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1 INTRODUCTION AND SITE DESCRIPTION

1.1.1 This Non-Technical Summary (NTS) presents a summary of the findings of an Environmental Impact Assessment (EIA) that has been undertaken on behalf of Albion Land Two Ltd. (the ‘Applicant’) to accompany a hybrid (part outline, part detailed) planning application (‘the Development’) for the development of Land at Howes Lane (‘the Site’) to provide up to 150 new homes and associated access. The planning application is submitted to Cherwell District Council and is accompanied by an Environmental Statement (ES).

1.1.2 The Site is located approximately 1.8 kilometres (km) west of the centre of Bicester at the junction of Howes Lane (A4095) and Middleton Stoney Road (B4030), as shown in Figure 1. The Site’s planning application boundary extends to 6.97 hectares (ha) and is bound by agricultural land to the north and south, a strip of woodland to the west and Howes Lane to the east with residential housing development beyond, as shown in Figure 2.

Figure 1: Site Location
1.1.3 The majority of the Site is used for agriculture and comprises a single field separated from adjacent farmland by a hedgerow, this area of the Site extends to 6.5 hectares (ha) of the total Site area. Part of Howes Lane and its verges are also within the Site boundary, which comprise 0.47ha of the total Site area.

The Site is currently relatively level, open, and is characterised by the wider agricultural landscape. Farms and associated agricultural buildings are scattered throughout the wider landscape to the north and west.

Early mapping shows that the Site has not previously been developed. Table 1 provides a summary of land uses in vicinity of the Site.

Table 1: Land Uses in Proximity to Site

<table>
<thead>
<tr>
<th>Location</th>
<th>Adjacent/Bordering Site</th>
<th>Within 100m of Site Boundary</th>
<th>Greater than 100m from Site boundary</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Agricultural fields</td>
<td>Agricultural fields</td>
<td>Kings Meadow land</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kings Meadow County Primary School</td>
</tr>
<tr>
<td>East</td>
<td>Howes Lane (A4095)</td>
<td>Greenwood residential estate</td>
<td>Urban fringe of Bicester</td>
</tr>
<tr>
<td>South</td>
<td>Agricultural field</td>
<td>Agricultural field</td>
<td>Middleton Stoney Road (B4030)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Woodland belt</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pastoral land</td>
</tr>
<tr>
<td>West</td>
<td>Agricultural fields</td>
<td>Agricultural fields</td>
<td></td>
</tr>
</tbody>
</table>
1.1.4 The Site is not subject to any heritage or ecological designations, nor are there any such designations in close proximity to the Site. Grade II listed barns are found at Himley Farm located approximately 360m north-west of the Site boundary. Bure Park Local Nature Reserve (LNR) is located approximately 970m north-east of the Site boundary. The closest Site of Special Scientific Interest (SSSI) is the Ardley Cutting and Quarry located 1.8km north west of the Site.

1.1.5 The Site forms an integral part of the North West Bicester Eco-Town (‘the Eco-Town’), as defined by national and local policy1,2.

1.1.6 The majority of agricultural land surrounding the Site is currently consented for development within the ‘Eco-Town boundary’. The future development of the area includes proposals for up to 5,500 new residential units, new office accommodation, new public amenities such as a nursery, schools, community facilities and a new link road, which is proposed to pass through the Site.

1.1.1 The Site has had three recent planning applications, all for a wider site area that included the two fields to the south that extend to Middleton Stony Road. In 2001, an application sought permission for the change of use from agricultural land to provision of sports pitches. This was approved in August 2001 (ref: 01/01689/CDC), but was never implemented.

1.1.2 An application was submitted in 2012 (ref: 12/01153/OUT) (“2012 Outline Application”) for employment-led development on the Site, and plots to the south. However, this was subsequently withdrawn so it could be updated to reflect the newly adopted Masterplan Framework for the Eco-Town.

1.1.3 Subsequently a second application, submitted in 2014 (ref: 14/01675/OUT) (“2014 Outline Application”), sought outline planning permission for a mixed-use scheme comprising employment floorspace and residential development of up to 150 dwellings. The residential component of those proposals was shown on the site in the location to this application. The 2014 Outline Application was accompanied by an ES prepared by Framptons (the ‘2014 ES’). However, the application was refused by CDC’s planning committee in June 2016 on account of the low potential levels of employment generation and concerns about landscape and visual effects. Notwithstanding, the principle of residential development on the part of the Site where it was proposed was acceptable. The refused application is now the subject of a Planning Appeal.

1.1.4 The Eco-Town Masterplan embodied in the North West Bicester Supplementary Planning Documents (SPD) identifies the provision of the ‘A4095 North West Strategic Link Road’ (“Strategic Link Road”) through the Eco-Town. Detailed planning consent is in place for construction of the Strategic Link Road (ref: 14/01968/F), which benefits from a resolution to grant (February 2016), connecting the Middleton...
Stoney Road roundabout to Lords Lane, East of Purslane Drive. Part of the Strategic Link Road passes through the Development Site, forming connections with other key transport infrastructure intended to support the delivery of the Eco-Town.

1.1.5 This ES reports the findings of a systematic assessment of the likely significant effects of the proposed development. It is presented as a document for the purposes of enabling CDC to make an informed decision on the planning application. The ES has been prepared in line with the legal requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended)\textsuperscript{3,4}. The purpose of the ES is to inform decision making by presenting the likely significant effects that the Development may have on the environment and how they will be avoided or reduced.

1.1.6 The EIA has been informed by the production of a number of technical studies which accompany the ES and the planning application. The survey work and studies undertaken have been carried out by a professional team led by Quod. The ES comprises two volumes, in addition to this Non-Technical Summary:

**Volume 1: Main document** – provides the full text of the ES along with figures.

**Volume 2: Appendices** – contains technical surveys, reports and supporting documents to Volume 1.

1.1.7 The ES and planning application can be viewed in entirety at the offices of CDC. Electronic copies of the planning application and ES are available view on the Council’s website. Copies of the ES can also be purchased from Quod. Please email reception@quod.com for further details or contact 020 3597 1000.
2 EIA METHODOLOGY

2.1.1 The purpose of the EIA is to identify how people and the environment could be affected by the Development and to identify certain measures (referred to as ‘mitigation’) that would avoid, minimise or offset any negative effects.

2.1.2 To determine whether the proposed Development required an EIA, a request for a “Screening Opinion” was submitted to CDC. This request was accompanied by an appraisal which concluded that the Development would have no more than local effects, which could managed through the use of standard and well-tested forms of mitigation, and that an EIA was therefore not required.

2.1.1 CDC provided a Screening Opinion in January 2017 which stated that the Development, in isolation, would not require an EIA. However, the Council concluded that due to the potential for “cumulative” effects of the Development with other development proposed in close proximity to the Site, an EIA would be required.

2.1.2 A “Scoping Opinion”, on the issues to be considered in the EIA, was not obtained from CDC due to the application submission timescales. Instead, the scope of the EIA and issues to be included in the ES were agreed informally with the Planning Case Officer at CDC. The EIA scope was informed by the findings of the ES submitted for the 2014 Outline Application. A scoping exercise concluded that the Development is not likely to give rise to significant effects in relation to: Soils and Agricultural Land; Light Pollution; Air Quality; Noise and Vibration; Socio-economics; Waste and Recycling; Flood Risk and Water Resources; Utilities; Archaeology and Built Heritage; Ground Conditions and Contamination; Wind; Daylight, Sunlight and Overshadowing; Planning Policy; and Sustainability. Only Ecology, Transport and Landscape and Visual Effects were considered further in the ES.

2.1.3 The ES considers the likely effect of the Development on its neighbours, local environment, local and regional economy, as well as the wider area. Each topic assessment attaches a level of ‘significance’ to the identified effects, i.e. either major, moderate, minor or negligible. Short and long-term (temporary and permanent), direct and indirect effects have been assessed. The following terminology has been used to express the nature of the effect: adverse, negligible or beneficial.

The EIA Regulations require that “cumulative” effects are considered in the ES. A full description of the cumulative effects of the Development is provided in Section 8 of this NTS.
3 ALTERNATIVES

3.1.1 No alternative sites have been considered by the Applicant for the Development since the Site is allocated for development in CDC’s Local Plan². If the Site were not developed and it were to remain in its current use, there would be a loss of the opportunity to provide new homes in the Eco-Town area. Given the surrounding land has consent for development as part of Eco-Town, the Site would become an isolated field surrounded by development. This is not considered to be a likely outcome given that the Site is allocated for new homes in the Local Plan.

3.1.2 The 2012 Outline Application was for a larger site that includes the two fields to the south of the Site that extend to Middleton Stoney Road. The proposals were purely for an employment-based development. The 2012 Outline Application had five plots, three of which were proposed as warehouse units and two as production areas. The design also included five associated service yards for each plot, car parking, an internal highway network and green infrastructure. It also included a new roundabout junction off Howes Lane which was the main access to the Site.

3.1.3 The 2012 Outline Application was submitted in advance of the adoption of the Eco-Town Masterplan and was subsequently withdrawn so it could be revised in line with the wider development proposals and Strategic Link Road proposals.

3.1.4 The “2014 Outline Application” reflected the wider Eco-Town Masterplan and reduced the number of development plots to four, of which, two were set aside for business use in the south of the Site and two for residential use to the north (Figure 3 shows a Parameter Plan for the 2014 Outline Application). These two residential plots provided up to 150 homes and are replicated within the proposed Development.

3.1.5 The main access was relocated from Howes Lane to Middleton Stoney Road following feedback from consultation on the 2012 Outline Application on the potential for significant noise, light pollution and road safety effects from traffic generated principally by the employment uses. A temporary access road was instead provided off Howes Lane to allow access pending delivery of the Strategic Link Road which would realign the Howes Lane carriageway. The layout of the 2014 Outline Application is presented in Figure 3.
3.1.6 As shown in Figure 3, housing areas in the 2014 Outline Application are arranged either side of a spine road. This scheme, which includes employment use and extends to a wider area than the current application Site, was refused at planning committee in 2016. This refused planning application is currently subject to a planning appeal and is therefore still being pursued by the Applicant. The 2014 Outline Application was accompanied by an ES which set out the environmental effects of these proposals.

3.1.7 The current application is seeking to bring forward only the residential aspects of the 2014 Outline Application. The location and extent of the proposed residential development zones and number of units are largely identical to those of the 2014 Outline Application. However, the Parameter Plans have been refined to provide greater clarity on the vegetation, green infrastructure and access arrangements that would be provided as part of the Development.

3.1.8 There have been no significant alternatives considered to the location of the residential development zones to those presented in the 2014 Outline Application.
4 DESCRIPTION OF THE DEVELOPMENT

4.1.1 The planning application is submitted as a “hybrid”, i.e. part in outline, part in detail. Outline planning permission is sought for up to 150 residential units on two development plots, located either side of the Strategic Link Road. Full (detailed) planning permission is sought for the temporary vehicular access from Howes Lane and ‘Spine Road’ which runs through the Site and will deliver a section of the Strategic Link Road.

4.1.2 The Development will provide up to 150 residential units. Figure 4 presents an illustrative layout which shows one way in which the homes could be delivered. Details of the type of homes, their layout and appearance will be agreed with Cherwell District Council at the next stage of planning approval, i.e. by reserved matters applications.

Figure 4: Illustrative Layout of the Development

4.1.3 The outline planning application is defined by a series of Parameter Plans and Development Specification document. These identify areas for built development, landscaping (or “green infrastructure”), define maximum building heights and retailed drawings are provided for the Spine Road and temporary access.

4.1.4 Areas allocated for landscaping or green infrastructure are located within the south-western part of the Site, with additional areas located within the residential development zones. An illustrative Land Use Masterplan is provided in Figure 5. Wherever possible existing trees and planting has been incorporated into the Development. Existing hedgerows and field boundaries, including along the eastern boundary of
the Site bordering Howes Lane, are to be retained and where possible, enhanced through planting to maintain these important ecological features; except for removal of approximately 3m of hedgerow bordering Howes Lane to allow for the footpath connection and signalised crossing. In addition, approximately 195m of new hedgerows will be provided.

4.1.5 The type of housing could range from apartments, detached, semi-detached and short terrace for both the market housing and affordable housing, with the exact details (including number of bedrooms) being confirmed during future Reserved Matters applications. The buildings will range in roof ridge height from 12m to 16m above existing ground levels, with the taller buildings located along the northern and eastern border of Plot 1, and along the western border of Plot 2.

**Figure 5: Land Use Parameter Plan**

![Parameter Plan 02: Land Use](image)

4.1.6 A temporary access will be provided in the form of a simple T-junction with Howes Lane, connecting to the Spine Road from which the residential development will be accessed. Temporary access is necessary as the northern and southern sections of the Strategic Link Road (which would connect to the proposed...
permanent Spine Road) are expected to be delivered by others later than the housing areas. The temporary access arrangements include a new 3 metre wide public footpath running from Howes Lane and into the existing residential development to the east of Howes lane. A new signalised pedestrian crossing would also be provided across Howes Lane.

4.1.7 The Spine Road will be a delivered as a permanent feature, and will follow the approved route of a section of the Strategic Link Road proposed as part of the Eco-Town. The SLR, once delivered to the north and south (by others), will connect Middleton Stoney Road to Lord’s Lane. The Spine Road will comprise a 7.3m wide carriageway, 4.0 metre wide combined cycleway and footway to the west of the carriageway and separate 2.5m wide cycle way and 2.0m wide footway to the east of the carriageway. 5m wide drainage features will also be provided either side of the new road. Figure 5 shows the permanent location of the Spine Road.

4.1.8 Once the sections of the Strategic Link Road to the north and south of the Site are delivered by others, the Spine Road and pedestrian and cycle infrastructure, will be connected up to form part of the SLR. At this time, the portion of Howes Lanes providing temporary access to the Site will be closed to vehicular traffic (by others) and will be landscaped to form part of the Site’s strategic green infrastructure. The footpath connection will remain, although the signalised crossing will be removed as it will no longer be necessary.

4.1.9 Car and cycle parking will be provided in line with local authority standards and will be dependent on the size of the homes provided.

4.1.10 The Development would include a drainage strategy which would include features such as attenuation ponds and swales to ensure that drainage from the Development does not pollute water courses or lead to flooding.

**Construction**

4.1.11 It is anticipated that the Development would be built over approximately 36-months, with construction expected to commence in 2019 and fully complete in 2022. The Development is expected to be subject to a Construction Environmental Management Plan (CEMP) which will be agreed with Cherwell District Council and will set out measures to minimise environmental effects and disturbance during construction works. A Construction Logistics Plan would also be agreed with Cherwell District Council to minimise disruption from construction traffic.
5 TRANSPORT AND ACCESS

5.1.1 This chapter considers the highway and transport implications of the Development.

5.1.2 The A4095 Howes Lane is a single carriageway road and currently forms the north western boundary of Bicester town. Howes Lane forms the eastern Site boundary and is approximately 6.0 metres wide. It is subject to a speed limit of 50 mph. There are no footways or street lighting provided on Howes Lane at the proposed Site frontage. To the south, Howes Lane links with a four arm roundabout junction with the B4030 Middleton Stoney Road and Vendee Drive at the south eastern corner of the Site boundary. The M40 is located 1.5km to the west.

5.1.3 There are two bus services which run within close proximity to the Site. The nearest and most accessible bus stops to the Site are situated on Wansbeck Drive and Shakespeare Drive in the residential areas to the east of the Site. Bicester benefits from two railway stations in the town; Bicester North and Bicester Village (previously Bicester Town), situated approximately 3.1km and 3.7km from the Site respectively. These stations provide regular services to Birmingham, Banbury, London and Oxford.

5.1.4 A Construction Traffic Management Plan will be required by planning condition to mitigate potential construction traffic impacts. Weight restrictions on roads to the north means that all construction traffic is assumed to leave to the south. Experience of similar developments suggests that construction would only give rise to around 10 additional Heavy Goods Vehicle movements on Howes Lane (south) per day. This represents an increase of only 5% in HGVs on Howes Lane which is not considered to give rise to significant effects to other drivers or pedestrians/cyclists.

5.1.5 Baseline traffic data for the local network has been obtained from a Oxfordshire County Council’s transport model. This model has been used to forecast the likely levels of traffic on the roads in the future year of 2022 and the contribution that the Development would make. This traffic model assumes that other planned development in the area, including the North West Bicester Eco-Town is delivered. An industry standard database has then been used to forecast a suitable trip generation for the proposed Development. Traffic modelling shows that in the future year of 2022, at worst, the Development would give rise to a 5.5% percentage increase in traffic flows on Howes Lane (south of Site access). Modelling shows that the Site access, B4030/Howes Lane roundabout, and Lords Lane/Bucknell Road roundabout will all with the Development in place with modest queuing and minimal delay during the busiest (peak hour) periods. As such, no significant effects are likely on road users.
5.1.6 The Development would give rise to a minor beneficial effect on pedestrians and cycles due to the facilities and opportunities for wider connections to existing and future housing. The existing footway and cycleways are shown in Figure 6.

**Figure 6: Existing footway and cycleways**

5.1.7 There are no cumulative effects as a result of the construction phase of the Development proposals in combination with the cumulative schemes.

5.1.8 The cumulative assessment for the complete Development assessed a future of year 2022 with the development schemes in the vicinity of the Site. The assessment found that the maximum increase in traffic on any single road would be 6%. On this basis, there will be no significant cumulative effects as a result and the residual effect would be negligible.
6 LANDSCAPE AND VISUAL ASSESSMENT

6.1.1 The baseline landscape and visual conditions have been established through a site survey and desk-based research. These conditions include topography, existing vegetation and landscape character areas. The analysis of the baseline conditions establishes the context in which the predicted landscape and visual effects of the Development are assessed.

6.1.2 The Site is classified as having ‘Estate Farmland’ landscape character, with regular, large field patterns and scattered farm buildings.

6.1.3 Due to the local flat topography and the effect of densely planted field boundaries, there is limited intervisibility between the Site and surrounding areas, other than those areas that are in close proximity to the Site boundaries. Key views have been selected at strategic locations around the Site to assess the visual effects of the Development and these have been agreed in advance with the Cherwell District Council.

6.1.4 The Site is allocated for mixed-use development, and both landscape and visual effects are to be anticipated due to the Site’s undeveloped nature. The effect of the existing landscape character due to the proposed Development is considered to range from ‘minor to moderate’ to ‘substantial’ adverse. However, substantial effects to landscape character are limited to the Site area only and reflect its change from arable use character to housing. With mitigation, which would take the form of new native planting including trees and hedgerows, these effects would be generally ‘negligible’ to ‘minor to moderate’ adverse from views from outside the Site.

6.1.5 Six viewpoints were chosen to inform the visual assessment. The predicted level of visual effects for the proposed Development are characteristic of the nature of this type of use. An example of a photomontage for the Development, produced for a viewpoint on Howes Lane to the north of the Site, is provided in Figure 7.

Figure 7: Photomontage of Proposed Development from Howes Lane
6.1.6 Visual effects in the views selected for assessment range from ‘minor to moderate’ to ‘substantial’. The nature of these effects on the visual amenity will generally be adverse but again, ‘substantial’ effects are limited to short range views only. These effects will however, be reduced when the mitigation measures are taken into consideration which include structured landscaping and planting. ‘Moderate to substantial’ effects will occur in close proximity for any form of development proposals brought forward that are typical of the allocation.

6.1.7 With regard to the effect of the Development proposals upon the landscape character of the Site, it is considered that although the significance of the effect will be high in and around the Site, the change associated with the Development can be accommodated without detriment to the character of the wider landscape.

6.1.8 Overall, it is considered that the Development can be integrated without substantial harm to the landscape context. The landscape has some capacity to absorb change due to the presence of existing, extensive areas of suburban development, existing landform and presence of retained hedgerows and vegetation which form defensible boundaries. This is partially countered by the visibility of the Site from existing adjacent properties. However it has been demonstrated that the predicted visual and landscape effects can be reduced through effective mitigation, in the form of landscaping and new hedgerow and tree planting, which is not uncharacteristic of the surrounding landscape.

6.1.9 A cumulative assessment of the landscape and visual effects of the Site has been undertaken due to the nature of the Eco-Town allocation and scale and proximity of future development areas in relation to the Site considered in this report. The cumulative assessment found that effects are no greater than when the Development to Howes Lane is assessed in isolation, and therefore there will be no demonstrable additional adverse cumulative visual effect with the additional cumulative development proposals.
7 ECOLOGY

7.1.1 The ecological interest of the Site has been investigated through a background data search, a suite of habitat and protected species surveys (2001 to the present) and examining other work carried out on adjacent and close by sites.

7.1.2 The evaluation of ecological resources and impact assessment is made with reference to the guidance on ecological impact assessments published by the Chartered Institute of Ecology and Environmental Management.

7.1.3 The data search confirmed that the Site is not covered by any statutory or non-statutory site designations in respect of wildlife and nature conservation. There are two statutory wildlife sites that are located within 2km of the Site, of national and district importance: Ardley Cutting and Quarry SSSI located approximately 1.8km north west of the Site and Bure Park LNR located approximately 1km north east of the Site. There is one non-statutory site approximately 2.7km away of county importance: Bicester Wetland Reserve Local Wildlife Site (LWS).

7.1.4 Habitats present within the Site itself includes arable farmland, hedgerows with standard trees, field margins and ditches. The habitats surrounding the Site include residential development associated with the western fringe of Bicester to the east and arable farmland bounded by hedgerows to the north, south, and west. Habitats are of between negligible and local importance.

7.1.5 Species present include foraging bats, farmland birds, great crested newts (known from the local area to be present in ponds within 300m of the Site), hedgehog, invertebrates and reptiles of between local and district importance.

7.1.6 The design of the Development has been developed within incorporation of ecological considerations and has followed the ‘mitigation hierarchy’ to avoid ecological effects, then to mitigate unavoidable impacts, and, as a last resort, to compensate for unavoidable effects that remain after avoidance and mitigation measures. A Biodiversity Strategy for the Site has also been produced.

7.1.7 All designated sites will be subject to negligible effects from the Development.

7.1.8 Effects to habitats during construction include the loss of arable land, partial loss of field margins and of approximately 3m of one hedgerow, and potential run-off affecting off-site ponds.
7.1.9 Effects to species during construction include loss of habitats for farmland birds, marginal loss of habitats for other species, and lighting impacts on foraging bats. Impacts from the completed Development are lighting effects on bats, and predation from pets and disturbance to habitat.

7.1.10 A Construction Environment Management Plan will be provided, secured by planning condition, that will include measures for habitat protection and enhancement necessary during the construction and completed development phases, respectively.

7.1.11 The Development includes a large area of green space that will allow some habitats to be retained and enhanced. The green space also includes habitat creation to offset the loss of field margins and hedgerows, act as a protective "buffer zone" to boundary and off-site habitats (such as ponds), and provides replacement and increased habitat for species to minimise recreational effects.

7.1.12 With mitigation in place, effects on habitats are between ‘neutral’ and ‘non-significant beneficial’ at a site level. Residual effects on species are between neutral and minor beneficial at a local level.

7.1.13 Cumulative effects with other schemes in the area are harder to judge at this stage, given that many are submitted in outline form and as such lack detail of the development to be delivered. Farmland birds have been considered and measures proposed in the Strategic Environmental Report for NW Bicester Eco-Town, to offset impacts, which the Development can contribute to. However, there is the potential for an overall benefit for ecology to be delivered if the commitments that have been put forward are achieved.

7.1.14 Overall, the proposed Development will off-set effects to habitats and species, and provide ecological enhancements over the current situation.
8 CUMULATIVE EFFECTS

8.1.1 The EIA Regulations require consideration of cumulative effects which include:

- Potential effects from interactions of individual effects (‘in-combination’ effects) during the construction and operations phase of the Development; and
- Effects which could arise from other schemes planned in the local area.

8.1.2 Following assessment, it is not considered that there is the potential for in-combination effects on the identified receptors during the construction phase or once the Development is complete and occupied.

8.1.3 The assessment has also examined the potential for effects to arise from overlapping construction periods with other schemes in the area. The relationship of these to the Site is illustrated in Figure 6. Along with the Development, all considered cumulative schemes have committed to implement CEMPs or similar type measures which will manage and minimise construction effects where possible. It is therefore assumed that both the Site and the cumulative schemes would adhere to good practice site management and standard mitigation measures would be in place to reduce effects during construction works. The cumulative assessment concluded that no significant cumulative effects would arise during the construction period of the Development in combination with other schemes.
8.1.4 Overall, the cumulative schemes along with the Development, would deliver new housing and new transport infrastructure meeting local and regional government targets set for the area. Together, these would have a combined permanent beneficial effect at a local and district level in terms of socio-economic receptors, however due to the relative scale of the Development it is not considered to contribute a proportion that would result in significant cumulative socio-economic effects. Any effects not mitigated through on-site physical provision will be delivered through appropriate financial contributions to the Local Planning Authority.

8.1.5 The cumulative assessment did not identify any significant adverse effects which would rise from the development in combination with other cumulative schemes. This is largely due to the relatively small scale of the Development compared to that of the wider development of the area.
REFERENCES


5 Oxfordshire Wildlife & Landscape Study (OWLS) URL: http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home/Oxfordshire+Landscape+Types/