was assessed to determine the impact on existing receptors. With the implementation of a Construction Environmental Management Plan (CEMP), the level of impact construction noise from the Application Site is likely to have on existing receptors is deemed to be not significant.

14.5.21 Traffic flows associated with the development have been assessed to determine the impact on the existing road network and the potential increase of noise on existing receptors. The level of impact development traffic will have on existing receptors is deemed to be not significant.

Mitigation and Enhancement

14.5.22 Proposed residential properties fronting onto Camp Road and Kirtlington Road may require mitigation in the form of appropriate boundary treatments. For gardens with a direct line of sight to Camp Road and Kirtlington Road, 1.8m high barriers along the boundary of the garden are likely to allow private external amenity guidance levels to be met.

Cumulative Effects

14.5.23 Construction periods of the Proposed Development could overlap with neighbouring sites. However, it is envisaged that each development would have its own CEMP and minimise noise break out from its site such that cumulative impacts are likely to be not significant.

14.5.24 The assessment uses traffic flow data for 2031 which incorporates cumulative traffic growth and so there is not a significant cumulative effect.

Conclusions

14.5.25 The assessment has demonstrated that with the use of appropriate mitigation measures, the Application Site is suitable for development and would not result in any significant noise or vibration effects.

Air Quality

14.5.26 The air quality effects associated with the construction and operation of the Application, as amended, have been assessed.

Baseline Conditions

14.5.27 There are no Air Quality Management Areas in the vicinity of the Application Site and monitored nitrogen dioxide (NO₂) concentrations in the study area are well below the relevant objective.

14.5.28 For the Ardley Cutting and Quarry Site of Special Scientific Interest (SSSI) there are predicted exceedances of the NO_x critical level and nitrogen deposition critical loads in 2016, and of the nitrogen deposition critical load only in 2021 without the Application in place. There are no predicted exceedances of the acid deposition critical loads within the assessed habitats.

Likely Significant Effects

14.5.29 During construction the main potential effects are dust annoyance and locally elevated concentrations of fine particulate matter (PM₁₀). The suspension of particles in the air is dependent on surface characteristics, weather conditions and on-site activities. Impacts have the potential to occur when construction activities coincide with dry, windy conditions, and where people are located downwind and close to the activity being undertaken.

14.5.30 The assessment has considered the activities that will be undertaken and the risk that these pose to identify the mitigation measures that will need to be put in place. With the mitigation measures in place, construction dust effects are not significant.

14.5.31 The main operational effects of the development will arise from road traffic emissions. Pollutant concentrations have been modelled at locations adjacent to the road network where the effects are likely to be greatest.

14.5.32 No exceedances of the annual mean NO₂, PM₁₀ and PM_{2.5} objectives are predicted with and without the Application in place in 2022. The air quality effects on human health are considered to be not significant as there are no predicted exceedances at any of the assessed human health receptor locations in 2022.

14.5.33 For the Ardley Cutting and Quarry SSSI, the nitrogen oxides (NO_x) critical level is not predicted to be exceeded in 2022 with or without the Application in place. The nitrogen deposition critical load is predicted to be exceeded within the Ardley Cutting and Quarry SSSI both with and without the Application in place. There are no exceedances of the acid deposition critical load. The air quality effects on ecological habitats of road traffic generated by the Application are considered to be not significant as the increase of nitrogen deposition is less than 1% at all of the assessed ecological receptor locations.

Mitigation and Enhancement

14.5.34 Construction dust and fine particulate matter mitigation measures have been identified to be included within a Construction Environmental Management Plan (CEMP) to be agreed with the Local Authority.

14.5.35 The effects of the Application development traffic are judged to be not significant. No additional traffic mitigation is proposed to alleviate the direct effects of the Application, but transport mitigation will be employed as outlined in the Transport Chapter.

Conclusions

14.5.36 There are no air quality constraints to the Proposed Development.

Water Resources and Flood Risk

14.5.37 The potential impacts of the Proposed Development associated with the water environment, particularly flooding matters, potable water supply and foul drainage has been assessed.

Baseline Conditions

14.5.38 The site currently drains either via an existing drainage system and/or allows overland flows to a watercourse, known as Gallos Brook, to the south of the site. The site is located in the upper region of the River Cherwell catchment. The Cherwell catchment is predominately rural with some urban areas. The ecological status of Gallos Brook has been classified as 'Poor' as shown on the Environment Agency (EA) website. The EA online flood maps show the site to lie entirely within Flood Zone 1 Low Probability, which is land with less than a 1 in 1,000 annual probability of river or sea flooding.

14.5.39 The existing combined surface water and foul drainage network is owned and operated by the Applicant as a private asset who has employed a management company to oversee and manage the existing foul water treatment works. With regards to potable water, the development site is currently within the network area that is supplied by Thames Water (TW).

Likely Significant Effects

14.5.40 The removal of vegetation and compaction of the soil has the potential to increase runoff rates. Construction of the Proposed Development may also introduce contaminants and silt into surface water runoff, which may enter the Gallos Brook. The phased construction process allows each phase within this site to manage surface water via the proposed surface water drainage strategy, which should be constructed prior to any other development. However, the impacts of the construction phase would be temporary and reversible.

14.5.41 There is potential for the development to increase the risk of flooding on site and downstream due to the increase of impermeable surfaces, however the surface water drainage strategy will manage runoff using sustainable drainage techniques to mimic greenfield drainage conditions and mitigate this potential effect. Runoff generated by the development could also contain urban pollutants, but through use of sustainable drainage techniques, additional treatment steps will be provided to remove such pollutants.

14.5.42 A series of upgrades are proposed to make the foul drainage network more efficient and reduce the overall volume going to the treatment works, providing a betterment on the existing situation. There not currently sufficient capacity to meet the water demand of the proposed development at this site. Therefore, an additional water main will be laid along Camp Road linking existing distribution mains west and east of the site.

Cumulative Effects

14.5.43 It has been assumed that all proposed development considered within the cumulative assessment will be developed in accordance with national and local policy regarding flood risk and drainage. Therefore, there will be no cumulative effect as a result of this development.

Conclusions

14.5.44 The nature and size of the Proposed Development means there is potential for the site to have a detrimental impact on the environment. However, the proposed mitigation would ensure that Proposed Development is acceptable and does not have a detrimental effect on the environment.

Ground Conditions and Contamination

14.5.45 This Supplementary Environmental Information (SEI) chapter of the ES assesses the likely significant effects of the changes to the Proposed Development in terms of ground conditions and contamination, and should be read in conjunction with Chapter 10 of the ES 2016.

Baseline Conditions

14.5.46 Baseline Conditions as reported in ES 2016 remain unchanged.

Likely Significant Effects

The revisions provided in the updated Parameter Plan are not considered to have an impact on the conclusions and recommendations given in Chapter 10 of the ES 2016.

Mitigation and Enhancement

14.5.47 Mitigation measures within the ES included a site investigation, which would provide the basis for a detailed assessment including a Remediation Strategy. This method is still recommended following revision of the Parameter Plan.

Cumulative Effects

14.5.48 As stated in Section 10.5 of the ES 2016, effects relating to Ground Conditions and Contamination are typically site specific. As such it is considered unlikely that cumulative and in-combination effects would result from the Proposed Development and the cumulative schemes. Therefore, the revision of the Parameter Plan is anticipated to have a **negligible** effect on the surrounding area.

Conclusions

14.5.49 Following the implementation of appropriate control measures the effect of contamination from the Proposed Development on the environment and future users would be reduced to acceptable levels.

Landscape and Visual Amenity

14.5.50 The detailed layout and disposition of the residential dwellings and vehicular access/circulation have been amended but continues to be in accordance with the original Parameter Plan. Further, the location, extent, and uses proposed for the Green Infrastructure corridors remains in accordance with the original Parameter Plan, although the bridleway is introduced.

14.5.51 The potential for these minor amendments to influence the findings of the Landscape and Visual Amenity assessment as reported in the ES 2016 includes reduction in the number of 3-storey buildings; provision of a new bridleway; rationalisation of the proposed play areas; increased size of water attenuation basin; and amendments to the provision of Green Infrastructure, including loss of one further established tree.

Baseline Conditions

14.5.52 Baseline Conditions as reported in ES 2016 remain unchanged.

Likely Significant Effects

14.5.53 Likely significant effects arising from the Proposed development in relation to Construction and Operation as reported in ES 2016 remain unchanged.

Mitigation and Enhancements

14.5.54 Mitigation and enhancement measures as proposed in ES 2016 remain unchanged.

Cumulative Effects

14.5.55 The effects upon landscape character arising from construction and operation of the Proposed Development and cumulative development sites within or adjacent to the former Air Base would be negligible in the context of existing Heyford Park and former military features.

ENVIRONMENTAL STATEMENT SUPPLEMENTARY ENVIRONMENTAL INFORMATION

Summary

14.5.56 The potential for cumulative visual effects to arise between the Proposed Development and the cumulative schemes as set out on Heyford Masterplan, Village Centre North, Pye Homes and Parcel 15 varies according to juxtaposition, distance, orientation and the relative elevation of viewpoint and the presence and scale of intervening buildings and vegetation buildings (and in some instances proposed buildings within the cumulative sites).

14.5.57 Cumulative sites in proximity to the Application Site and/or those south of Camp Road are likely to give rise to the most notable effects upon the representative viewpoints that lie within close range.

Conclusions

14.5.58 In summary, the Proposed Development is appropriate to the character of the local landscape and of the site and offers suitable landscape mitigation measures in terms of visual amenity. Certain high sensitivity receptors such as those travelling along the public footpath between Upper Heyford and the B4030 would experience a higher level of effects but these would be few and would generally be limited to those close to, but separated from, the Application Site by agricultural land. Cumulative sites in proximity to the Application Site and/or those south of Camp Road are likely to give rise to the most notable effects upon the representative viewpoints that lie within close range.

Ecology and Nature Conservation

14.5.59 This Supplementary Environmental Information (SEI) chapter of the ES assesses the likely significant effects of the changes to the Proposed Development in terms of ecology and nature conservation.

Baseline Conditions

14.5.60 There is no known change to the condition of the Application Site since the original application. Accordingly, it is considered that there would have been no change to the baseline conditions previously described that would affect ecology and nature conservation since the original Application, with details as per that set out previously.

Likely Significant Effects

14.5.61 The potential effects of the demolition, construction and completed development phase works on the ecological receptors identified as being of ecological importance have not changed since the original Application.

Mitigation and Enhancement

14.5.62 The potential effects of the demolition, construction and completed development phase works on the ecological receptors identified as being of ecological importance have not changed since the original Application.

Cumulative Effects

14.5.63 The proposed development area largely lies outside the zone of influence for the potential impact of residential development on the nearby SSSIs, such that development within the Application Site is unlikely to contribute to cumulative effects on these designations. In regard to non-statutory nature conservation designations, neither of the designated sites is likely to be subject to significant cumulative increases in recreational pressure.

ENVIRONMENTAL STATEMENT SUPPLEMENTARY ENVIRONMENTAL INFORMATION

Summary

14.5.64 Habitats lost to the Proposed Development within the Application Site are of low intrinsic value, such that no cumulative losses of rare or notable habitat types are anticipated. Accordingly, there is no mechanism by which cumulative or in-combination effects could occur to rare or notable habitat types.

14.5.65 Overall, in the absence of residual adverse effects from the Proposed Development, and legislative and policy requirements relating to notable habitats and species, it is considered unlikely that significant effects will arise as a result of the Proposed Development in combination with other developments.

Conclusions

14.5.66 The proposed changes to the original Application are not anticipated to have any significant effect on any of the identified important ecological receptors during the demolition, construction or completed development phases. All other factors requiring consideration, including planning policy and legislation, assessment methodology, baseline conditions and mitigation measures remain the same. No new potential cumulative effects have been identified. Overall the original conclusions of the Ecology and Nature Conservation chapter as reported in the ES 2016 are unchanged, insofar as there is no reason to conclude that any ecological designations, habitats of nature conservation interest, or any protected species will be significantly harmed by the proposals.

Archaeological and Cultural Heritage

14.5.67 The Archaeological and Cultural Heritage Assessment considers the potential effects on historic buildings and structures, the historic landscape, and potential archaeology.

Baseline Conditions

14.5.68 Baseline Conditions as reported in ES 2016 remain unchanged.

Likely Significant Effects

14.5.69 Whilst the details of development have yet to be finalised the impacts from the Proposed Development likely to affect the archaeological heritage resource are removal of buildings and existing foundations/hardstanding on the Application Site; and construction of housing, insertion of services and any landscaping.

14.5.70 Housing will be 2-3 storeys high, will not have basements, but will have strip foundations. No significant earth moving or landscaping is proposed. Drainage trenches will be excavated and it is likely that topsoil will be stripped across the Application Site prior to construction. The topsoil stripping, and the excavation of the footprints of the houses and the drainage trenches will all impact upon any archaeological remains present.

14.5.71 There are no known sites of significant archaeological interest within the Application Site, although remains of the Port Way Roman Road may extend into the western strip of the Site. Remains of the Roman Road would be of medium sensitivity depending on its survival and extent. If affected by the Proposed Development, below-ground impacts on any remains may be large and may result in its total destruction in this area. However, given that only one small section of a much longer road will be affected, the impact is considered overall to be moderate leading to a moderate adverse effect.

ENVIRONMENTAL STATEMENT SUPPLEMENTARY ENVIRONMENTAL INFORMATION

Summary

14.5.72 Remains associated with the surfaced areas of the 1920s airfield were present on the Application Site, but it is likely these were removed prior to the 1980s development. If any remains did survive they would be of negligible sensitivity and the effect upon them would be none.

14.5.73 It is possible that along the whole route of Port Way as yet unknown sites and finds may be present dating from the Roman period, as cemeteries/burials and buildings were often located along these roads.

14.5.74 .The whole Application Site has a high potential to contain deposits relating to settlement dating to the Iron Age and Romano-British periods. The evidence for this relates to the large amount of such sites seen in the Study Area.

14.5.75 There may be evidence in the Application Site from the medieval and post-medieval periods but this is likely to relate to the agricultural use of the land and whilst their sensitivity is unknown, any such remains found are unlikely to be important.

14.5.76 In areas which have been identified as relatively undisturbed, such as the majority of the Application Site below the concrete hut bases and the grassed and surfaced areas, survival of any archaeological features is likely to be good, particularly within the grassed areas. Given the unknown sensitivity of the potential archaeological remains, it is not possible to provide an assessment of the actual impact or significance of effect at this stage, and further work would be needed to define the presence and sensitivity of this resource.

14.5.77 The hedgerow running along the western side of the Application Site is 'important' using the criteria of the 1999 Hedgerow Regulations. However, this will be retained during development as the western boundary of the Application Site.

14.5.78 There are no significant impacts on Listed Buildings and Conservation Areas in Upper and Lower Heyford villages. Outside of the villages the potential visibility of the site from parts of the Conservation Area between Upper and Lower Heyford would be a minor or negligible impact of slight significance.

14.5.79 The minor effect of change in setting to the scheduled Avionics Building on the Flying Field to the north would be a slight/moderate effect, while the loss of the unlisted conservation area buildings of the former Upper Heyford High School would be no more than a slight effect.

14.5.80 The Proposed Development has the potential to impact upon the setting of the Rousham Registered Park and Garden and Conservation Area. The Landscape and Visual Assessment has identified two views from Rousham in which the Proposed Development would be visible. The Proposed Development would comprise a very small portion of these views, and would not change their overall character. As a result, the magnitude of impact of the Proposed Development upon these very high value viewpoints is considered to be negligible resulting in a minor overall effect.

14.5.81 It is not known whether the street lighting associated with the Proposed Development would be visible above the screening provided by the hedgerow running along the western edge of the application area, although it should be noted that the Application Site has existing street lighting. Were the proposed street lighting to be visible, this would cause a minor impact upon the setting of the very high value Registered Park and Garden, resulting in a moderate overall adverse effect. This would be mitigated in the design phase by the application of a sensitive design code, reducing the overall effect to minor.

Cumulative Effects

14.5.82 Generally, the cumulative effect of the five developments examined as part of the cumulative effects assessment is at most minor/ However, in the case of the Conservation Areas, the cumulative effect on the erosion of character in the RAF Upper Heyford Conservation Area would be Moderate Adverse, while the impact of street lighting on Rousham Park could potentially be Moderate Adverse.

Conclusions

14.5.83 Whilst the Application Site has a high potential for unknown archaeology to be present, it is considered that evaluation and any mitigation arising from it would reduce the significance of effects on this resource to an acceptable level through a suitable and agreed programme of archaeological works. Mitigation by design to both avoid adversely affecting the Historic Hedgerow and any potential remains associated with Port Way has helped to reduce the overall effect.

14.5.84 There is some potential for impacts to the designated sites and Conservation Areas around the site in Upper and Lower Heyford, and Rousham, as well as to the historic features within the Site and its own Conservation Area. The effects of the Proposed Development would have no more than Slight or Slight Moderate Adverse effects, and concerns can mostly be met by proposed mitigation by design and recording of lost historic structures. Generally, the cumulative effect of the five developments examined as part of the cumulative effects assessment is at most Slight Adverse. However, in the case of the Conservation Areas, the cumulative effect on the erosion of character in the RAF Upper Heyford Conservation Area would be Moderate Adverse, while the impact of street lighting on Rousham Park could potentially be Moderate Adverse or more likely Slight Adverse.

14.6 SUMMARY

14.6.1 With the proposed mitigation strategies outlined within this Environmental Statement it has been determined that the residual significance of this development is not significant.