

**TOWN AND COUNTRY PLANNING ACT 1990  
THE TOWN AND COUNTRY PLANNING  
(ENVIRONMENTAL IMPACT ASSESSMENT)  
REGULATIONS 2017**

**ENVIRONMENTAL STATEMENT VOLUME 3**

**NON-TECHNICAL SUMMARY (Updated)**



*Outline planning application for a residential development of up to 850 dwellings; green infrastructure including formal (playing fields with changing rooms, allotments) and informal open space, landscaping; and associated infrastructure including a balancing pond; on land off the A4260, with access off the existing Longford Park access off the A4260 (Oxford Road), and a new access off the A4260 (Banbury Road). All matters of detail reserved, save for access.*

**March 2020**

**PF/10159**

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NTS 3	Dwg no: 6394-P-05 Rev Q Indicative Layout
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NTS 5	Dwg no: 6394-P-09 rev AT Open Space Plan
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## TABLES

Table 1.1	List of Submitted Drawings for Determination
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## 1.0 INTRODUCTION

1.1 This Non-Technical Summary (NTS) is a summary of the Environmental Statement (ES) for the Proposed Development subject of an outline planning permission for land at Bankside, Banbury comprising:

*Outline planning application for a residential development of up to 850 dwellings; green infrastructure including formal (playing fields with changing rooms, allotments) and informal open space, landscaping; and associated infrastructure including a balancing pond; on land off the A4260, with access off the existing Longford Park access off the A4260 (Oxford Road), and a new access off the A4260 (Banbury Road). All matters of detail reserved, save for access'*

1.2 This NTS has been updated to reflect the refinements to the Parameters Plan and additional information in response to statutory responses received during the planning process. This updated NTS should be read in conjunction with the Further Environmental Information Statement (March 2020) (FEIS) and the Environmental Statement (May 2019) (ES) submitted with the planning application.

1.3. The proposed refinements to the Parameters Plan include:

- A reduction in the number of dwellings from 'up to 850' to 'up to 825'
- A corresponding reduction in land take for the built development from 23.08ha to 22.74h;
- Relocation of the NEAPS and LEAPS;
- Increase in the safeguarded land for the secondary school;
- Reduction in the sports provision area from 4.65ha to 2.73ha.
- Minor changes to the landscaping around the Infiltration basin and the eastern boundary.

- 1.4. Oxfordshire County Council (OCC) the Local Highway Authority (LHA) are promoting a future south east link road (SELR) that will create a connection between Bankside and Ermont Way, to be operational by 2031. The LHA requested additional modelling to assess the impact of the Proposed Development with ‘a 2031 with development’ and ‘with the SELR’ scenario.
- 1.5. The Technical Information included in the FRA has been updated in response to a request for further clarification by the LLFA with respect to the drainage proposals.
- 1.6. The amendments included in the Further Environmental Information Statement (March 2020) are included in the table below

<b>Schedule of Amendments Subject of the Revised Submission (March 2020)</b>		
<b>Paragraph/ Appendices</b>	<b>Change</b>	<b>Notes</b>
<b>Appendices</b>	NTS 2: Dwg no: 6394-P-01 rev AV Parameters plan NTS 3: Dwg no: 6394-P-05 Rev Q Indicative Layout NTS 5: Dwg no: 6394-P-09 rev AT Open Space Plan NTS 7: Dwg no: 6394-P-16 Rev B Proving Layout	NTS 2 and 3 Dwg numbers updated.  NTS 5 and 7 additional drawings added
<b>Page 7</b>	Table 1.1 – List of Submitted Drawings for Determination -amended	To reflect amended drawings
<b>Page 15</b>	Landscape and Visual Impact Assessment (Chapter 4 of the May 2019ES)	No change to the significance of the Environmental effects.
<b>Page 16</b>	Ecology (Chapter 5 of the May 2019ES)	No change to the significance of the Environmental effects.
<b>Page 18</b>	Agricultural Effects (Chapter 6 of the May 2019 ES)	No change to the significance of the Environmental effects.
<b>Page 18</b>	Heritage (Chapter 7 of the May 2019 ES)	No change to the significance of the Environmental effects.
<b>Page 20</b>	Transportation (Chapter 8 of the May 2019 ES)  (See Section 5 and Appendix 7 Transport Technical Note of the FEIS (March 2020) submission)	No change to the significance of the Environmental effects
<b>Page 21</b>	Noise (Chapter 9 of the May 2019 ES).  (See Section 6 and Appendix 8 Noise and Vibration Assessment of the FEIS (March 2020) submission)	No change to the significance of the Environmental effects.
<b>Page 25</b>	Air Quality (Chapter 10 of the May 2019 ES)	No change to the significance of the Environmental effects.

	(See Section 7 and Appendix 9 Air Quality Assessment of the FEIS (March 2020) submission)	
<b>Page 26 Para 2.8.1</b>	Socio- Economic (Chapter 11 of the May 2019 ES) Para 2..8.1 – number of dwellings amended to ‘up to 825 dwellings’. Population generated by the Proposed Development is amended	No change to the significance of the Environmental effects.
<b>Page 28</b>	Hydrology (Chapter 12 of the May 2019 ES) The infiltration basin’s volume has been increased from 6,478m3 to 7,266m3 (See Flood Risk Assessment (Appendix 5 of the FEIS (March 2020) submission)	No change to the significance of the Environmental effects.
<b>Page 26</b>	Ground Conditions (Chapter 13 of the May 2019 ES)	No change to the significance of the Environmental effects.
<b>Page 29</b>	Utilities (Chapter 14 of the May 2019 ES)	No change to the significance of the Environmental effects.
<b>Page 30</b>	Waste (Chapter 15 of the May 2019 ES)	No change to the significance of the Environmental effects.
<b>Page 32</b>	Climate Change (Chapter 16 of the May 2019 ES)	No change to the significance of the Environmental effects.
<b>Page 33</b>	Lighting (Chapter 17 of the May 2019 ES)	No change to the significance of the Environmental effects.
<b>Page 35 para 2.15.7</b>	Health Impacts (Chapter 18 of the May 2019 ES) Para 2.15.6 – number of dwellings amended to ‘up to 825 dwellings’.	No change to the significance of the Environmental effects.
<b>Page 37</b>	Cumulative Impact (Chapter 19 of the May 2019 ES) See Appendix 6 of the FEIS (March 2020)	No change to the significance of the Environmental effects
<b>Page 38</b>	Conclusion – no change	No change to the significance of the Environmental effects

1.7 This planning application varies the pending planning application reference 17/01408/OUT submitted to Cherwell District Council in June 2017 by extending the site to the north to include land allocated in BAN12 for the relocation of Banbury United Football Club (BUFC).

1.8 The application site extends to 39.23ha and edged red on *Appendix NTS1*. Table 1.01 lists the set of drawings submitted as part of the details relating to the proposed access. The principles of development are shown on the Parameters Plan (*Appendix NTS2*) which forms part of the application and has been used in the Environmental Assessment process. An Indicative Layout

(6394-P-05 Rev Q) (*Appendix NTS3*) has been produced responding to the Parameters Plan, access, and other Masterplan considerations.

**Table 1.1 – List of Submitted Drawings for Determination**

<b>List of Submitted Drawings for Determination</b>	
Dwg no: 6394-P-08 Rev G	Site Location Plan
Dwg no: 6394-P-01-Rev AV	Parameters Plan
<b>Highways Drawings</b>	
Dwg no. 16052-01-124 Rev B	Site Access – Banbury Road
Dwg no. 16052-01-106 Rev C	Oxford Road Corridor Improvements Sheet 1 of 2
Dwg no. 16052-01-107 Rev B	Oxford Road Corridor Improvements Sheet 1 of 2

- 1.9 The Proposed Development falls within Schedule 2 development, development likely to have significant effects on the environment by virtue of factors such as its nature, size or location under the category of Urban Infrastructure Projects (Schedule 2, 10b) as described in the EIA Regulations.
- 1.10 The purpose of the EIA is to establish the nature of development and the environment in which it is likely to take place so as to identify likely ‘significant effects’ that may arise, by comparing the existing situation, the baseline, with the predicted situation once the proposals are in place. The significance of effects during the construction phase of the development are also considered in this process. It is also relevant to consider any significant effects which can be reasonably predicted as likely to arise from the development proposals in combination with other proposals in the vicinity. Where significant effects are identified, the EIA process must then establish mitigation measures to avoid or reduce these impacts.
- 1.11 The ES report assesses the comprehensive proposals for Bankside Phase 2 and is therefore submitted as part of the supporting documentation for the application. The ES presents the findings of the Environmental Impact Assessment (EIA) which was undertaken in conjunction

with the design process for the proposed development and various supporting studies, which have informed the design.

### **Structure of Environmental Statement**

1.12 The ES comprises studies on each of the aspects of the environment identified as likely to be significantly affected by the Proposed Development, which are supported with technical appendices where appropriate. This ES is structured as follows:

- Volume 1: Comprises the main volume of the ES, and a breakdown of the contents of each chapter is provided overleaf;
- Volume 2: Contains the Technical Appendices to the main volume of the ES; and,
- The Non-Technical Summary (NTS) provides a concise summary of the ES identifying the likely significant environmental effects and the measures proposed to mitigate or to avoid adverse effects of the Proposed Development.

1.13 The chapters in Volume 1 are broadly structured as follows:

**Table 1.2 – ES Chapter Structure**

<b>Section</b>	<b>Description</b>
<b>Introduction</b>	An introduction to the topic under consideration, the scope of the assessment undertaken and aspects of the Proposed Development material to the topic assessment.
<b>Methodology</b>	A description of the method and, scope of the assessment undertaken and responses to consultation in relation to method and scope in each case pertinent to the topic under consideration.
<b>Baseline Conditions</b>	A description of the baseline conditions pertinent to the topic under consideration including baseline survey information.



<b>Impacts</b>	Identification and Assessment of Likely Significant Effects. Identifying the likely effects, evaluation of those effects and assessment of their significance, considering both construction and operational and direct and indirect effects - during construction/post construction.
<b>Mitigation and Monitoring</b>	A description of the mitigation strategies for the significant effects identified.
<b>Residual Impacts</b>	Identification of the residual impacts during construction/post construction.
<b>Cumulative Impacts</b>	Consideration of potential cumulative effects of other nearby developments.
<b>Conclusion</b>	A conclusion to the chapter.

1.14 For continuity, the appendices in Volume 2 are arranged and presented using the same reference numbers as the chapters as a means of providing supportive background and technical information.

### **Other Documents**

1.15 A full suite of other documents has been submitted to Cherwell District Council as part of, and accompanying the planning application.

- Planning Statement;
- Design and Access Statement;
- Arboricultural Survey;
- Transport Assessment (Appendix to the ES) updated by Technical Note (March 2020);
- Flood Risk Assessment (Appendix to the ES) updated by Appendix 5 (Rev 4 January 2020) of the FEIS;
- Noise and Vibration (Appendix to the ES) updated by Appendix 8 (Rev 5 February

2020) of the FEIS;

- Air Quality (Appendix to the ES) updated by Appendix 9 (Rev 4 March 2020) of the FEIS;
- Landscape and Visual Impact Statement (Appendix to the ES);
- Heritage Impact Statement (Appendix to the ES); and
- Ecological appraisals (Appendix to the ES).

### **Environmental Statement Availability and Comments**

1.16 The ES is available for public viewing during normal office hours at the Cherwell District Council Planning Department.

1.17 Comments on the planning application should be forwarded to:

Cherwell District Council  
Planning Department  
Bodicote House  
White Post Rd  
Bodicote  
Banbury  
OX15 4AA

1.18 The ES may be purchased in Volumes, the costs for which are set out below:

Non-Technical Summary – £10

Volume 1: Main Volume - £125

Volume 2: Technical Appendices - £150

1.19 Copies of all documents can be obtained on CD for £20. For copies of any of the above please contact:

Framptons Town Planning  
Oriel House  
42 North Bar  
Banbury OX16  
0TH

Tel: 01295 672310

[enquiries@framptons-planning.com](mailto:enquiries@framptons-planning.com)

### **Description of Project**

- 1.20 The Application Site straddles two allocated sites within the adopted Cherwell Local Plan 2011-2031 Part 1. The majority of the Application Site is allocated for residential use in Policy Banbury 4 Bankside Phase 2 (BAN4). The site extends to include part of Policy Banbury 12 Relocation of Banbury Town Football Club (BAN12).
- 1.21 The principal components of the allocation Policy BAN4 are stated as being:

#### **Housing**

- Number of homes – Approximately 600;
- Dwelling mix – to be informed by Policy BSC4: Housing Mix;
- Affordable Housing - 30%;
- The provision of extra care housing and the opportunity for community self-build affordable housing.

#### **Infrastructure**

- Education – contribution to expansion of Phase 1 school and contributions to secondary education provision;
- Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12;
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in ‘Policy BSC 11: Local Standards of Provision- Outdoor Recreation’. Account will be taken of open space provision in the Phase 1 scheme.

1.22 Policies in development plans are not written as statute, but do form the starting point for the determination of a planning application – particularly where there is a specific policy provision relating to the application site (as is the case with Policy Banbury 4).

1.23 This planning application varies from the wording of Policy Banbury 4 in four respects, namely:

- i) Policy Banbury 4 refers to ‘approximately 600 homes’. The proposal is ‘for up to 850 new homes’. In the Inspector’s report when examining the soundness of the Local Plan, the Inspector stated, that the ‘capacity of an allocated site to accommodate development is properly a matter for the development management process rather than being pre-determined by a local plan where the opportunities and constraints to accommodate new development is not known’;
- ii) The proposal makes provision for affordable housing as required by Policy Banbury 4, but has not made provision for ‘extra care housing’ – being housing that is specifically designed to meet ‘personal care and residential accommodation’ normally targeted towards older people, and a use within Class C2 (Residential Institution) of the Town and Country Planning (Use Classes) Order 1987);
- iii) The Proposed Development has not made specific provision for ‘self-build affordable housing’. It is anticipated that during the period for determination of this application discussion will be held with the Council’s Housing Officer to discuss the form of affordable housing which is considered to be appropriate for this site; and
- iv) In discussion with the Planning Officers at Cherwell District Council a common position has been reached that it would not be expedient to provide a separate local centre for Bankside Phase 2. Rather the conclusion is reached that the local centre within Phase 1 is locationally convenient for future residents on Bankside Phase 2, and that there is an overall

advantage to enhance patronage of the committed local centre.

- 1.24 Policy Banbury 4 identifies a range of ‘key’ sites specific design and place shaping principles. The Planning Statement, read with the Design and Access Statement (DAS) explain how the Proposed Development responds to each of these principles. The DAS sets out the vision for place-making which has underpinned the master planning process.
- 1.25 BAN12 is a specific policy for the safeguarding of land for the relocation of BUFC and for the new secondary school if needed. The principle components of the Proposed Development located within the land allocated in BAN 12 are; the second access off Banbury Road connecting to the southern part of the land allocated under BAN4; sports fields (including changing rooms and car parking) a parcel of residential land to the north, contiguous with the southern boundary of BAN4.
- 1.26 This application is submitted in outline form with all matters of detail reserved other than the means of vehicular access from Banbury Road, linking the site through Longford Park. The new access arrangement is displayed on Dwg no. 16052-01—124 Rev B. This access detail is displayed at *Appendix NTS4*.
- 1.27 All other details will be the subject of later planning applications to Cherwell District Council which are known as ‘Reserved Matters’ submissions. It is likely that other submissions will be required to be made following the grant of outline planning permission in response to the requirements of ‘pre commencement’ planning conditions.

### **Alternative Sites**

- 1.28 This provision is relevant where an applicant has considered alternate locations to accommodate the Proposed Development, e.g. for a developer of a major infrastructure project, alternate locations are likely to have been considered prior to a decision being made to seek planning

permission for a particular location.

- 1.29 In the context of this proposal the applicant is directly responding to the allocation of the site for residential development pursuant to the provisions of Policy Banbury 4 in the adopted Local Plan, and to facilitate an access for the future relocation of BUFC and provision of a new secondary school.
- 1.30 An alternative development would be the development subject of the outstanding planning application 17/01408/OUT for 700 dwellings. This option does not include an access to BAN12 and link through to the BAN4 allocation. Whilst, this option could be brought forward, it would not deliver the access to allow the future relocation of the BUFC or facilitate the opportunity for a new secondary school.

## **2.0 ASSESSMENT OF THE ENVIRONMENTAL EFFECTS**

### **2.1 LVIA (Chapter 4)**

2.1.1 The site is not subject to any landscape designation and comprises an intensively farmed agricultural landscape, which is strongly influenced by the adjoining urban edge of Banbury. The site itself contains no distinctive or special landscape elements and is of limited value in landscape terms. Some short term and temporary landscape and visual effects will occur during the construction period of the Proposed Development. These effects would be temporary and restricted to localised areas situated within or immediately adjacent to the site.

2.1.2 The site is judged to be of low landscape sensitivity and considered to have high capacity to accommodate change of the type of development proposed. The M40 lies nearby to the east of the site, which whilst in a sunken cutting, detracts from the tranquility of the landscape character. The Bankside Phase 1 development forms a new urban edge to the site's northwestern perimeter. Whilst the site's existing greenfield character will inevitably result in a loss of its open character, the majority of the site's landscape features (hedgerows and trees) are retained and strengthened as part of the proposed green infrastructure framework, thus delivering a range of landscape benefits that offset the loss of agricultural fields. Post construction at Year 1, landscape effects for the site are judged to be Minor Adverse (an effect that will be noticed, but not considered to be a particularly important factor in the decision-making process). These effects would be limited in extent and indeed reduce as both new and existing green infrastructure of the Proposed Development become established. By Year 15, the Proposed Development would benefit from a maturing landscape of habitats and it is considered that the landscape effects would be Negligible.

2.1.3 In terms of visual resources, clear views of the Proposed Development would be largely restricted to localised viewpoints. The green infrastructure would filter and 'soften' the views of built development and would also assist in assimilating the Proposed Development within the landscape.

Views of the proposed development would be well contained from the vast majority of properties within Banbury and Bodicote due to the screening effects provided by Bankside Phase 1 development and established tree belts situated within Bodicote Park and along Oxford Road. Consequently, visual effects would largely be restricted to those residential properties situated immediately adjacent to the site and also to users of the adjacent public footpath to the southern perimeter. In most cases, these receptors already have views of the urban edge of Banbury which includes Bankside Phase 1, and the Proposed Development would be observed within this settlement edge context. In summary the visual effects as a result of the Proposed Development would be generally limited and localised in extent, and would not result in any significant effects in the long term. The likely effects of the proposed development have been considered within the context of the completed Bankside Phase 1 and it is considered that the cumulative effects will not be significant. In conclusion, it is assessed that the site has the ability in which to absorb development of the scale and type proposed, without causing any significant harm to the surrounding landscape or visual amenities.

## **2.2 ECOLOGY (Chapter 5)**

2.2.1 The site has been subject to a suite of ecological surveys since 2007 and these have been updated to ensure that the most up-to-date information was available to help aid in the iterative design process, ensure that the assessment of impacts was based on up-to-date survey information and ensure any impacts were minimised.

2.2.2 The approach to the ecological assessment was be based upon the principles set out in the ‘Guidelines for Ecological Impact Assessment in the United Kingdom’ published by the Institute of Ecology and Environmental Management (IEEM) ‘Guidelines for Baseline Ecological Assessment’ which is produced by the Institute of Environmental Assessment.



- 2.2.3 The site is not subject to any local, national or international nature conservation designations and recent surveys have confirmed that much of the site remains as being of limited nature conservation value; being overwhelmingly dominated by large intensively managed arable field compartments. The habitat present within field compartments are not generally of significant nature conservation value. Field boundaries are predominantly formed of intensively managed, albeit relatively continuous, native hedgerows, which also support occasional mature standard trees that were considered to be of local nature conservation value.
- 2.2.4 Evidence that badgers use the site was observed and some habitats were considered to be suitable for a range of wildlife including bats, breeding and over-wintering birds and a range of other common and widespread species.
- 2.2.5 From the outset and following review of the ecological baseline the potential effects arising as a result of site design were reviewed in order that, where possible, potential impacts are avoided through an alteration in design, layout or working methods. As a result, the majority of potential ecological receptors identified in the survey area have been avoided through sensitive design.
- 2.2.6 The potential for impacts on retained habitats outside of the immediate working area during construction activities would be minimised by retaining and protecting all unaffected habitats within the site to ensure that disturbance is kept to a minimum. All existing hedgerows and, where relevant, associated ditches will be retained where possible, with the exception of where vehicular or pedestrian access may be necessary and a single hedgerow that is isolated with an arable field. Each would either be included within a retained green corridor or buffered.
- 2.2.7 Similarly, potential effects on fauna have been avoided through the incorporation of a range of measures that would ensure that fauna remain as undisturbed as possible during construction and operational phases of development and through the creation of habitats that are known to be of value to wildlife that is present in the area.

2.2.8 The proposals include the provision of a Green Infrastructure package, which incorporates the majority of existing hedgerows and includes significant additional planting in the east and north of the site. Further benefit will be achieved through the creation of swales and a surface water detention basin in the north east. The management of the ‘Green Infrastructure’ secured as part of the development in the form of a Biodiversity Management Plan produced in consultation with the LPA and interested parties will ensure that benefits for biodiversity are maximised so that it is anticipated that no significant adverse impacts are anticipated for the site.

### **2.3 AGRICULTURAL EFFECTS (Chapter 6)**

2.3.1 This chapter details the effects of the Proposed Development on i) the soil resource and ii) the agricultural land resource. The land is currently in arable use and has a mixture of natural soils, the majority permeable with topsoils of high quality for reuse. 77% of the land (27.9ha) is of best and most versatile agricultural quality. With appropriate mitigation (comprising adherence to a detailed soil management plan detailing how soils will be protected for reuse) the effect of the Proposed Development on the soil resource is regarded as negligible. The loss of agricultural land to built development cannot be mitigated. The effect of the Proposed Development on the agricultural land resource is therefore regarded as moderately adverse.

### **2.4 HERITAGE (Chapter 7)**

2.4.1 Consideration has been given to the archaeological and built heritage interest of the site as part of EIA. A desk-based assessment was completed initially. The study confirmed that the only extant features of interest are earlier surviving hedgerows and these will be retained within the scheme design. A public right of way through the centre of the site is likely to reflect an earlier road, but this too will be retained. Background research confirmed that the area had potential to contain sub-surface archaeological remains of prehistoric or Roman date.

- 2.4.2 A possibly Neolithic cursus monument is apparent on the southern edge of the site on aerial photographs and past fieldwork in the study area has revealed prehistoric and Roman features. The site was likely to have been part of Bodicote's open field system in the medieval period. Given archaeological potential, the site was subject to geophysical survey. This non-intrusive method confirmed traces of medieval ridge and furrow across the entire site, but also indicated likely earlier features including the northern end of the cursus in the south of the site and a number of enclosures.
- 2.4.3 Subsequent trial trenching confirmed that a wide range of archaeological features lie within the site including likely prehistoric and Roman enclosures and field systems. A possible Roman temple was also identified close to the confirmed cursus in the south. These latter two sites are potentially of national significance and will be preserved in situ through detailed design of sports facilities. Other sub-surface remains are of more local significance and their loss will be mitigated through further investigation and suitable dissemination of the results.
- 2.4.4 The potential for the site to affect the significance of nearby designated or otherwise important heritage assets has also been considered. A number of listed buildings lie within Bodicote to the west and the historic core of this village is designated a Conservation Area too. To the east, a number of canal-side structures are also listed along the Oxford Canal. The entire length of the canal through Cherwell is designated as a conservation area too. However, site visits and consideration of how these assets' settings enhance their significance confirms the proposals would not harm either the significance or appreciation of the significance of any of these assets.
- 2.4.5 In conclusion, and subject to appropriate mitigation to prevent accidental loss of retained features during construction, suitable design to ensure preservation in situ in the south and further investigation of less significant remains, no residual adverse archaeology or heritage effects have been assessed.

## 2.5 TRANSPORTATION (Chapter 8)

- 2.5.1 Section 8 of this ES covers the assessment of potential impacts on transport and traffic conditions on the local road network relevant to the Proposed Development. The assessment considers the effects on severance, pedestrian amenity and delay, road safety and driver delay. Both the construction and operational stage of the Proposed Development are examined.
- 2.5.2 OCC's SATURN model of Banbury, which they are utilising to assess the transport effects of all major development in the town, has been used as the basis for the assessment. The model has been run under 2031 forecast flows with an assumed development of 900 residential units on the site.
- 2.5.3 Looking firstly at the construction stage of the Proposed Development the effects likely to arise relate to increases in vehicle movements and the proportion of HGV's on the network, increase in delay associated with traffic management measures and the reduction in amenity and safety for pedestrians and cyclists.
- 2.5.4 2.5.4 The level of construction vehicle movements and change in HGV percentage as a result of the development are not significant and the impact on driver and pedestrian delay as a result would be negligible. The change in two-way traffic flows would result in short-term minor adverse effects on severance and amenity. The introduction of a Code of Construction Practice will ensure that the effects of the construction of the Proposed Development are minimised.
- 2.5.5 2.5.5 During the operational stage of the development, the change in two-way traffic flows as a result of the development has been used to identify the effects on severance, pedestrian amenity and delay and road safety. The Proposed Development is anticipated to have long term minor adverse effects on severance and pedestrian amenity based on the percentage change in two-way traffic flows on Oxford Road south of Bankside, Farmfield Road and Horton View. In other locations the effect would be negligible. With regard to pedestrian

delay, the change in average crossing delay that results from the increase in two-way traffic flows is found to be negligible in all locations assessed.

2.5.6 With regard to road safety, based on the change in two-way peak hour flows the Proposed Development is anticipated to have a long term minor adverse effect.

2.5.7 Finally, looking at driver delays, the residual effects depend on which of the two potential mitigation options are followed:

- If localised improvements on the Oxford Road Corridor there will be a long-term moderate adverse impact at the Cherwell Street / Bridge Street junction and negligible impact elsewhere; or
- If a South East Link Road is provided there long-term moderate beneficial impact at the Cherwell Street / Bridge Street junction and negligible impact elsewhere.

## 2.6 NOISE (Chapter 9)

2.6.1 Discussions have been held with the Environmental Health Officer with the District Council who discussed and agreed the scope of the assessment. Through these discussions it was agreed that a noise survey is required for the site due to sensitive receptors being identified

2.6.2 The assessment followed the appropriate guidance which included:

- British Standard 8233:2014; Sound Insulation and Noise Reduction for Buildings
- Calculation of Road Traffic Noise
- British Standard 5228: ‘Code of Practice for Noise and Vibration Control on Construction and Open Sites’

2.6.3 For the delivery of the scheme, it is envisaged that installation of necessary services and the construction of the residential units on the site will form the main noise impacts upon the existing residential properties.

- 2.6.4 Construction activities produce significantly high noise levels, particularly close to source. Construction noise tends to fluctuate and is usually of fairly short duration. The construction noise impacts will depend on the proximity of construction activities to nearby receptor locations.
- 2.6.5 Given the nature of the construction activities the impact will not be significant in relation to the closest receptor. It is possible that construction activities will occur across the site such the noise levels will be higher such that mitigation will be required.
- 2.6.6 BS8233 indicates that a daytime internal noise level of 35 dB LAeq represents the desirable noise standard. The calculated noise levels have been used to determine likely noise levels and the extent of attenuation required.
- 2.6.7 The actual location of housing within the built development areas would be determined at detailed design stage. Therefore, potential worst case housing locations have been selected.
- 2.6.8 The typical day time ground floor façade noise level fronting the A4260 Oxford Road is 53.8 dB. This noise level reduces to 20.8 dB when taking into account noise reductions through thermal double glazing, therefore indicating that the desired internal noise standard is easily achieved.
- 2.6.9 The typical day time ground floor façade noise level closest to the M40 Motorway is 53.5 dB. This noise level reduces to 20.5 dB when taking into account noise reductions through thermal double glazing, which represents the desired internal noise standards.
- 2.6.10 No additional mitigation measures are considered necessary for this location.
- 2.6.11 BS8233 indicates that a night-time internal noise level of 30 dB LAeq represents the desirable noise standard. The calculated noise levels have been used to determine likely noise level and the extent of attenuation required.

2.6.12 The typical night time first floor façade noise level fronting the A4260 Oxford Road is 50.6 dB. This noise level reduces to 17.6 dB when taking into account noise reductions through thermal double glazing, which represents the desired internal noise standard.

2.6.13 The typical night-time first floor façade noise level closest to the M40 Motorway is 48.1 dB. This noise level reduces to 15.1 dB when taking into account noise reductions through thermal double glazing, which represents the desired internal noise standard.

2.6.14 The BS8233 highlight the requirement of managing noise in external living spaces. The agreed average noise limit should not exceed 55dB. As a result of this standard, the day time and night time boundaries have been modelled and contained within the appendix.

2.6.15 Consideration has also been provided in relation to the external noise environment adjacent to the remaining roads, within the vicinity of the site. It is considered that the houses fronting onto these roads will form a natural noise screen when considering the careful orientation of housing, these can act as a suitable barrier to noise and protect the outdoor living spaces. Based on the initial results that will ensure that the external noise standards will be achieved across the site.

2.6.16 To minimise the impact on receptors during the construction process, the following generic noise and vibration mitigation measures need to be implemented as appropriate for all works and would be incorporated into the future Construction Environmental Management Plan (CEMP):

- Construction activities should be confined to times of the day when they are least likely to be disturbing;
- Careful selection of plant, construction methods and programming. Only plant conforming with relevant national or international standards, directives and recommendations on noise and vibration emissions should be used;

- Construction plant should be located, as far as is reasonably practicable, away from adjacent occupied buildings or as close as possible to noise barriers or site hoardings where these are located between the plant and the buildings;
- Static and semi-static plant/equipment (e.g. compressors and generators) should be fitted with suitable enclosures where practicable;
- Personnel will be instructed on best practice to reduce noise and vibration as part of their induction training and as required prior to specific work activities;
- When plant is not being used, it should be shut down and not left to idle;
- Methods of work and vehicular routes will be selected with regard to minimising noise and vibration impact;

2.6.17 Given the phasing of construction, certain areas of the Proposed Development will be occupied while construction is still underway in adjacent areas. Where possible, the occupancy of completed phases of construction should be planned in such a way that there is a buffer between occupied areas and areas where construction is being carried out.

2.6.18 Given the nature of the construction activities expected on site, the impact could be significant without mitigation. However the construction noise and vibration impacts can be mitigated effectively through the CEMP.

2.6.19 Following this initial review of the proposed noise environment across the site, taking into account the future traffic levels, the following noise mitigation measures need to be implemented as appropriate:

- Trickle vent ventilation systems and double glazing for residential properties fronting onto the A4260 Oxford Road and M40 Motorway
- Internal layout of properties to consider the location of lounge and bedroom areas for those properties fronting onto the A4260 Oxford Road and M40 Motorway.
- Site layout to consider the internal layout of residential buildings to reduce sight lines onto the A4260 Oxford Road and M40 Motorway.



- Site layout to consider locating houses with habitable in loft space rooms outside the first row of housing adjacent to A4260 Oxford Road and closest to the M40 Motorway.
- Orientation of buildings along the A4260 Oxford Road and closest to the M40 Motorway to provide noise screening to ensure external noise thresholds can be achieved

2.6.20 It is concluded that the assessments do not identify any significant adverse impacts and thus no residual effects are anticipated.

## **2.7 AIR QUALITY** (Chapter 10)

2.7.1 The scope of the assessment has been agreed with the Local Authority and includes an assessment of both construction and operational phases.

2.7.2 An assessment of the potential impacts during the construction phase has been carried out. This has shown that during this phase of the Proposed Development releases of dust and PM<sub>10</sub> are likely to occur during site activities. Through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM<sub>10</sub> releases may be effectively mitigated and the resultant impacts are considered to be negligible.

2.7.3 The ADMS model has been used to predict the impact of the Development on local NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations and assess the suitability of the Site for residential use. The assessment found that concentrations of these pollutants would be below the relevant objective levels at all locations, including within the AQMA, and traffic generated by the development proposals would result in a negligible impact on local air quality.

2.7.4 During the construction phase, a high risk of dust soiling impacts and a low risk of human health (PM<sub>10</sub>) effects is predicted at adjacent receptors during construction of the Proposed Development.

Appropriate mitigation measures for the Site have therefore been identified following the IAQM

guidance. It is recommended that the measures identified are incorporated into a Dust Management Plan (DMP) and approved by CDC prior to commencement of any work on site.

2.7.5 For the operational phase, no mitigation is considered necessary based on the findings of the assessment. The residual impact of the Proposed Development on local air quality is considered to be negligible during both the construction and operational phases.

## **2.8 SOCIO-ECONOMIC (Chapter 11)**

2.8.1 The amendment to the Parameter Plan includes a change in the quantum of development from, ‘up to 850 dwellings’ to ‘up to 825 dwellings’. The reduction in the number of dwellings proposed, up to 825, will generate an increase in the local population by 1,947, as opposed to the 2,006 people generated by the larger quantum of development. It is not considered that the small-scale reduction (59 people) will have a significant impact on the finding of this ES Chapter.

2.8.2 The increase in population will, in turn, have some impacts in respect of services and facilities, mostly relating to education, health and community facilities, such as library services. The means of mitigating these impacts is predominantly through a Section 106 Agreement which would require contributions to education and potentially health services and provision and maintenance of public open space and other community facilities.

2.8.3 The proposed development contributes to the housing needs of the District which have been provided for within the Cherwell Local Plan 2011-2031 Part 1. There are considered to be no material adverse socio-economic effects arising from this proposal.

## **2.9 HYDROLOGY (Chapter 12)**

2.9.1 Construction phase activities give rise to potential impacts that are temporary, and the resultant

effects generally disappear due to natural recovery of the environment or mitigation measures implemented as part of the operational phases. Three potential construction phase environmental effects have been identified relating to hydrology and hydrogeology. These are:

- Silt and earth wash-off into watercourses
- Spillage of oils and the like from construction plant
- Changes to baseline drainage hydrology due to disturbance of the ground during construction.

2.9.2 The key post-construction phase environmental effects are:

- Increased Flood Risk
- Contamination of surrounding surface and ground water
- Flooding of the foul drainage network

2.9.3 No watercourses are identified within an influencing distance of the site and the published Environment Agency mapping confirms the site lies in Flood Zone 1 and downstream of any existing properties. Storm water currently discharges to the underlying strata through infiltration.

2.9.4 Throughout the development there is the potential for increased risk of pollution, arising from the development process itself and the potential activities of end users and residents.

Thames Water has been involved in investigating the impact of the Proposed Development on their existing sewerage infrastructure and treatment facilities and are currently identifying the most appropriate point of connection.

2.9.5 The procedures for managing the water resource implications of the construction of the proposed development will be set out in a Construction Environmental Management Plan.

All fuel oil and other chemicals will be stored on site within bunded tanks. Soil mounding will be kept to a minimum to reduce run-off, haul roads will receive regular cleaning to prevent mud build up. Wash down processes will be carefully monitored to avoid washing significant quantities of silt

into drains.

2.9.6 Accidental spillage emergency response requirements will be included in the construction contract requirements, and all construction phase operations will be carried out in accordance with guidance contained within the Environment Agency Pollution Prevention Guidelines.

2.9.7 To minimise the potential adverse environmental effects on Flood Risk and Drainage related matters, the following specific measures are being incorporated into the Proposed Development:

- Provision of a storm water SuDS management system
- Connection to a point of adequacy on the foul water drainage network

2.9.8 The effects of the Proposed Development in relation to hydrology, hydrogeology, water quality, surface water and foul water drainage are at most insignificant. No adverse environmental effects from a hydrological perspective have been identified.

## **2.10 GROUND CONDITIONS (Chapter 13)**

2.10.1 The potential Ground Conditions environmental effects of the development proposals relate to both the operational and construction phases of the development.

Impact during Construction Phase: short to medium term

- Direct contamination of the soil and potential groundwater contamination due to earthwork operations and potential spillage of fuel oils and site stored materials during construction activities.

Impact during Operation Phase: long term

- Existing Contamination: Direct or indirect contamination of Flora, Fauna, Controlled Waters and Building Fabric due to the mobilisation of baseline contaminants during earthwork operations.
- Development Contamination: Direct and indirect contamination of the soil and potential groundwater contamination due to leakages of fuel oils, general operational spillages and other contaminants from within the Project site and the associated collection of surface water drainage from hard standing areas.

2.10.2 To minimise the potential environmental effects of the Project on the Ground Conditions and surrounding area, the following specific measures are being incorporated into the design:

- An efficient system for the collection of storm and foul water from the site and conveyance to an appropriate receptor.
- Measures to remove background contaminants from surface water drainage prior to discharge and to contain any accidental liquid spillages at the site.

2.10.3 The Project has been designed to avoid significant adverse effects resulting during the operational phase and construction works.

## **2.11 UTILITIES** (Chapter 14)

2.11.1 The connection of the proposed development to the various utility supply network will form an integral part of general construction works and activities. The specific works involved are not expected to give rise to significant effects and it is judged that there will be a negligible impact on nearby residential, ecological and landscape receptors. Using professional judgement, it has been determined that should be no foreseen impacts from the proposed development.

2.11.2 The Service Supply Statement has demonstrated that the current Proposed Development on Site, has the potential to be supplied with normal network service supplies, without prohibitive reinforcements to the existing networks.

2.11.3 However, some localised, non-prohibitive reinforcements may be necessary together with protections or diversions where existing plant is affected by the proposals. This may be confirmed by each respective utility company at the detailed design stage.

2.11.4 Investigations have determined that the potential impacts of the utilities connections to the Site are likely to be negligible to minor adverse in the absence of specific mitigation. Standard good practice mitigation measures will be employed during the development which will ensure that there will be negligible effects arising as a result of the Utilities connections to the Site.

## **2.12 WASTE (Chapter 15)**

2.12.1 The key aim of the waste management plan for England is to set out our work towards a zero waste economy as part of the transition to a sustainable economy. The Proposed Development is currently undeveloped and therefore no waste is generated by the site.

2.12.2 In general terms, the waste strategy for the Proposed Development will be designed to:

- (i) Minimise the production of waste during construction.
- (ii) Segregate, recycle, reuse and dispose appropriately of all construction wastes.
- (iii) Provide facilities within the Proposed Development to encourage the composting, recycling and appropriate disposal of household wastes in accordance with local and national policy.

2.12.3 The potential waste effects of the development proposal relate to both the operation and

construction phases of the development. The effects for the construction phase consist of:

- ***Direct production of excessive waste and potential failure to meet local and national targets for waste reduction and recycling through uncontrolled construction operations.***

2.12.4 A Waste Management Plan (WMP) will be prepared and agreed ahead of construction. The WMP is a practical working document held by contractors and often agreed with the relevant officers of the local authorities (including in particular those with responsibility for environmental health and waste management). The WMP will consolidate the site management and mitigation measures developed in more detail as part of the detailed design and planning stages.

2.12.5 The effects for the operational phase of the development consist of:

- ***Direct production of excessive waste and potential failure to meet local and national targets for waste reduction and recycling through insufficient measures to enable appropriate composting and recycling within the Proposed Development.***

2.12.6 In order to enhance the potential to achieve a recycling rate in line with national guidance and local policy, a range of mitigation measures are proposed to include; the provision of facilities for recycling and composting and, increasing the awareness of recycling opportunities.

2.12.7 The Proposed Development will aim to incorporate measures that provide for the ready recycling of both dry recyclable materials and food and garden waste through kerbside collections by the Council. Opportunities for recycling will include:

***Dry Recyclables:*** Paper, Textiles, Shoes and batteries, Tins and cans, Foil  
(*Fortnightly collections*) (including trays) and Aerosols

- A blue bin is provided for the dry recyclables and extra recycling will be taken if left next to the bin in a box or bag.

***Food and Garden Waste:*** fruit and vegetable peelings, cooked food, uncooked food, meat and fish (including bones), plate scrapings, tea bags and coffee grounds, cat and dog food, grass cuttings, straw, flowers, branches and leaves.

- A food caddy is provided for the food waste generated by a household, which should either be wrapped in newspaper or placed inside a compostable liner/bag.

***Non-Recyclables:*** Any rubbish that can't go in the recycling box or food caddy. The wheeled bin should not contain garden waste, rubble or hazardous waste.

- A green bin is provided for the non-recyclables. Anything that can't be recycled or used which is placed in the black wheeled bin will go to an energy recovery facility in Oxfordshire where it is incinerated.

2.12.8 It is not anticipated that there will be any significant effect arising from waste either generated during the construction or the operational phase of the Proposed Development.

## **2.13 CLIMATE CHANGE (Chapter 16)**

2.13.1 In order to align with wider UK renewable energy and sustainable development policies, Local Planning Authorities have often adopted local planning policies requiring minimum provisions of Code for Sustainable Homes compliance.



- *Direct and indirect excessive use of natural resources leading to shortage of energy, climate change and associated environmental effects.*

2.13.2 It is unavoidable that new homes, offices and the like need energy to be constructed, altered or demolished, in the form of resources brought in and used, and to provide light, heat and power for equipment on site, and as a generator or attractor for traffic.

2.13.3 Energy efficiency practices will be delivered on site through a Construction Environmental Management Plan (CEMP). The following options will be considered in the construction of the dwellings:

- The use of recycled aggregates; the care design of build elements to minimise building related impacts and energy and material usage; a proportion of solid or laminated wood used in the construction; no use of on-site diesel generators, except for short term supplies.

2.13.4 It is proposed to develop buildings that are efficient and sustainable in the way that they use resources and energy, by the integration of higher sustainability performance standards within the design.

2.13.5 The CEMP, to be agreed prior to construction, will set out the measures to manage construction works, including measures in relation to general health and safety for workers, water quality monitoring after extreme weather events and the control of construction traffic as part of a freight and construction vehicle management plan.

2.13.6 The Application Proposals will comply with the mandatory requirements of Part L of the Building Regulations (2013) and could incorporate and optimises the use of passive and active measures to reduce energy use and supply energy efficiently in line with the national energy hierarchy.

2.13.7 The Proposed Development will be designed to avoid significant adverse effects resulting during the operational phase and during construction works.

## **2.14 LIGHTING** (Chapter 17)

2.14.1 The Proposed Development land is currently undeveloped and therefore unlit, resulting in an area that is largely unaffected by light spillage.

2.14.2 Construction impacts are temporary in their nature. However, prior to mitigation the impact magnitude would be medium with a significance impact range between moderate and major adverse. The principal lighting impacts which are often associated with construction sites are as follows:

- Temporary floodlighting; temporary security lighting; lights at height associated with construction structures; lights in the contractor's compound and car parking areas; light spill and glare towards surrounding residential receptors areas and glare from illuminated advertisements.

2.14.3 A detailed lighting design will be prepared for the development by specialist lighting contractors; this is anticipated to be drawn up at later detailed design stages in consultation with the Council. The following potentially significant lighting impacts from the operational phase of the proposed development are listed below:

- Light spill and glare from the installation of street lighting; light spill from windows in the development; fugitive upwards lighting from street lighting; temporary and intermittent glare from the headlamps of vehicle using the site; and potential glare and light spill from security lighting.

2.14.4 A Construction Environmental Management Plan (CEMP) will be prepared and agreed in advance of commencement of the construction activities. The CEMP is likely to identify the location of the safety lighting throughout the construction programme to ensure that the siting of such features considers any potential surrounding sensitive receptors and that any disturbance impact from

lighting is reduced to a minimum.

2.14.5 The future detailed lighting design will be designed to use current best practice and technology, and will be agreed with Council. Additionally, the proposals for the development include a comprehensive landscaping strategy that will further reduce the impacts of any lighting installed by providing screening.

2.14.6 Following the implementation of appropriate mitigation, the proposed development will comply with the relevant policies, legislative requirements and best practice guidance in relation to external lighting and minimising light pollution. The lighting design for the proposed development will provide the minimum amount of lighting necessary to provide a safe and secure environment for users of the site.

## **2.15 HEALTH IMPACTS (Chapter 18)**

2.15.1 Chapter 18 of the ES considered the *likely significant* health impacts of future residents of the Proposed Development and existing residents of the surrounding area. The assessment has been based upon the HUDU Planning for Health – Rapid Health Impact Assessment Tool. The HUDU methodology comprises an initial screening exercise to identify those issues relevant to the proposal.

2.15.2 As the baseline for effects relating health impacts are similar to those included in the social and economic effects Chapter of this ES, the assessment has used the same area of impact (the search area). The search area includes the town of Banbury and the smaller village of Adderbury to the south, and Bodicote to the south west.

2.15.3 The assessment considered the following topic areas:

- housing quality and design;
- access to health care services and other social infrastructure;

- access to open space and nature;
- air quality, noise and neighbourhood amenity;
- accessibility and active travel;
- crime reduction and community safety;
- access to healthy food;
- access to work and training;
- social cohesion and lifetime neighbourhoods;
- minimising the use of resources; and
- climate change.

2.15.4 It is considered that in the creation of a new neighbourhood creates the opportunity to improve the overall health and wellbeing of residents by being able to comprehensively plan for the needs of a community in a positive manner.

2.15.5 The assessment concluded that there would be a moderate beneficial impact during the construction phase in the provision of construction jobs. The potential for dust related health issues from construction works and increase in vehicular traffic will be mitigated by the implementation of a Dust Management Plan. The construction activities of the site will be managed through a Construction Environmental Management Plan.

2.15.6 The delivery of up to 825 dwellings, with 30% being affordable. The development will be designed along the Buildings for Life 12 approach, that seeks development to be attractive functional and sustainable. The delivery of new homes and the Buildings for Life 12 design approach is considered a major benefit of the development.

2.15.7 The increase in population generated by the development will require access to healthcare and other social infrastructure facilities, such as education. The change in the quantum of development from ‘up to 850 dwellings’ to ‘up to 825 dwellings’ will not have a significant impact on these services and facilities. The development will attract developer contributions to provide additional service to

mitigate this additional need. The increasing and improvements of facilities will have a moderate beneficial impact on the local community.

2.15.8 The development will create additional open space for the community to enjoy. The development will attract developer contributions S106 for off-site leisure and recreational facilities. The increasing and improvements of facilities will have a moderate beneficial impact on the local community.

2.15.9 It has been assessed that the impact on the existing air quality will be negligible. The location of the development on the edge of Banbury with easy access to frequent public transport, together with the on-road Sustrans cycle route in close proximity to the site will create the opportunity for residents to reduce their own carbon footprint. The increase in traffic will have a minor adverse impact, the sustainable location of the development, will reduce this to negligible.

2.15.10 The development will include a mix of housing types and tenure creating an inclusive community. The new neighbourhood will be designed to reduce the opportunity and the fear of crime and is considered a moderate benefit of the scheme. The new developments create the opportunity create a social cohesive community and is considered a major benefit of the development.

2.15.11 The development of the site will incur the loss of a greenfield site. The scale of the loss, in terms of food production and open space is considered to have a minor adverse impact on health and wellbeing. The incorporation of Sustainable Urban Drainage system, that can reduce the risk of pollutants contaminating the water quality is considered a moderate benefit of the development.

## **2.16 CUMULATIVE IMPACT (Chapter 19)**

2.16.1 The analysis undertaken under the topic areas where a cumulative impact was identified is potentially giving rise to a significant environmental effect, has established that with mitigation the residual effects are not significant.

2.16.2 The loss of agricultural land on the property of Banbury is inevitable in order to meet the development needs of the District in accordance with the strategy to focus development upon Banbury and Bicester. The agricultural land quality of farmland surrounding Banbury is generally of 'best and most' versatile quality. The Proposed Development involves some loss of best and most versatile land, but overall the loss is not significant

### **3.0 CONCLUSIONS**

3.1 The assessment of potential environmental effects of the Proposed Development identifies a range of both adverse impacts and beneficial effects.

3.2 In each case where adverse environmental effects of the Proposed Development have been identified, measures to avoid or mitigate these effects have been identified and described and will continue to be revised during the application process. These will inform S106 and conditions that may be imposed on the application.

3.3 Overall it is considered that the Proposed Development will have a beneficial effect on the application site and wider locality. The proposal will provide up to 850 new homes, and facilitate access to the safeguarded land for the relocation of Banbury Town Football Club, and brings forward the delivery of development that is provided for within the adopted Cherwell Local Plan 2011-2031 Part 1. Mitigation measures will offset the impact and will be further considered at the reserved matters stage to ensure no harm occurs to the environment as a result of the development.