

# Strategic Environmental Assessment (SEA) for the Mid Cherwell Neighbourhood Plan

## **Environmental Report**

April 2025

## Quality information

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# Non-Technical Summary

## Introduction

AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging Mid Cherwell Neighbourhood Plan (hereafter referred to as 'the MCNP'). The MCNP is being prepared under the Neighbourhood Planning Regulations 2012 and in the context of Cherwell District Council's planning framework. Once 'made', the MCNP will have material weight when deciding on planning applications in the neighbourhood area, as part of the Cherwell local development framework.

SEA is a required process for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating potential negative effects and maximising potential positive effects.<sup>1</sup>

## Structure of the Environmental Report / this Non-Technical Summary

SEA reporting essentially involves answering the following questions in turn:

1. What has plan-making / SEA involved up to this point? — including in relation to 'reasonable alternatives'.
2. What are the SEA findings at this stage? — i.e., in relation to the draft plan.
3. What happens next?

Each of these questions is answered in turn within a discrete 'part' of the Environmental Report and summarised within this Non-Technical Summary. However, firstly there is a need to set the scene further by answering the questions 'What is the Plan seeking to achieve?' and 'What's the scope of the SEA?'

## What is the Plan seeking to achieve?

The following vision for the plan was identified at early stages of plan development:

"In 2042 the Mid-Cherwell Neighbourhood's 11 parishes will still have vibrant individual villages connected by unspoiled countryside, and its communities will have successfully adapted to the challenges and opportunities of change whilst maintaining their essentially rural character. Affordable housing will have been sensitively added, heritage and conservation respected, and road traffic mitigated. Public transport will have been improved and will be well-used, and digital connectivity enhanced; local amenities will better provide for the needs of our communities. The natural environment will have been protected, enhanced and cared for, biodiversity increased, and carbon reduction measures.".

To support this vision, 13 objectives have been identified under six themes which are detailed in the main body of the report.

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<sup>1</sup> Regulation 15 of the Neighbourhood Planning Regulations (2012, as amended) requires that each Neighbourhood Plan is submitted to the Local Authority alongside either: A) an Environmental Report, or B) a statement of reasons why SEA is not required, prepared following a 'screening' process. The MCNP was informally 'screened in' by Cherwell District Council as requiring SEA in 2023.

## What is the scope of the SEA?

The scope of the SEA is reflected in a list of SEA topics and objectives that together comprise a framework to guide the appraisal. The SEA framework for the MCNP is provided in the table below.

### SEA framework

SEA theme	SEA objective
Air quality	Support objectives to improve air quality within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.
Biodiversity	Protect and enhance biodiversity and geodiversity.
Climate change and flood risk	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change.
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the neighbourhood area.
Land, soil, and water resources	Ensure the efficient and effective use of land, and protect and enhance water quality, using water resources in a sustainable manner.
Landscape	Protect and enhance the character and quality of the immediate and surrounding landscape.
Transportation	Promote sustainable transport use and active travel opportunities and reduce the need to travel.

## Plan-making / SEA up to this point

An important element of the SEA process involves assessing 'reasonable alternatives' in time to inform development of the proposals and then publishing information on reasonable alternatives for consultation alongside the proposals.

As such, **Part 1** of the Environmental Report explains how work was undertaken to develop and assess a 'reasonable' range of alternative approaches to the allocation of land for housing, including alternative sites.

Specifically, **Part 1** of the report:

1. Links an assessment of 62 sites in the neighbourhood area against the SEA framework (detailed in full in **Appendix B**).
2. Provides an assessment of high-level growth options for the MCNP
3. Explains reasons for establishing the preferred option, in light of the assessment.

## Establishing reasonable alternatives

### Site options

The Mid Cherwell Neighbourhood Forum have sought to assess all sites that have been identified as potential locations for allocations through the plan-making process. This process (which is separate to the SEA process) has not considered in detail small-scale sites capable of delivering less than five homes and / or sites for which no viable site access could be identified. The site assessment process instead assumes that small-scale sites of fewer than five homes can still be brought forward through normal planning controls and effectively form 'windfall' development. Further sifting of sites through the assessment process has removed all sites that are not available for development over the plan period.<sup>2</sup> All remaining sites have then been subject to assessment by the Mid Cherwell Neighbourhood Forum according to the developed criteria.

To support the group in this process, all sites subject to site assessment (following initial sifting) have also been subject to SEA with detailed findings provided in **Appendix B**. A total of 62 sites have been identified across the neighbourhood area. Through this approach, it is intended that the SEA will inform decision-making around the progression or non-progression of sites.

### Establishing alternatives

The Cherwell Local Plan Review 2042 sets a housing target of **100 homes** for Mid Cherwell. The MCNP will therefore need to allocate site(s) to meet this housing target.

The SEA has sought to assess each individual site option emerging and inform the site selection process. However, it should be noted that broader choices can still be identified, namely at the settlement scale, and additional options are presented to assist in plan development in this respect.

It is noted that sites have only been identified within nine of the eleven settlement areas (no sites were identified in Duns Tew or North Aston). These are set out below, and organised by their position in the settlement hierarchy:

- Steeple Aston (Category A Village).
- Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, and Upper Heyford (Category B Villages); and
- Ardley with Fewcott, Fritwell, and Somerton (Category C Villages).

In light of the above, the following three options are identified for the purposes of SEA:

- **Option 1 – focused growth:** Allocate sites in Category A Villages only (Steeple Aston).
- **Option 2 – dispersed growth:** Allocate sites in Category A (Steeple Aston) and B Villages (Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, and/or Upper Heyford) only.

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<sup>2</sup> Where the Mid Cherwell Neighbourhood Forum were uncertain about the availability status as referenced within the HELAA, they contacted landowners directly to enquire into this and those sites not available were discounted.

- **Option 3 – wider dispersal:** Allocate sites in Category A (Steeple Aston), B (Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, and/or Upper Heyford), and C (Ardley with Fewcott, Fritwell, and/or Somerton) villages.

These options recognise the expectation that development will occur at Steeple Aston. This is because it is the only Category A Village in the neighbourhood area, as proposed in the emerging Cherwell Local Plan Review 2042, and as such it offers the greatest variety of sustainable transport and services and facilities than the other settlements in the neighbourhood area. The options also recognised that, ideally, growth should be directed to Category B Villages to meet any outstanding housing need prior to delivering growth in Category C Villages, which contain only a limited number of services and facilities, with poor / irregular access to public transport. However, it is noted that there are more sites available in Category C Villages than Category B Villages.

## Assessment method and outcomes

The three options identified are subject to high-level assessment. For each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability themes and objectives identified through scoping (see Table 3.1) as a methodological framework. Where appropriate neutral effects, or uncertainty will also be noted.

Within each row of **the summary table below** (i.e., for each of the topics that comprise the SEA framework) the columns to the right-hand side seek to both **rank** the alternatives in order of performance and **categorise** the performance of each option in terms of their potential for significant effects on the baseline

Every effort is made to predict effects accurately, however, where there is a need to rely on assumptions to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text. Where it is not possible to predict likely significant effects based on reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in term of 'significant effects'. **Numbers** are used to highlight the option or options that are preferred from an SEA perspective with 1 performing the best. Also, '=' is used to denote instances where the alternatives perform on a par.

### Summary table of assessment findings

Summary findings	Option 1 – focused growth	Option 2 – dispersed growth	Option 3 – wider dispersal
Air quality	Significant effect?	No	No
	Rank	1	2
Biodiversity and geodiversity	Significant effect?	No	No
	Rank	1	2
			3

Summary findings		Option 1 – focused growth	Option 2 – dispersed growth	Option 3 – wider dispersal
Climate change and flood risk	Significant effect?	No	No	No
	Rank	1	2	3
Community wellbeing	Significant effect?	Yes – positive	Yes – positive	Yes – positive
	Rank	1	2	3
Historic environment	Significant effect?	Yes – negative	Yes – negative	Yes – negative
	Rank	1	2	3
Land, soil and water resources	Significant effect?	No	No	No
	Rank	1	2	3
Landscape	Significant effect?	No	No	No
	Rank	1	2	3
Transportation and movement	Significant effect?	No	No	No
	Rank	1	2	3

## Developing the preferred approach

The Mid Cherwell Neighbourhood Forum's preferred approach is **Option C – wider dispersal** (Allocate sites in Category A, B and C villages). The group have provided the following statement in relation to this:

"This is principally because out of all of the sites assessed by Cherwell's Housing and Economic Land Availability Assessment (HELAA) as suitable for development in the neighbourhood area, which could potentially provide 176 homes, none are in the Category A Village (Steeple Aston) and only one site is in a Category B Village (Middleton Stoney), as defined by the Local Plan 2042. The great majority are in Category C Villages, where significant housing development is not encouraged by Cherwell District Council's own policies.

The Forum therefore concluded that all the sites assessed in the SEA, regardless of the village categorisation, should be reviewed to provide up-to-date information on both availability and suitability. Out of this emerged the information that the Category B Village site considered available in the HELAA was not in fact available, whilst another site in a different Category B Village (Upper Heyford) stated in the HELAA not to be available, was in fact available. As regards Category C Villages, a part of

one of the sites in Ardley with Fewcott that was thought to be suitable in the HELAA, was also thought by the Forum to meet its criteria for site allocation. More detail on the sites in each village is provided in Appendix 6 of the draft MCNP.

The Mid Cherwell Neighbourhood Forum has also considered the SEA evaluation of environmental impact of development of each of the sites assessed. This has helped to inform the following outcome, as follows:

### **Category A:**

Steeple Aston has two sites (and a reserve site) allocated for housing. These sites were generated from a detailed site search and assessment process carried out in 2023 by a local MCNP team, as detailed in the Annex to Appendix 6. The sites aim to provide a total of approximately 30 new dwellings.

### **Category B:**

Kirtlington has one site (and a reserve site) allocated for housing. Both sites were also generated by a detailed search and assessment process carried out in 2023 by a local MCNP team, as also detailed in the Annex to Appendix 6. The allocation aims to provide approximately 12 new dwellings.

Upper Heyford has one site allocated for housing, which aims to provide approximately 10 new dwellings.

Lower Heyford, Middleton Stoney and Middle Aston have no sites that are both available and suitable.

### **Category C:**

Ardley with Fewcott has one site allocated for housing, which aims to provide approximately 8 new dwellings.

Duns Tew, Fritwell, North Aston and Somerton have no sites that are both available and suitable.

As a result, the total of 60 new dwellings in the Plan period is considered to be a sustainable and reasonable response to Cherwell Council's request for the MCNP to allocate 100 new dwellings.

Notably, a reserve site has been allocated in both Steeple Aston and Kirtlington due to uncertainty about whether the primary site(s) in these villages will be viable. In short, the reserve sites are seen as a means of achieving the desired number of dwellings in the event that a primary site becomes unavailable."

## **Assessment findings at this stage**

**Part 2** of the Environmental Report presents an assessment of the MCNP as a whole. Assessment findings are presented as a series of narratives under the 'SEA framework' topic headings. The following overall conclusions are reached:

## **Conclusions**

Overall, the MCNP is considered likely to lead to **significant positive effects** against community wellbeing objectives. This is through the delivery of housing in sustainable locations to meet local needs, including in relation to housing type and tenure; as well as considering the needs of specialist groups. The policy framework

also supports improved accessibility where possible, capitalising upon the green infrastructure network, while also seeking to address gaps in local service provision, and improve access to employment.

**Neutral effects** are predicted in relation to air quality. Whilst it is acknowledged that the site allocations may increase road users, the anticipated increase is unlikely to be significant across the wider Mid Cherwell neighbourhood area and is unlikely to significantly impact upon the nearby AQMAs. Furthermore, the MCNP policies seek to support active travel uptake and prioritise development in accessible locations.

**Neutral effects** are also considered most likely in relation to transport and movement. This reflects the policy provisions of the site allocation policies and the wider policies, which seek to provide a good level of access to the sites and encourage sustainable and active transport opportunities where feasible. This also reflects that more strategic highways / transport issues are beyond of the scope of the MCNP.

**Neutral effects** are further considered likely for the landscape in the neighbourhood area under the MCNP. This is due to the policy framework placing great focus on the landscape – including through conserving settlement identity and mitigating potential adverse impacts on landscape character and quality.

**Minor negative effects** are considered likely for biodiversity. Whilst the draft MCNP performs positively in terms of supporting and strengthening the local green infrastructure network and providing specific provisions for biodiversity through the site allocation policies, it is anticipated that some loss and / or disruption to BAP priority habitats will occur through development.

**Minor negative effects** are also considered most likely for climate change and flood risk. This is largely dependent on the flood risk on the sites allocated in Ardley and Kirtlington, and the associated site allocation policies not making provisions to reduce this risk. It is acknowledged that the plan works well to deliver growth in areas within close proximity to existing services or in proximity to active and sustainable transport modes, to help reduce emissions linked to transportation in the neighbourhood area.

**Minor negative effects** are also anticipated for land, soil and water resources. Whilst it is acknowledged that the potential loss of productive, agricultural quality land through the site allocations is not significant, it is noted that the wider plan policies work well to mitigate against soil erosion and the loss of productive soils. However, there is currently no consideration for important mineral resources which could underly a number of the allocated sites (though it is acknowledged that these sites are allocated within or adjacent to settlement boundaries and are likely to have a lower likelihood of being underlain by important resources).

**Moderate to significant negative effects** are concluded as most likely for the historic environment at this stage. This is largely due to the allocation of sites within a Registered Park and Garden and within or adjacent to conservation areas across Mid Cherwell. However, it is noted that the site allocation policies do make provisions for the historic environment by ensuring that the conservation areas are respected through the design of development schemes.

## Recommendations

The following recommendations have been made through the appraisal of the draft MCNP:

- It is recommended that Policies MC2, MC3 and MC4 are revisited and updated to include stipulations relating to flood risk, given these sites are at varying risk of surface water flooding. This is likely to help ensure development design schemes take into consideration the risk of flooding on these sites and embed mitigation and adaptation techniques into the design of the scheme taken forward. This could help reduce the risk of development causing flooding elsewhere in the settlements of Ardley and Kirtlington.
- It is further recommended that Policy MC2 is revisited and updated to include a specific historic environment stipulation in relation to the Ardley Conservation Area, which is located adjacent to the site to the west. This will help bring the policy more in line with the other site allocation policies which are within or adjacent to conservation areas across the neighbourhood area and could help reduce the potential impact to the setting and significance of the designated area.
- Additionally, a historic environment focussed policy underpinned by local evidence, could further protect and enhance locally valued elements of the Conservation Areas, the condition of designated and non-designated historic buildings, the neighbourhood's character, and its archaeological potential.
- Additionally, it is recommended that Policies MC2, MC5, MC6 and MC7 are revisited to include stipulations regarding the potential mineral resources that could underly the sites. This could include the appropriate investigation of the sites to ascertain whether they hold important resources and ensuring that materials are recovered – to avoid their sterilisation and loss. The need to consult with Oxfordshire County Council (OCC) as the local minerals authority could also be included in these policies.
- Policy MC16 is commended for setting a requirement for development applications to contribute to the creation of traffic calming schemes in villages most affected by the proposals. Another way for the MCNP to address transport emissions could be to target local improvements that will support a modal shift towards electric and alternative fuel vehicles. This could include through setting requirements for the delivery of necessary infrastructure.
- Support could also be set out through the MCNP for community renewable energy schemes, increasing renewable electricity and heat generation, as well as supporting low carbon building design and construction. This could help meet local and national targets for renewable energy generation and carbon emission reductions in the longer term.

## Next steps

Following Regulation 14 consultation and consideration of responses, the MCNP and SEA Environmental Report will be finalised for submission.

Following submission, the Plan and supporting evidence will be published for further consultation and then subjected to Independent Examination. At Independent Examination, the MCNP will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Local Plan.

If the examination leads to a favourable outcome, the MCNP will then be subject to a referendum, organised by Cherwell District Council. If more than 50% of those who vote agree with the MCNP, then it will be 'made'. Once 'made', the MCNP will become part of the Development Plan for Cherwell, covering the defined neighbourhood area.

# 1. Introduction

## Background

- 1.1 AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging review of the Mid Cherwell Neighbourhood Plan (hereafter referred to as 'the MCNP'), which was originally made in 2019. The MCNP is being prepared under the Neighbourhood Planning Regulations 2012 and in the context of the local planning framework of Cherwell District Council (CDC). Once 'made', the MCNP will have material weight when deciding on planning applications in the neighbourhood area, as part of the Cherwell local development framework.
- 1.2 SEA is a required process for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating potential negative effects and maximising potential positive effects.<sup>3</sup>

## SEA explained

- 1.3 It is a requirement that the SEA process is undertaken in-line with the Environmental Assessment of Plans and Programmes Regulations 2004. The Regulations stipulate that a report (known as the Environmental Report) must be published for consultation alongside the draft plan that "*identifies, describes, and evaluates*" the likely significant effects of implementing "*the plan, and reasonable alternatives*".<sup>4</sup> The report must then be considered when finalising the plan.
- 1.4 More specifically, the report can be structured to address requirements by answering the following three questions:
  - 1) What has plan-making / SEA involved up to this point?
    - including in relation to 'reasonable alternatives'.
  - 2) What are the SEA findings at this stage?
    - i.e., in relation to the current draft plan.
  - 3) What happens next?

## This Environmental Report

- 1.5 This report is the Environmental Report for the MCNP. It is published alongside the 'pre-submission' version of the Plan, under Regulation 14 of the Neighbourhood Planning Regulations (2012, as amended). The report answers the three questions outlined above in turn, as discrete 'parts' of the report. However, before answering these questions, two further introductory sections are presented to further set the scene (**Chapters 2 and 3**).

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<sup>3</sup> Regulation 15 of the Neighbourhood Planning Regulations (2012, as amended) requires that each Neighbourhood Plan is submitted to the Local Authority alongside either: A) an Environmental Report, or B) a statement of reasons why SEA is not required, prepared following a 'screening' process. The MCNP was informally 'screened in' by Cherwell District Council as requiring SEA in 2023.

<sup>4</sup> Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004.

## 2. What is the plan seeking to achieve?

### Introduction

2.1 This section is an introductory chapter to consider the context provided by both CDC's local development framework, and the vision and objectives of the MCNP. The designated neighbourhood area lies within Cherwell, to the north of Oxford and west of Bicester. It comprises eleven parishes: Ardley with Fewcott, Duns Tew, Fritwell, Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, North Aston, Somerton, Steeple Aston, and Upper Heyford.

### Local development framework for Cherwell

#### Adopted Local Plan

2.2 The strategic policy context is set by the Adopted Cherwell Local Plan 2011-2031 (Part 1) (2015). This plan recognises the villages of Fritwell, Kirtlington and Steeple Aston as 'service villages', and Lower Heyford and Middle Aston are categorised as 'satellite villages'. These settlement types are suitable for minor development, infilling and conversions. The remaining villages in the neighbourhood area are suitable for infilling and conversion development.

#### New Local Plan

2.3 CDC are in the process of developing a new Local Plan, the Cherwell Local Plan Review 2042 which, once adopted, will replace the current Adopted Cherwell Local Plan 2011-2031 (Part 1). The Cherwell Local Plan Review 2042 has recently completed Regulation 19 consultation – undertaken between 19<sup>th</sup> December 2024 and 25<sup>th</sup> February 2025.<sup>5</sup>

2.4 This version of the new Local Plan identifies new settlement hierarchy categories under Policy SP 1 (Settlement Hierarchy). Steeple Aston is identified as a 'Category A Village', which are larger villages outside the Green Belt that have essential local services and facilities and often serve nearby smaller villages; they have regular public transport to main towns or local services. In these villages, there is an expectation that most development will consist of infill development, minor development within the built-up limits of the settlement, and conversions. Development beyond the built-up limits of settlements will only be permitted where it is in accordance with policies RUR 2 to RUR 5.

2.5 Kirtlington, Upper Heyford, Middleton Stoney, Middle Aston, and Lower Heyford are identified as 'Category B Villages' under Policy SP 1, which are defined as settlements that are geographically close to, or have good transport links to, villages and towns with a good range of services and facilities. In Category B Villages, development is anticipated to consist of infill development, minor development within the built-up limits of the settlement, conversions, and development beyond the built-up limits on small sites (smaller than one hectare), and development in accordance with policies RUR 2 to RUR 5.

<sup>5</sup> Cherwell District Council (2025): [Cherwell Local Plan Review 2042](#)

- 2.6 Ardley with Fewcott, Duns Tew, Fritwell, North Aston, and Somerton are identified as 'Category C Villages' under Policy SP 1. These are generally smaller villages containing only a limited number of services and facilities, with poor / irregular access to public transport. Development at these settlements should consist of infill development, minor development within the built-up limits of the settlements, conversions, and development in accordance with policies RUR 2 to RUR 5.
- 2.7 In this current version of the Cherwell Local Plan Review 2042, policy RUR 1 (Rural Areas Housing Strategy) sets out that the Mid Cherwell neighbourhood area has a housing target of **100 homes**.

## **Vision and objectives of the MCNP**

- 2.8 The following vision has been established in the development of the MCNP review:

"In 2042 the Mid-Cherwell Neighbourhood's 11 parishes will still have vibrant individual villages connected by unspoiled countryside, and its communities will have successfully adapted to the challenges and opportunities of change whilst maintaining their essentially rural character. Affordable housing will have been sensitively added, heritage and conservation respected, and road traffic mitigated. Public transport will have been improved and will be well-used, and digital connectivity enhanced; local amenities will better provide for the needs of our communities. The natural environment will have been protected, enhanced and cared for, biodiversity increased, and carbon reduction measures.".
- 2.9 To support this vision, the following 13 objectives have been identified under six themes:

### **Traffic and transport**

- To work with OCC, Thames Valley Police and other bodies to develop strategies to protect against rising traffic volumes and the impact of increased development on the capacity of the rural road network serving the neighbourhood. This includes concerns about speeding, safety, and the impact of heavy goods vehicles.
- To secure the future of bus services linking the neighbourhood's villages with each other and with local towns; to influence train operators to improve currently inadequate services.

### **Development**

- To strongly encourage the use of brownfield sites.
- To resist the loss over time of the all-important countryside between villages, and to avoid the Mid-Cherwell area eventually becoming a suburb of Bicester.
- To reinforce the sense of rurality that defines the neighbourhood, to protect against creeping urbanisation, and to maintain the character of the villages and the protection offered by their Conservation Areas.
- To identify how much, if any, new development might be successfully located in or around the villages; to specify where any such development

should occur, what form it should take, and to ensure that any new development enhances our communities.

## **Amenities**

- To identify and secure supporting facilities that can be improved or provided in the area, accessible to the wider Mid-Cherwell community. These should include additional leisure, recreation and sports facilities, as well as improved access to GP services and new cemetery provision.

## **Housing**

- To identify potential housing allocation sites and ensure that requirements identify the mix of the proposed homes, the density of development sites, the form of development and the quality of design.
- To ensure that affordable housing is provided within any local developments that meets the needs in particular of the local community, especially young people and older residents.

## **Technical infrastructure**

- To raise concerns about technical infrastructure with the various service providers.

## **Environment**

- To protect, enhance and care for the natural environment, and increase biodiversity while implementing carbon reduction measures.
- We support the Intergovernmental Panel on Climate Change (IPCC) and the UK Government's commitment to net zero greenhouse gas emissions, the 25-Year Environment Plan and the Environment Act of 2021, aimed at halting biodiversity decline and delivering biodiversity net gains.
- Our natural habitat and biodiversity have been eroded through human activity, agriculture, commercial development, pollution and climate change. We recognise the need to act on the causes and impact of climate change and biodiversity loss. Addressing the climate, ecological emergencies and protecting our natural environment, are considered strategic priorities for planning all development. As well as preventing biodiversity decline, our intention to protect wildlife and their habitats, will also enable residents to continue to appreciate the rural nature of our countryside.

# 3. What is the scope of the SEA?

## Introduction

- 3.1 The aim here is to introduce the reader to the scope of the SEA, i.e., the sustainability topics and objectives that should be a focus of the assessment of the draft MCNP and reasonable alternatives.
- 3.2 The SEA Scoping Report (April 2023)<sup>6</sup> sets out the policy context and baseline information that has informed the development of key issues and the identification of appropriate sustainability objectives. The report will also be available to view at Regulation 14 consultation as part of the evidence base for the MCNP.

## Consultation

- 3.3 The SEA Regulations require that “*when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies*”. In England, the consultation bodies are the Environment Agency, Historic England, and Natural England.<sup>7</sup>
- 3.4 As such, these authorities were consulted between 18<sup>th</sup> April and 24<sup>th</sup> May 2023. Responses were received from Historic England and Natural England, but neither authority had specific comments to make and supported the suggested approach. No response was received from the Environment Agency.

## The SEA framework

- 3.5 The SEA framework presents a list of SEA topics and objectives that together comprise a framework to guide the appraisal. The MCNP SEA framework is presented in **Table 3.1** below.

**Table 3.1: MCNP SEA framework**

<b>SEA theme</b>	<b>SEA objective</b>
Air quality	Support objectives to improve air quality within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.
Biodiversity	Protect and enhance biodiversity and geodiversity.
Climate change and flood risk	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change.
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility,

<sup>6</sup> AECOM (2023): [SEA for the Mid Cherwell Neighbourhood Plan SEA Scoping Report](#)

<sup>7</sup> These consultation bodies were selected “*by reason of their specific environmental responsibility, [they] are likely to be concerned by the environmental effects of implementing plans and programmes*” (SEA Directive, Article 6(3))

<b>SEA theme</b>	<b>SEA objective</b>
	anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the neighbourhood area.
Land, soil, and water resources	Ensure the efficient and effective use of land, and protect and enhance water quality, using water resources in a sustainable manner.
Landscape	Protect and enhance the character and quality of the immediate and surrounding landscape.
Transportation	Promote sustainable transport use and active travel opportunities and reduce the need to travel.

# **Part 1: What has plan-making/ SEA involved to this point?**

## 4. Introduction (to Part 1)

### Overview

- 4.1 Whilst work on the MCNP has been underway for some time, the aim here is not to provide a comprehensive explanation of all the work carried out to date, but rather to explain work undertaken to develop and appraise reasonable alternatives at this stage.
- 4.2 More specifically, this part of the report presents information on the consideration given to reasonable alternative approaches to addressing a particular issue that is of central importance to the Plan, namely the allocation of land for housing, or alternative sites.

### Why focus on development sites?

- 4.3 The decision was taken to develop and assess reasonable alternatives in relation to the matter of allocating land for housing, given the following considerations:
  - MCNP vision and objectives, particularly the housing objective to ensure an adequate supply of housing to meeting the needs of the neighbourhood area.
  - Housing growth is known to be a matter of key interest amongst residents and other stakeholders: and
  - The delivery of new homes is most likely to have a significant effect compared to the other proposals within the Plan. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.
- 4.4 Wider thematic policy is explored in **Part 2** (What are the SEA findings at this stage) of the Environmental Report.

### Structure of this part of the report

- 4.5 This part of the report is structured as follows:
  - **Chapter 5** - explains the process of establishing reasonable alternatives.
  - **Chapter 6** - presents the outcomes of appraising reasonable alternatives; and
  - **Chapter 7** - explains reasons for selecting the preferred option, considering the appraisal.

# 5. Establishing reasonable alternatives

## Introduction

- 5.1 The aim here is to explain the process that led to the establishment of alternative sites and thereby present “an outline of the reasons for selecting the alternatives dealt with”.<sup>8</sup>
- 5.2 Specifically, there is a need to explain the strategic parameters that have a bearing on the establishment of options (in relation to the level and distribution of growth) and the work that has been undertaken to date to examine site options (i.e., sites potentially in contention for allocation in the MCNP). These parameters are then drawn together in order to arrive at ‘reasonable alternatives’.

## Strategic parameters

### Adopted Local Plan

- 5.3 As noted in **Chapter 2**, the strategic policy context is set by the Adopted Cherwell Local Plan 2011-2031 (Part 1) (2015). This plan recognises the villages of Fritwell, Kirtlington and Steeple Aston as ‘service villages’, and Lower Heyford and Middle Aston are categorised as ‘satellite villages’. These settlement types are suitable for minor development, infilling and conversions. The remaining villages in the neighbourhood area are suitable for infilling and conversion development.

### New Local Plan

- 5.4 CDC are in the process of developing a new Local Plan, the Cherwell Local Plan Review 2042 which, once adopted, will replace the current Adopted Cherwell Local Plan 2011-2031 (Part 1). The Cherwell Local Plan Review 2042 has recently completed Regulation 19 consultation – undertaken between 19<sup>th</sup> December 2024 and 25<sup>th</sup> February 2025.<sup>9</sup>
- 5.5 The Regulation 19 version of the new Local Plan identifies new settlement hierarchy categories under Policy SP 1 (Settlement Hierarchy). Steeple Aston is identified as a ‘Category A Village’, which are larger villages outside the Green Belt that have essential local services and facilities and often serve nearby smaller villages; they have regular public transport to main towns or local services. In these villages, there is an expectation that most development will consist of infill development, minor development within the built-up limits of the settlement, and conversions. Development beyond the built-up limits of settlements will only be permitted where it is in accordance with policies RUR 2 to RUR 5.
- 5.6 Kirtlington, Upper Heyford, Middleton Stoney, Middle Aston, and Lower Heyford are identified as ‘Category B Villages’ under Policy SP 1, which are defined as settlements that are geographically close to, or have good transport links to, villages and towns with a good range of services and facilities. In Category B

<sup>8</sup> Schedule 2(8) of the SEA Regulations

<sup>9</sup> Cherwell District Council (2025): [Cherwell Local Plan Review 2042](#)

Villages, development is anticipated to consist of infill development, minor development within the built-up limits of the settlement, conversions, and development beyond the built-up limits on small sites (smaller than one hectare), and development in accordance with policies RUR 2 to RUR 5.

- 5.7 Ardley with Fewcott, Duns Tew, Fritwell, North Aston, and Somerton are identified as 'Category C Villages' under Policy SP 1. These are generally smaller villages containing only a limited number of services and facilities, with poor / irregular access to public transport. Development at these settlements should consist of infill development, minor development within the built-up limits of the settlements, conversions, and development in accordance with policies RUR 2 to RUR 5.
- 5.8 In the Regulation 19 version of the Cherwell Local Plan Review 2042, policy RUR 1 (Rural Areas Housing Strategy) sets out that the Mid Cherwell neighbourhood area has a housing target of **100 homes**.

## Site options

- 5.9 The Mid Cherwell Neighbourhood Forum have sought to assess all sites that have been identified as potential locations for allocations through the plan-making process. This includes sites from CDC's Housing and Economic Land Availability Assessment (HELAA) (2024).<sup>10</sup> This process (which is separate to the SEA process) has not considered in detail small-scale sites capable of delivering fewer than five homes and/or sites for which no viable site access could be identified. The site assessment process instead assumes that small-scale sites of fewer than five homes can be brought forward through normal planning controls and effectively form 'windfall' development. Further sifting of sites through the assessment process has removed all sites that are not available for development over the plan period.<sup>11</sup> All remaining sites have then been assessed consistently by the Mid Cherwell Neighbourhood Forum according to the developed criteria.
- 5.10 To support the group in this process, all sites subject to site assessment (following initial sifting) have also been subject to SEA with detailed findings provided in **Appendix B**. A total of 62 sites have been identified across the neighbourhood area. Through this approach, it is intended that the SEA will inform decision-making around the progression or non-progression of sites.

## Establishing alternatives

- 5.11 As set out above, the Cherwell Local Plan Review 2042 sets a housing target of **100 homes** for Mid Cherwell. The MCNP will therefore need to allocate site(s) to meet this housing target.
- 5.12 The SEA has sought to assess each individual site option emerging and inform the site selection process. However, it should be noted that broader choices can still be identified, namely at the settlement scale, and additional options are presented to assist in plan development in this respect.

<sup>10</sup> CDC (2024): [Housing and Economic Land Availability Assessment](#)

<sup>11</sup> Where the Mid Cherwell Neighbourhood Forum were uncertain about the availability status as referenced within the HELAA, they contacted landowners directly to enquire into this and those sites not available were discounted.

5.13 It is noted that sites have only been identified within nine of the eleven settlement areas (no sites were identified in Duns Tew or North Aston). These are set out below, and organised by their position in the settlement hierarchy:

- Steeple Aston (Category A Village).
- Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, and Upper Heyford (Category B Villages); and
- Ardley with Fewcott, Fritwell, and Somerton (Category C Villages).

5.14 In light of the above, the following three options are identified for the purposes of SEA:

- **Option 1 – focused growth:** Allocate sites in Category A Villages only (Steeple Aston).
- **Option 2 – dispersed growth:** Allocate sites in Category A (Steeple Aston) and B Villages (Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, and/or Upper Heyford) only.
- **Option 3 – wider dispersal:** Allocate sites in Category A (Steeple Aston), B (Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, and/or Upper Heyford), and C (Ardley with Fewcott, Fritwell, and/or Somerton) villages.

5.15 These options recognise the expectation that development will occur at Steeple Aston. This is because it is the only Category A Village in the neighbourhood area, as proposed in the emerging Cherwell Local Plan Review 2042, and as such it offers the greatest variety of sustainable transport and services and facilities than the other settlements in the neighbourhood area. The options also recognised that, ideally, growth should be directed to Category B Villages to meet any outstanding housing need prior to delivering growth in Category C Villages, which contain only a limited number of services and facilities, with poor / irregular access to public transport. However, it is noted that there are more sites available in Category C Villages than Category B Villages.

# 6. Assessing reasonable alternatives

## Introduction

6.1 Proceeding on from the previous chapter, the following three options are assessed in this section of the report:

- **Option 1 – focused growth:** Allocate sites in Category A Villages only.
- **Option 2 – dispersed growth:** Allocate sites in Category A and B Villages only.
- **Option 3 – wider dispersal:** Allocate sites in Category A, B, and C Villages.

## Methodology

6.2 The three options identified have been appraised through the SEA. For each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability themes and objectives identified through scoping (see Table 3.1) as a methodological framework. Where appropriate neutral effects, or uncertainty will also be noted.

6.3 Within each row of the summary table below (i.e., for each of the topics that comprise the SEA framework) the columns to the right-hand side seek to both rank the alternatives in order of performance and categorise the performance of each option in terms of their potential for significant effects on the baseline

6.4 Every effort is made to predict effects accurately, however, where there is a need to rely on assumptions to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text. Where it is not possible to predict likely significant effects based on reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in term of 'significant effects'. Numbers are used to highlight the option or options that perform most or least favourably against each SEA theme, with 1 performing the best. Also, '=' is used to denote instances where there are no significant differences in the relative sustainability performance of the options.

## Assessment findings

Table 6.1: Findings of the reasonable alternatives assessment

Summary findings		Option 1 – focused growth	Option 2 – dispersed growth	Option 3 – wider dispersal
Air quality	Significant effect?	No	No	No
	Rank	1	2	3
Biodiversity and geodiversity	Significant effect?	No	No	No
	Rank	1	2	3
Climate change and flood risk	Significant effect?	No	No	No
	Rank	1	2	3
Community wellbeing	Significant effect?	Yes – positive	Yes – positive	Yes – positive
	Rank	1	2	3
Historic environment	Significant effect?	Yes – negative	Yes – negative	Yes – negative
	Rank	1	2	3
Land, soil and water resources	Significant effect?	No	No	No
	Rank	1	2	3
Landscape	Significant effect?	No	No	No
	Rank	1	2	3
Transportation and movement	Significant effect?	No	No	No
	Rank	1	2	3

## Air quality

6.5 The neighbourhood area does not contain any Air Quality Management Areas (AQMAs); however, AQMA No.4 is located approximately 4km east of the neighbourhood area, in the centre of Bicester. As residents of the settlements considered through the three options will likely take trips into Bicester to access wider services and facilities, as well as employment and education opportunities, growth through any of the options has the potential to contribute to worsening air quality in Bicester, including within AQMA No.4.

6.6 Development through any of the three options will likely contribute to poor air quality locally. This is because growth will ultimately lead to an increase in the number of vehicles on local roads, especially given the rural nature of the neighbourhood area. However, given the proposed level of growth is relatively low, significant impacts on air quality are not considered likely. As **Option 3** is likely to bring forward the highest level of growth across the widest area, the impact of development on local air quality is likely to be highest under this option, especially as it directs some growth to Category C Villages.

6.7 It is noted that the level of additional traffic, and associated pollutants, could be minimised by allocating sites in more accessible locations, close to the existing public and active travel network. Based on this, **Option 1** is considered to perform most favourably as it directs growth to Steeple Aston only, which has the best access to the existing public and active travel network (which may help to limit trips via private vehicles to Bicester for day-to-day activities). This is followed by **Option 2**, with **Option 3** performing least favourably reflecting the lack of public and active travel infrastructure in the Category C Villages.

6.8 In light of the above, **Option 1** is considered to perform most favourably overall as it directs growth to Steeple Aston only – the only Category A Village in the neighbourhood area – which has the best access to the existing public and active travel network. This would reduce residents' reliance on private vehicles, thereby reducing associated pollutants. **Option 2** is ranked second and **Option 3** third, reflecting the lack of public and active travel infrastructure in Category C Villages. Whilst **no significant effects** are considered likely under any option, minor negative effects are anticipated under Option 1, whilst minor-moderate negative effects are anticipated under Options 2 and 3.

## Biodiversity and geodiversity

6.9 The biodiversity and geodiversity constraints associated with the settlements considered through each of the three options is set out below:

- Steeple Aston (**all options**) – The settlement is not in proximity to any internationally, nationally or locally designated sites, nor does it overlap with Site of Special Scientific Interest (SSSI) Impact Risk Zones (IRZs) for the types of development likely to come forward through the MCNP (i.e., residential and rural residential). Biodiversity Action Plan (BAP) priority habitat primarily comprises pockets of traditional orchard and deciduous woodland, but there is a large area of woodpasture and parkland to the northeast of the settlement. In terms of the National Habitat Network, the

northern part of the settlement overlaps with Network Enhancement Zone 1<sup>12</sup>, whilst the southern part overlaps with the Network Expansion Zone<sup>13</sup>.

- **Kirtlington (Options 2 and 3)** – Whilst Kirtlington Quarry SSSI and Kirtlington Quarry Local Nature Reserve (LNR) is located approximately 250m west of the settlement, it does not overlap with SSSI IRZs for the types of development likely to be brought forward through the MCNP. BAP priority habitat primarily comprises pockets of deciduous woodland, but there is an extensive area of woodpasture and parkland to the east of the settlement. In terms of the National Habitat Network, the settlement overlaps with Network Enhancement Zone 1, whilst the land to the west of the settlement overlaps with the Network Expansion Zone.
- **Lower Heyford (Options 2 and 3)** – The settlement is not in proximity to any internationally, nationally or locally designated sites, nor does it overlap with SSSI IRZs for the types of development likely to come forward through the MCNP. BAP priority habitat adjacent to the settlement includes deciduous woodland and traditional orchard. There are also large areas of coastal and floodplain grazing marsh, as well as a large area of wood-pasture and parkland, slightly further away from the settlement boundary. In terms of the National Habitat Network, the western part of the settlement overlaps with Network Enhancement Zone 1, whilst the eastern part overlaps with the Network Expansion Zone.
- **Middle Aston (Options 2 and 3)** – Whilst the settlement is approximately 1.4km east of Horsehay Quarries SSSI, it does not overlap with SSSI IRZs for the types of development that would likely be brought forward through the MCNP. The southern part of the settlement contains BAP priority habitat wood-pasture and parkland. There are also several areas of deciduous woodland to the south and west of the settlement. The settlement does not overlap with the National Habitat Network.
- **Middleton Stoney (Options 2 and 3)** – Whilst the settlement is approximately 800m south of Ardley Trackways SSSI, it does not overlap with SSSI IRZs for the types of development that would likely be brought forward through the MCNP. There is a large area of BAP priority habitat wood-pasture and parkland adjacent to the southwest of the settlement, as well as several areas of deciduous woodland to the north, east, and south. In terms of the National Habitat Network, the settlement overlaps with Network Enhancement Zone 1, whilst the areas to the north and southeast of the settlement overlap with the Network Expansion Zone.
- **Upper Heyford (Options 2 and 3)** – The settlement is not in proximity to any internationally, nationally or locally designated sites, nor does it overlap with SSSI IRZs for the types of development likely to come forward through the MCNP. BAP priority habitats on the settlement edge include deciduous woodland and traditional orchard. There is also a significant area of coastal and floodplain grazing marsh to the west of the settlement, on the other side of the River Cherwell. In terms of the National Habitat Network, the area to

<sup>12</sup> Land connecting existing patches of primary and associated habitats which is likely to be suitable for creation of the primary habitat. Factors affecting suitability include proximity to primary habitat, land use (urban/rural), soil type, slope, and proximity to coast.

<sup>13</sup> Land beyond the Network Enhancement Zones with potential for expanding, linking / joining networks across the landscape i.e. conditions such as soils are potentially suitable for habitat creation for the specific habitat in addition to Enhancement Zone 1.

the southwest of the settlement overlaps with Network Enhancement Zone 1, whilst the area to the northwest of the settlement overlaps with the Network Expansion Zone.

- Ardley with Fewcott (**Option 3**) – The settlement is adjacent to Ardley Cutting and Quarry SSSI, and the IRZ covering the settlement sets out that Natural England will need to be consulted on any proposed development in this location. In terms of the National Habitat Network, the southwestern part of the settlement overlaps with the Fragmentation Action Zone<sup>14</sup> and Network Enhancement Zone 1, whilst the northeastern part overlaps with Network Enhancement Zone 2<sup>15</sup> and the Network Expansion Zone.
- Fritwell (**Option 3**) – Whilst the settlement is approximately 720m northeast of Ardley Cutting and Quarry SSSI, it does not overlap with SSSI IRZs for the types of development that would likely be brought forward through the MCNP. BAP priority habitat within and adjacent to the settlement is limited to pockets of traditional orchard. In terms of the National Habitat Network, the southwestern part of the settlement overlaps with Network Enhancement Zone 1, whilst the land further out to the southwest overlaps with the Network Expansion Zone.
- Somerton (**Option 3**) – The settlement is approximately 500m southeast of Bestmoor SSSI and the IRZ covering the settlement sets out that Natural England will need to be consulted on residential development of 100 units or more, and rural residential development of 50 units or more. BAP priority habitats includes traditional orchard to the northwest and west. In terms of the National Habitat Network, the western and central parts of the settlement overlap with Network Enhancement Zone 1, whilst the area to the east of the settlement overlaps with the Network Expansion Zone.

6.10 Considering the above, **Option 1** is considered to perform most favourably as it only directs growth to Steeple Aston, which is relatively unconstrained from a biodiversity standpoint. **Option 2** is ranked second as by directing growth to both Category A and B villages, it will likely have a greater impact on biodiversity over a wider area. **Option 3** is ranked third as it could result in adverse impacts on designated sites given that Ardley with Fewcott and Somerton both overlap with IRZs that require consultation with Natural England. All three options have the potential to impact upon the local habitat network through either the direct loss of habitats, or habitat disturbance as a result of increased recreational pressure, noise, and light pollution. However, it is recognised that due to the biodiversity net gain (BNG) requirement, there is also potential for development to enhance ecological connectivity in the neighbourhood area. Whilst **no significant effects** are considered likely under any option, minor negative effects are anticipated under Option 1, whilst minor-moderate negative effects are anticipated under Options 2 and 3.

## Climate change and flood risk

6.11 An increase in the built footprint of the neighbourhood area will ultimately result in an increase in greenhouse gas (GHG) emissions. This is exacerbated by an

<sup>14</sup> Land within Enhancement Zone 1 that connects existing patches of primary and associated habitats which are currently highly fragmented and where fragmentation could be reduced by habitat creation.

<sup>15</sup> Land connecting existing patches of primary and associated habitats which is less likely to be suitable for creation of the primary habitat.

inevitable increase in trips by private vehicle to access wider services and facilities, as well as employment and education opportunities, outside of the neighbourhood area (e.g. Bicester). In this respect, **Option 1** is likely to contribute lower levels of GHG emissions relative to the other options given it directs growth to Steeple Aston only, which has the best range of services and facilities and access to the existing public and active travel network.

Conversely, **Option 3** performs less favourably, reflecting the lack of services and facilities and public and active travel infrastructure in Category C Villages.

6.12 The flood risk associated with the settlements considered through each of the three options is set out below:

- Steeple Aston (**all options**) – Whilst the settlement is within Flood Zone 1, there is a narrow strip of land at low-high risk of surface water flooding, running parallel to, and between, North Side and South Side, which appears to be associated with drainage into the River Cherwell to the southeast.
- Kirtlington (**Options 2 and 3**) – Whilst the settlement is within Flood Zone 1, there are small, isolated areas throughout and surrounding the settlement at low-high risk of surface water flooding.
- Lower Heyford (**Options 2 and 3**) – The area to the north and west of the settlement, associated with the River Cherwell, is within Flood Zone 3. In terms of surface water flood risk, there are small, isolated areas throughout and surrounding the settlement at low-high risk of flooding.
- Middle Aston (**Options 2 and 3**) – Whilst the settlement is within Flood Zone 1, there is a sizeable area at high risk of surface water flooding to the southwest of the settlement.
- Middleton Stoney (**Options 2 and 3**) – The area to the north / northeast of the settlement, associated with the Gagle Brook, is within Flood Zone 3. In terms of surface water flood risk, there is a sizeable area at low-high risk of surface water flooding in the northern part of the settlement.
- Upper Heyford (**Options 2 and 3**) – The area to the west of the settlement, associated with the River Cherwell, is within Flood Zone 3. This area is also at low-high risk of surface water flooding. There is also an area to the north of the settlement at low-high risk of surface water flooding; this appears to be associated with drainage into the River Cherwell to the west.
- Ardley with Fewcott (**Options 3**) – There is an area in the north of Fewcott within Flood Zone 2/3, which appears to be associated with Padbury Brook.
- Fritwell (**Option 3**) – The settlement is within Flood Zone 1 and is, for the most part, at very low risk of surface water flooding. In terms of surface water flood risk, there are small, isolated areas throughout and surrounding both settlements at low-high risk of surface water flooding.
- Somerton (**Options 3**) – The area to the northwest of the settlement is within Flood Zone 3, which appears to be associated with the River Cherwell. In terms of surface water flood risk, there are sizeable areas at low-high risk of flooding in this location too, which are likely also associated with the River Cherwell.

6.13 Overall, **Option 1** is considered to perform most favourably as it directs growth to the only Category A Village in the neighbourhood area, which has the best

public and active transport provision, and is located within Flood Zone 1.

**Option 2** ranks second as it also directs growth to Category B Villages, where public and active transport provision is not as well established. In addition, some of these villages (Lower Heyford, Middleton Stoney, and Upper Heyford) either contain or are adjacent to areas within Flood Zone 2/3. **Option 3** is ranked third, reflecting the lack of public and active transport provision in Category C Villages. In addition, some of these villages (Ardley with Fewcott and Somerton) either contain or are adjacent to areas within Flood Zone 2/3.

6.14 It is noted that development will likely need to be directly away from areas within Flood Zone 2/3 in line with the sequential and exception tests, which are required under national planning policy. In addition, the incorporation of sustainable drainage systems (SuDS) into development can help mitigate surface water flood risk. Whilst **no significant effects** are considered likely under any option, minor negative effects are anticipated under Option 1, whilst minor-moderate negative effects are anticipated under Options 2 and 3.

## Community wellbeing

6.15 All three options would likely lead to positive effects for community wellbeing by delivering new homes to the neighbourhood area. Whilst **Option 1** directs growth to the most accessible location – Steeple Aston – the benefits associated with growth will be focused in Steeple Aston only. In addition, existing services and facilities in Steeple Aston may face increasing pressure under Option 1. Conversely, **Option 2 and 3** will result in the benefits of growth being spread over a wider area, whilst also minimising pressure on existing services and facilities across the neighbourhood area. However, it is also noted that the Category B and C villages are less accessible.

6.16 Whilst it is recognised that Steeple Aston has the best range of services and facilities within the neighbourhood area, it is also recognised that this provision remains relatively limited. As such, growth within any settlement is likely to result in an increase in trips outside of the neighbourhood area to access wider services and facilities, as well as employment and education opportunities.

6.17 In relation to the above, all three options would bring forward development in settlements which are well connected to the local road network. However, **Option 1** performs most favourably in this respect as it has the best access to the existing public and active travel network, allowing those without access to a private vehicle to travel outside of the neighbourhood area. This is discussed further below under the transport and movement SEA theme.

6.18 With regard to the Index of Multiple Deprivation (IMD), data from 2019 shows that the neighbourhood area experiences a relatively low level of overall deprivation. Nevertheless, Ardley with Fewcott (**Option 3**), as well as the southern part of Kirtlington (**Options 2 and 3**), fall within LSOAs amongst the 50% most deprived neighbourhoods in the country. In this respect, Options 2 and 3 perform well by directing growth to the most deprived settlements.

6.19 When looking at the ‘barriers to housing and services’ IMD domain in isolation, the picture is quite different with the entire neighbourhood falling within LSOAs amongst the 10-20% most deprived neighbourhoods in the country. Hence, all three options perform well by delivering new homes to the neighbourhood area.

6.20 In light of the above, **Option 1** is considered to perform most favourably as it directs growth to the only Category A Village in the neighbourhood area, which is the most accessible location with the best range of services and facilities. However, it is noted that if all growth is brought forward in Steeple Aston, this may put pressures on the capacity of existing services and facilities if new infrastructure is not delivered alongside new development areas. **Option 2** is ranked second and **Option 3** is ranked third as the Category B and C Villages are less accessible and have fewer services and facilities. As all three options will deliver new homes to the neighbourhood area, and the associated benefits, **significant positive effects** are anticipated for all three.

## Historic environment

6.21 The designated heritage assets and areas found within and in proximity to the settlements considered through each of the three options is set out below:

- Steeple Aston (**all options**) – The settlement contains several listed buildings; these are largely concentrated along North Side and South Side, as well as the southern part of Fire Lane and the northern part of Paines Hill. This includes one grade II\* listed building – the Church of St Peter and St Paul – located on the junction between North Side and Fir Lane. The settlement is covered by the Steeple Aston Conservation Area, whilst the area to the east of the settlement is covered by the Rousham, Lower Heyford and Upper Heyford Conservation Area.
- Kirtlington (**Options 2 and 3**) – The settlement contains several listed buildings; these are largely concentrated along Heyford Road, as well as South Green. This includes one grade II\* listed building – the Church of St Mary – located to the east of Troy Lane. In addition, there is a scheduled monument – Moated site E of school – located to the east of Heyford Road, behind Kirtlington C of E Primary School. Moreover, the area to the east of Kirtlington is covered by a large grade II registered park and garden, Kirtlington Park. The central and eastern parts of the settlement, as well as the area to the east, is covered by the Kirtlington Conservation Area.
- Lower Heyford (**Options 2 and 3**) – The settlement contains several listed buildings; these are largely concentrated along Freehold Street and Church Lane, as well as Station Road. This includes one grade II\* listed building – Church of St Mary – located to the north of Church Lane. In addition, the area to the southwest of Lower Heyford is covered by a large grade I registered park and garden, Rousham. The settlement is covered by the Lower Heyford (within Rousham CA) Conservation Area, whilst the surrounding area is covered by the Rousham, Lower Heyford and Upper Heyford Conservation Area.
- Middle Aston (**Options 2 and 3**) – The settlement contains five grade II listed buildings, but it is not covered by a conservation area.
- Middleton Stoney (**Options 2 and 3**) – The settlement contains five grade II listed buildings. In addition, the area to the southwest of Middleton Stoney is covered by a large grade II registered park and garden, Middleton Park. This contains a scheduled monument – Middleton Stoney Castle – as well as a grade II\* listed building – Church of All Saints – which are both in

proximity to the settlement. Middleton Stoney is not covered by a conservation area.

- Upper Heyford (**Options 2 and 3**) – The settlement contains several listed buildings; these are largely concentrated along the High Street, as well as Church Walk. This includes one grade I listed building – Tithe Barn approximately 30 metres south of Manor Farmhouse – and one grade II\* listed building – Church of St Mary – both located to the west of Church Walk. The settlement is covered by the Upper Heyford (within Rousham CA) Conservation Area, whilst the surrounding area is covered by the Rousham, Lower Heyford and Upper Heyford Conservation Area.
- Ardley with Fewcott (**Option 3**) – Ardley contains four listed buildings, whilst Fewcott contains two listed buildings. This includes one grade II\* listed building – Church of St Mary – located on the junction between Church Road and Station Road. In addition, there is a scheduled monument – Ardley Wood moated ringwork – located to the west of Ardley. Ardley is covered by the Ardley Conservation Area and the northern part of Fewcott is covered by the Fewcott Conservation Area.
- Fritwell (**Option 3**) – The settlement contains several listed buildings; these are largely concentrated along North Street and East Street. This includes two grade II\* listed buildings – Fritwell Manor and the Church of St Olave – located to the north and south of North Street respectively. In addition, a scheduled monument – Tithe Barn – is located in the same location as the grade I listed building. The settlement is covered by the Fritwell Conservation Area.
- Somerton (**Option 3**) – The settlement contains several listed buildings; these are largely concentrated on the site of the Church of St James, which is a grade I listed building. Another grade I listed building is found in this location: Churchyard cross approximately 12 metres north of Church of St James. In addition, there is a large scheduled monument – Somerton village earthworks – located to the west of the settlement, and a slightly smaller scheduled monument – Somerton Manor House; earthworks and remains of hall – located to the east of the settlement. The settlement is covered by the Somerton Conservation Area.

6.22 In light of the above, it is clear that development through any option has the potential to impact upon the setting and significance of designated heritage assets and areas. However, it is noted that this is largely dependent on the design and layout of development. **Option 1** is considered to perform most favourably given it only directs growth to Steeple Aston, thereby minimising impacts on the other settlements in the neighbourhood area. However, the scale of growth which is likely to come forward in Steeple Ashton under this option (i.e., up to 100 homes) may increase the concentration of effects to the historic environment, leading to cumulative adverse effects to the setting and significance of the listed buildings and conservation areas.

6.23 **Option 2** is ranked second and **Option 3** third, reflecting the dispersed nature of these options, meaning that heritage assets over a wider area are more likely to be impacted by development. However, it is also recognised that a dispersed approach to growth could also reduce potential impacts on heritage assets, particularly in Steeple Aston.

6.24 The ranking of the options reflects the above. Whilst Option 1 is considered to be less constrained from a heritage standpoint, **significant negative effects** are still anticipated under all three options. As such, it is recommended that consultation with Historic England is undertaken at an early stage of development to ensure mitigation measures are effective.

## Land, soil, and water resources

6.25 It is noted that the neighbourhood area has very limited brownfield site availability, and as such, the development of greenfield land is inevitable if the neighbourhood area is to meet its identified housing need figure.

6.26 It is likely that the neighbourhood area overlaps with a crushed rock mineral consultation zone for ironstone. However, due to the map resolution, it is not possible to determine whether the settlements considered through each of the three options are underlain by this mineral deposit, and whether any of the proposed sites would require consultation with OCC. As such, a degree of uncertainty is noted with respect to minerals at this stage.

6.27 The provisional agricultural land classification (ALC) map for London and the South East<sup>16</sup> shows that the settlements considered through each of the three options are underlain by the following grade(s) of agricultural land:

- Steeple Aston (**all options**) – grade 3 (good to moderate).
- Kirtlington (**Options 2 and 3**) – grade 3 (good to moderate).
- Lower Heyford (**Options 2 and 3**) – primarily grade 3 (good to moderate), with some grade 4 (poor) to the north / northwest associated with the Cherwell (Nell Bridge to Bletchingdon).
- Middle Aston (**Options 2 and 3**) – primarily grade 3 (good to moderate), with some grade 2 (very good) to the north.
- Middleton Stoney (**Options 2 and 3**) – grade 3 (good to moderate).
- Upper Heyford (**Options 2 and 3**) – primarily grade 3 (good to moderate), with some grade 4 (poor) to the west associated with the Cherwell (Nell Bridge to Bletchingdon).
- Ardley with Fewcott (**Option 3**) – grade 3 (good to moderate).
- Fritwell (**Option 3**) – primarily grade 3 (good to moderate), with some grade 2 (very good) to the west and southeast.
- Somerton (**Option 3**) – primarily grade 3 (good to moderate), with some grade 2 (very good) to the southwest and east, as well as some grade 4 (poor) to the northwest associated with the Cherwell (Nell Bridge to Bletchingdon).

6.28 The following settlements are in proximity to a watercourse:

- Lower Heyford (**Options 2 and 3**) – The Cherwell (Nell Bridge to Bletchingdon) is located adjacent to the northern settlement boundary. This watercourse has a moderate ecological status.

<sup>16</sup> Natural England (2010): [Agricultural Land Classification map London and the South East \(ALC007\)](#)

- Middleton Stoney (**Options 2 and 3**) – The Langford Brook (Bicester to Ray Inc Gagle Brook) and Gallos Brook flow through the western part of the settlement. The Langford Brook has a poor ecological status, whilst the Gallos Brook has a moderate ecological status.
- Upper Heyford (**Options 2 and 3**) – The Cherwell (Nell Bridge to Bletchingdon) is located adjacent to the western settlement boundary. This watercourse has a moderate ecological status.
- Somerton (**Option 3**) – The Cherwell (Nell Bridge to Bletchingdon) is located just outside of the settlement to the northwest. This watercourse has a moderate ecological status.

6.29 All of the settlements that comprise the three options, with the exception of Middleton Stoney (**Options 2 and 3**), overlap (either fully or partially) with a Drinking Water Safeguard Zone (DWSZ) for surface water. In this respect, development through any of the options will need to ensure that it does not have a detrimental effect on drinking water in these locations.

6.30 In light of the above, **Option 1** is considered to perform most favourably as it directs growth to Steeple Aston only, reducing the loss of potentially high-quality agricultural land across the wider neighbourhood area. Steeple Aston is also not in proximity to any waterbodies, minimising potential impacts on water quality. **Option 2** is ranked second and **Option 3** third, reflecting that the latter will likely result in the greatest loss of potentially high-quality agricultural land. Option 3 also directs growth to the most settlements in proximity to watercourses. Whilst **no significant effects** are considered likely under any option, minor negative effects are anticipated under Option 1, whilst minor-moderate negative effects are anticipated under Options 2 and 3. This recognises that the neighbourhood area has very limited brownfield site availability.

## Landscape

6.31 Mid Cherwell is not within, or in proximity to, a National Landscape or National Park, nor is there any Green Belt land within or near the neighbourhood area (although it is recognised that Green Belt land is not a landscape designation).

6.32 According to the Cherwell Landscape Character Assessment 2024<sup>17</sup>, the neighbourhood area overlaps with three Landscape Character Areas (LCAs). These are set out below, alongside the settlements considered through each of the three options which fall within them:

- LCA 2: Cherwell Valley – Steeple Aston (**all options**), west Kirtlington (**Options 2 and 3**), Lower Heyford (**Options 2 and 3**), Middle Aston (**Options 2 and 3**), Upper Heyford (**Options 2 and 3**), and Somerton (**Option 3**).
- LCA 6: Upper Heyford Plateau – north Kirtlington (**Options 2 and 3**), north Fewcott (**Option 3**), and Fritwell (**Option 3**).

<sup>17</sup> CDC (2024): [Cherwell Landscape Character Assessment 2024](#)

- LCA 7: Oxfordshire Estate Farmlands – east Kirtlington (**Options 2 and 3**), Middleton Stoney (**Options 2 and 3**), and the majority of Ardley with Fewcott (**Option 3**).

6.33 The landscape strategy and guidelines for these LCAs highlight the importance of retaining: the role of the River Cherwell as a distinctive landscape feature; the tranquillity and strong rural character of locations remote from transport infrastructure and urban edges; and the traditional character of villages. This in addition to ensuring that woodland cover continues to provide a strong sense of enclosure and contributes to parkland character within an otherwise open/arable landscape. Hence, development through any of the options should consider this strategy and guidelines to protect the local landscape.

6.34 The available sites in the settlements considered through the three options are primarily situated within or adjacent to the existing settlement boundaries, with some sites located a slight distance away. However, they are still within proximity to the settlement boundary and relate well to the built-up area.

6.35 With regard to topography, the majority of the available sites in the settlements that comprise the options are at a similar elevation to existing development, though it is noted that some sites are slightly sloping. As such, impacts on landscape and villagescape character, as well as associated views, could arise. However, this is largely dependent on the design and layout of development, which is uncertain at this stage.

6.36 It is considered that the smaller, Category C Villages are more sensitive from a landscape perspective given their existing smaller built footprints. In this respect, **Option 3** could be considered to perform less favourably. However, it is also noted that directing growth to Steeple Aston only under **Option 1** could result in a significant change in the character of the village. Nevertheless, under this option the other settlements in the neighbourhood area would not be subject to potential adverse impacts on landscape and villagescape character.

6.37 In light of the above, **Option 1** is considered to perform most favourably, with **Option 2** ranking second and **Option 3** third. Overall, whilst growth through any of the options will ultimately have some impact on landscape and villagescape character, no significant effects are anticipated at this stage due to the level of growth proposed, as well as the absence of any national landscape designations in the neighbourhood area. However, a degree of **uncertainty** is noted as the impact of development on landscape and villagescape character is largely dependent on the exact location of development, as well as its detailed design and layout, which is uncertain at this stage.

## Transport and movement

6.38 Taking any of the three options forward is likely to increase the number of private vehicles on the local road network, which could contribute to an increase in traffic and congestion if impacts on existing transport infrastructure are not considered and suitably addressed in an early stage of planning.

6.39 There is one railway station in the neighbourhood area – Heyford – which is located in Lower Heyford (**Options 2 and 3**) and in proximity to Steeple Aston (**all options**), Upper Heyford (**Options 2 and 3**), and Middle Aston (**Options 2 and 3**). There is also another railway station just outside of the neighbourhood

area in Tackley, which is located in proximity to Kirtlington (**Options 2 and 3**). In addition, Middleton Stoney (**Options 2 and 3**) is in proximity to the two railway stations in Bicester, located to the east of the neighbourhood area. In this respect, Fewcott with Ardley, Fritwell, and Somerton (all **Option 3**) are less well located to the railway network and perform less favourably in this respect.

- 6.40 The local bus network serves all of the settlements considered through the options, with the exception of Middle Aston (**Options 2 and 3**) and Somerton (**Option 3**). Steeple Aston (**all options**) is the best connected in this respect, and therefore **Option 1** is considered to perform most favourably.
- 6.41 The neighbourhood area has an established public rights of way network which connects the settlements to each other and with settlements in the wider area. However, given the rural nature of the neighbourhood area, the public rights of way network is likely primarily utilised on the local, village scale.
- 6.42 Considering the above, **Option 1** is considered to perform most favourably as it directs growth to Steeple Aston only, which has the best public and active transport provision, as well as the best provision of services and facilities, thereby reducing the need to travel. However, it is recognised that this is still relatively limited, and residents will still likely travel further afield to access wider services and facilities. **Option 2** is ranked second as whilst it directs growth to settlements such as Lower Heyford, which have good public and active transport provision, some of the Category B Villages have poorer provision. **Option 3** is ranked third as it directs growth to the Category C Villages, which have the poorest public and active transport provision. Overall, whilst **no significant effects** are anticipated through any of the options, minor negative effects are considered likely. This is linked to the inevitable increase in private vehicles on the local road network as a result of new development.

## 7. Developing the preferred approach

7.1 The Mid Cherwell Neighbourhood Forum's preferred approach is **Option C – wider dispersal** (Allocate sites in Category A, B and C villages). The group have provided the following statement in relation to this:

"This is principally because out of all of the sites assessed by Cherwell's HELAA as suitable for development in the neighbourhood area, which could potentially provide 176 homes, none are in the Category A Village (Steeple Aston) and only one site is in a Category B Village (Middleton Stoney), as defined by the Local Plan 2042. The great majority are in Category C Villages, where significant housing development is not encouraged by CDC's own policies.

The Forum therefore concluded that all the sites assessed in the SEA, regardless of the village categorisation, should be reviewed to provide up-to-date information on both availability and suitability. Out of this emerged the information that the Category B Village site considered available in the HELAA was not in fact available, whilst another site in a different Category B Village (Upper Heyford) stated in the HELAA not to be available, was in fact available. With regard to Category C Villages, a part of one of the sites in Ardley with Fewcote that was thought to be suitable in the HELAA, was also thought by MCNP Forum to meet its criteria for site allocation. More detail on the sites in each village is provided in Appendix 6 of the draft MCNP.

The Mid Cherwell Neighbourhood Forum has also considered the SEA evaluation of environmental impact of development of each of the sites assessed. This has helped to inform the following outcome, as follows:

### **Category A:**

Steeple Aston has two sites (and a reserve site) allocated for housing. These sites were generated from a detailed site search and assessment process carried out in 2023 by a local MCNP team, as detailed in the Annex to Appendix 6. The sites aim to provide a total of approximately 30 new dwellings.

### **Category B:**

Kirtlington has one site (and a reserve site) allocated for housing. Both sites were also generated by a detailed search and assessment process carried out in 2023 by a local MCNP team, as also detailed in the Annex to Appendix 6. The allocation aims to provide approximately 12 new dwellings.

Upper Heyford has one site allocated for housing, which aims to provide approximately 10 new dwellings.

Lower Heyford, Middleton Stoney and Middle Aston have no sites that are both available and suitable.

### **Category C:**

Ardley with Fewcote has one site allocated for housing, which aims to provide approximately 8 new dwellings.

Duns Tew, Fritwell, North Aston and Somerton have no sites that are both available and suitable.

As a result, the total of 60 new dwellings in the plan period is considered to be a sustainable and reasonable response to Cherwell Council's request for the MCNP to allocate 100 new dwellings.

Notably, a reserve site has been allocated in both Steeple Aston and Kirtlington due to uncertainty about whether the primary site(s) in these villages will be viable. In short, the reserve sites are seen as a means of achieving the desired number of dwellings in the event that a primary site becomes unavailable."

## Part 2: What are the SEA findings at this stage?

# 8. Appraisal of the MCNP

## Introduction

8.1 This chapter presents an appraisal of the Regulation 14 version of the draft MCNP under the eight SEA topic headings, reflecting the established assessment framework (see **Chapter 3**).

## Mid-Cherwell Neighbourhood Plan policies

8.2 The MCNP contains 18 policies. These are listed in **Table 10.1** below.

**Table 10.1 MCNP policies**

Policy Reference	Policy Name
MC1	Settlement Areas
MC2	Ardley site allocation – land off Station Road
MC3	Kirtlington site allocation – land adjacent to Jersey Cottages
MC4	Kirtlington reserve site allocation – land off Heyford Road
MC5	Steeple Aston site allocation – land off South Side
MC6	Steeple Aston site allocation – land off Fenway
MC7	Steeple Aston reserve site allocation – land off Grange Park
MC8	Upper Heyford site allocation – land off Mill Lane
MC9	Green Infrastructure Network
MC10	Local Gaps
MC11	Local Green Spaces
MC12	Protection of Important Views, Vistas and Skylines
MC13	Light Pollution
MC14	Housing Development
MC15	Affordable Housing Allocation
MC16	Sustainable Travel and Traffic Calming
MC17	Local Employment
MC18	Health Facility

## Methodology

8.3 The assessment identifies and evaluates ‘likely significant effects’ on the baseline, drawing on the sustainability objectives identified through scoping (see **Table 3.1**) as a methodological framework.

8.4 Every effort is made to predict effects accurately; however, this is inherently challenging given the strategic nature of the policies under consideration and understanding of the baseline (now and in the future under a ‘no plan’ scenario)

that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g., in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim of striking a balance between comprehensiveness and conciseness). In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on merits (or otherwise) of the draft plan in more general terms.

8.5 Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. Cumulative effects are also considered, i.e., the potential for the Neighbourhood Plan to impact an aspect of the baseline when implemented alongside other plans, programmes, and projects. These effect 'characteristics' are described within the assessment as appropriate.

## Plan contents, aims, and objectives

8.6 Policy MC1 (Settlement Areas) defines settlement areas at Ardley with Fewcott, Fritwell, Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, Steeple Aston, and Upper Heyford. Development proposals within a settlement area will be supported in principle, whilst those outside a settlement area will not be supported unless the use is essential to, or suited to, a countryside location, or is allocated in the MCNP for housing development. The policy also indicates that the MCNP makes provision for approximately 60 additional homes over the period to 2042, positively contributing towards local housing needs.

8.7 The following policies set out the sites allocated through the MCNP, which together could deliver approximately 60 homes:

- Policy MC2 (Ardley site allocation – land off Station Road) allocates land for residential development of approximately 8 dwellings. This site is a smaller section of HELAA019 under Ardley with Fewcott in **Appendix B**.
- Policy MC3 (Kirtlington site allocation – land south of Jersey Cottages) allocates a site for residential development of approximately 12 dwellings. This is Site 8 in Kirtlington in **Appendix B**.
- Policy MC5 (Steeple Aston site allocation – land off South Side) allocates land for residential development of approximately 15 dwellings. This is Site 8 in Steeple Aston in **Appendix B**.
- Policy MC6 (Steeple Aston site allocation – land off Fenway) allocated a site for residential development of approximately 15 dwellings. This is Site 6 in Steeple Aston in **Appendix B**.
- Policy MC8 (Upper Heyford site allocation – land off Mill Lane) allocates land for residential development of approximately 10 dwellings. This is part of HELAA218 in Upper Heyford in **Appendix B**.

8.8 Additionally, the MCNP allocates two reserve sites in the neighbourhood area, which together could deliver approximately 22-27 homes:

- Policy MC4 (Kirtlington reserve site allocation – land north of Jersey Cottages) allocates a site for residential development of approximately 12 dwellings. This site is Site 7 in Kirtlington in **Appendix B**.

- Policy MC7 (Steeple Aston reserve site allocation – land off Grange Park) allocates a site for residential development of approximately 10-15 dwellings. This is Site 3 in Steeple Aston in **Appendix B**.

8.9 Appendix 6 of the MCNP outlines the reasoning for allocating two reserve sites. As noted in **Chapter 7** of this report, the reserve sites are seen as a means of achieving the desired number of dwellings in the event that a primary site becomes unavailable. In short, Policy MC4 identifies a reserve site for the site identified under Policy MC3, whilst Policy MC7 identifies a reserve site for the sites identified under Policy MC5 and Policy MC6.

8.10 Landscape is a focus of the policy framework, with relevant policies including MC9 (Green Infrastructure Network), MC10 (Local Gaps), MC11 (Local Green Spaces), MC12 (Protection of Important Views, Vistas and Skylines), and MC13 (Light Pollution). Reflective of their cross-cutting nature, many of these policies are also relevant to the air quality, biodiversity, climate change and flood risk, community wellbeing, historic environment, and land, soil, and water resources SEA topics.

8.11 Issues relating to community wellbeing are addressed through policies MC14 (Housing Development), MC15 (Affordable Housing Allocation), MC17 (locally Employment), and MC18 (Health Facility).

8.12 Finally, transport and movement is addressed through Policy MC16 (Sustainable Travel and Traffic Calming).

## Air quality

8.13 There are two AQMAs within Cherwell, both declared due to high nitrogen dioxide (NO<sub>2</sub>) levels linked to road traffic emissions. The closest AQMA to the neighbourhood area is AQMA No.4 in Bicester. Future residents of the neighbourhood area are likely to rely on Bicester to some degree to access a wider range of services, facilities, and employment opportunities. As such, future development has the potential to impact upon this AQMA.

8.14 Whilst development through any of the site allocation policies has the potential to increase traffic in and around the AQMA in Bicester, development at the proposed scale is unlikely to lead to significant effects on air quality. Furthermore, it is considered that the sites are proposed in accessible locations within or adjacent to the defined settlement areas under Policy MC1. This is likely to contribute to supporting self-containment and active travel uptake for local journeys, which could help to reduce the number of vehicles on the local road network. Policy MC16, which supports healthy and safe active travel opportunities within and across the parishes, could help to further promote a shift away from the private vehicles for localised journeys. Additionally, the site allocation policies include stipulations relating to pedestrian and cycle access to the sites, which further encourages the uptake of active travel and an associated decrease in air pollutants linked to vehicular emissions.

8.15 It is recognised that there is likely to be a continued reliance on private vehicles to an extent, reflecting the rural nature of many of the parishes and the limited sustainable travel opportunities. In this respect, higher-level strategic planning policy frameworks (including the emerging local plan and local transport plan) will guide wider measures, including the uptake of electric vehicles (and

necessary supporting infrastructure) and strategic transport interventions. However, it is noted that the draft MCNP includes policies that seek to minimise impacts to (and where possible, enhance) air quality. Notably, Policy MC16 is in place to ensure development includes traffic calming infrastructure where necessary, which is likely to help reduce vehicular emissions in the neighbourhood area. Additionally, Policy MC17 indicates that proposals for continued commercial use and new small businesses will be supported where they are unlikely to generate traffic that would have a harmful effect on congestion. This is also likely to help reduce air pollutants.

8.16 Finally, the Mid-Cherwell green infrastructure network, as defined through Policy MC9, will further help reduce air pollution. The network comprises a variety of green and blue infrastructure assets, including existing woodland; species rich grassland; hedgerows; and waterbodies, as well as public rights of way and amenity and recreation spaces. These assets can contribute towards reducing public exposure to air pollution in the urban environment, leading to positive effects in the long term.

8.17 Overall, **neutral effects** are predicted. The site allocations may increase the number of private vehicles on the local road network, but the anticipated increase is unlikely to be significant. In addition, the MCNP policies seek to support active travel uptake and prioritise development in accessible locations.

## Biodiversity

8.18 The neighbourhood area contains five SSSIs, whilst a further three SSSIs are within 1km of the neighbourhood area. In terms of BAP priority habitats, these are primarily located along the River Cherwell in the northwest of the neighbourhood area. This includes coastal and floodplain grazing marsh, good quality semi-improved grassland, and deciduous woodland. There is also a large cluster of deciduous woodland in the southeast of neighbourhood area. With regards to the National Habitat Network<sup>18</sup>, much of the neighbourhood area overlaps with the Network Expansion Zone; this is land with potential for expanding, linking / joining networks across the landscape. In addition, part of the neighbourhood area overlaps with Network Enhancement Zones 1 and 2; this is land connecting existing patches of primary and associated habitats which is likely (Zone 1) / less likely (Zone 2) to be suitable for creation of the primary habitat.

8.19 In terms of the site allocations, constraints associated with biodiversity, and how these are addressed through the MCNP, are outlined below:

- **Land off Station Road, Ardley** – The site is approximately 270m from the nearest SSSI, and as such overlaps with IRZs for the types of development likely to come forward. Given this, consultation with Natural England will be required. The site does not contain, nor is it adjacent or in proximity to, any BAP priority habitats. As such, it is unlikely development at this site would result in disturbances to biodiversity. Policy MC2 makes provisions for

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<sup>18</sup> The National Habitat Network is a spatial dataset that describes the geographic extent and location of habitat networks for 18 priority habitats based primarily, but not exclusively, on the Priority Habitat Inventory. The Priority Habitat Inventory is a spatial dataset that describes the geographic extent and location of Natural Environment and Rural Communities Act (2006) Section 41 habitats of principal importance. This inventory replaces Natural England's previous separate BAP habitat inventories. Additional data has also been added in relation to habitat restoration-creation, restorable habitat, plus fragmentation action, and network enhancement and expansion zones.

biodiversity, indicating that development proposals will be supported where they retain the healthy trees on the site frontage.

- **Land south of Jersey Cottages, Kirtlington** – The site is within 2.5km of several SSSIs; however, the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale. In terms of BAP priority habitats, the site fully overlaps with woodpasture and parkland and is adjacent to an area of deciduous woodland on the southern site boundary. In this respect, development of the site will result in habitat loss, as well as noise, light pollution, and recreational disturbance to these habitats. Policy MC3 includes provisions to help mitigate against any biodiversity loss likely to occur through development of this site. This includes retaining all healthy frontage trees (expect where the removal is necessary to achieve required site lines for access to and from the site).
- **Land north of Jersey Cottages (reserve site), Kirtlington** – The site is within 2.5km of several SSSIs; however, the IRZs that cover the site do not indicate housing development as a risk. In terms of BAP priority habitats, the site fully overlaps with woodpasture and parkland and is adjacent to an area of deciduous woodland on the north-eastern site boundary. In this respect, development of the site will result in habitat loss, as well as noise, light pollution, and recreational disturbance to these habitats. Policy MC4 includes provisions to help mitigate against any biodiversity loss likely to occur through development of this reserve site. This includes retaining all healthy trees on the site and creating a woodland buffer zone between the development and Akeman Street (outside of the site boundary).
- **Land off South Side, Steeple Aston** – The site is within 2km of several SSSIs; however, the IRZs that cover the site do not indicate housing development as a risk. In terms of BAP priority habitats, the site lies adjacent to an area of deciduous woodland to the west. In this respect, it has the potential to result in noise, light pollution and recreational disturbance to this habitat. Policy MC5 includes stipulations to help mitigate impacts to biodiversity, including retaining the adjacent woodland and healthy trees along the site frontage.
- **Land off Fenway, Steeple Aston** – The site is within 2km of several SSSIs; however, the IRZs that cover the site do not indicate housing development as a risk. The site does not contain, nor is it adjacent or in proximity to, any BAP priority habitats. Policy MC6 includes stipulations for biodiversity, indicating that development proposals will be supported where they retain the majority of the existing hedgerow that fronts Fenway. Additionally, the policy stipulates that development proposals for the site will be supported where they include the creation of a public green space on the site and creates a tree belt along the northern site boundary.
- **Land off Grange Park (reserve site), Steeple Aston** – the site is within 2.6km of several SSSIs; however, the IRZs that cover the site do not indicate housing development as a risk. The site does not contain any BAP priority habitats, but there is an extensive area of deciduous woodland approximately 50m to the north-east of the site. In this respect, development of the site could result in habitat disturbance through noise and light pollution. Policy MC7 indicates that all trees on or adjacent to the

site should be retained through development proposals at this location, as well as the woodland area adjacent to the Beeches footpath.

- **Land off Mill Lane, Upper Heyford** – The site is not within 2km of any SSSIs, and as such there is no overlap between the site and the associated IRZs. In addition, the site does not contain, nor is it adjacent or in proximity to, any BAP priority habitats. Nevertheless, Policy MC8 indicates that development proposals will be supported for the site provided they retain the land to the north as an open green space and retain the frontage hedgerow as far as possible.

8.20 In light of the above, the site allocation policies mitigate potential negative effects in relation to biodiversity. This is largely achieved through retaining existing green features within the sites and along the site boundaries, as well as incorporating new green features in development proposals, thereby maintaining and enhancing biodiversity connectivity. Development proposals will need to deliver a minimum of 10% BNG in line with national policy.

8.21 More broadly, the policy framework includes several provisions which support ecological networks within the neighbourhood area. For example, Policy MC1 designates settlement areas, and indicates development outside these defined areas will not be supported unless it is essential or is allocated within the MCNP. This will ensure development in potentially more biodiverse areas (e.g., in the open countryside) will be avoided, thus helping to retain the biodiversity value of the neighbourhood area.

8.22 The Mid-Cherwell green infrastructure network is defined through Policy MC9. This has been defined for multiple purposes, including to promote a net gain in biodiversity, as well as recognising and protecting wildlife corridors. The network comprises a variety of green and blue infrastructure assets, including existing woodland; species rich grassland; hedgerows; and waterbodies. As such, this policy is anticipated to bring forward positive effects in relation to biodiversity by protecting and enhancing biodiversity and ecological connectivity in the neighbourhood area. Furthermore, it is noted that much of the green infrastructure network overlaps with Natural England's National Habitat Network, especially in the southern part of the neighbourhood area which is within an extensive area of Network Expansion Zone. This further demonstrates that the MCNP is taking a proactive approach to protecting and enhancing opportunity areas in the neighbourhood area.

8.23 Local gaps are defined through Policy MC10. Whilst these are designed to avoid coalescence between the existing settlements in the neighbourhood area, they have the potential to have secondary benefits for biodiversity. The policy indicates the areas of land forming the gaps should remain predominantly in agricultural use but could also accommodate ecological mitigation. This would likely benefit biodiversity by maintaining and enhancing the wider biodiversity network. The same can be said of Policy MC11, which seeks to designate local green spaces across the neighbourhood area. By protecting green spaces, the MCNP works to ensure biodiversity connectivity is maintained and extended / enhanced across the neighbourhood area.

8.24 Finally, Policy MC13 outlines that the design of external and street lighting in all new development should minimise the risk of light spillage beyond the development site boundary. The policy also includes a range of criteria for

proposals to comply with regarding the installation of external lighting. This includes ensuring development proposals avoid detrimental impacts to biodiversity, especially with regards to impacting upon declining invertebrate populations. This is likely to help reduce habitat and species disturbance linked to development.

8.25 Overall, the draft MCNP performs positively in terms of supporting and strengthening the local green infrastructure network, and site allocations set requirements for landscape led design to support ecological connectivity and mitigate potential adverse effects. However, despite policy requirements, some loss of important habitat is inevitable given the overlap between two of the Kirtlington site allocations and BAP priority habitat, which may need compensating for off-site. **Minor negative effects** are predicted at this stage.

## Climate change and flood risk

8.26 The draft MCNP provides an opportunity to help reduce carbon emissions created by new development and to adapt to climate change impacts. Whilst it is recognised that there is little value in duplicating planning policies which are already set out in the Local Plan, the draft MCNP should focus on what could be strengthened and respond to local considerations. This could include vulnerability to overheating, flooding or water stress impacts, car dependency, opportunities for renewable energy, sustainable design, and construction.

8.27 It is noted that Cherwell emits more carbon dioxide (CO<sub>2</sub>) emissions per capita when compared to Oxfordshire, the South East, and England. CO<sub>2</sub> emissions associated with transport are notably higher than the domestic and industry and commercial sectors combined (2021)<sup>19</sup>. Whilst the site allocation policies do not make specific provisions related to climate change mitigation, it is considered that allocating the sites within the defined settlement areas (or as close to them as possible) through Policy MC1 will positively support a limitation of emissions. This is through reducing the need to use private vehicles for localised journeys.

8.28 Furthermore, Policy MC16 highlights the importance of the active travel network, supporting a modal shift where possible. Recognising that private vehicle use is unavoidable in many instances, Policy MC16 sets a requirement for development applications to contribute to the creation of traffic calming schemes in villages most affected by the proposals. This will likely help contribute to climate change mitigation by reducing congestion and vehicular emissions in the neighbourhood area.

8.29 Also noteworthy in this respect is the Mid-Cherwell green infrastructure network. Policy MC9 highlights key functions of the network, including carbon capture. By protecting the effectiveness and connectivity of the network, the draft MCNP seeks to maintain carbon capture and storage capacity in the neighbourhood area. The same can be said of Policies MC10 and MC11; through protecting local gaps and local green spaces, the draft MCNP seeks to safeguard features and areas that contribute to carbon capture and storage.

8.30 It is noted that the wider planning policy framework, including the adopted and emerging Local Plan, provides additional policy measures around electric

<sup>19</sup> [Cherwell District Council - Greenhouse gas report](#)

vehicles (EVs), renewable energy schemes, and low carbon buildings, which will continue to be the main driver behind climate actions.

8.31 In terms of climate change adaptation, areas of Flood Zone 3 (high risk of flooding) are largely confined to the banks of the River Cherwell. This area also has a higher risk of surface water flooding. There are two further waterbodies within the northwestern and eastern parts of neighbourhood area; these are also associated with an increased risk of surface water flooding. None of the allocated sites are at risk of fluvial flooding; they are all within Flood Zone 1.

8.32 The site allocated under Policy MC2 is at low risk of surface water flooding in its southern extent (approximately a third of the site). Additionally, the sites allocated under Policies MC3 and MC4 have isolated areas at risk of surface water flooding, ranging from low to high risk. None of these policies make stipulations relating to climate change adaptation and managing flood risk. Whilst it is noted that development could be steered away from areas at risk within the sites, **it is recommended that these policies are revisited to add provisions for flood risk management through development. This will help to ensure that development on these sites will not lead to increase surface water flood risk in the settlements of Ardley and Kirtlington.**

8.33 It is considered that any development will need to align with national policy (NPPF and Planning Practice Guidance), which together with relevant policies of the adopted and emerging Local Plans highlight the importance of development taking place in areas at lowest risk of flooding where possible.

8.34 Whilst the draft MCNP does not make specific provisions for flood risk management and climate change adaptation, it is considered that the wider plan policies contribute to a level of management. Policy MC9 highlights the key functions of the identified green infrastructure network in Mid Cherwell, including natural flood management, which occurs through vegetation intercepting flood water. Therefore, by protecting and enhancing the green infrastructure network across the neighbourhood area, the draft MCNP seeks to maintain and strengthen natural flood risk management.

8.35 Overall, by recognising growth will occur with or without the draft MCNP, the increase in the built footprint of the neighbourhood area and absolute emissions are not considered a consequence of the Plan. However, it is recognised that the growing impacts of climate change mean that any plan made now that does not consider radical reductions in carbon and help build resilience could be considered not fit for purpose<sup>20</sup>. **It is therefore recommended that the draft MCNP be revised to better support climate change mitigation and resilience, particularly through high-quality, sustainable design of new development; efficiency measures; sustainable energy generation opportunities, and electric vehicle uptake. This should also include specific flood risk management for the three sites across Ardley and Kirtlington, given that there is surface water flood risk within their boundaries.**

8.36 At this time, **minor negative effects** are considered likely at this stage, reflecting the flood risk associated with the site allocations in Ardley and

<sup>20</sup> [Neighbourhood Planning in a Climate Emergency](#)

Kirtlington. There is the potential for neutral or minor positive effects if the above recommendations were to be adopted.

## Community wellbeing

8.37 The draft MCNP has taken a dispersed approach to development in the neighbourhood area, allocating five sites across Steeple Aston, Kirtlington, Ardley with Fawcett, and Upper Heyford. As indicated in **Chapter 7**, this is largely due to a lack of suitable sites for large-level growth in Steeple Aston, the only Category A Village in the neighbourhood area according to the settlement hierarchy established in the LPR. Given that the majority of the settlements in Mid Cherwell are Category B or C Villages, the draft MCNP only seeks to deliver approximately 60 dwellings across the plan period. The Mid Cherwell Neighbourhood Forum view this as a sustainable and reasonable response to the LPR's 100 home allocation in the neighbourhood area. To ensure that this is met, the MCNP allocates two reserve sites.

8.38 The AECOM Housing Needs Assessment (HNA) 2023 outlines the need to deliver affordable housing (for both buying and renting), as well as the need to diversify the housing stock in Mid Cherwell to meet the needs of the community. The draft MCNP seeks to address this through Policy MC14, which outlines that residential development schemes for 10 or more dwellings will be made up of 38% 1-to-2-bedroom properties, 61% 2-bedroom properties, and 1% as houses with 4-bedrooms or more. Additionally, Policy MC14 identifies that residential development proposals for 10 or more dwellings will be required to deliver at least 35% affordable housing as part of the scheme, 60% of which should be houses for social and affordable rent. The remaining 40% should be for affordable home ownership (first homes, shared ownership, and rent to buy). Policy MC9 also outlines that development that is designed with features that enable residents to live there throughout their entire life is favoured. Additionally, Policy MC15 works to further support the provision of affordable housing on development sites in the neighbourhood area – including on rural exception sites within and adjacent to the settlements. Hence, both of these policies work well to bring forward positive effects in relation to community wellbeing by seeking development that reflects the needs of the community.

8.39 The neighbourhood area has a range of community facilities, including four schools; a pre-school; village halls; community centres; four village greens; 30 recreational spaces; four allotments; play facilities; seven pubs; four hotels; a multitude of B&Bs; 12 places of worship; and ten cemeteries. However, there are no GP surgeries, dental practices, or other health facilities in the neighbourhood area. This is recognised through the draft MCNP. Notably, Policy MC18 supports the delivery of a health facility within the neighbourhood area, especially where it can be combined with other appropriate uses or services, including (but not limited to) a dental practice. This is anticipated to bring forward positive effects in relation to community wellbeing by improving the level of access of residents to important health infrastructure.

8.40 With regards to deprivation levels, the southern part of the neighbourhood area is more deprived in terms of overall deprivation, extending from Kirtlington northwards and partially north-eastwards. In terms of the barriers to housing and services domain, the whole neighbourhood area experiences high

deprivation. Allocating sites for housing at Kirtlington will support measures to reduce deprivation in this area, including access to new affordable housing.

8.41 All site allocations are suitably located to promote accessibility and integration, despite some services being limited. Furthermore, site allocation policies seek to ensure “*pedestrian and cycle access*” and that “*the design of the scheme reflects the design principles set out in Policy MC14*”. Policy MC14, supported by Policies MC9, MC11 and MC15, seeks to support the attractiveness of the neighbourhood area, raising awareness of the active travel network (including walking and cycling routes) to encourage safe and convenient use, and to identify future opportunities to improve their connectivity. These policies are likely to support enhanced community wellbeing in the neighbourhood area by promoting healthy and active lifestyles through providing safe spaces for residents to engage with physical activity. Policy MC13 also supports attractive places, outlining that the design of external and street lighting in all new development should minimise the risk of light spillage beyond the development site boundary. The policy sets criteria that proposals need to comply with concerning the installation of external lighting. This includes, but is not limited to, not having a detrimental effect on the amenity of surrounding occupiers.

8.42 Local gaps are identified through Policy MC10. These concern Upper Heyford, Lower Heyford and Caulcott, Ardley, and Middleton Stoney, and have been identified to prevent coalescence between the settlements and potential commercial developments in their proximity. Within a local gap, the land should remain predominantly in agricultural use unless it meets the criteria set out within the policy. This includes, but is not limited to, proposals for economic activities that bring about rural diversification, providing that the development is operated as part of a viable rural business and contributes to the viability of the holding, amongst other considerations. This is anticipated to positively contribute towards community wellbeing by helping to ensure individual settlements and their associated communities remain separate from one another, which contributes to protecting community identity.

8.43 More broadly, employment opportunities within the neighbourhood area continue to be very limited. Policy MC17 therefore encourages the continued commercial use of premises providing local employment within the neighbourhood area. Proposals for new small businesses will be considered where they a) provide diverse employment opportunities for residents or benefit the local economy; b) do not lead to adverse impacts on the surrounding environment; and c) do not lead to adverse impacts on road safety, congestion, parking, and noise. This is considered likely to positively contribute towards enhanced community wellbeing in the neighbourhood area by ensuring businesses and services continue to operate in order to meet local needs and provide employment opportunities whilst avoiding negative impacts on the natural environment or the local road network.

8.44 Overall, the draft MCNP is considered likely to lead to **significant positive effects** against community wellbeing objectives. This is through the delivery of housing in accessible locations to meet local needs, including in relation to housing type and tenure, as well as considering the needs of specialist groups. The policy framework also supports improved accessibility where possible, capitalising upon the green infrastructure network, whilst also seeking to reduce

deprivation by addressing gaps in local service provision and improving access to employment.

## Historic environment

8.45 There are 242 listed buildings; eight scheduled monuments; and three registered parks and gardens within the neighbourhood area. These designated heritage assets are largely contained within the 11 conservation areas, which cover the main villages in Mid Cherwell. In addition, the Blenheim Palace World Heritage Site (WHS) is approximately 5km southwest of the neighbourhood area.

8.46 In terms of the site allocations, constraints associated with the historic environment, and how these are addressed through the MCNP, are outlined below:

- **Land off Station Road, Ardley** – This site is adjacent to the Ardley Conservation Area, which is located on the western site boundary. However, it is noted that the site is removed from individual historic environment assets. Policy MC2 does not include historic environment considerations.
- **Land south of Jersey Cottages, Kirtlington** – The site is wholly within grade II registered park and garden 'Kirtlington Park'. Therefore, development of the site would likely affect this asset. It is also within proximity to several grade II listed buildings, including 'Home Farmhouse' to the east. As such, it is likely development of this site would impact upon the setting of these designated heritage assets, including important views. It is noted this site is also within the Kirtlington Conservation Area. Policy MC3 makes provision for the historic environment, indicating that development proposals will be supported where the design of the scheme is aims to respect the heritage assets associated with the site.
- **Land north of Jersey Cottages (reserve site), Kirtlington** – The site is adjacent to grade II registered park and garden 'Kirtlington Park'. It is also close to several grade II listed buildings. Therefore, development of the site has the potential to affect the setting of these designated heritage assets, including important views. It is noted this site is also adjacent to the Kirtlington Conservation Area. Policy MC4 makes provision for the historic environment, indicating that development proposals will be supported where the design of the scheme is aims to respect the heritage assets associated with the site.
- **Land off South Side, Steeple Aston** – The site lies adjacent to the Steeple Aston Conservation Area (located to the east). Therefore, development of the site has the potential to affect the setting of this historic area. It is noted that this site is removed from historic environment assets. Policy MC5 includes considerations related to the historic environment, indicating that development proposals for the site will be supported where the design of the scheme enhances the conservation area.
- **Land off Fenway, Steeple Aston** – This site lies adjacent to the Steeple Aston Conservation Area (located to the south-east). As such, development of this site has the potential to affect the setting of this historic area. It is

noted that this site is removed from individual historic environment assets. Policy MC6 includes considerations related to the historic environment, indicating that development proposals for the site will be supported where the design of the scheme aims to enhance the adjacent conservation area.

- **Land off Grange Park (reserve site), Steeple Aston** – This site is not within a conservation area, nor is it proximity to one. Additionally, the site is removed from historic environment assets. As such, Policy MC7 does not include stipulations relating to the historic environment.
- **Land off Mill Lane, Upper Heyford** – This site is within the Rousham, Lower Heyford and Upper Heyford Conservation Area. As such, development of this site has the potential to affect this historic area. However, it is noted that the site is removed from specific historic environment assets. Policy MC8 includes considerations related to the historic environment, indicating that development proposals for the site will be supported where the design of the scheme enhances the conservation area.

8.47 Further merit is given to landscaping requirements set across the site allocation policies, recognising that this will likely contribute a level of screening for any adverse effects. Nonetheless, **it is recommended that Policy MC2 is updated to include a specific provision for the Ardley Conservation Area, given that the designated area is adjacent to the western site boundary. This will help bring the policy more in line with the other site allocation policies, which all include a stipulation for various conservation areas** (except for Policy MC7, reflecting the distance between the site and the nearest historic conservation area). It is noted that sites also present the opportunity to deliver positive effects in relation to the historic environment; for example, where development is positively designed and masterplanned and might enhance enjoyment and understanding of the historic environment.

8.48 While national and local policy provides a level of protection to designated heritage assets in the neighbourhood area, there remains an opportunity for the draft MCNP to establish a clear vision for the historic environment and to appreciate the key conservation issues affecting the plan area. **A historic environment focussed policy underpinned by local evidence could further protect and enhance locally valued elements of the conservation areas, the condition of designated and non-designated historic buildings, the neighbourhood's character, and its archaeological potential.** In this respect, consideration should also be given to the conservation area appraisals as key evidence to inform development design and masterplanning.

8.49 In terms of historic landscape and character of the neighbourhood area, it is recognised that important views, vistas, and skylines are identified through Policy MC12. This policy requires that development proposals in the vicinity of an important view or vista, or of a scale that may affect a skyline, must not adversely impact it unless the benefits of the proposal clearly outweigh the potential for adverse impacts. Additionally, where development proposals may affect important views, vistas or skylines, the planning application must include an assessment of their significance. This is anticipated to positively impact upon the historic environment by ensuring important views, including those to designated and locally important historic features and views contributing to

conservation areas, are maintained as far as possible. In turn, this is likely to help maintain the historic setting and significance in the neighbourhood area.

8.50 Also of relevance is Policy MC10, which identifies Local Gaps at Upper Heyford, Lower Heyford and Caulcott, Ardley, and Middleton Stoney, and seeks to prevent coalescence between these settlements and potential commercial development that may come forward within their vicinity. Within a local gap, the land should remain predominantly in agricultural use unless it meets the criteria set out within the policy. This includes, but is not limited to, proposals for economic activities that bring about rural diversification, providing that it is not detrimental to the character and appearance of existing buildings and their setting within the landscape, amongst other considerations. This is likely to have a positive impact on the historic environment by protecting the wider landscape that contributes to the historic setting of important features and areas.

8.51 Policy MC13 also has the potential to deliver positive effects in relation to the historic environment in Mid Cherwell. It outlines that the design of external and street lighting in all new development should minimise the risk of light spillage beyond the development site boundary. The policy outlines criteria that proposals need to comply with concerning the installation of external lighting. This includes, but is not limited to, avoiding significant adverse impacts on the character of a village and its setting, or on the wider countryside.

8.52 Additionally, Policy MC17 indicates that the commercial use of buildings to provide local employment will be encouraged, and proposals for new small businesses will be considered where they do not have an adverse effect on the historic environment that cannot be outweighed. This will ensure the integrity of specific historic environment features and their setting are maintained, which will contribute to the continuation of the existing historic character of the settlements and the wider neighbourhood area.

8.53 Overall, **moderate to significant negative effects** are concluded as most likely at this stage. This reflects the spatial strategy, which allocates sites within key sensitive areas, including a Registered Park and Garden, and within and adjacent to designated conservation areas. Whilst schemes are expected to deliver high-quality design and mitigation measures, it is recommended that site allocations in the first instance consider avoidance measures, and alternative sites are considered in less sensitive areas. As such, it is recommended that Policy MC2 is reviewed to include a specific historic environment stipulation in relation to the Ardley Conservation Area, given the site allocation here is adjacent to the conservation area and has the potential to impact upon its setting and significance. Further consultation with Historic England is also recommended to identify and agree appropriate mitigation strategies.

## Land, soil, and water resources

8.54 Whilst there are small pockets of grade 2 agricultural quality land across Mid Cherwell, most of the neighbourhood area is considered to be underlain by grade 3 'good to moderate' agricultural land. This includes all of the allocated greenfield sites. As such, they have the potential to result in the loss of best and most versatile (BMV) land (though it is acknowledged that it is not possible to determine whether or not grade 3 agricultural land is BMV land). However, by defining settlement areas through Policy MC1, the draft MCNP encourages

development to come forward within the existing settlement boundaries (or adjacent to them). This will help reduce the impact on land and soil resources by encouraging new development to occur in areas that have a lower chance of being high-quality agricultural land.

8.55 The entire neighbourhood area sits within sections of mineral consultation areas and mineral safeguarding areas. This includes some of the allocated sites:

- The site allocated under Policy MC2 is within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock.
- The site allocated under Policy MC5 is within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for soft sand.
- The site allocated under Policy MC6 is within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for soft sand.
- The site allocated under Policy MC7 is within a mineral consultation area.

8.56 Though it is noted that the draft MCNP allocates sites within or adjacent to the existing settlements as far as possible, development within these areas could impact upon important mineral resources given their greenfield nature. Whilst the proposed level of growth across the sites is small scale, **it is recommended that Policies MC2, MC5, MC6 and MC7 are revisited to include stipulations regarding the potential mineral resources underlying the sites. OCC should also be consulted as the local minerals authority for the neighbourhood area, to ensure that the sterilisation and loss of important resources does not occur through allocating these sites, and the policies reflect the provisions of the Oxfordshire Minerals and Waste Local Plan.**

8.57 Mid Cherwell is within six catchment areas; the individual waterbodies within these catchments have either a 'moderate' or 'poor' ecological quality. The northern and western parts of the neighbourhood area are within a DWSZ for surface water. It is considered that Thames Water / Anglian Water are likely to maintain adequate water services (quality and availability) over the plan period.

8.58 The wider draft MCNP policies work towards supporting land, soil and water resources in the neighbourhood area. The Mid-Cherwell green infrastructure network is defined through Policy MC9. This has been defined for multiple purposes, including soil erosion management. The network comprises a variety of green and blue infrastructure assets, and by maintaining and enhancing the green infrastructure network, the draft MCNP works to safeguard underlying soils, thus bringing forward positive effects in relation to land, soil and water resources.

8.59 Local gaps are identified through Policy MC10 and their identification and safeguarding are considered likely to have a positive impact on land, soil and water resources. This is due to the policy indicating that these areas of land should remain predominantly in agricultural use unless development proposals meet the criteria set out within the policy. Similarly, Policy MC9, which seeks to

protect important landscape gaps, is likely to have a positive indirect impact on land, soil and water resources by safeguarding underlying soils and resources in these areas.

8.60 Overall, the development of greenfield sites will ultimately lead to a loss of the greenfield land resource, including potentially high-quality agricultural land. It is noted that whilst the scale of the development proposed means significant effects are likely to be avoided, there is the potential for the loss of important mineral resources through allocating some of the sites. Reflecting this, **minor negative effects** are concluded at this stage.

## Landscape

8.61 Mid Cherwell is not located within a National Park, a National Landscape, nor is it located with a Green Belt (although it is recognised that this is not a landscape designation).

8.62 The neighbourhood area overlaps with two National Character Areas (NCAs): Cotswolds (107) and Upper Thames Clay Vales (108). The Cotswolds NCA is defined by its underlying geology and is characterised by prominent natural and built features; evidence of industry and historical occupation; agriculture; and large areas of woodland. Meanwhile, the Upper Thames Clay Vales NCA is characterised by river corridors dominated by grazed pasture; wetland habitat; the large river system; and low woodland cover.

8.63 With regard to Landscape Character Types (LCTs), the neighbourhood area overlaps with four: Clay Vale, River Meadows, Vale Farmland, and Wooded Pasture Valleys and Slopes.

8.64 In terms of the site allocations, constraints associated with landscape, and how these are addressed through the MCNP, are outlined below:

- **Land off Station Road, Ardley** – The site is greenfield and located adjacent to the existing settlement. The site lies in a relatively open part of the neighbourhood area and is bordered by hedgerows along the western site boundary. Policy MC2 makes provision for landscape by ensuring that healthy trees on the site frontage are retained, thus protecting a level of natural screening of the site from the B430.
- **Land south of Jersey Cottages, Kirtlington** – The site is greenfield and located at the settlement edge and is bordered by trees / woodland. Policy MC3 includes landscape considerations through retaining all healthy trees on the site frontage as far as possible, thus maintaining existing screening of the site from neighbouring houses and the road.
- **Land north of Jersey Cottages (reserve site), Kirtlington** – The site is greenfield and located at the settlement edge and is bordered by trees / woodland. Policy MC4 includes landscape provisions, indicating that development proposals will be supported where they retain all healthy trees on site, and create a woodland buffer zone between the development and Akeman Street. This contributes to improving landscape value surrounding the site and provides additional screening opportunities.
- **Land off South Side, Steeple Aston** – The site is greenfield and located at the settlement edge. The site lies in an area that is relatively well screened

by existing trees and hedgerow bordering the site and has a tree-lined road frontage. Trees along the road frontage and to the west of the site are protected by Tree Preservation Orders (TPOs). Policy MC5 includes landscape stipulations for development proposals on the site, outlining the need for development proposals to retain the entire woodland TPO adjacent to the site, as well as the healthy trees along the site frontage. This will help maintain the landscape character around the site and provide continued screening of the development.

- **Land off Fenway, Steeple Aston** – The site is greenfield and located at the settlement edge. The site lies in an area that is relatively open, with development on the eastern and western site boundaries, and is likely visible from Fenway on the southern and south-eastern boundary. There are hedgerows on the site boundaries which would likely be difficult to retain through development, particularly when creating access to the site. Policy MC6 considers the landscape through ensuring that development proposals retain the majority of the existing boundary hedgerow, create a public green space on the site, and create a tree belt along the northern edge of the site. This will help to enhance landscape character and provide important screening to reduce the visual impact of development.
- **Land off Grange Park (reserve site), Steeple Aston** – The site is greenfield and located on the settlement edge to the north. Whilst the site is relatively open, it is slightly enclosed by existing housing development on the western and southern site boundaries along Grange Park. There are a number of trees within the site. There is some vegetation along the western and southern site boundaries, associated with houses and gardens surrounding the site. Policy MC7 includes the need for development proposals to retain all trees on or adjacent to the site, as well as the entirety of the woodland area adjacent to the Beeches footpath. This will help to support continued landscape character on the site and contribute a level of continued visual screening of the site.
- **Land off Mill Lane, Upper Heyford** – The site is greenfield and located within the settlement of Upper Heyford. There is a hedgerow on the southern site boundary. Policy MC8 provides landscape stipulations for development proposals at this location, including retaining the existing open green space to the north of the site and retaining the frontage hedgerow as far as possible. This will help to enhance the landscape character of the site and provide important screening effects to reduce the visual impact of development.

8.65 Designating settlement areas through Policy MC1 is expected to have a positive impact on the local landscape. This is due to the policy indicating development proposals outside these areas will not be supported unless it is essential or suited to the countryside location. This will help ensure only appropriate development will come forward in the wider landscape and will focus most development within and adjacent to existing settlements, thus reducing visual impacts.

8.66 The Mid-Cherwell green infrastructure network is defined through Policy MC9. This has been defined for multiple purposes, including noise reduction, which contributes to landscape character and quality. Defining a green infrastructure network is also likely to positively contribute to landscape character and quality

by helping to visually break up development and contributing to enhancing views. Identifying and designating local gaps through Policy MC10 and local green spaces through Policy MC11 is anticipated to bring forward positive effects in the same way. Additionally, Policy MC10 is likely to provide further positive landscape effects by preventing coalescence between settlements. This is likely to positively contribute to protecting individual settlement and parish identity across the neighbourhood area and prevent sprawl-like effects.

8.67 Important views, vistas and skylines are identified through Policy MC12. Development proposals in the vicinity of an important view or vista, or of a scale that may affect a skyline, must not adversely impact it unless the benefits of the proposal clearly outweigh the potential for adverse impacts. In this way the policy is likely to bring forward positive landscape impacts, through ensuring important views and their landscape value are maintained through development.

8.68 Policy MC13 outlines that the design of external and street lighting in all new development should minimise the risk of light spillage beyond the development site boundary. The policy outlines criteria that proposals need to comply with concerning the installation of external lighting. This includes, but is not limited to, avoiding significant adverse impacts on the character of a village and its setting, or on the wider countryside. In addition, particular care should be taken to avoid light pollution where the development is in a remote rural location, or where it might adversely impact the setting of the Oxford Canal. This is anticipated to bring forward positive effects with regards to landscape by protecting the dark skies in Mid Cherwell (though it is noted that this is not considered to be an important feature landscape character in the neighbourhood area), and ensuring lighting infrastructure does not detract from the landscape character and quality of the neighbourhood area.

8.69 Overall, the policy framework of the draft MCNP places great focus on the landscape, conserving settlement identity and the important rural qualities of the neighbourhood area. In terms of the site allocations, policy requirements seek to mitigate any adverse effects on the landscape, for example, through screening sites from existing development and the local road network. As such, at this time **broadly neutral effects** are anticipated.

## Transport and movement

8.70 In terms of sustainable travel opportunities, there is one railway station in the neighbourhood area: Heyford Railway Station, which is located in Lower Heyford and offers services to Didcot Parkway and Banbury. Tackley Railway Station is within 1km of Kirtlington and offers the same services. In addition, the Bicester Village and Bicester North rail stations are located 7km east of the neighbourhood area and offer services to Oxford, London Marylebone, Banbury, Birmingham Snow Hill, and Birmingham Moor Street.

8.71 In terms of bus services, whilst several operate in the neighbourhood area, services are relatively limited; for example, they do not stop at Somerton, Fritwell, Ardley with Fewcott, and Middle Aston.

8.72 With regards to the road network, part of the M40 intersects the northeastern part of the neighbourhood area. The only A road that intersects the neighbourhood area is the A4095, whilst B roads include the B430, B4030, and

B4100. Notably, increases in volumes of Heavy Goods Vehicle (HGV) traffic are currently impacting the small rural roads within the neighbourhood area. This is because routing agreements are not enforced, and there is dissatisfaction locally with the council's attempts to mitigate this issue.

8.73 There are numerous public rights of way in the neighbourhood area, including footpaths, bridleways and restricted byways, which support active travel within the neighbourhood area.

8.74 The policy framework delivers growth to the most sustainable locations in the neighbourhood area in terms of access to the public transport network, including railway stations in Lower Heyford, Tackley and Bicester. However, it is recognised that public transport (particularly bus services) within Mid Cherwell are limited, and as such development is likely to continue trends which favour private vehicles to access wider services, facilities and employment opportunities.

8.75 In terms of the site allocations, constraints associated with transport and movement, and how these are addressed through the draft MCNP, are outlined below:

- **Land off Station Road, Ardley** – The site is located adjacent to the Ardley settlement, which has a limited range of services and facilities. Policy MC2 indicates that vehicular access to the site will be singular and come from Station Road alongside pedestrian and cycle access.
- **Land south of Jersey Cottages, Kirtlington** – The site is located within Kirtlington, which has good transport links to nearby settlements with a wider range of services and facilities. Policy MC3 indicates that vehicle and pedestrian access to the site would come from Heyford Road by way of the existing access to Jersey Cottages.
- **Land north of Jersey Cottages (reserve site), Kirtlington** – The site is located within Kirtlington, which has good transport links to nearby settlements with a wider range of services and facilities. Policy MC4 indicates that vehicle access would come from Heyford Road, with a separate pedestrian and cycle access point also from Heyford Road (including a pedestrian crossing). The policy also indicates that emergency access, if required, would come from Akeman Street.
- **Land off South Side, Steeple Aston** – The site is located in Steeple Aston, which has a reasonable level of local services and facilities and good connections to Oxford, including bus services accessible from The Red Lion bus stops approximately 300m east of the site. Policy MC5 ensures that the site will have a single vehicular access point coming from South Side, with a separate pedestrian and cycle access point. In addition, there will be a woodland path linking the scheme towards Fenway to encourage active travel uptake where possible.
- **Land off Fenway, Steeple Aston** – The site is located in Steeple Aston, which has a reasonable level of local services and facilities and good connections to Oxford. Policy MC6 ensures that the site will have a single vehicular access point coming from Fenway, and a pedestrian path within the site to avoid the need for a footpath on Fenway whilst still promoting active travel opportunities.

- **Land off Grange Park (reserve site), Steeple Aston** – The site is located in Steeple Aston, which has good connections to Oxford. Policy MC7 ensures that the site will have a single vehicular access point coming from Grange Park, with a separate pedestrian and cycle access point from the existing Beeches footpath to encourage active travel uptake where possible.
- **Land off Mill Lane, Upper Heyford** – The site is located within Upper Heyford, which has poor / irregular access to public transport. However, it is noted that services and facilities within Heyford Park (outside of the neighbourhood area to the east) could be accessed on foot or via bicycle due to the pavement provision between the settlements. Policy MC8 includes stipulations for transport, supporting development proposals that include vehicular, pedestrian, and cycle access from Mill Lane.

8.76 More broadly, Policy MC16 identifies the existing active travel network for the purpose of supporting healthy and safe active travel opportunities throughout the neighbourhood area. Development proposals that lie within or adjacent to the network should sustain, and where practicable, enhance the functionality of the network. Proposals which would cause harm to the functionality or connectivity of the network will not be supported. Applications for development of ten or more dwellings, and applications for other uses which are likely to generate significant traffic movement, are required to contribute financially to the creation of traffic calming schemes in the villages most affected by the proposals. This is anticipated to bring forward positive effects in relation to transport and movement by protecting the existing active and sustainable travel network in the neighbourhood area. This should help to encourage an uptake in alternative travel methods to private vehicles.

8.77 Also of relevance is Policy MC9, which highlights the role of the Mid-Cherwell green infrastructure network for multiple purposes, including improved connectivity. The network comprises a variety of green and blue infrastructure assets, including public rights of way. Protection and enhancement of the network is anticipated to support attractive, connected places; further incentivising modal shift for local journeys undertaken through active and sustainable means. In addition, local gaps are identified through Policy MC10. Within a local gap, the land should remain predominantly in agricultural use, unless it meets the criteria set out within the policy. This includes, but is not limited to, footpaths, cycleways, and bridleways. Again, this contributes to maintaining the existing active travel network to help promote alternative travel methods.

8.78 Policy MC17 also includes provision for transportation and movement. It indicates that the continued commercial use of buildings for local employment, or the establishment of new small businesses, will be supported where they will not adversely impact upon local traffic levels. This includes ensuring that there is a limited amount of goods traffic on the local road network, to maintain road safety and reduce congestion.

8.79 Overall, it is considered that the requirements set out through the site allocation policies and the wider policy framework seek to maximise use of and access to active / sustainable travel, improving the connectivity of parishes. Recognising that more strategic highways / transport issues are beyond of the scope of the draft MCNP, **neutral effects** are concluded.

# 9. Conclusions and recommendations

## Conclusions

- 9.1 Overall, the MCNP is considered likely to lead to **significant positive effects** against community wellbeing objectives. This is through the delivery of housing in sustainable locations to meet local needs, including in relation to housing type and tenure; as well as considering the needs of specialist groups. The policy framework also supports improved accessibility where possible, capitalising upon the green infrastructure network, while also seeking to address gaps in local service provision, and improve access to employment.
- 9.2 **Neutral effects** are predicted in relation to air quality. Whilst it is acknowledged that the site allocations may increase road users, the anticipated increase is unlikely to be significant across the wider Mid Cherwell neighbourhood area and is unlikely to significantly impact upon the nearby AQMAs. Furthermore, the MCNP policies seek to support active travel uptake and prioritise development in accessible locations.
- 9.3 **Neutral effects** are also considered most likely in relation to transport and movement. This reflects the policy provisions of the site allocation policies and the wider policies, which seek to provide a good level of access to the sites and encourage sustainable and active transport opportunities where feasible. This also reflects that more strategic highways / transport issues are beyond of the scope of the MCNP.
- 9.4 **Neutral effects** are further considered likely for the landscape in the neighbourhood area under the MCNP. This is due to the policy framework placing great focus on the landscape – including through conserving settlement identity and mitigating potential adverse impacts on landscape character and quality.
- 9.5 **Minor negative effects** are considered likely for biodiversity. Whilst the draft MCNP performs positively in terms of supporting and strengthening the local green infrastructure network and providing specific provisions for biodiversity through the site allocation policies, it is anticipated that some loss and / or disruption to BAP priority habitats will occur through development.
- 9.6 **Minor negative effects** are also considered most likely for climate change and flood risk. This is largely dependent on the flood risk on the sites allocated in Ardley and Kirtlington, and the associated site allocation policies not making provisions to reduce this risk. It is acknowledged that the plan works well to deliver growth in areas within close proximity to existing services or in proximity to active and sustainable transport modes, to help reduce emissions linked to transportation in the neighbourhood area.
- 9.7 **Minor negative effects** are also anticipated for land, soil and water resources. Whilst it is acknowledged that the potential loss of productive, agricultural quality land through the site allocations is not significant, it is noted that the wider plan policies work well to mitigate against soil erosion and the loss of productive soils. However, there is currently no consideration for important mineral resources which could underly a number of the allocated sites (though it is acknowledged that these sites are allocated within or adjacent to settlement

boundaries and are likely to have a lower likelihood of being underlain by important resources).

9.8 **Moderate to significant negative effects** are concluded as most likely for the historic environment at this stage. This is largely due to the allocation of sites within a Registered Park and Garden and within or adjacent to conservation areas across Mid Cherwell. However, it is noted that the site allocation policies do make provisions for the historic environment by ensuring that the conservation areas are respected through the design of development schemes.

## Recommendations

9.9 The following recommendations have been made through the appraisal of the draft MCNP:

- It is recommended that Policies MC2, MC3 and MC4 are revisited and updated to include stipulations relating to flood risk, given these sites are at varying risk of surface water flooding. This is likely to help ensure development design schemes take into consideration the risk of flooding on these sites and embed mitigation and adaptation techniques into the design of the scheme taken forward. This could help reduce the risk of development causing flooding elsewhere in the settlements of Ardley and Kirtlington.
- It is further recommended that Policy MC2 is revisited and updated to include a specific historic environment stipulation in relation to the Ardley Conservation Area, which is located adjacent to the site to the west. This will help bring the policy more in line with the other site allocation policies which are within or adjacent to conservation areas across the neighbourhood area and could help reduce the potential impact to the setting and significance of the designated area.
- Additionally, a historic environment focussed policy underpinned by local evidence, could further protect and enhance locally valued elements of the Conservation Areas, the condition of designated and non-designated historic buildings, the neighbourhood's character, and its archaeological potential.
- Additionally, it is recommended that Policies MC2, MC5, MC6 and MC7 are revisited to include stipulations regarding the potential mineral resources that could underly the sites. This could include the appropriate investigation of the sites to ascertain whether they hold important resources and ensuring that materials are recovered to avoid their sterilisation and loss. The need to consult with OCC as the local minerals authority could also be included in these policies.
- Policy MC16 is commended for setting a requirement for development applications to contribute to the creation of traffic calming schemes in villages most affected by the proposals. Another way for the MCNP to address transport emissions could be to target local improvements that will support a modal shift towards electric and alternative fuel vehicles. This could include through setting requirements for the delivery of necessary infrastructure.

- Support could also be set out through the MCNP for community renewable energy schemes, increasing renewable electricity and heat generation, as well as supporting low carbon building design and construction. This could help meet local and national targets for renewable energy generation and carbon emission reductions in the longer term.

# 10. Next steps and monitoring

10.1 This part of the report explains the next steps that will be taken as part of the plan-making and SEA process.

## Plan finalisation

10.2 Following Regulation 14 consultation, the MCNP and supporting SEA will be finalised for submission to CDC. Following submission, the MCNP and supporting evidence will be published for further consultation and then subjected to Independent Examination. At Independent Examination, the MCNP will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Local Plan.

10.3 If the examination leads to a favourable outcome, the Neighbourhood Plan will then be subject to a referendum, organised by CDC. If more than 50% of those who vote agree with the Neighbourhood Plan, then it will be 'made'. Once 'made', the MCNP will become part of the Development Plan for Cherwell District, covering the defined neighbourhood area.

## Monitoring

10.4 The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the Neighbourhood Plan to identify any unforeseen effects early and take remedial action as appropriate.

10.5 It is anticipated that monitoring of effects of the Neighbourhood Plan will be primarily undertaken by CDC as part of the process of preparing its Annual Monitoring Report (AMR). However, monitoring will be revisited in subsequent stages, considering feedback from consultation and finalisation of the plan.

# Appendix A – Regulatory requirements

As discussed in **Chapter 1**, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 (the Regulations) explains the information that must be contained in the Environmental Report; however, interpretation of Schedule 2 is not straightforward. **Table AA-1** links the structure of this report to an interpretation of Schedule 2 requirements, whilst **Table AA-2** explains this interpretation. **Table AA-3** identifies how and where within the Environmental Report the regulatory requirements have/ will be met.

**Table AA.1 Questions answered by this Environmental Report, in-line with an interpretation of regulatory requirements**

Questions answered		As per regulations... the Environmental Report must include...
Introduction	What's the plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes.</li> </ul>
	What's the sustainability 'context'?	<ul style="list-style-type: none"> <li>Relevant environmental protection objectives, established at international or national level.</li> <li>Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.</li> </ul>
	What's the SEA scope?	<ul style="list-style-type: none"> <li>Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.</li> <li>The environmental characteristics of areas likely to be significantly affected.</li> <li>Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.</li> </ul>
	What are the key issues and objectives that should be a focus?	<ul style="list-style-type: none"> <li>Key environmental problems / issues and objectives that should be a focus of (i.e., provide a 'framework' for) assessment.</li> </ul>
Part 1	What has plan-making / SEA involved up to this point?	<ul style="list-style-type: none"> <li>Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach).</li> <li>The likely significant effects associated with alternatives.</li> <li>Outline reasons for selecting the preferred approach in-light of alternatives assessment / a description of how environmental objectives and considerations are reflected in the draft plan.</li> </ul>
Part 2	What are the SEA findings at this current stage?	<ul style="list-style-type: none"> <li>The likely significant effects associated with the draft plan.</li> <li>The measures envisaged to prevent, reduce, and offset any significant adverse effects of implementing the draft plan.</li> </ul>
Part 3	What happens next?	<ul style="list-style-type: none"> <li>A description of the monitoring measures envisaged.</li> </ul>

## Table AA.2 Questions answered by this Environmental Report, in-line with regulatory requirements

<u>Schedule 2</u>	<u>Interpretation of Schedule 2</u>		
<i>The report must include...</i>	<i>The report must include...</i>		
(a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the plan seeking to achieve?</i>	
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>	
(c) the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level		
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'	i.e. answer - <i>What's the 'baseline'?</i>	
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected		
(f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What are the key issues &amp; objectives?</i>	
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of appraisal		
(h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach')	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i>	[Part 1 of the Report]
(i) a description of the measures envisaged concerning monitoring.	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.		
	The likely significant effects associated with the draft plan	i.e. answer - <i>What are the assessment findings at this current stage?</i>	[Part 2 of the Report]
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan	i.e. answer - <i>What happens next?</i>	[Part 3 of the Report]
	A description of the measures envisaged concerning monitoring		

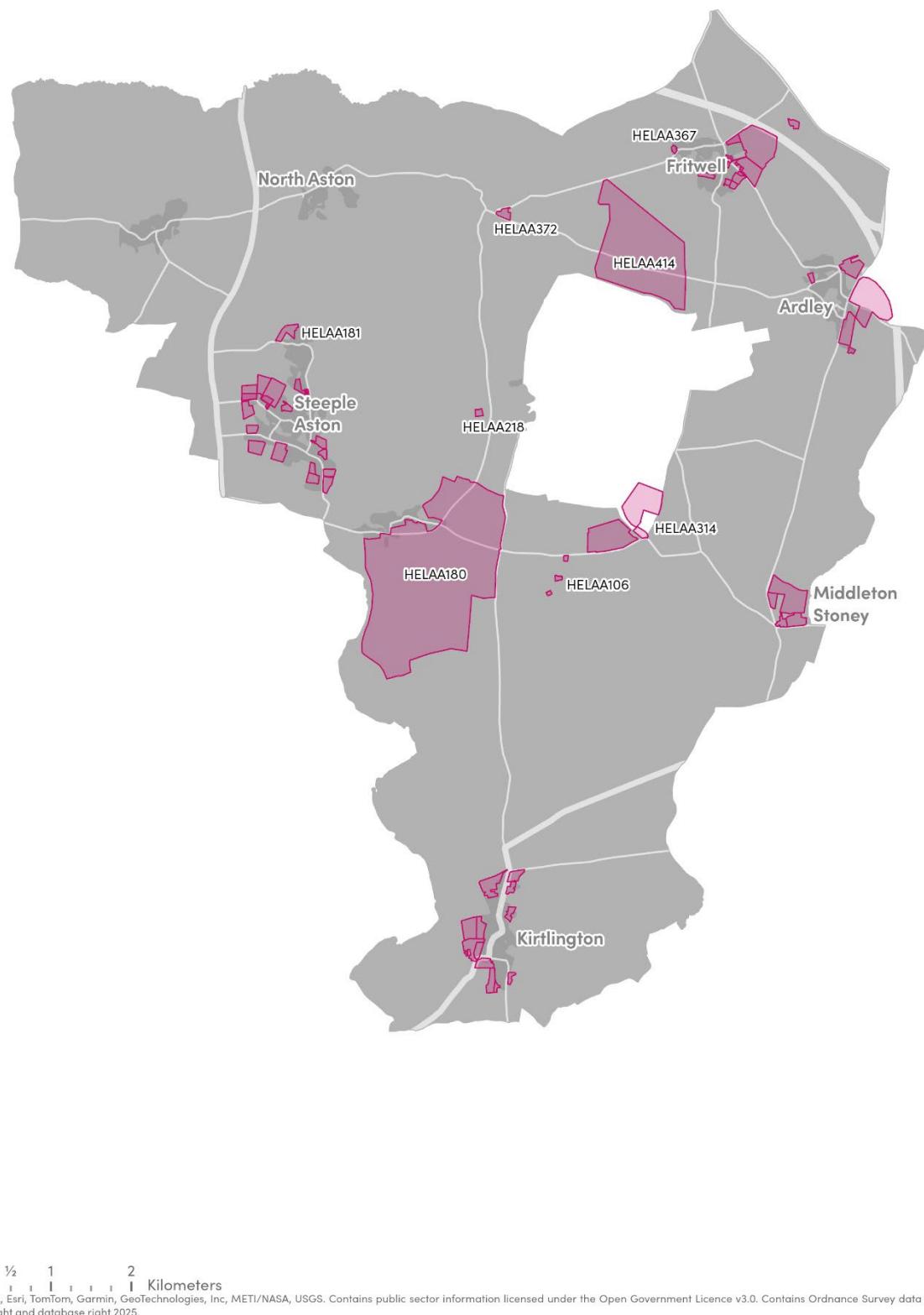
**Table AA.3 ‘Checklist’ of how (throughout the SEA process) and where (within this report) regulatory requirements have been, are, and/ or will be met**

Regulatory requirement	Discussion of how the requirement is met
Schedule 2 requirements:	
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	<p>Chapter 2 ('What's the plan seeking to achieve') presents this information.</p> <p>The relationship with other plans and programmes is also set out in the Scoping Report (2023).</p>
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	<p>These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report published in 2023.</p> <p>The outcome of scoping was an 'SEA Framework', and this is presented within Chapter 3 ('What's the scope of the SA').</p>
3. The environmental characteristics of areas likely to be significantly affected.	
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	
5. The environmental protection objectives established at international, national, or community level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been considered during its preparation.	<p>The Scoping Report (2023) presents a detailed context review and explains how key messages from the context review (and baseline review) were then refined to establish an 'SEA framework'. The key issues from scoping are presented in Appendix B.</p> <p>The context review informed the development of the SA framework and topics, presented in Chapter 3, which provide a methodological 'framework' for appraisal.</p> <p>With regards to explaining "how... considerations have been taken into account" -</p> <ul style="list-style-type: none"> <li>• Chapter 5 explains how reasonable alternatives were established in-light of available evidence.</li> <li>• Chapter 6 sets out the detailed appraisal of alternative options.</li> <li>• Chapter 7 explains the Council's 'reasons for supporting the preferred approach', i.e., explains how/ why the preferred approach is justified in-light of alternatives appraisal (and other factors).</li> <li>• Chapter 9 sets out the findings of the appraisal of the draft plan and Chapter 10 provides a summary of the findings and any recommendations.</li> </ul>
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape, and the interrelationship between the above factors. (Footnote: these effects should include	<ul style="list-style-type: none"> <li>• Chapter 5 explains how reasonable alternatives were established in-light of available evidence.</li> <li>• Chapter 6 sets out the detailed appraisal of alternative options.</li> <li>• Chapter 9 sets out the findings of the appraisal of the draft plan and Chapter 10 provides a summary of the findings and any recommendations.</li> </ul> <p>As explained within the various methodology sections, as part of appraisal work, consideration has been given to the</p>

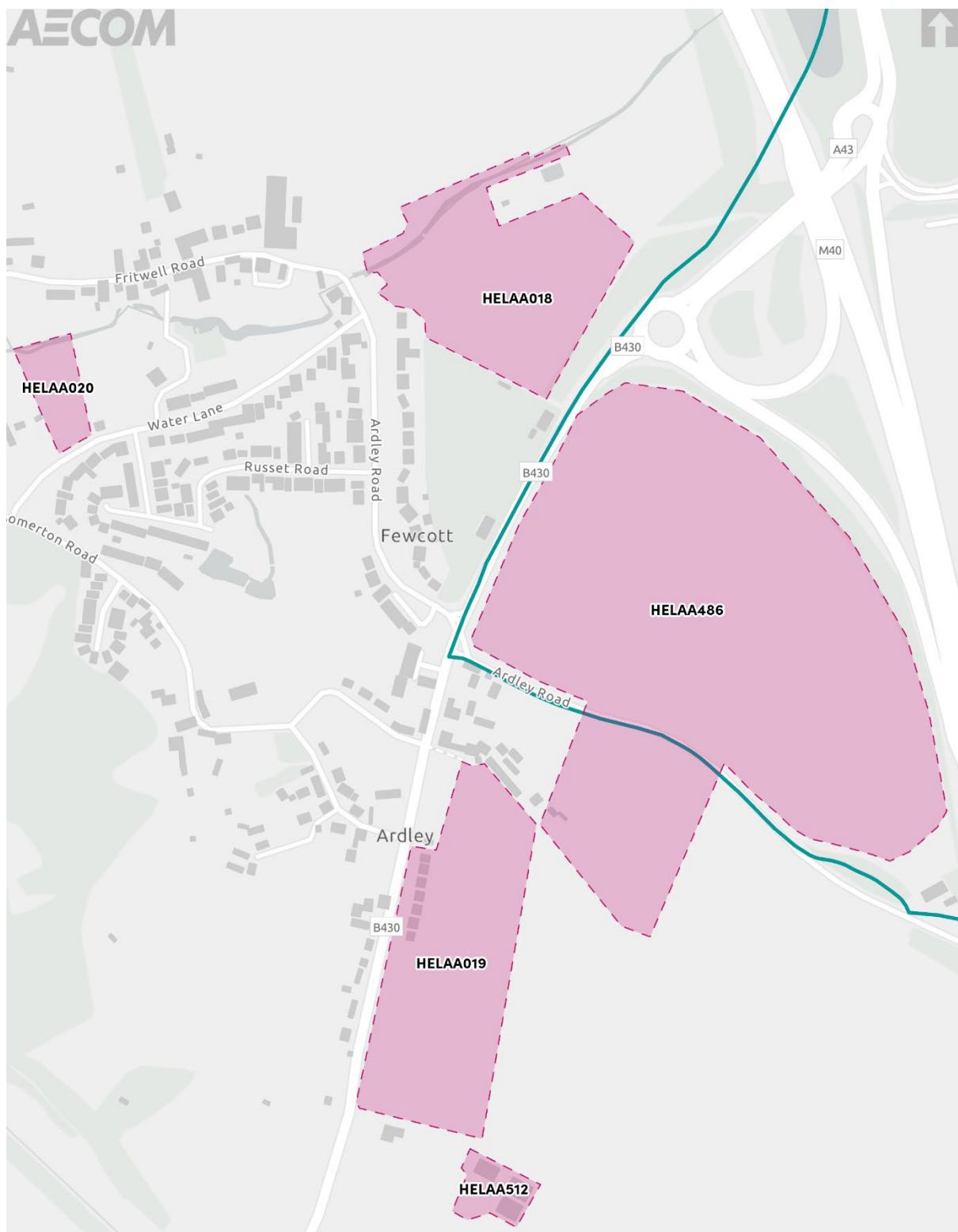
Regulatory requirement	Discussion of how the requirement is met
secondary, cumulative, synergistic, short-, medium-, and long-term, permanent and temporary, positive and negative effects).	SEA scope, and the need to consider the potential for various effect characteristics/ dimensions.
7. The measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Where necessary, mitigation measures are identified within the alternatives appraisal (in Chapter 6) and appraisal of the Draft Plan (Chapters 9 and 10).
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Chapter 5 deals with 'Reasons for selecting the alternatives dealt with', in that there is an explanation of the reasons for focusing on particular issues/ options. Also, Chapter 7 explains the Council's 'reasons for selecting the preferred option' (in light of alternatives appraisal). Methodology is discussed at various places, ahead of presenting appraisal findings, and limitations/ assumptions are also discussed as part of appraisal narratives.
9. A description of the measures envisaged concerning monitoring in accordance with Article 10.	At this stage no additional monitoring measures are identified as being necessary over and above those already being considered by the Local Planning Authority.
10. A Non-Technical Summary of the information provided under the above headings.	A Non-Technical Summary (NTS) is provided at the start of the report.
The SEA Report must be published alongside the Draft Plan, in accordance with the following regulations: Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying SA Report before the adoption of the plan or programme (Art. 6.1 and 6.2).	At the current time, this Environmental Report is being published alongside the submission version of the NP for public consultation.
The SEA Report must be considered, alongside consultation responses, when finalising the Plan. The SA Report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6, and the results of any transboundary consultations entered into pursuant to Article 7, shall be considered during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.	The Council will consider this Environmental Report when preparing the submission version of the Plan for publication.

# Appendix B – Site assessments

**AECOM**



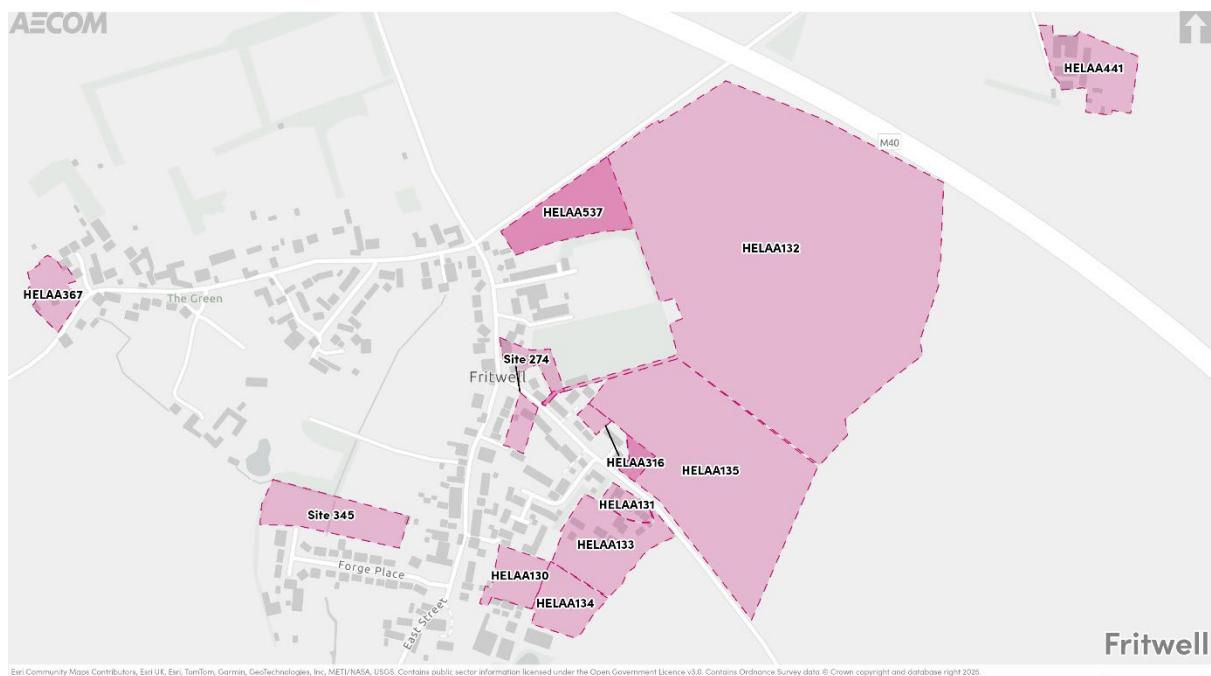
**Figure AB.1 Sites assessed across the neighbourhood area**



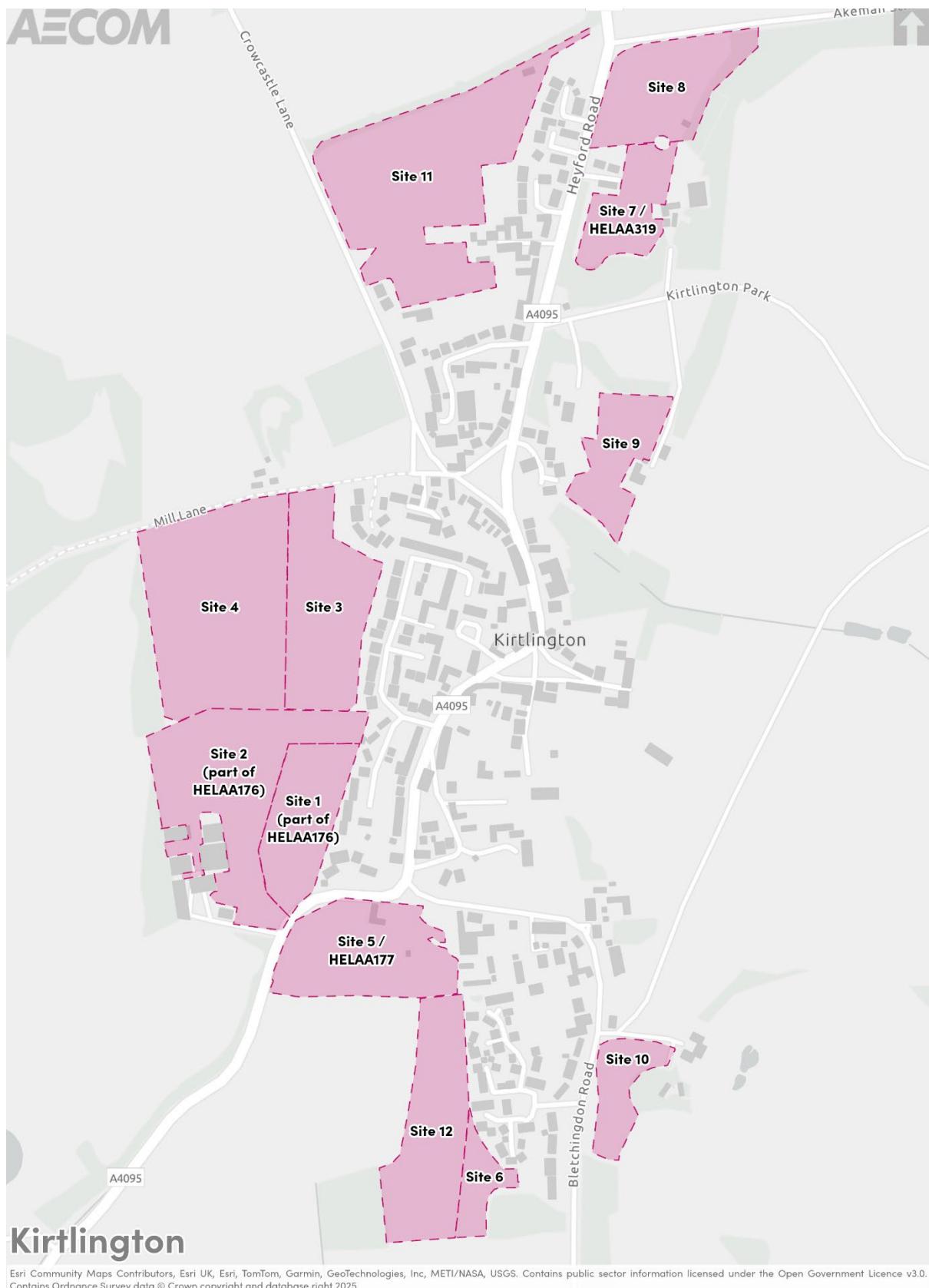
## Ardley with Fewcott

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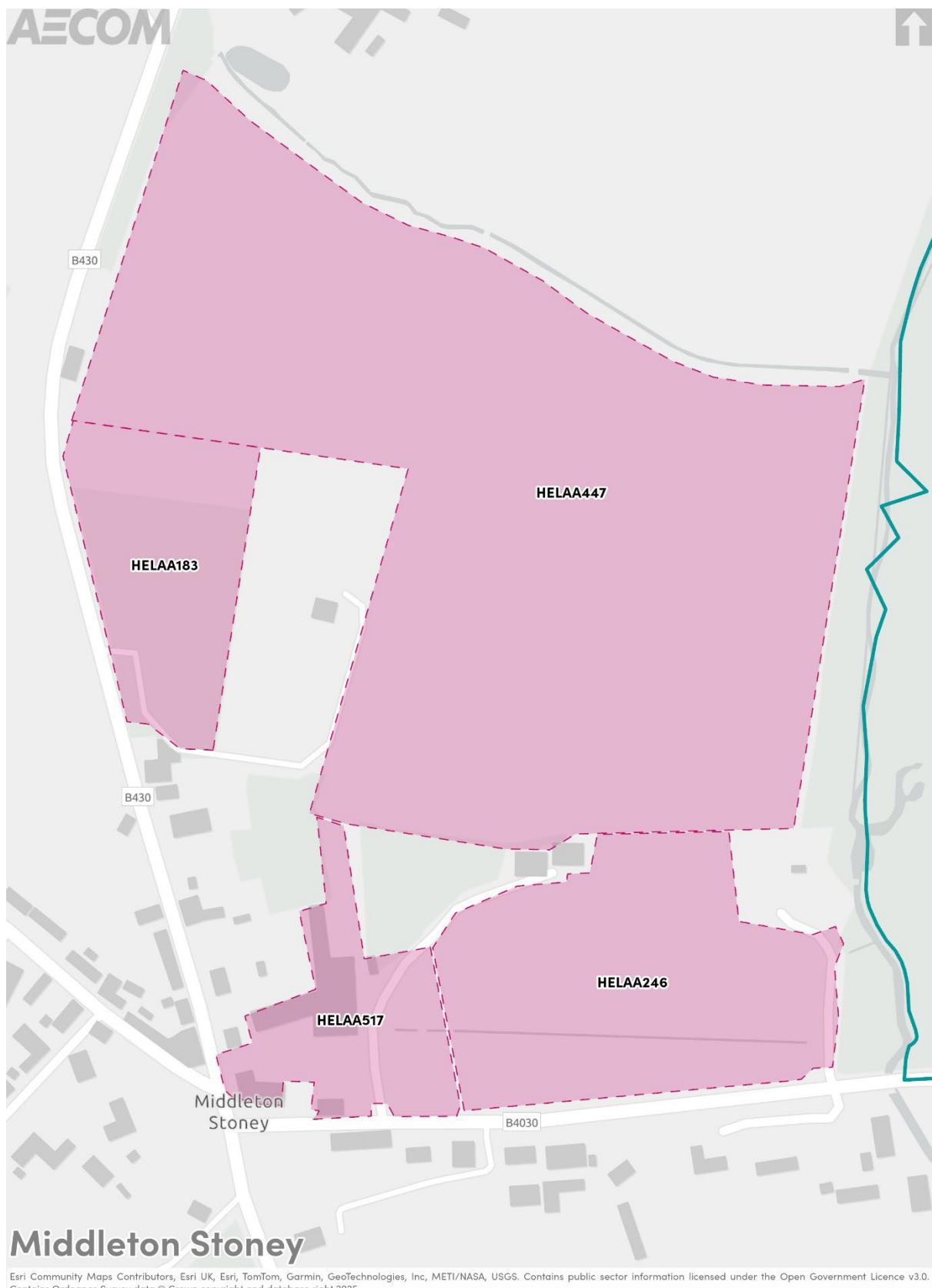
**Figure AB.2 Sites assessed in Ardley with Fewcott**



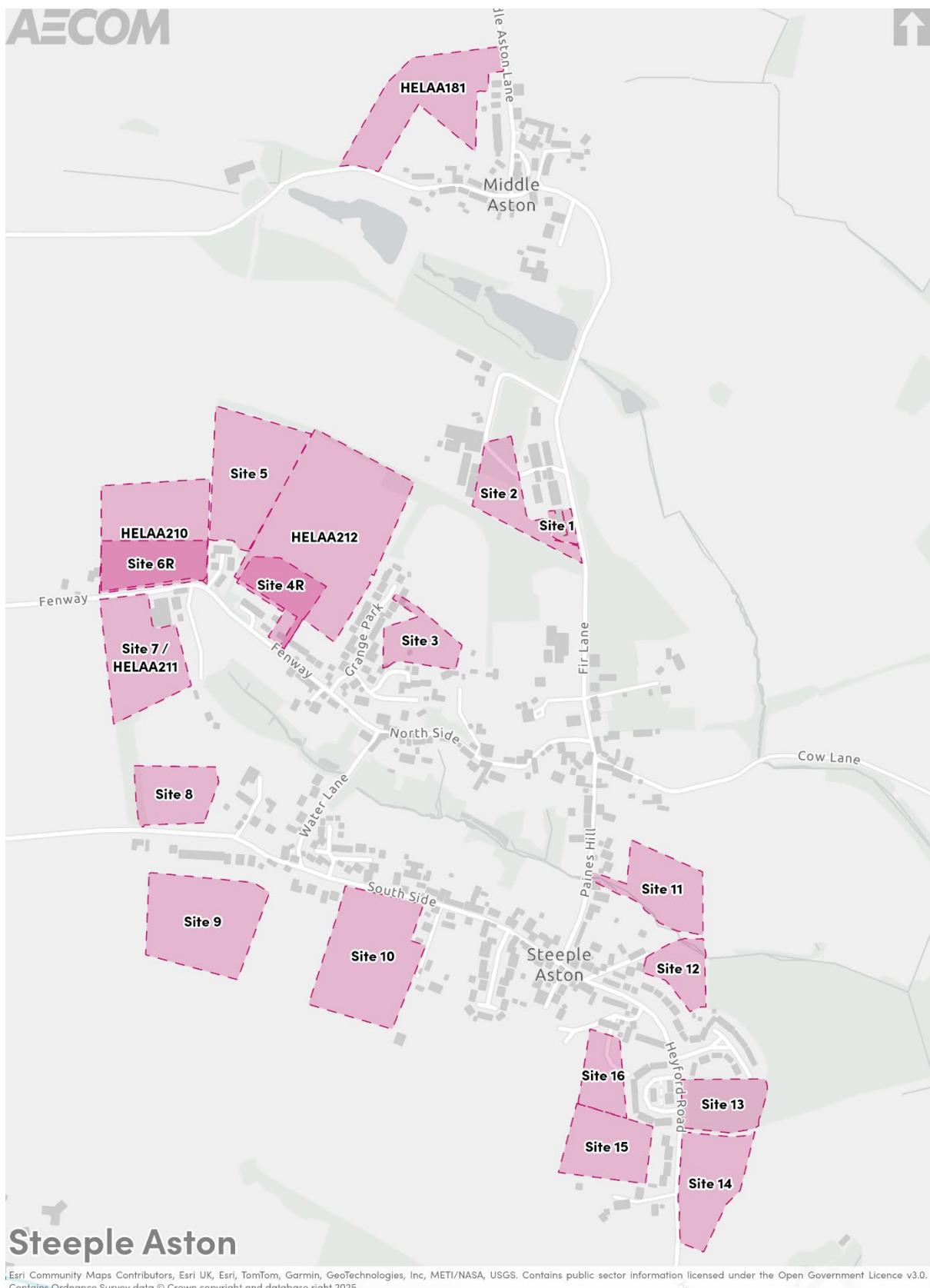
**Figure AB.3 Sites assessed in Fritwell**



**Figure AB.4 Sites assessed in Kirtlington**



**Figure AB.5 Sites assessed in Middleton Stoney**



## Figure AB.6 Sites assessed in Steeple Aston

## Methodology

**Figures AB.1 to AB.3** above show the location of the sites assessed within this appendix.

The assessment takes a 'policy-off' approach, assessing the potential effects of sites prior to any MCNP policy mitigation being implemented. The sites are all being considered through the SEA to assist plan-makers in narrowing down their preferred options, and this work feeds into the process of identifying reasonable alternatives for the purposes of SEA.

Potential housing numbers at sites have been calculated using a standard 30 dwellings per hectare assumption. This assumption does not reflect on-site constraints, mitigation requirements, or policy directions that may dictate an acceptable housing figure for each site should it be progressed.

The following key is used to summarise likely effects:

Key			
Likely adverse effect (without mitigation measures)	-	Likely positive effect	+
Neutral / no effect	0	Uncertain effect	?

## Ardley with Fewcott sites

### HELAA018 – Land adjoining playing field

**Site size:** 4.57ha

**Estimated capacity:** 137 homes (at 30 dph)

SEA topic	Likely effect
Air quality	-
Biodiversity	?
Climate change and flood risk	-
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Ardley with Fewcott with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated site for biodiversity Ardley Cutting and Quarry SSSI lies approximately 600m south-west of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Given the capacity of the site, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>With regard to BAP priority habitats, the site lies adjacent to an area of deciduous woodland which could be disturbed through development at this location (e.g., through increased recreational, noise, and light pollution). In addition, the site is within the Network Expansion Zone of the National Habitat Network, and as such could provide opportunities for BNG in the neighbourhood area.</p>

SEA objective	Commentary
	<p>Overall, <b>uncertain effects</b> are anticipated at this stage, reflecting the potential of the site to lead to impacts on the nearby SSSI and the local habitat network.</p>
<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Under Policy SP1 (Settlement Hierarchy) in the LPR, Ardley and Fewcott are classified as Category C Villages; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area linked to more people travelling to access wider services and facilities. Given the large-scale level of growth this site could deliver, it is anticipated that this could be significant.</p>
	<p>The site incorporates an area of fluvial flood risk along and adjacent to the northern site boundary – this is linked to a watercourse. Low and medium surface water flood risk is also present in the northern extent of the site.</p>
	<p>Overall, <b>negative effects</b> are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of both fluvial and surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is located adjacent to the existing Fewcott settlement, which is situated to the west. Whilst there is some residential development adjacent to the site on its western boundary, this is minimal. Given the level of growth that could be achieved, the site is not considered suitably located to promote local accessibility and integration with the existing settlement and community. This reflects the site's limited connection to existing development.</p> <p>Whilst development of this site could contribute a variety of new homes, contributing to meeting identified housing needs, the level of development this site could deliver is considered significant, especially given it would promote large-scale development in a less accessible location in the neighbourhood area. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site.</p> <p>The Fewcott Conservation Area is located approximately 26m to the west of the site. Given the size of the site and its potential to deliver large-scale growth, development here has the potential to impact upon the setting of the conservation area and its associated features.</p> <p>At this time, <b>negative effects</b> are considered likely, reflecting the proximity of the site to the Fewcott Conservation Area.</p>

SEA objective	Commentary
	<p>However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land in this part of the neighbourhood area is predominantly underlain by Grade 3 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Given the potential level of growth this site could accommodate, effects could be significant.</p>
	<p>Ardley and Fewcott are within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, development at this location would require consultation with Oxford County Council (OCC) as the local minerals authority.</p>
	<p>The site is adjacent to the Padbury Brook, which runs along the northern site boundary. Development at this location could impact upon the ecological status of this watercourse through changes to drainage patterns and increased pollutant runoff.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site slopes upwards in a north to south direction. Given that the existing settlement of Fewcott is at a similar elevation to the site, it is likely there will be views into the site from existing development to the west. It is considered that growth at this location could change the character of the settlement given it would extend development to the east. However, this is considered to be limited as the site is bound by the M40, the B430, and the A43.</p>
	<p>The development proposed is large-scale and the site is greenfield, with trees and hedgerows on some site boundaries. As such, <b>negative effects</b> are considered likely at this stage. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Ardley with Fewcott is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. Category C Villages generally have poor / irregular access to public transport.</p> <p>The rail network can be accessed in Bicester to the south-east and in Lower Heyford to the south-west. However, it is</p>

SEA objective	Commentary
	likely that residents would travel by car to access these stations as the journey time via bus – which can be accessed from Ardley Road – is significantly longer. As such, it is likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Notably, large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.
	At the local scale, existing access to the site is via a single lane, unsurfaced road accessed from Fritwell / Ardley Road, which would need to be upgraded to accommodate development. There is no footpath along this lane, but there is along this section of Fritwell / Ardley Road. There are a number of public footpaths crossing the site, as well as a bridleway.
	Overall, the potential scale of development at this site is significant. Despite opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport options. On this basis, it is considered that there is potential for <b>negative effects</b> .

**HELAA019 – Land at southern edge of village****Site size:** 5.49ha**Estimated capacity:** 164 homes (at 30 dph)

SEA topic	Likely effect
<b>Air quality</b>	-
<b>Biodiversity</b>	?
<b>Climate change and flood risk</b>	-
<b>Community wellbeing</b>	-
<b>Historic environment</b>	-
<b>Land, soil, and water resources</b>	-
<b>Landscape</b>	-
<b>Transport and movement</b>	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Ardley with Fewcott with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated site for biodiversity Ardley Cutting and Quarry SSSI lies approximately 270m south of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Given the capacity of the site, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats. However, it is nearly entirely within the Network Expansion Zone, as well as Network Enhancement Zones 1 and 2 along the western and southern site boundaries and the south-western corner of the site. As such, the site could provide opportunities for BNG in the neighbourhood area. Overall, <b>uncertain effects</b> are considered most likely, reflecting the potential of the site to lead to impacts on the nearby SSSI.</p>
Reduce the contribution to	Under Policy SP1 (Settlement Hierarchy) in the LPR, Ardley and Fewcott are classified as Category C Villages; these are

SEA objective	Commentary
<b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area linked to more people travelling to access wider services and facilities. Given the large-scale level of growth the site could deliver, it is anticipated that this could be significant.</p>
	<p>The site is not at risk of fluvial flooding. However, there is an area of surface water flood risk along the western / south-western site boundary.</p> <p>Overall, <b>negative effects</b> are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is located adjacent to the existing Ardley settlement, which is situated to the west. There is residential development along the western, southern, and northern site boundaries, though it is low density and limited, with the main built-up area of Ardley located to the north-west of the site. Given the level of growth that could be delivered on this site, it is not considered suitably located to promote local accessibility and integration with the existing settlement and community. This reflects the site's limited connection to existing development.</p> <p>Whilst development of this site could contribute a variety of new homes, and contribute to meeting identified housing needs, the size of the site means it has the potential to deliver large-scale development. This is considered inappropriate given that Ardley and Fawcett have a lower level of accessibility in comparison to other settlements in the district. On this basis, <b>negative effects</b> are anticipated.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any designated heritage assets. However, it is 70m east of two listed buildings. These are Grade II* Church of St Mary and Grade II Headstone approximately 5m south-east of Chancel of Church of St Mary. Given the size of the site and its growth capacity, development has the potential to impact upon the setting of these two designated heritage assets.</p> <p>Additionally, the site is adjacent to the Ardley Conservation Area to the south (along Station Road). It is considered likely that development at this location would impact upon the setting of the conservation area and its associated features.</p>
	<p>At this time, <b>negative effects</b> are considered likely reflecting the proximity of the site to designated heritage assets and areas. Development has the potential to impact upon the</p>

SEA objective	Commentary
	<p>setting and significance of these historic environment features. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land in this part of the neighbourhood area is predominantly Grade 3 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Given the potential level of growth this site could accommodate, effects could be significant.</p> <p>Ardley and Fawcett are within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, development would require consultation with OCC as the local minerals authority.</p> <p>It is noted that the site currently has pylons crossing it.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site is largely level and at a similar elevation to the existing settlement of Ardley. Given this, it is possible there will be some views into the site from existing development to the west. It is considered that growth at this location could change the character of the settlement given it would extend development to the east. However, it is noted this would likely be limited by the M40 to the west.</p> <p>The development proposed is large-scale and the site is greenfield, with trees and hedgerows on the eastern and southern site boundaries and partly on the northern site boundary.</p> <p>At this time, <b>negative effects</b> are considered likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Ardley with Fawcett is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p> <p>The rail network can be accessed in Bicester to the south-east and in Lower Heyford to the south-west. However, it is likely that residents would travel by car to access these stations as the journey time via bus – which can be accessed from Ardley Road – is significantly longer. As such, it is likely</p>

SEA objective	Commentary
	<p>that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Notably, large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p>
	<p>At the local scale, there is currently no access to the site. There is a single lane, unsurfaced road off Station Road to the south of the site, which would need to be upgraded to accommodate development. There is no footpath along this lane or this side of Station Road. It may also be possible to establish access from Station Road further north. There are public footpaths running along the northern and southern site boundaries, and another crosses the site.</p>
	<p>Overall, the potential scale of development at this site is significant. Despite opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport options. On this basis, it is considered that there is potential for <b>negative effects</b>.</p>

## Small part of HELAA019 – Land at southern edge of village

**Site size:** 0.38ha

**Estimated capacity:** 11 homes (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	?
Climate change and flood risk	?
Community wellbeing	+
Historic environment	?
Land, soil, and water resources	-
Landscape	0
Transport and movement	?

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Ardley with Fewcott with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated site for biodiversity Ardley Cutting and Quarry SSSI lies approximately 310m southwest of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Although the site has a low capacity, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats. However, it is nearly entirely within the Network Expansion Zone, as well as Network Enhancement Zones 1 and 2 along the northern and western site boundaries. As such, the site could provide opportunities for BNG in the neighbourhood area.</p> <p>Overall, <b>uncertain effects</b> are noted, reflecting the potential of the site to lead to impacts on the nearby SSSI.</p>
Reduce the contribution to <b>climate change</b>	Under Policy SP1 (Settlement Hierarchy) in the LPR, Ardley and Fewcott are classified as Category C Villages; these are generally smaller with only a limited number of services and

SEA objective	Commentary
made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area linked to more people travelling to access wider services and facilities. Given the small-scale level of growth this site could deliver, this is unlikely to be significant.</p> <p>The site includes an area of surface water flood risk in the south.</p>
	<p>At this time, <b>uncertain effects</b> are noted reflecting the surface water flood risk within the site. However, it is likely that development could be located in the parts of the site that have lower flood risk.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote local accessibility and integration with the existing settlement and community given the site is adjacent to the built-up area of Ardley. It could contribute a variety of new homes, potentially targeted at identified housing needs. Additionally, development here would be in proximity to existing housing to the north and west. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site does not contain any designated heritage assets. However, it is 150m south of two listed buildings. These are Grade II* Church of St Mary and Grade II Headstone approximately 5m south-east of Chancel of Church of St Mary. Given the size of the site and its potential capacity, development here is less likely to impact upon the setting of these two designated heritage assets.</p>
	<p>The site is adjacent to the Ardley Conservation Area to the west (along Station Road). However, given the size of the site and its growth capacity, development here is less likely to impact upon the character of the conservation area.</p>
	<p>At this time, <b>uncertain effects</b> are noted. This reflects the site being adjacent to the Ardley Conservation Area. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land in this part of the neighbourhood area is predominantly Grade 3 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Given the size of the site, effects are less likely to be significant.</p>

SEA objective	Commentary
	<p>Ardley and Fewcott are within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, development would require consultation with OCC as the local minerals authority.</p>
	<p>The site currently has pylons crossing it.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>This site is well positioned in relation to the existing settlement, adjacent to existing residential development to the north. The site is also bound by the development to the north and Station Road to the west – so whilst it could set the precedent for future development in an eastern or southern direction, this would be limited.</p>
	<p>The site is largely level and at a similar elevation to the existing settlement of Ardley. Whilst landscape impacts are considered to be limited, development at this location could change southwards views from existing houses to the north and west. However, it is noted there is a level of screening from hedgerows on the western site boundary.</p>
	<p>Overall, <b>neutral effects</b> related to the landscape are considered likely. This reflects the position of the site in relation to the existing settlement and the low sensitivity of the site. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Ardley with Fewcott is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p>
	<p>The rail network can be accessed in Bicester to the south-east and in Lower Heyford to the south-west. However, it is likely that residents would travel by car to access these stations as the journey time via bus – which can be accessed from Ardley Road – is significantly longer. As such, it is likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Given the size of the site, the increase in vehicles on the local road network is unlikely to be significant.</p>
	<p>At the local scale, there is currently no access to the site. It may be possible to establish access from Station Road to the</p>

SEA objective	Commentary
	<p>west, however there is currently no footpath along this side of the road.</p> <p>Overall, the potential scale of development is small-scale. Whilst there are opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport options. However, the increase in private vehicles on the local road network linked to development at this location is unlikely to be significant. On this basis, <b>uncertain effects</b> are noted.</p>

**HELAA020 – Land to the North of Water Lane****Site size:** 0.67ha**Estimated capacity:** 20 homes (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	?
Climate change and flood risk	?
Community wellbeing	+
Historic environment	?
Land, soil, and water resources	-
Landscape	0
Transport and movement	?

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Ardley with Fewcott with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated site for biodiversity Ardley Cutting and Quarry SSSI lies approximately 350m south of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Although the site has a low capacity, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats. However, it overlaps with the Network Expansion Zone in the north, and Network Enhancement Zone 2 in the south. As such, the site could provide opportunities for BNG in the neighbourhood area.</p> <p>Overall, <b>uncertain effects</b> are noted, reflecting the potential of the site to lead to impacts on the nearby SSSI.</p>
Reduce the contribution to	Under Policy (SP1 Settlement Hierarchy) in the LPR, Ardley with Fewcott is classified as a Category C Village; these are

SEA objective	Commentary
<b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. However, given this site is of small-scale, the impact is unlikely to be significant.</p>
<p>The northern extent of this site is at low-high risk of fluvial flooding. Surface water flood risk is also present in the northern extent of the site but is limited to an isolated area.</p> <p>At this time, <b>uncertain effects</b> are noted reflecting the fluvial and surface flood risk within and in proximity to the site. However, it is likely that development could be located in the parts of the site that have lower flood risk.</p>	<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site.</p> <p>The site is within the Fewcott Conservation Area. However, given the size of the site and its growth capacity development here is less likely to impact upon the character of the conservation area.</p> <p>At this time, <b>uncertain effects</b> are noted. This reflects the site being within the Fewcott Conservation Area. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land in this part of the neighbourhood area is predominantly Grade 3 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Given the potential level of growth this site could accommodate, effects could be significant.</p>

SEA objective	Commentary
	<p>Ardley and Fewcott are within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, development would require consultation with OCC as the local minerals authority.</p>
	<p>The Padbury Brooks passes through the site in the north, flowing in a west to east direction. As such, development at this location could impact upon the ecological status of this watercourse through changes to drainage patterns and increased pollutant runoff.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site is largely level and at a similar elevation to the surrounding development in Fewcott. Given this, it is possible there will be some views into the site from existing development to the south. It is not considered likely that growth at this location would change the character of the settlement given that the site is located within the existing built-up area and within proximity to existing residential development. Furthermore, whilst development at this location could promote future growth to the east along Water Lane, this would be bound by existing development and a driveway associated with Fewcott House and Orchard Lodge.</p>
	<p>The development proposed is small-scale and the site is greenfield, with trees and hedgerows on the eastern, southern, and western site boundaries.</p>
	<p>At this time, <b>neutral effects</b> are noted given the reduced capacity of the site and thus the reduced potential landscape impact. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Ardley with Fewcott is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p>
	<p>The rail network can be accessed in Bicester to the south-east and in Lower Heyford to the south-west. However, it is likely that residents would travel by car to access these stations as the journey time via bus – which can be accessed from Ardley Road – is significantly longer. As such, it is likely that future residents will continue trends which favour the private car to access services, facilities, and employment</p>

SEA objective	Commentary
	<p>opportunities outside of the settlement, particularly in nearby towns and the City of Oxford.</p> <p>At the local scale, there is currently no access into the site. However, it may be possible to establish access from Water Lane to the south, which also has pavement. There are no public rights of way adjacent to or intersecting the site.</p> <p>Overall, the potential scale of development is small-scale. Whilst there are opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport options. However, the increase in private vehicles on the local road network linked to development at this location is unlikely to be significant. On this basis, it is considered that there is potential for <b>uncertain effects</b>.</p>

## HELAA441 – Green Farm, Fritwell

**Site size:** 1.10ha

**Estimated capacity:** 33 homes (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	-
Historic environment	0
Land, soil, and water resources	+
Landscape	0
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Ardley with Fewcott with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated site for biodiversity Ardley Cutting and Quarry SSSI lies approximately 2km southwest of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Nevertheless, the IRZ that overlaps the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, but it is approximately 160m southwest of an area of deciduous woodland.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the	Under Policy (SP1 Settlement Hierarchy) in the LPR, Ardley with Fewcott is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities.

SEA objective	Commentary		
potential effects of climate change	<p>However, given this site is small-scale, the impact is unlikely to be significant.</p> <p>The site is not at risk of fluvial flooding. Surface water flood risk is present but limited to very isolated areas.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>		
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is poorly located to promote local accessibility and integration with the existing settlement and community given the site is far removed the built-up area of Ardley with Fawcett, on the other side of the M40 to Fritwell.</p> <p>However, it could contribute a variety of new homes, potentially targeted at identified housing needs.</p>	<p>Nevertheless, overall, <b>negative effects</b> are anticipated.</p>	
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site. Furthermore, the site is not within or near a conservation area. As such, <b>neutral effects</b> are considered likely at this stage.</p>		
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is brownfield land and is removed from the settlements of Ardley and Fawcett. The land in this part of the neighbourhood area is Grade 3 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). However, given the site is brownfield, development will not result in the loss of agricultural land.</p>	<p>Ardley and Fawcett are within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, development would require consultation with OCC as the local minerals authority.</p>	<p>Overall, the potential for <b>positive effects</b> is identified given the site is brownfield.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>The site is largely level, and given it is on the opposite side of the M40 to Fritwell, views into the site from this settlement are unlikely. It is not considered likely that growth at this location would change the character of the settlement given that the site is brownfield. Furthermore, whilst development at this location could promote future growth to the north of the M40, this is unlikely given the site is brownfield.</p>		

SEA objective	Commentary
	<p>The development proposed is small-scale and the site is brownfield, with trees and/or hedgerows on the northern and western site boundaries.</p> <p>At this time, <b>neutral effects</b> are considered likely.</p>
<b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b>	<p>Ardley with Fewcott is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p> <p>The rail network can be accessed in Bicester to the south-east and in Lower Heyford to the south-west. However, it is likely that residents would travel by car to access these stations as the journey time via bus – which can be accessed from Ardley Road – is significantly longer. As such, it is likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford.</p> <p>At the local scale, the site includes access from Green Farm lane, but there is no pavement along this lane or East Street, which the lane is accessed from. There are no public rights of way adjacent to or intersecting the site.</p> <p>Overall, the potential scale of development is small-scale. Whilst there are opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport options. Furthermore, the site is largely removed from the settlement – and as such has limited access to these sustainable and active travel opportunities. Reflecting this, <b>negative effects</b> are considered most likely – though it is noted that the increase in private vehicles on the local road network linked to development at this location is unlikely to be significant.</p>

## HELAA486 – Land at Junction 10, M40

**Site size:** 20.2ha

**Estimated capacity:** 606 homes (at 30 dph)

SEA topic	Likely effect
<b>Air quality</b>	-
<b>Biodiversity</b>	-
<b>Climate change and flood risk</b>	-
<b>Community wellbeing</b>	-
<b>Historic environment</b>	-
<b>Land, soil, and water resources</b>	-
<b>Landscape</b>	-
<b>Transport and movement</b>	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Ardley with Fewcott with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site. However, given the capacity the site has the potential to deliver, development has the potential to increase recreational pressures at Oxford Meadows Special Area of Conservation (SAC), which is over 17km from the site. In this respect, mitigation may be required. Notably, recreational impacts to internationally designated sites for biodiversity are being considered through the Habitats Regulations Assessment (HRA) for the emerging LPR.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 385m southwest of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Given the capacity of the site, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>With regard to BAP priority habitats, there are two areas of deciduous woodland near the site, on the other side of the M40 and B430. In addition, the entire site overlaps with the Network Expansion Zone.</p>

SEA objective	Commentary
	<p>Overall, due to the large scale of the site and its potential to lead to impacts on the nearby SSSI, <b>negative effects</b> are identified at this stage. BNG should focus on maximising ecological enhancement opportunities in this area.</p>
<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Under Policy (SP1 Settlement Hierarchy) in the LPR, Ardley with Fewcott is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given this site is large-scale, this is likely to be significant.</p> <p>The site is not at risk of fluvial flooding. In terms of surface water flood risk, there are only a few small, isolated areas at low risk of flooding along the site's boundaries.</p> <p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote local accessibility and integration and could contribute a significant variety of new homes, potentially targeted at identified housing needs. However, the potential scale of development at this site could ultimately change the character of the settlement, and lead to strategic development in a less accessible location in the district. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies outside of the Ardley Conservation Area and does not contain or lie near any designated heritage assets.</p> <p>However, the potential scale of development at this site could change the setting and character of the settlement as a smaller village, and impact both the historic landscape and conservation area in this respect. On this basis, there is potential for <b>negative effects</b>. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is a large stretch of greenfield land at the settlement edge. The land surrounding Ardley is underlain by Grade 3 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are likely to be significant.</p>

SEA objective	Commentary
	<p>Ardley and Fewcott are within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, development would require consultation with OCC as the local minerals authority.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to remain as residual negative effects, as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site is largely level and sits at a similar elevation to the existing settlement of Ardley. The site comprises an open greenfield area enclosed by trees and hedgerow, which should be retained in development. Nevertheless, given the scale of the site, there is potential for development to dominate the landscape and impacts views to/ from existing development in Ardley. <b>Negative effects</b> are considered likely in this respect. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Ardley with Fewcott is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p> <p>The rail network can be accessed in Bicester to the south-east and in Lower Heyford to the south-west. However, it is likely that residents would travel by car to access these stations as the journey time via bus – which can be accessed from Ardley Road – is significantly longer. As such, it is likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Notably, large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale, it is assumed that access would be provided from the site to Station Road and a new/ extended footpath network would be provided to connect with existing footpaths. Access could also be provided from Ardley Road. No public rights of way cross the site; however, the site boundary's connect to several public rights of way on the other side of Station Road.</p> <p>Overall, the potential scale of development at this site is significant, and not in-keeping with the proposed settlement hierarchy. Despite good opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport, and cycling to the nearest train</p>

SEA objective	Commentary
	stations is not feasible for most people. On this basis, it is considered that there is potential for <b>negative effects</b> .

## HELAA512 – Land to the rear of Uplands Cottage and part Fewcott Farm and east of Station Road

**Site size:** 0.57ha

**Estimated capacity:** 18 homes (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	?
Climate change and flood risk	0
Community wellbeing	+
Historic environment	0
Land, soil, and water resources	+
Landscape	0
Transport and movement	?

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Ardley with Fewcott with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated site for biodiversity Ardley Cutting and Quarry SSSI lies approximately 235m south of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Although the site has a low capacity, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, but it does overlap with Network Enhancement Zones 1 and 2 of the National Habitat Network.</p> <p>Overall, <b>uncertain effects</b> are noted, reflecting the potential of the site to lead to impacts on the nearby SSSI.</p>
Reduce the contribution to <b>climate change</b> made by activities within the	Under Policy SP1 (Settlement Hierarchy) in the LPR, Ardley and Fewcott are classified as Category C villages; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater

SEA objective	Commentary
neighbourhood area and increase resilience to the potential effects of climate change	<p>vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. However, given this site is small-scale, the impact is unlikely to be significant.</p> <p>The site is not at risk of fluvial or surface water flooding. In light of the above, <b>neutral effects</b> are anticipated.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is relatively well located to promote local accessibility and integration with the existing settlement and community given it adjoins the built-up area of Ardley to the south. However, it could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site. Furthermore, this site is not within or in proximity to a conservation area. As such, at this time <b>neutral effects</b> are considered most likely.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is brownfield land. The land in this part of the neighbourhood area is Grade 3 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). However, given the site is brownfield, development will not result in the loss of agricultural land.</p> <p>Ardley and Fawcett are within a mineral consultation area, a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, development would require consultation with OCC as the local minerals authority.</p> <p>Overall, the potential for <b>positive effects</b> is identified given the site is brownfield.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>The site is largely level and at a similar elevation to the existing settlement of Ardley, and given its size, views into the site from this settlement are unlikely. It is not considered likely that growth at this location would change the character of the settlement given that the site is brownfield.</p> <p>Furthermore, whilst development at this location could promote future growth to the south of Ardley, this is unlikely given the site is brownfield.</p>

SEA objective	Commentary
	<p>The development proposed is small-scale and the site is brownfield, with trees and/or hedgerows on the northern and western site boundaries.</p> <p>At this time, <b>neutral effects</b> are considered likely.</p>
<b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b>	<p>Ardley with Fewcott is a Category C village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p> <p>The rail network can be accessed in Bicester to the south-east and in Lower Heyford to the south-west. However, it is likely that residents would travel by car to access these stations as the journey time via bus – which can be accessed from Ardley Road – is significantly longer. As such, it is likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford.</p> <p>At the local scale, there is currently access into the site from a single track, unsurfaced lane off Station Road. There is no footpath in this location. A public right of way runs adjacent to the northern boundary of the site.</p> <p>Overall, the potential scale of development is small-scale. Whilst there are opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport options. However, the increase in private vehicles on the local road network linked to development at this location is unlikely to be significant. On this basis, it is considered that there is potential for <b>uncertain effects</b>.</p>

## Fritwell sites

### Site 1: HELAA130 – Land at Lodge Farm (North)

**Site size:** 0.52ha

**Estimated capacity:** 15 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 800m southwest of the site. Nevertheless, the IRZ that covers this site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site is in close proximity to BAP priority habitat traditional orchard and lies within the Network Enhancement Zone. Whilst no significant impacts are predicted, short-term disturbance during the construction and longer-term disturbance during occupation could cause minor impacts. As such, BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater

neighbourhood area and increase resilience to the potential effects of climate change	<p>vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. However, given this site is small-scale, the impact is unlikely to be significant.</p> <p>The site is not at risk of fluvial or surface water flooding. In light of the above, <b>neutral effects</b> are anticipated.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site lies predominantly within the Fritwell Conservation Area. Whilst it does not contain any designated heritage assets, it is near a cluster of six grade II listed buildings along East Street, the closest of which is approximately 70m west of the site. Whilst this site is only 0.5ha in size / only estimated to deliver 15 homes, it still has the potential to impact the setting of the conservation area and nearby listed buildings. In this respect, there is potential for <b>negative effects pre-mitigation</b>. However, it is noted that the design and layout of development will influence impacts on the setting or heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>Fritwell is surrounded by a mineral safeguarding area for crushed rock.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is small-scale connecting with East Street via Southfield Lane. The site lies in an open greenfield area bordered by trees and</p>

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**surrounding landscape.**

hedgerow to the north and west, which should be retained in development.

**Negative effects** are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision.

Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Notably, large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district. However, this site only delivers small-scale growth.

At the local scale, it is assumed that access would be provided from East Street via Southfield Lane; whilst East Street has pavements, Southfield Lane does not. A public footpath runs along the northern boundary of the site.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally.

However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **negative effects**.

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## Site 2: HELAA131 – Land South of Fewcott Road

**Site size:** 0.3ha

**Estimated capacity:** 9 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1km southwest of the site. Nevertheless, the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, but a small part of the site lies within the Network Expansion Zone. BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. However, given this site is small-scale, the impact is unlikely to be significant.

potential effects of climate change	The site is not at risk of fluvial or surface water flooding. In light of the above, <b>neutral effects</b> are anticipated.
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	Whilst the site is not within the Fritwell Conservation Area, it is approximately 80m east of it. Whilst it does not contain any designated heritage assets, it is near a cluster of six grade II listed buildings along East Street, the closest of which is approximately 160m west of the site. Whilst this site is only 0.3ha in size / only estimated to deliver 9 homes, it still has the potential to impact the setting of the nearby conservation area and listed buildings. In this respect, there is potential for <b>negative effects</b> . However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>Fritwell is surrounded by a mineral safeguarding area for crushed rock.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified.</p> <p>These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is small-scale connecting with Fritwell Road. The site lies in an open greenfield area enclosed by trees and hedgerow.</p> <p><b>Minor negative effects</b> are considered most likely. However, it is noted that the design and layout of</p>

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development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Notably, large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district. However, this site only delivers small-scale growth.

At the local scale, it is assumed that access would be provided from Fritwell Road and extend and connect with the existing footpaths here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally.

However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **minor negative effects**.

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### Site 3: HELAA132 – Land at Fritwell

**Site size:** 18.06ha

**Estimated capacity:** 541 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	-
Climate change and flood risk	0
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site. However, given the capacity the site has the potential to deliver, development has the potential to increase recreational pressures at Oxford Meadows SAC, which is over 18km from the site. In this respect, mitigation may be required. Notably, recreational impacts to internationally designated sites for biodiversity are being considered through the HRA for the emerging LPR.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1.3km southwest of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Given the capacity of the site, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, nor does it overlap with the National Habitat Network.</p> <p>Overall, due to the large scale of the site and its potential to lead to impacts on the nearby SSSI, <b>negative effects</b> are</p>

	<p>identified at this stage. BNG should focus on maximising ecological enhancement opportunities in this area.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given this site is large-scale and has the potential to deliver a large number of homes, this has the potential to be significant.</p> <p>The site is not at risk of fluvial or surface water flooding. Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote local accessibility and integration and could contribute a significant variety of new homes, potentially targeted at identified housing needs. However, the potential scale of development at this site could ultimately change the character of the settlement, and lead to strategic development in a less accessible location in the district. On this basis, <b>negative effects</b> are anticipated.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site lies outside of the Fritwell Conservation Area and does not contain or lie near any designated heritage assets. However, the potential scale of development at this site could change the setting and character of the settlement as a smaller village, and impact both the historic landscape and conservation area in this respect. On this basis, there is potential for <b>negative effects</b>. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is a large stretch of greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are of significance.</p> <p>Fritwell is surrounded by a mineral safeguarding area for crushed rock and further consultation may be required.</p>

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The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.

Overall, the potential for **negative effects** is identified.

These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.

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**Protect and enhance the character and quality of the immediate and surrounding landscape.**

Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is large-scale south of East Street. The site lies in an open greenfield area enclosed by and containing trees and hedgerow, which should be retained in development.

**Negative effects** are considered likely, especially given the scale of development proposed. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Notably, large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale, it is assumed that access would be provided from East Street and a new/ extended footpath network would be provided to connect with existing footpaths further south-east. A public bridleway crosses the site.

Overall, the potential scale of development at this site is significant, and not in-keeping with the proposed settlement hierarchy. Despite good opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **negative effects**.

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## Site 4: HELAA133 – Land off Fewcott Road

**Site size:** 1.3ha

**Estimated capacity:** 39 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1km southwest of the site. Nevertheless, the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, but it lies predominantly within the Network Enhancement Zone.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given this site is medium scale, this has the potential to be significant.

	<p>The site is not at risk of fluvial flooding. Surface water flood risk is also very low across the settlement, with only a few small, isolated areas predominantly at low risk. These areas intersect the site in the south-east. Considering future flood risk, enhanced mitigation is recommended to include SuDS onsite.</p> <p>Overall, <b>negative effects</b> are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>Whilst the site is not within the Fritwell Conservation Area, it is in proximity to it. Whilst it does not contain any designated heritage assets, development has the potential to impact the setting of the nearby conservation area and listed buildings. In this respect, there is potential for <b>negative effects</b>. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site comprises a small area of brownfield land and a larger area of greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>Fritwell is surrounded by a mineral safeguarding area for crushed rock and there may be a need for further consultation with the County Council.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to remain as residual negative effects, as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>

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Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is small-scale connecting with Fritwell Road. The site comprises a small area of previously developed land, and a larger stretch of greenfield land with tree and hedgerow borders. Trees and hedgerows should be retained in development where possible.</p> <p><b>Minor negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. However, growth at this scale is unlikely to lead to significant effects.</p> <p>At the local scale, it is assumed that access would be provided from Fritwell Road, which lacks continuous footpaths. A footpath borders the site in the south which connects with East Street.</p> <p>Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally. However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for <b>negative effects</b>.</p>

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## Site 5: HELAA134 – Land at Lodge Farm (North East)

**Site size:** 0.67ha

**Estimated capacity:** 20 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	?
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1km southwest of the site. Nevertheless, the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, but it lies predominantly within the Network Enhancement Zone.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is small scale, this is unlikely to be significant. The site is not at risk of fluvial flooding. Surface water flood risk is also very low across the settlement, with only a few

	<p>small, isolated areas predominantly at low risk. These areas intersect the site in the south-east. Considering future flood risk, enhanced mitigation is recommended to include SuDS onsite.</p> <p>Overall, <b>uncertain effects</b> are predicted given the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>Whilst the site is not within the Fritwell Conservation Area, it is in proximity to it. Whilst it does not contain any designated heritage assets, development has the potential to impact the setting of the nearby conservation area and listed buildings. In this respect, there is potential for <b>negative effects</b>. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are of significance. Fritwell is surrounded by a mineral safeguarding area for crushed rock and further consultation may be required. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is small-scale on greenfield land bordered by trees and hedgerow which should be retained in development. <b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on</p>

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landscape and villagescape character, which is uncertain at this stage.

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Promote **sustainable transport** use and active travel opportunities and reduce the need to travel.

Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. However, growth at this scale is unlikely to lead to significant effects.

At the local scale, it is assumed that access would be provided from East Street to connect with the existing footpath and local road network here. A footpath borders the site in the north which connects with East Street.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally. However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **minor negative effects**.

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## Site 6: HELAA135 – Land north of Fewcott Road

**Site size:** 5.6ha

**Estimated capacity:** 168 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	-
Climate change and flood risk	-
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies around 1.1km southwest of the site. Hence, development has the potential to lead to increased recreational pressures at the SSSI. Given the capacity of the site, residential and rural residential development at this location would be impacted by the IRZ that overlaps the site, requiring consultation with Natural England.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, nor does it overlap with the National Habitat Network.</p> <p>Overall, due to the large scale of the site and its potential to lead to impacts on the nearby SSSI, <b>negative effects</b> are identified at this stage. BNG should focus on maximising ecological enhancement opportunities in this area.</p>
Reduce the contribution to <b>climate change</b> made by activities	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such,

<p>within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is large scale and has the capacity to deliver a large number of homes, this has the potential to be significant.</p> <p>The site is not at risk of fluvial or surface water flooding. Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote local accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. However, the potential scale of development at this site could ultimately change the character of the settlement to some degree, with large-scale development in a less accessible location in the district. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies outside of the Fritwell Conservation Area and does not contain or lie near any designated assets. However, the potential scale of development at this site could change the setting and character of the settlement as a smaller village, and impact both the historic landscape and conservation area in this respect. On this basis, there is potential for <b>negative effects</b>. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land).</p>
<p>Protect and enhance the character and</p>	<p>Fritwell is also surrounded by a mineral safeguarding area for crushed rock and further consultation may be required. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and</p>	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is large-</p>

quality of the immediate and surrounding **landscape**.

scale on greenfield land bordered by trees and hedgerow in areas, which should be retained in development. **Negative effects** are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

**Promote sustainable transport** use and active travel opportunities and reduce the need to travel.

Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision.

Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. Notably, large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale, it is assumed that access would be provided from Fritwell Road and a new/ extended footpath network would be provided to connect with existing footpaths further north and the local road network here.

Overall, the potential scale of development at this site is significant, and not in-keeping with the proposed settlement hierarchy. Despite good opportunities to promote active travel options locally, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **negative effects**.

## Site 7: HELAA274 – The George and Dragon, 15 East Street

**Site size:** 0.5ha

**Estimated capacity:** 15 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	0
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1km southwest of the settlement. Nevertheless, the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale. The site does not contain or lie adjacent to any BAP priority habitats but lies partially within the Network Expansion Zone. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is small scale, this is unlikely to be significant. The site is not at risk of fluvial or surface water flooding. In light of the above, <b>neutral effects</b> are anticipated.

<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies predominantly within the Fritwell Conservation Area. Whilst it does not contain any designated heritage assets, it is near a grade II listed buildings along East Street. Whilst this site is only 0.5ha in size / only estimated to deliver up to 15 homes, it still has the potential to impact the setting of the conservation area and nearby listed buildings. In this respect, there is potential for <b>negative effects</b>. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site predominantly comprises brownfield land within the existing settlement area, and therefore development will not lead to the loss of agricultural land.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>neutral effects</b> is identified.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development site is small-scale utilising areas of previously developed land within the existing settlement area. There are existing trees on site, including one in the southern parcel that is protected with a Tree Preservation Order (TPO).</p> <p><b>Negative effects</b> are considered likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and</p>

the City of Oxford. However, growth at this scale is unlikely to lead to significant effects.

At the local scale, it is assumed that access would be provided from East Street / Fawcett Road to connect with the existing footpath and local road network here. A footpath borders the south of the northern parcel of the site.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally.

However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **negative effects**.

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## Site 8: HELAA316 – Land North of Fewcott Road

**Site size:** 0.25ha

**Estimated capacity:** 7 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies around 1.1km southwest of the site. Nevertheless, the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, nor does it overlap with the National Habitat Network.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is small scale, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial or surface water flooding.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>

Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	The site lies outside of the Fritwell Conservation Area, wrapping around existing development further south-west along Fewcott Road. The site still lies in close proximity however, and development has the potential to affect the setting of the conservation area. The small-scale development proposed is not considered likely to lead to significant effects, but the potential for <b>negative effects</b> is identified at this stage. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>Fritwell is surrounded by a mineral safeguarding area for crushed rock and further consultation may be required.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is small-scale on greenfield land bordered by trees and hedgerow in areas, which should be retained in development.</p> <p><b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
Promote <b>sustainable transport</b> use and active travel opportunities and	<p>Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision.</p> <p>Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by</p>

reduce the need to travel.

car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. However, growth at this scale is unlikely to lead to significant effects.

At the local scale, it is assumed that access would be provided from Fritwell Road / Covert Close to connect with the existing footpath and local road network here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally.

However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **negative effects**.

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## Site 9: HELAA343 – Manor Farm, North Street

**Site size:** 0.5ha

**Estimated capacity:** 15 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1km southwest of the site. Nevertheless, the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but lies predominantly within the Network Enhancement Zone.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is small scale, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial or surface water flooding.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>

<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies entirely within the Fritwell Conservation Area, encompassing a few existing buildings and lying nearby a grade II listed building along North Street. Whilst this is a small site, the potential for <b>negative effects</b> is identified at this stage. However, it is noted that the design and layout of development will influence impacts on the setting or heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is predominantly greenfield land at the settlement edge, containing some areas of previously developed land. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Fritwell is surrounded by a mineral safeguarding area for crushed rock and further consultation may be required. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated. In addition, the site is considered to perform relatively positively in respect of effective land use, as it utilises the limited brownfield land supply in the settlement.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development site is small-scale utilising areas of previously developed land at the settlement edge. There are existing trees on site that would need to be retained in development. <b>Negative effects</b> are considered likely at this stage. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel</p>	<p>Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision.</p>

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opportunities and reduce the need to travel.

Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. However, growth at this scale is unlikely to lead to significant effects.

At the local scale, it is assumed that access would be provided from North Street to connect with the existing footpath and local road network here. A public footpath crosses the site.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally. However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **negative effects**.

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## Site 10: HELAA345 – Land North of Forge Place

**Site size:** 1ha

**Estimated capacity:** 30 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	?
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1km southwest of the site. Nevertheless, the IRZ that covers this site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but lies predominantly within the Network Enhancement Zone.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is small scale, this is unlikely to be significant. The site is not at risk of fluvial flooding. Surface water flood risk is also very low across the settlement, with only a few

	<p>small, isolated areas predominantly at low risk. These areas intersect the site in the west. Considering future flood risk, enhanced mitigation is recommended to include SuDS onsite.</p> <p>The potential for <b>uncertain effects</b> is predicted given the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site lies entirely within the Fritwell Conservation Area, behind grade II listed buildings along East Street. Development has the potential to affect the setting of these designated assets and the potential for <b>negative effects</b> is identified at this stage. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>Fritwell is surrounded by a mineral safeguarding area for crushed rock and further consultation may be required.</p> <p>The site intersects a waterbody; mitigation will be required to ensure the waterbody's ecological status is not adversely impacted.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>Fritwell lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is relatively small-scale on greenfield land bordered by trees and hedgerow which should be retained in development.</p> <p><b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of development will</p>

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influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. However, growth at this scale is unlikely to lead to significant effects.

At the local scale, it is assumed that access would be provided from Forge Place to connect with the existing footpath and local road network here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally. However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for **negative effects**.

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**HELAA367 – Land north of North Street****Site size:** 0.51ha**Estimated capacity:** 15 homes (at 30 dph)

SEA topic	Likely effect
<b>Air quality</b>	0
<b>Biodiversity</b>	0
<b>Climate change and flood risk</b>	0
<b>Community wellbeing</b>	+
<b>Historic environment</b>	-
<b>Land, soil, and water resources</b>	0
<b>Landscape</b>	?
<b>Transport and movement</b>	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. However, nationally designated Ardley Cutting and Quarry SSSI lies approximately 735m southwest of the site. Nevertheless, the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale. The site does not contain or lie adjacent to any BAP priority habitats but it falls within Network Enhancement Zone 1. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is small scale, this is unlikely to be significant. The site is not at risk of fluvial or surface water flooding. In light of the above, <b>neutral effects</b> are anticipated.

SEA objective	Commentary
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies entirely within the Fritwell Conservation Area and is in proximity to two grade II listed buildings on North Street. Development has the potential to affect the setting of these designated assets and the potential for <b>negative effects</b> is identified at this stage. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is a mix of greenfield and brownfield land at the settlement edge. The land surrounding Fritwell is predominantly Grade 3 agricultural land, with some areas comprising Grade 2 land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Fritwell is also surrounded by a mineral safeguarding area for crushed rock and further consultation may be required. No significant effects are considered likely in relation to water resources. Overall, given the site is small and partially comprises brownfield land, <b>neutral effects</b> are anticipated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The landscape covering Fritwell is not nationally designated, it lies on relatively high ground in the northeast of the neighbourhood area. The development proposed is relatively small-scale on a mix of greenfield and brownfield land bordered by trees and hedgerow along its southern boundary, which should be retained in development. <b>Uncertain effects</b> are anticipated at this stage. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and</p>	<p>Fritwell is classified as a Category C Village with limited local services and facilities and no public transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by</p>

SEA objective	Commentary
reduce the need to travel.	<p>car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. However, growth at this scale is unlikely to lead to significant effects.</p> <p>At the local scale, it is assumed that access would be provided from a single track, unsurfaced lane off North Street. There is no footpath in this location. A public footpath crosses the site.</p> <p>Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options locally. However, the settlement is poorly served by sustainable transport, and cycling to the nearest train stations is probably not feasible for most people. On this basis, it is considered that there is potential for <b>negative effects</b>.</p>

**HELAA537 – Land at the back of East Street****Site size:** 1.32ha**Estimated capacity:** 39 homes (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	0
Land, soil, and water resources	-
Landscape	?
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Fritwell with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Ardley Cutting and Quarry SSSI lies approximately 1.3km southwest of the site. However, the site does not overlap with IRZs for the types of development likely to come forward through this site.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>Under Policy SP1 (Settlement Hierarchy) in the LPR, Fritwell is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given this site is small scale, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial flooding. Surface water flood risk is also very low across the settlement, with only a few small, isolated areas at low risk. There is a small, isolated area of medium surface water flood risk in the western extent</p>

SEA objective	Commentary
	<p>of the site – though it is noted that this could largely be avoided through development.</p> <p>In light of the above, <b>uncertain effects</b> are predicted given the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility to and integration with the existing Fritwell settlement and community. Additionally, the site is of a size large enough that it could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any listed buildings or scheduled monuments, nor is it within proximity to such designated features. Whilst the site is approximately 50m north-east of the Fritwell Conservation Area, it is considered screened from this designated area by existing development adjacent to the western site boundary. As such, growth at this location is unlikely to impact upon the setting and significance of the area. On this basis, <b>neutral effects</b> are considered likely at this time.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land is considered to be Grade 3 agricultural land under the provisional ALC assessment; whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that growth at this location has the potential to result in the loss of best and most versatile agricultural land.</p>
	<p>The site is within a mineral safeguarding area for crushed rock and is also within a mineral strategic resource area. Reflecting this, it is within a mineral consultation area – and growth at this location is likely to require consultation with OCC as the local minerals authority.</p> <p>The site does not intersect any waterbodies, and no significant effects are considered likely in relation to water resources and quality.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>

SEA objective	Commentary
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>This is a smaller-scale site that is relatively level across its extent, sitting at a similar elevation to the existing Fritwell settlement that is adjacent to the west and south. As such, it is unlikely that development on this location would have an adverse impact on landscape, as it does not promote growth in the open countryside in more visually sensitive areas.</p> <p>This site is a greenfield site and is relatively open. Development could disrupt views eastwards from the existing settlement. It is noted that growth at this location could promote further development to the east along East Street, though this is likely to be limited due to the M40 located to the north-east / east of Fritwell.</p> <p>At this time, <b>uncertain effects</b> are concluded. This reflects the position of the site in relation to the Fritwell settlement, which reduces the potential for growth to adversely impact upon landscape character and quality. It also reflects the greenfield nature of the site and the potential for growth to lead to further development eastwards, and the likelihood of this being constrained.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Fritwell is classified as a Category C Village with limited local services and facilities and poor / irregular transport provision. Rail connections are relatively close at Kings Sutton and Bicester, but it is highly likely that residents would travel by car to access these stations due to the lack of any bus services in Fritwell. In addition, the stations are at least a 30-minute journey by bicycle. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the settlement, particularly in nearby towns and the City of Oxford. However, given the low growth capacity of the site, the potential for negative impacts in relation to sustainable travel behaviours in the district is limited.</p> <p>At the local scale, it is assumed that access would be provided from East Street. However, this would not allow for safe pedestrian or cycle access given that this road does not have pavement provision.</p> <p>Overall, whilst the site is located well in relation to the existing Fritwell settlement and accessing local facilities, development here would likely increase journeys to access further facilities and services. This largely reflects the reduced sustainable and active transportation opportunities of the settlement. As such, <b>negative effects</b> are considered likely.</p>

## Kirtlington sites

### Site 1: Corner Farm East

**Site size:** 1.05ha

**Estimated capacity:** 31 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale. The site does not contain or lie adjacent to any BAP priority habitats but lies predominantly within the Network Expansion Zone. This should be a consideration for BNG onsite in development. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the small-scale level of growth the site could achieve, it is unlikely that this will be significant.

potential effects of climate change	The site is not at risk of fluvial or surface water flooding. Overall, <b>neutral effects</b> are anticipated.
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	The site lies in the less constrained western extent of Kirtlington settlement area and does not contain any designated heritage assets. It does however lie close to the Kirtlington Conservation Area. Development ultimately has the potential to affect the setting of the conservation area, and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> are identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is small-scale and set back from the A4095 in a relatively open greenfield area bordered by a few trees.</p> <p><b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.** Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from the A4095, connecting to the existing footpaths, local road network, and bus services available here and along Bletchingdon Road. An existing public right of way extends along the eastern boundary of the site. Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 2: Corner Farm West

**Site size:** 4.5ha

**Estimated capacity:** 135 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not overlap or lie adjacent to any BAP priority habitats but it lies predominantly within the Network Expansion Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.

	<p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the less constrained western extent of Kirtlington and does not contain any designated heritage assets. It does however lie close to the Kirtlington Conservation Area. Development ultimately has the potential to affect the setting of the conservation area and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is predominantly greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is relatively large-scale and set back from the A4095 in an open greenfield area bordered by trees and hedgerows. <b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts</p>

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on landscape and villagescape character, which is uncertain at this stage.

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<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district. At the local scale, it is assumed that access would be provided from the A4095, connecting with the existing footpaths, local road network, and bus services available here and along Bletchingdon Road. A public right of way connects to the eastern site boundary. Overall, whilst the site is relatively well connected to the settlement area, large-scale development has the potential for <b>negative effects</b>. Further consultation with CDC would be recommended at this stage if the site were progressed any further.</p>
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## Site 3: Rye Furlong East

**Site size:** 2.1ha

**Estimated capacity:** 63 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but it lies predominantly within the Network Expansion Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the medium-scale level of growth the site could achieve, this has the potential to be significant.

	<p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. However, road access to the site may reduce the active travel connections which would need to be mitigated (see transport objective). On this basis, the potential for <b>negative effects</b> is identified at this stage.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the less constrained western extent of Kirtlington and does not contain any designated heritage assets. It does however lie close to the Kirtlington Conservation Area, though there is existing development between the site and the conservation area. Development ultimately has the potential to affect the setting of the conservation area and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified.</p> <p>These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is medium scale in a relatively open greenfield area bordered by trees and hedgerows. Development would extend the settlement closer to the River Cherwell, and in the vicinity of Kirtlington Quarry, and ultimately change the approach to the settlement</p>

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from the west. **Negative effects** are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale, it appears that access would need to be provided via Mill Lane which is a bridleway connecting to Crowcastle Lane and North Green. Development would essentially remove this part of bridleway access, and the connecting roads are highlighted locally as too narrow to accommodate additional traffic flows. Bus services are available slightly further east along Heyford Road.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, but local access is likely to be an issue. On this basis, the potential for **negative effects** is identified.

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## Site 4: Rye Furlong West

**Site size:** 4.6ha

**Estimated capacity:** 138 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but it lies predominantly within the Network Expansion Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.

	<p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. However, road access to the site may reduce the active travel connections which would need to be mitigated (see transport objective). On this basis, the potential for <b>negative effects</b> is identified at this stage.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the less constrained western extent of Kirtlington and does not contain any designated heritage assets. It does however lie close to the Kirtlington Conservation Area, though there is existing development between the site and the conservation area. Development ultimately has the potential to affect the setting of the conservation area and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified.</p> <p>These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is relatively large-scale off Mill Lane in an open greenfield area bordered by trees and hedgerows. Development would extend the settlement closer to the River Cherwell, and in the vicinity of Kirtlington Quarry, and ultimately change the</p>

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approach to the settlement from the west. **Negative effects** are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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Promote **sustainable transport** use and active travel opportunities and reduce the need to travel.

Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale, it appears that access would need to be provided via Mill Lane which is a bridleway connecting to Crowcastle Lane and North Green. Development would essentially remove this part of bridleway access, and the connecting roads are highlighted locally as too narrow to accommodate additional traffic flows. Bus services are available slightly further east along Heyford Road.

Overall, development could be large-scale at this site and local access is likely to be an issue. On this basis, the potential for **negative effects** is identified. Further consultation with CDC would be recommended at this stage if the site were progressed any further.

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## Site 5: Station Corner

**Site size:** 2.2ha

**Estimated capacity:** 66 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but lies predominantly within the Network Enhancement Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the medium-scale level of growth the site could achieve, this has the potential to be significant.

	<p>The site is not at risk of fluvial flooding. Surface water flood risk is prevalent across the settlement and the site lies adjacent to an area at medium-high risk of surface water flooding. Considering future flood risk predictions, the application of SuDS in development is advised.</p> <p>Overall, <b>negative effects</b> are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site lies in the less constrained western extent of Kirtlington and does not contain any designated heritage assets. It does however lie partially within the Kirtlington Conservation Area. Development ultimately has the potential to affect the setting of the conservation area and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is medium scale off the A4095 in an open greenfield area bordered by trees and hedgerows. <b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of</p>

<b>surrounding landscape.</b>	development will influence impacts on landscape and villagescape character, which is uncertain at this stage.
<b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b>	<p>Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford.</p> <p>Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale, it is assumed that access would be provided from Station Road and Bletchingdon Road, connecting with the existing footpaths and local road network here. Bus services are available along Bletchingdon Road. There is an existing public right of way which connects to Station Road.</p> <p>Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, <b>neutral effects</b> are anticipated (assuming suitable access is provided).</p>

## Site 6: Gossway Copse

**Site size:** 0.6ha

**Estimated capacity:** 18 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	0
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but lies predominantly within the Network Enhancement Zone, associated with ancient woodland.</p> <p>Whilst no significant impacts are predicted, short-term disturbance during construction phases, and longer-term disturbance and predation could cause minor impacts, and BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people

<p>and increase resilience to the potential effects of climate change</p>	<p>travelling to access wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the less constrained western extent of Kirtlington. It does not contain any designated heritage assets and is removed from the conservation area to the north. Given the small-scale development proposed here, <b>neutral effects</b> are anticipated.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is small-scale, connecting with Gossway Fields. The site lies in an open greenfield area bordered by a copse to the south and with trees and hedgerows along the remaining site boundaries. <b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>

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<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford.</p>
	<p>Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.</p>
	<p>At the local scale, it is assumed that access would be provided from Bletchingdon Road via Gossway Fields, connecting with the existing footpaths, local road network, and bus services available here.</p>
	<p>Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, <b>neutral effects</b> are anticipated (assuming suitable access is provided).</p>

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## Site 7: Jersey Cottages South

**Site size:** 1.1ha

**Estimated capacity:** 33 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	-
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitats, most of the land east of Kirtlington comprises woodpasture and parkland (Kirtlington Park), as well as areas of deciduous woodland and ancient woodland. The site also contains these habitats. Hence, development has the potential to result in habitat loss, as well as short-term disturbance during the construction phase and longer-term disturbance during occupation.</p> <p>In light of the above, the potential for <b>negative effects</b> is identified due to habitat loss.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people

<p>and increase resilience to the potential effects of climate change</p>	<p>travelling to access wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant. The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected. Overall, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the north-east of the settlement, entirely within grade II registered park and garden 'Kirtlington Park'. It is also situated between grade II listed 'Home Farmhouse', and grade II listed 'Cottages' along Heyford Road. Development has the potential to affect the setting of these designated heritage assets, including views. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance. There are no mineral safeguarded areas affecting development at Kirtlington. The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is relatively small-scale off the A4095 in the north-east of the settlement. The site lies within an historic landscape area designated as parkland. The site is also bordered by trees/</p>

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**surrounding landscape.**

woodland which. **Negative effects** are considered likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from Heyford Road, connecting with the existing footpaths, local road network, and bus services available here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 8: Jersey Cottages North

**Site size:** 1.9ha

**Estimated capacity:** 57 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	-
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitats, most of the land east of Kirtlington comprises woodpasture and parkland (Kirtlington Park), as well as areas of deciduous woodland and ancient woodland. The site also contains these habitats. Hence, development has the potential to result in habitat loss, as well as short-term disturbance during the construction phase and longer-term disturbance during occupation.</p> <p>In light of the above, the potential for <b>negative effects</b> is identified due to habitat loss.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people

<p>and increase resilience to the potential effects of climate change</p>	<p>travelling to access wider services and facilities. Given the medium-scale level of growth the site could achieve, this has the potential to be significant. The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected. Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the north-east of the settlement, adjacent to grade II registered park and garden 'Kirtlington Park' and close to grade II listed buildings. Development has the potential to affect the setting of these designated heritage assets, including views. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance. There are no mineral safeguarded areas affecting development at Kirtlington. The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is relatively small-scale off the A4095 in the north-east of the settlement. The site lies adjacent to and within the setting of</p>

**surrounding landscape.**

an historic landscape area designated as parkland. The site is also bordered by trees/ woodland. **Negative effects** are considered likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford.

Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations, and whilst Tackley is closest, it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from Heyford Road, connecting with the existing footpaths, local road network, and bus services available here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

## Site 9: Timberyard House

**Site size:** 1.3ha

**Estimated capacity:** 39 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	-
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitats, most of the land east of Kirtlington comprises woodpasture and parkland (Kirtlington Park), as well as areas of deciduous woodland and ancient woodland. The site also contains these habitats and falls within the Network Enhancement Zone. Hence, development has the potential to result in habitat loss, as well as short-term disturbance during the construction phase and longer-term disturbance during occupation.</p> <p>In light of the above, the potential for <b>negative effects</b> is identified due to habitat loss.</p>
Reduce the contribution to <b>climate change</b> made by activities within the	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular

<p>neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the east of the settlement, entirely within the grade II registered park and garden 'Kirtlington Park'. It is also situated close to the grade II listed 'Portway House' and 'Avenell building' and lies adjacent to scheduled monument 'Moated Site East of School'. Development has the potential to affect the setting of these designated heritage assets, including views. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is relatively small-scale in the east of the settlement. The site lies within an historic landscape area designated as</p>

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**surrounding landscape.**

parkland. The site is also bordered by trees/ woodland. **Negative effects** are considered likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from Heyford Road, connecting with the existing footpaths, local road network, and bus services available here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 10: Park House

**Site size:** 0.8ha

**Estimated capacity:** 24 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitats, most of the land east of Kirtlington comprises woodpasture and parkland (Kirtlington Park), as well as areas of deciduous woodland and ancient woodland. The site lies adjacent to these habitats and falls within the Network Enhancement Zone.</p> <p>Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts, and BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that

<p>within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p> <p>The site itself is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the south-east of the settlement, entirely within grade II registered park and garden 'Kirtlington Park'. It is also situated close to grade II listed 'Nutlands building'. Development has the potential to affect the setting of these designated heritage assets, including views. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is relatively small-scale in the south-east of the settlement.</p> <p>The site lies within an historic landscape area designated as</p>

**surrounding landscape.**

parkland. The site also contains and is bordered by trees/woodland. **Negative effects** are considered likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from the site to Bletchingdon Road, connecting with the existing footpaths, local road network, and bus services available here. The site has good potential to connect with two public footpaths connecting with Bletchingdon Road.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

## Site 11: Crowcastle Lane

**Site size:** 4.7ha

**Estimated capacity:** 141 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but lies predominantly within the Network Enhancement Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.

	<p>The site is not at risk of fluvial flooding. Surface water flood risk is prevalent across the settlement and the southern part of the site intersects with a small area at low risk of flooding. Considering future flood risk predictions, the application of SuDS in development would be advised.</p> <p>Overall, <b>negative effects</b> are predicted given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. However, road access to the site may reduce the active travel connections which would need to be mitigated (see transport objective). On this basis, the potential for <b>negative effects</b> is identified at this stage.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the less constrained western extent of Kirtlington and does not contain any designated heritage assets. It is however situated between grade II listed 'Winter Cottage' in the west on Crowcastle Lane, and grade II listed cottages along Heyford Road. Development has the potential to affect the setting of the conservation area, including views. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is relatively large-scale off Crowcastle Lane in an open greenfield area bordered by trees and hedgerows. Development would extend the settlement north and</p>

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**surrounding landscape.**

ultimately change the approach to the settlement. **Negative effects** are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale, it appears that access would need to be provided via Crowcastle Lane, which is a public footpath connecting to North Green. Development would essentially remove this part of active travel access and the connecting roads are highlighted locally as too narrow to accommodate additional traffic flows. Bus services are available slightly further east along Heyford Road.

Overall, development could be large-scale at this site and local access is likely to be an issue. On this basis, the potential for **negative effects** is identified. Further consultation with CDC would be recommended at this stage if the site were progressed any further.

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## Site 12: Roman Close / Sandy Gallop

**Site size:** 2.4ha

**Estimated capacity:** 72 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	0
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Kirtlington with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated Kirtlington Quarry SSSI lie within 1km of the site, but the IRZ that covers the site does not indicate housing development as a risk, particularly at this scale.</p> <p>The site lies adjacent to BAP priority habitat deciduous woodland and is within the Network Enhancement Zone. Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts, and BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase	Under Policy SP1 (Settlement Hierarchy) in the LPR, Kirtlington is classified as a Category B Village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area – linked to more people travelling to access wider services and facilities. Given the

resilience to the potential effects of climate change	<p>large-scale level of growth the site could achieve, this has the potential to be significant.</p> <p>The site is not at risk of fluvial flooding. Surface water flood risk is prevalent across the settlement and the site lies adjacent to an area at medium-high risk of flooding.</p> <p>Considering future flood risk predictions, the application of SuDS in development would be advised.</p> <p>Overall, <b>negative effects</b> are predicted given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site lies in the less constrained western extent of Kirtlington. It does not contain any designated heritage assets and is removed from the conservation area to the north. Whilst this could be a slightly larger-scale development, <b>neutral effects</b> are anticipated.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Kirtlington is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance.</p> <p>There are no mineral safeguarded areas affecting development at Kirtlington.</p>
	<p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified.</p> <p>These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>Kirtlington lies on low ground in the south of the neighbourhood area. The development proposed is medium scale connecting with Roman Close. The site lies in an open greenfield area bordered by a copse in the south and with trees and hedgerow along the remaining boundaries.</p> <p><b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of development will</p>

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influence impacts on landscape and villagescape character, which is uncertain at this stage.

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<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Kirtlington is classified as a Category B Village with a reasonable level of local services and facilities and good connections to Kidlington and Oxford. Rail connections are relatively close at Tackley, Lower Heyford and Islip, but it is likely that residents would predominantly travel by car to access these stations and whilst Tackley is closest it is not easily accessible. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale, it is assumed that access would be provided from Bletchingdon Road via Roman Close, connecting with the existing footpaths and local road network here. Bus services are available along Bletchingdon Road. Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, <b>neutral effects</b> are anticipated (assuming suitable access is provided).</p>
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## Lower Heyford sites

### HELAA106 – Newlands / Caulcott Farm / Greenway, South Street, Caulcott

**Site size:** 1.11ha

**Estimated capacity:** 33 homes (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	?
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Lower Heyford with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>The nearest SSSI lies approximately 4km south of the site and there is no overlap with IRZs for the types of development likely to come forward on the site.</p> <p>The nearest BAP priority habitat – traditional orchard – is located 120m east of the site. Given the level of development between the site and this habitat, it is unlikely development at this location will impact upon this habitat.</p> <p>The entire site is within Network Enhancement Zone 1 and BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the	Lower Heyford is classified as a Category B Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good range of services and facilities. This includes the Heyford

SEA objective	Commentary
neighbourhood area and increase resilience to the potential effects of climate change	<p>train station to the south-west of the settlement. This will allow for low-emission travel to other settlements with a better infrastructure provision. However, given the site is not within or adjacent to the Lower Heyford settlement, it is still likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p>
	<p>The site is not at risk of fluvial flooding but there is an area at medium-high risk of flooding is adjacent to the site to the east. Similarly, whilst the site is not at risk of surface water flooding, there is an area at medium-high risk of flooding to the east, associated with South Street.</p>
	<p>At this time, <b>uncertain effects</b> are noted, reflecting the flood risk adjacent to the site.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is located away from the existing Lower Heyford settlement (to the west of the site), and as such development at this location is unlikely to promote a level of community integration. The proposed site is capable to delivering a lower level of growth more suitable for Lower Heyford, and could support a range of housing, types and tenures. On this basis, <b>negative effects</b> are considered likely – reflecting the uncertainty over integration of the site with the Lower Heyford community.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>Whilst the site does not contain any designated heritage assets, it is adjacent to grade II listed 'Caulcott Farmhouse' and is 20m west of a grade II listed 'The Horse and Groom Public House'. Development could impact upon the setting and significance of these two designated heritage assets. Whilst this site has a relatively low capacity, given that there are two grade II listed buildings within proximity to the site, it is anticipated that development will contribute negative impacts to the setting and significance of heritage features in the neighbourhood area. As such, <b>negative effects</b> are considered likely at this time. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is a mix of greenfield and brownfield land, underlain by Grade 3 agricultural land. Whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development at this location has a high potential to result in the loss of BMV agricultural land (high-quality land).</p>

SEA objective	Commentary
	<p>The entire site sits within a mineral safeguarding area for crushed rock, as well as a mineral strategic resource area, and a mineral consultation area. Given the site has the potential to be underlain with important minerals and resources, development at this location would require consultation with OCC as the minerals authority – to ensure the sterilisation of resources does not occur.</p>
	<p>Whilst no waterbodies intersect the site boundaries, the Gallos Brook waterbody is adjacent to the site to the east. Though the level of growth this site has capacity for is lower, due to the proximity of the watercourse it is possible it could be impacted by growth at this location, for example through increased pollutant run off entering the water system.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding landscape.</p>	<p>This is a small-scale site that is relatively level, but it sits at a higher elevation than Lower Heyford to the west. Furthermore, the site is not located within, adjacent to or within proximity to the existing Lower Heyford settlement. Instead, it is located in the open landscape in Caulcott. As such, development of the site is likely to be visually prominent in the surrounding landscape and could have a significant effect on views across the landscape and the character of this part of the neighbourhood area.</p>
	<p>This site is a mix of greenfield and brownfield land. Whilst the development of the brownfield areas could have a lower landscape impact, the development of the greenfield parts of the site could result in adverse impacts. This is due to these parts of the site being relatively open, comprising a series of agricultural fields with vegetation on their boundaries.</p>
	<p>No matter the size of development at this site, growth would have an adverse impact upon the landscape due to the site being located within the open countryside. This would likely result in development having a significant effect on views across the landscape, given the site's higher elevation and topography in comparison to Lower Heyford. At this time, <b>negative effects</b> are considered most likely for this site. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote sustainable transport use and active travel opportunities and</p>	<p>Lower Heyford is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p>

SEA objective	Commentary
reduce the need to travel.	<p>Heyford railway station is located within the Lower Heyford settlement to the west (2.4km north-west of the site), allowing for residents to engage with sustainable transportation to larger settlements with a greater community infrastructure provision. However, it is likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area. Given the location of the site outside of Lower Heyford, the increase in vehicles on the local road network is likely to be greater. This could cause adverse impacts linked to traffic issues, such as increase congestion.</p> <p>At the local scale, it is likely access to the site would come from both South Street and Greenway. Neither of these roads would provide for safe pedestrian or cycle access to and from the site, given neither of them have pavement. There is a public footpath adjacent to the brownfield part of the site, which allows for safe pedestrian movement between South Street and Lower Heyford Road.</p> <p>Overall, there are limited opportunities to promote active travel options and sustainable transport connections with this site. This reflects the distance of the site from the Lower Heyford settlement. As such, it is likely new residents would still rely on private vehicles to get around. Given this, development would likely result in <b>negative effects</b>.</p>

## HELAA180 – Land South East of Lower Heyford

**Site size:** 287.6ha

**Estimated capacity:** 8,628 (at 30 dph)

SEA topic	Likely effect
Air quality	-
Biodiversity	-
Climate change and flood risk	?
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Lower Heyford with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site. However, given the capacity the site has the potential to deliver, development has the potential to increase recreational pressures at Oxford Meadows SAC, which is over 12km from the site. In this respect, mitigation may be required. Notably, recreational impacts to internationally designated sites for biodiversity are being considered through the HRA for the emerging LPR.</p> <p>The nearest SSSI lies approximately 3.5km east of the site and there is no overlap with IRZs for the types of development likely to come forward on the site.</p> <p>The site is adjacent to an extensive area of BAP priority habitat good quality semi-improved grassland to the southwest. Additionally, there is a large area of deciduous woodland and ancient woodland along the western site boundary and adjacent to the site in to the north. There is also a small area of traditional orchard adjacent to the northern site boundary. Given the size of the site, development is very likely to lead to disturbances to these habitats. The western extent of the site is within Network Enhancement Zone 1 and the rest of the site is within an</p>

SEA objective	Commentary
	<p>area of Network Expansion Zone – with a small area in the north-eastern extent of the site within Network Enhancement Zone 2. As such, BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>Overall, <b>negative effects</b> are considered likely give the potential capacity of the site, which could impact the nearest SAC, and the potential to disturb nearby habitats.</p>
<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Lower Heyford is classified as a Category B Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good range of services and facilities. This includes the Heyford train station to the south-west of the settlement. This will allow for low-emission travel to other settlements with a better infrastructure provision. However, it is still likely that development of this site will result in an increase of private vehicles on the local road network. Given the large-scale level of growth the site could achieve, this has potential to be significant.</p>
	<p>The south-western corner of the site contains an area of Flood Zone 2 and 3. A further area of Flood Zone 2 and 3 can be found along the north-western boundary, associated with the River Cherwell and the Oxford Canal. Surface water flood risk is increased in these areas and there are small, isolated pockets of high surface water flood risk within the centre of the site.</p> <p>At this time, <b>negative effects</b> are predicted given development of the site will lead to an increase in vehicular emissions and the site is at risk of both fluvial and surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is located adjacent to the existing Lower Heyford settlement (to the north of the site), and as such development at this location could promote a level of community integration. Whilst the site would deliver a range of housing, types and tenures, the level of growth is unsuitable for Lower Heyford and the wider Mid Cherwell neighbourhood area, increasing pressure on services and facilities in the neighbourhood area and the surrounding area. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within</p>	<p>The site contains one designated heritage asset: grade II listed 'Cold Harbour Barn and Attached Farm building', which is located within the southern extent of the site. Additionally, there are a further two grade II listed buildings adjacent to</p>

SEA objective	Commentary
and surrounding the neighbourhood area.	<p>the western site boundary: 'Bridge 1.7 kilometres north of Dashwood Lock' and 'Bridge 400 metres north of Dashwood Lock'. It is noted that the site is within proximity of a number of grade II listed buildings associated with Lower Heyford to the north. However, the majority of these are likely to be screened by existing development, though there are five that are likely to have views into the site. These are:</p> <ul style="list-style-type: none"> <li>• 50, Freehold Street</li> <li>• 80, Freehold Street</li> <li>• 86, Freehold Street</li> <li>• 93, Freehold Street</li> <li>• Paine's Cottage</li> </ul>
	<p>The site largely overlaps with the Rousham, Lower Heyford and Upper Heyford Conservation Area. It is also adjacent to the Oxford Canal Conservation Area to the west. Given the size of the site and its potential to deliver large-scale growth, development here has the potential to impact upon the setting of these conservation areas and their associated features. It is further noted that Grade I Rousham registered park and garden is located approximately 80m to the west of the site. Again, given the size of the site, it is likely development will impact upon the setting of this asset.</p>
	<p>The site contains a number of local HER listings, including the Neolithic Lithic Scatter. It also includes a historic find spot for Roman coins; the site of a toll house; the site of a milestone (now lost); a steam mill for corn; an undated rectangular enclosure and associated features; and an undated regular aggregate field system. These are all located within the northern extent of the site.</p>
	<p>Given the size of the site it is likely that development at this location would have adverse effects on the historic environment, through changing the settings of several designated assets, areas, and local listings. This will influence how they are interpreted and experienced in the wider historic environment; and the size of the site could impact on the historic environment of the wider Mid Cherwell area. As such, <b>negative effects</b> are anticipated. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land, underlain by mostly Grade 3 agricultural land (with an area of Grade 2 and Grade 4 in the south-western corner). Whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development at this location has a high potential to result in the loss of BMV agricultural land (high-quality land).</p>

SEA objective	Commentary
	<p>The western half of the site sits within a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, the site is within a mineral consultation area and development at this location would require consultation with OCC as the minerals authority – to ensure the sterilisation of resources does not occur.</p> <p>It is noted that the site currently has pylons crossing the area in the northern extent.</p> <p>Whilst no waterbodies intersect the site boundaries, the Cherwell (Nell Bridge to Bletchingdon) waterbody is within proximity to the western site boundary. Given the size of the site it is possible this waterbody could be impacted by growth on the site, for example through increased pollutant run off entering the water system.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>This is a large-scale site which inclines in a west to east direction, with the eastern half being at a higher elevation than Lower Heyford to the west. As such, development of the site would be visually prominent in the surrounding landscape and could have a significant effect on views across the landscape and the character of this part of the neighbourhood area.</p>
	<p>Whilst the site is partially connected to the existing Lower Heyford settlement, given the size of the site development here would involve growth into the open countryside towards Upper Heyford to the north-east and Caulcott to the east. As such, development of this site could contribute to closing the gap between the settlements, which could impact upon their characters. Development of this site could also set the precedent for further growth to the east and north-east.</p> <p>Additionally, the site itself is relatively open, comprising a series of agricultural fields with vegetation on their boundaries.</p> <p>No matter the size of development at this site, growth would have an adverse impact upon the landscape due to the encroachment on the open countryside. Development would also have significant effect on views across the landscape, given the site's higher elevation and topography. At this time, <b>negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>

SEA objective	Commentary
<b>Promote sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Lower Heyford is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p> <p>Heyford railway station is located within the Lower Heyford settlement to the west (170m north of the site), allowing for residents to engage with sustainable transportation to larger settlements with a greater community infrastructure provision. However, it is likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area. Given the size of the site, the increase in vehicles on the local road network would be significant. This could cause adverse impacts linked to traffic issues, such as increase congestion.</p> <p>At the local scale, there is no existing access to this site. However, it may be possible to provide access to the site from Station Road, which intersects the site in the northern extent. It is noted that this road does not provide safe pedestrian or cycle access to and from the site given there is no pavement. There are two public footpaths and a bridleway crossing the site, allowing for pedestrian and cycle access into Lower Heyford from Portway and Northbrook. Additionally, the Oxford Canal walking route is adjacent to the western site boundary and the northern site boundary.</p> <p>Overall, there are opportunities to promote active travel options and sustainable transport connections with this site. However, given the size of the site and the available sustainable and active travel provision, it is likely new residents would still rely on private vehicles to get around. Hence, development would likely result in <b>negative effects</b>.</p>

## HELAA314 – Land to the south-east of Upper Heyford

**Site size:** 35.8ha

**Estimated capacity:** 1,074 (at 30 dph)

SEA topic	Likely effect
Air quality	-
Biodiversity	-
Climate change and flood risk	?
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Lower Heyford with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site. However, given the capacity the site has the potential to deliver, development has the potential to increase recreational pressures at Oxford Meadows SAC, which is over 14km from the site. In this respect, mitigation may be required. Notably, recreational impacts to internationally designated sites for biodiversity are being considered through the HRA for the emerging LPR.</p> <p>Nationally designated Ardley Trackways SSSI lies within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk.</p> <p>The site is within proximity to an area of BAP priority habitat woodpasture and parkland to the north-east, in the neighbouring Middleton Stoney parish. As such, development could result in disturbances to this habitat. The site overlaps with Network Enhancement Zone 1 and the Network Expansion Zone. BNG should focus on maximising ecological enhancement opportunities in this area.</p>

SEA objective	Commentary
	<p>Overall, <b>negative effects</b> are considered likely give the potential capacity of the site, which could impact the nearest SAC, and the potential to disturb nearby habitats.</p>
<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Lower Heyford is classified as a Category B Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good range of services and facilities. This includes the Heyford train station to the south-west of the settlement. This will allow for low-emission travel to other settlements with a better infrastructure provision. However, it is still likely that development on the site will result in an increase of private vehicles on the local road network. Given the large-scale level of growth the site could achieve, this has potential to be significant.</p>
	<p>The site is adjacent to an area at medium-high risk of fluvial flooding (located between the two parcels of land), as well as an area at low risk of surface water flooding to the north.</p>
	<p>At this time, <b>negative effects</b> are predicted given development of the site will lead to an increase in vehicular emissions and the site is at risk of both fluvial and surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is not located within proximity to the existing built-up area in Lower Heyford; rather, it is located on the eastern parish boundary in the open countryside. Notably, the site partially falls within Heyford Park parish and is within proximity to the Heyford Park strategic development area. As such, development at this location is unlikely to foster community integration and accessibility with the existing settlement of Lower Heyford. Whilst the site would deliver a range of housing, types and tenures, the level of growth is unsuitable for Lower Heyford and the wider neighbourhood area, increasing pressure on services and facilities in the neighbourhood area and the surrounding area. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site contains grade II listed 'Lime kiln approximately 150m east of Lime Hollow, Lower Heyford'. This is located in the south-east of the site along its boundary.</p> <p>The site is located 80m north-west of grade II registered park and garden 'Middleton Park'. Given the size of the site and its potential to deliver large-scale growth, development here has the potential to impact upon the setting of this asset.</p>
	<p>At this time, <b>negative effects</b> are considered likely reflecting the presence of a heritage asset within the site, and the proximity of the registered park and garden to the site.</p>

SEA objective	Commentary
	<p>However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield and is not located within proximity to the existing built-up area of Lower Heyford. The site, along with the majority of the land within Lower Heyford, is mostly within an area of Grade 3 agricultural land – though the north-eastern parcel of the site is within an area of Grade 2 agricultural land. Whilst the sub-grade of the Grade 3 land is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). This is especially true of the site given that it is in current agricultural use.</p>
	<p>The site sits within a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, the site is within a mineral consultation area and development at this location would require consultation with OCC as the minerals authority to ensure the sterilisation of resources does not occur.</p> <p>The site does not intersect any waterbodies, however Gallos Brook does pass adjacent to the site. It is possible this waterbody could be impacted by growth on the site, for example through increased pollutant run off entering the water system due to greater levels of development blocking water from being absorbed by the ground.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site lies on relatively level ground to the east of Lower Heyford. It is at a higher elevation in its western extent and northern extent; however, given the distance of the site from Lower Heyford and Caulcott, it is unlikely growth here will impact upon the character of these settlements or views from them. Rather, the site – which is partially within Heyford Park – is located closer to Heyford Park, and developing the northern extent of the site could impact upon southwards views from this settlement.</p> <p>The development proposed is large-scale, encompassing an area of greenfield land that is removed from the existing built-up areas within the Lower Heyford parish. The site is adjacent to the eastern parish boundary in an open landscape. Whilst the southern site boundary has a level of boundary vegetation that could provide a level of screening from the B4030 northwards over the site, development here would adversely impact upon the landscape, no matter the scale of growth. This is due to development encroaching on</p>

SEA objective	Commentary
	<p>the open landscape, which has a greater impact on views and landscape character.</p>
	<p>In light of the above, <b>negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p><b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b></p>	<p>Lower Heyford is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p>
	<p>Heyford railway station is located within the Lower Heyford settlement, 2.8km west of the site. However, given the distance it is likely that residents would travel by car to access the railway station. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford.</p>
	<p>At the local scale, there is currently no access into the site. It may be possible to establish access from the B4030 on the southern site boundary; however, there is a bend in the road that could prove dangerous. Access would need to be subject to detailed assessments to ensure road safety is maintained. Active travel opportunities to and from the site would be limited, reflecting the lack of pavement access and public rights of way within or in proximity to the site. Given the size of the site, this would result in a great increase in private vehicles on the local road network.</p>
	<p>Overall, the potential scale of development at this site is not compatible with the settlements within Lower Heyford and there are limited opportunities to promote active travel options and sustainable transport connections given the distance of the built-up areas from wider services and facilities. Furthermore, given the size of the site, the increase in private vehicles linked to development could be significant. On this basis, it is considered that development would result in <b>negative effects</b>.</p>

## Middle Aston sites

### HELAA181 – Land adjoining Middle Aston Lane

**Site size:** 2.42ha

**Estimated capacity:** 72 (at 30 dph)

SEA topic	Likely effect
Air quality	-
Biodiversity	?
Climate change and flood risk	-
Community wellbeing	-
Historic environment	0
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Middle Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2.5km of the site, but the IRZs that cover the site do not indicate housing development as a risk.</p> <p>Land to the west of the site comprises BAP priority habitat deciduous woodland, and the land adjacent to the south comprises an extensive area of woodpasture and parkland. Overall, <b>uncertain effects</b> are considered likely, reflecting the potential for habitat disturbance.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the	Under Policy SP1 (Settlement Hierarchy) in the LPR, Middle Aston is classified as a Category B village; these are considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities and employment opportunities. Given the large-scale level of

SEA objective	Commentary
potential effects of climate change	<p>growth the site could achieve, this has the potential to be significant.</p> <p>The site is not at risk of fluvial or surface water flooding.</p>
	<p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote local accessibility and integration with the existing settlement and community given there is existing residential development on the eastern and southern site boundaries. Given the size of the site it could work well to contribute a variety of new homes and meet identified housing needs. However, the site does have the potential to deliver large-scale development. This is considered inappropriate given that Middle Aston has a lower level of accessibility in comparison to other settlements in the district. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site. Additionally, the site is not within or near any historic areas. On this basis, <b>neutral effects</b> are considered most likely.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land on the settlement edge. The land surrounding Middle Aston is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Whilst the site does not overlap with mineral safeguarded areas, it is adjacent to an extensive mineral safeguarding area for soft sand to the west. This does not impact upon the existing Middle Aston settlement.</p>
	<p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site lies on elevated ground adjacent to the existing Middle Aston settlement (located to the north-west). The site slopes upwards in a broadly south-east to north-west direction and is at a slightly higher elevation than the existing settlement. As such, it is likely that growth here could impact on views from the existing settlement across the landscape.</p>

SEA objective	Commentary
	<p>to the north-west and could change the character of the settlement. It is noted that growth here could set the precedent for further growth northwards along Middle Aston Lane, and westwards along Street from Middle Aston Lane to Oxford Road.</p> <p>The development capacity of the site is large scale and encompasses an area of greenfield land adjacent to the existing settlement. The site is bordered by a few trees and hedgerows but is largely open.</p> <p>At this time, <b>negative effects</b> are considered most likely reflecting the potential for the site to change the landscape character of this part of the neighbourhood area. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p><b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b></p>	<p>Middle Aston is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p> <p>Lower Heyford railway station is located to the south-east of the site, 2.5km away. However, it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford.</p> <p>At the local scale, there is currently no access into the site. It may be possible to establish access from Middle Aston Lane, subject to detailed assessments. Whilst this would provide for vehicular access to and from the site, it is unlikely to facilitate safe pedestrian and cycle access given there is no pavement along Middle Aston Lane. An existing public right of way crosses the site.</p> <p>Overall, there are limited opportunities to promote the use of active and sustainable transport given the lack of opportunities and the distance of the settlement to wider services and facilities. On this basis, it is considered that development would likely result in <b>negative effects</b>. This reflects the likely increase in private vehicles on the road network linked to development at this location.</p>

## HELAA182 – Hatch End Industrial Estate, Middle Aston/ Steeple Aston

**Site size:** 2.30ha

**Estimated capacity:** 69 homes (at 30 dph)

SEA topic	Likely effect
Air quality	-
Biodiversity	?
Climate change and flood risk	-
Community wellbeing	-
Historic environment	0
Land, soil, and water resources	?
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Middle Aston with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2.5km of the site, but the IRZs that cover the site do not indicate housing development as a risk.</p> <p>The north-western corner of the site comprises BAP priority habitat deciduous woodland. This habitat also lies adjacent to the southern site boundary. The same areas are also recognised as traditional orchard. Additionally, there is an extensive area of woodpasture and parkland approximately 10m east of the site boundary. A small area in the south-eastern corner of the site is within Network Enhancement Zone 1. As such, BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>Overall, <b>uncertain effects</b> are considered likely, reflecting the potential for habitat disturbance. Whilst part of the site contains a BAP priority habitat, it is recognised that there is potential for this to be retained.</p>
Reduce the contribution to	Under policy SP1 (Settlement Hierarchy) in the LPR, Middle Aston is classified as a Category B Village; these are

SEA objective	Commentary
<b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>considered to have good links to villages and towns with a greater range of services and facilities. It is likely that development of this site will contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access wider services and facilities. Given the medium-scale level of growth the site could achieve, it is possible that this could be significant.</p> <p>The site are not at risk of fluvial or surface water flooding. Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote local accessibility and integration with the existing settlement and community given there is existing residential development on the eastern and southern site boundaries. Given the size of the site, it could work well to contribute a variety of new homes and meet identified housing needs. However, the site does have the potential to deliver medium-scale development. This is considered inappropriate given that Middle Aston has a lower level of accessibility in comparison to other settlements in the district. Additionally, the site is located across the parishes of Middle Aston and Steeple Aston – and as such could contribute to the loss of individual community identity. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site. On this basis, <b>neutral effects</b> are considered most likely.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is a mix of brownfield and greenfield land (reflecting the inclusion of some of the Hatch End Industrial Estate), removed from the existing settlement of Middle Aston which is located to the north. The land surrounding Middle Aston is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>Whilst the site does not overlap with mineral safeguarded areas, it is adjacent to an extensive mineral safeguarding area for soft sand to the west. This does not impact upon the existing Middle Aston settlement.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>uncertain effects</b> is identified, reflecting the site being a mix of brownfield and greenfield</p>

SEA objective	Commentary
	<p>land. This has the potential to bring forward residual negative effects depending on how the proportion of greenfield land is developed.</p>
<p><b>Protect and enhance the character and quality of the immediate and surrounding landscape.</b></p>	<p>The site lies on elevated ground outside of the existing Middle Aston settlement (located to the north of the site). The site slopes upwards in a broadly south-east to north-west direction. As such, it is likely that growth here could impact on views from the existing settlement across the landscape to the north-west and could change the character of the settlement. It is also noted that this site could impact upon views to Steeple Aston to the south (or views northwards from the settlement), given that the site lies across two parishes. Furthermore, it is recognised that growth here could set the precedent for further growth northwards towards Middle Aston or southwards along Fir Lane towards Steeple Aston. This could close the gap between the two settlements.</p> <p>The development capacity of the site is medium scale and encompasses an area of greenfield and brownfield land. The site is bordered by a few trees and hedgerows on the eastern site boundary.</p>
	<p>At this time, <b>negative effects</b> are considered most likely, reflecting the potential for the site to change the landscape character of this part of the neighbourhood area and potentially lead to closing the gap between two individual settlements. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p><b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b></p>	<p>Middle Aston is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p> <p>Lower Heyford railway station is located to the south-east of the site, 1.9km away. However, it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford.</p> <p>At the local scale, there is existing access into part of the site from Fir Lane to the east – due to the industrial estate in part of the site. This currently allows for vehicular access into and out of the site but does not facilitate safe pedestrian and cycle access given there is no pavement.</p> <p>Overall, there are limited opportunities to promote the use of active and sustainable transport given the lack of opportunities and the distance of the settlement to wider</p>

SEA objective	Commentary
	<p>services and facilities. On this basis, it is considered that development would likely result in <b>negative effects</b>. This reflects the likely increase in private vehicles on the road network linked to development at this location.</p>

## Middleton Stoney sites

### HELAA183 – Allotments East of Ardley Road adjoining Middleton Stoney to the North, Ardley Road

**Site size:** 1.7ha

**Estimated capacity:** 51 (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	?
Climate change and flood risk	-
Community wellbeing	-
Historic environment	0
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Middleton Stoney with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2.5km of the site, including Ardley Trackways, which is located approximately 800m to the north of the site. However, the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>Land to the north-west of the site comprises BAP priority habitat deciduous woodland. Whilst there is an extensive area of woodpasture and parkland to the south of the site, impacts are unlikely to be significant given the presence of existing development between the habitat and the site. The site is within both Network Enhancement Zone 1 and the Network Expansion Zone. BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>Overall, <b>uncertain effects</b> are considered likely, reflecting the potential for habitat disturbance.</p>

SEA objective	Commentary
<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Middleton Stoney is classified as a Category B Village under Policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good range of services and facilities. However, it is still likely that development on the site will result in an increase of private vehicles on the local road network. Given the medium-scale level of growth the site could achieve, it is anticipated that this could be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst the settlement is at risk of surface water flooding, the site is not affected. Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is located adjacent to the existing Middleton Stoney settlement, which is situated to the south of the site. Whilst there is a level of residential development adjacent to the site on its southern boundary, this is small scale. Given that this site could achieve medium-scale growth, it is unlikely that development at this location would promote a good level of accessibility with the existing settlement and community.</p> <p>The site is well located to allow for easy access to Bicester to the east along the B4030 and could contribute a variety of new homes to meet the identified housing needs. However, allocating this site would likely result in the loss of an allotment space. This would remove important community infrastructure from Middleton Stoney, and on this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any designated assets heritage, nor are there any in the vicinity which could be impacted by development at this site. Additionally, the site is not within or in proximity to any historic areas. Whilst there are no locally important HER listings within the site boundaries, the site is approximately 20m east of the local listing 'site of 19<sup>th</sup> century milestone', which is noted as being lost. On this basis, <b>neutral effects</b> are considered most likely.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land on the settlement edge. The land surrounding Middleton Stoney is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>The site sits within a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, the site is within a mineral consultation area and development at this location would require consultation with OCC as the</p>

SEA objective	Commentary
	<p>minerals authority – to ensure the sterilisation of resources does not occur.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated. Development here would require consultation with OCC as the minerals authority, due to the potential for sterilisation of important mineral resources.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site is relatively level and is at a slightly higher elevation than the existing Middleton Stoney settlement to the south. As such, it is possible that growth at this location would have views into the settlement to the south and could change northwards views from the existing development adjacent to the site to the south. However, existing development would largely screen changes to longer distance views in the northwards direction from Middleton Stoney. It is noted that growth here could set the precedent for further linear growth along Ardley Road given that the site is on the edge of the existing settlement.</p> <p>The development proposed is medium scale, encompassing an area of greenfield land adjacent to the existing settlement. The site is bordered by trees and hedgerows on the western site boundary adjacent to the B430, but the rest of the site is largely open. At this time, <b>negative effects</b> are considered most likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Middleton Stoney is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p> <p>The rail network can be accessed in Lower Heyford and Bicester to the east. However, it is likely that residents would predominantly travel by car to access these stations. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area, particularly in nearby Bicester, which is accessible eastwards along the B4030 that intersects the settlement.</p> <p>At the local scale, existing access to the site is via a single-track lane that runs along the western and southern boundaries of the site. This is less suited for frequent use. It may also be possible to establish access from the B430 / Ardley Road, subject to detailed assessments. No public</p>

SEA objective	Commentary
	<p>rights of way cross the site, however there is pavement along the adjacent road which would facilitate safe active travel from the site into the main settlement.</p> <p>Overall, there are limited opportunities to promote the use of active and sustainable transport given the distance of the settlement from wider services and facilities. On this basis, development would likely result in <b>negative effects</b>.</p>

## HELAA246 – Cottage Field, Bicester Road

**Site size:** 3.38ha

**Estimated capacity:** 101 (at 30 dph)

SEA topic	Likely effect
Air quality	-
Biodiversity	?
Climate change and flood risk	-
Community wellbeing	?
Historic environment	0
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Middleton Stoney with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2.5km of the site, including Ardley Trackways, which is located approximately 800m to the north of the site. However, the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>The land adjacent to the site to the north west comprises BAP priority habitat deciduous woodland. Additionally, the land to the east of the site comprises deciduous woodland. The eastern half of the site is within Network Enhancement Zone 2, whilst the western half is within Network Enhancement Zone 1. BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>Overall, <b>uncertain effects</b> are considered likely, reflecting the potential for habitat disturbance.</p>
Reduce the contribution to <b>climate change</b> made by activities	Middleton Stoney is classified as a Category B Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good

SEA objective	Commentary
within the neighbourhood area and increase resilience to the potential effects of climate change	<p>range of services and facilities. However, it is still likely that development on the site will result in an increase of private vehicles on the local road network. Given the large-scale level of growth the site could achieve, it is anticipated that this could be significant.</p> <p>Whilst the site is not at risk of fluvial flooding, it is adjacent to an area at high risk of flooding to the east. There is also an isolated area of low surface water flood risk in the south-eastern corner of the site.</p>
	<p>Overall, <b>negative effects</b> are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of both fluvial and surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration with the existing settlement of Middleton Stoney given that it is located opposite residential development along the B4030. Additionally, the site is well located to allow for easy access to Bicester to the east along the B4030.</p> <p>The size of the site could contribute a variety of new homes, potentially targeted at identified housing needs. However, the development is large-scale. On this basis, <b>uncertain effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site. Additionally, the site is not within or near any designated historic areas.</p> <p>There is a non-designated, locally important HER listing adjacent to the northern site boundary – the medieval cross (next to barn in field N of Bicester Road).</p> <p>At this time, broadly <b>neutral effects</b> are considered likely. This reflects the distance of the site from nationally designated heritage assets and areas.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land on the settlement edge. The land surrounding Middleton Stoney is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>The site sits within a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, the site is within a mineral consultation area and development at this location would require consultation with OCC as the</p>

SEA objective	Commentary
	<p>minerals authority to ensure the sterilisation of resources does not occur.</p> <p>The Gagle Brook is located adjacent to the eastern site boundary. Development at this location could impact upon the quality of this watercourse through changes to the drainage pattern and increased pollutant runoff.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated. Development here would require consultation with OCC as the minerals authority, due to the potential for sterilisation of important mineral resources.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site lies on a relatively level part of the landscape, though it is noted it inclines slightly in a northwards direction. The majority of the site is at a lower elevation than the existing Middleton Stoney settlement and land to the west around Heyford Road. As such, it is likely that development of this site will impact upon views from nearby houses, especially those in proximity to the southern site boundary. Whilst development of the site is unlikely to change the character of the settlement, due to existing development to the south of the site along the B4030, growth in this location could set the precedent for further growth eastwards along the road, or northwards.</p> <p>The development proposed is large-scale, encompassing an area of greenfield land within proximity to the existing settlement. The site is bordered by trees and hedgerows on the southern, eastern and northern site boundaries. At this time, <b>negative effects</b> are considered most likely reflecting the greenfield nature of the site and the level of existing boundary screening. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Middleton Stoney is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p> <p>The rail network can be accessed in Lower Heyford and Bicester to the east. However, it is likely that residents would predominantly travel by car to access these stations. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area, particularly in nearby Bicester, which is accessible eastwards along the B4030 that intersects the settlement.</p>

SEA objective	Commentary
<p>At the local scale, existing access to the site is via two single-track lanes along the western and eastern boundaries of the site, though these are less suited for frequent use. It may also be possible to establish access to the B4030 Bicester Road on the southern site boundary, subject to detailed assessments. There is a public footpath running along the eastern site boundary. There is pavement along Bicester Road providing walking and cycling access. This route also allows for safe access to bus stops to the west of the site.</p> <p>Overall, despite the site being well connected to the sustainable and active travel network, there are limited opportunities to promote the use of active and sustainable travel given the distance of the settlement from wider services and facilities. On this basis, it is considered that development would result in <b>negative effects</b>.</p>	

## HELAA447 – Land at Middleton Stoney, Ardley Road, Middleton Stoney

**Site size:** 12.92ha

**Estimated capacity:** 387 (at 30 dph)

SEA topic	Likely effect
Air quality	-
Biodiversity	-
Climate change and flood risk	-
Community wellbeing	-
Historic environment	0
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Middleton Stoney with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site. However, given the capacity the site has the potential to deliver, development has the potential to increase recreational pressures at Oxford Meadows SAC, which is over 14km from the site. In this respect, mitigation may be required. Notably, recreational impacts to internationally designated sites for biodiversity are being considered through the HRA for the emerging LPR.</p> <p>Nationally designated SSSIs lie within 2.5km of the site, including Ardley Trackways, which is located approximately 450m to the north of the site. However, the IRZs that cover the site do not indicate housing development as a risk.</p> <p>The site is adjacent to an extensive area of BAP priority habitat deciduous woodland to the east, and a further area on the southern site boundary and in proximity to the west. The site also overlaps with Network Enhancement Zones 1 and 2 and the Network Expansion Zone. BNG should focus on maximising ecological enhancement opportunities in this area.</p>

SEA objective	Commentary
	<p>Overall, <b>negative effects</b> are considered likely reflecting the potential capacity of the site, which could impact on the nearest SAC, and the potential for habitat disturbance.</p>
<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Middleton Stoney is classified as a Category B Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good range of services and facilities. However, it is still likely that development on the site will result in an increase of private vehicles on the local road network. Given the large-scale level of growth the site could achieve, it is anticipated that this could be significant.</p> <p>Whilst the site is not at risk of fluvial flooding, the eastern site boundary is within proximity to an area at high risk of flooding. There is also an isolated area of high surface water flood risk within the south-western part of the site.</p> <p>Overall, <b>negative effects</b> are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of both fluvial and surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is not suitably located to promote accessibility and integration with the existing settlement. This is due to the site not being located within or adjacent to the existing built-up area of Middleton Stoney.</p> <p>It is noted that the site is well positioned to allow for easy access to Bicester to the east along the B430. Additionally, the size of the site could contribute a variety of new homes, potentially targeted at identified housing needs. However, given the size of the site, the level of growth at this location could be significant and is likely to be an inappropriate level of development for the settlement. As such, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site. Additionally, the site is not within or near to any designated historic areas.</p> <p>There is a non-designated, locally important HER listing within the southern extent of the site – the medieval cross (next to barn in field N of Bicester Road). Additionally, the site of the Middleton Stoney Toll House local listing is approximately 10m west of the site.</p> <p>At this time, broadly <b>neutral effects</b> are considered likely. This reflects the distance of the site from nationally designated heritage assets and areas.</p>

SEA objective	Commentary
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land on the settlement edge. The land surrounding Middleton Stoney is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>The site sits within a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, the site is within a mineral consultation area and development at this location would require consultation with OCC as the minerals authority to ensure the sterilisation of resources does not occur.</p> <p>The site does not intersect any waterbodies but is within proximity to Gagle Brook to the east. It is possible that development at this site could result in pollutants entering this water system through the reduced ability of the site's underlying soils to absorb surface water runoff. However, given the amount of woodland between the site and the watercourse, impacts are likely to be minor.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated. Development here would require consultation with OCC as the minerals authority, due to the potential for sterilisation of important mineral resources.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site slopes gently downwards in a west to east direction. It is largely removed from existing development in Middleton Stoney but is adjacent to allotment spaces on the western site boundary. Views eastwards from this area could be impacted by growth on this site. Additionally, it is likely that northwards views from houses to the south on Bicester Road could be impacted by development on this site. Given that the site is not well connected to the existing Middleton Stoney settlement, it is considered likely that the character of the settlement could be impacted by growth at this location.</p> <p>The development proposed is large-scale, encompassing an area of greenfield land adjacent to the existing settlement. The site is bordered by trees and hedgerows, which offers a level of screening.</p> <p>At this time, <b>negative effects</b> are considered most likely as development of this site and scale could impact upon landscape and villagescape character and quality in Middleton Stoney and this part of the neighbourhood area. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>

SEA objective	Commentary
Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Middleton Stoney is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p> <p>The rail network can be accessed in Lower Heyford and Bicester to the east. However, it is likely that residents would predominantly travel by car to access these stations. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area, particularly in nearby Bicester, which is accessible eastwards along the B4030 that intersects the settlement.</p> <p>At the local scale, whilst there is a single-track lane running through the site, this is privately owned by a farm to the north. As such, it is unlikely to be able to support access to the site. It may be possible to establish access from the B430 / Ardley Road, subject to detailed assessments. There is a public footpath running along the eastern site boundary, and another along the northern site boundary, both of which connect to the wider public footpath network. There is a further public footpath across the B430 to the south-west of the site. These would allow for a good level of safe active travel around Middleton Stoney, as would the pavement along the B430.</p> <p>Overall, there are limited opportunities to promote sustainable transport connections given the distance of the settlement from wider services and facilities. On this basis, it is considered that development would result in <b>negative effects</b>.</p>

## HELAA517 – Site at Bicester Road, Middleton Stoney

**Site size:** 1.26ha

**Estimated capacity:** 37 (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	?
Climate change and flood risk	?
Community wellbeing	+
Historic environment	?
Land, soil, and water resources	?
Landscape	+
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Middleton Stoney with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2.5km of the site, including Ardley Trackways, which is located approximately 900m to the north of the site. However, the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>The land adjacent to the north-east of the site comprises as BAP priority habitat deciduous woodland. In addition, the entire site is within Network Enhancement Zone 1. BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>Overall, <b>uncertain effects</b> are considered likely, reflecting the potential for habitat disturbance.</p>
Reduce the contribution to <b>climate change</b> made by activities within the	Middleton Stoney is classified as a Category B Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good range of services and facilities. However, it is still likely that

SEA objective	Commentary
neighbourhood area and increase resilience to the potential effects of climate change	<p>development on the site will result in an increase of private vehicles on the local road network. Nevertheless, given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p>
	<p>The site is not at risk of fluvial flooding. However, the site contains pockets of land at low-high risk of surface water flooding, especially in its centre.</p>
	<p>At this time, <b>uncertain effects</b> are considered likely reflecting the surface water flood risk within the site.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and community integration given it is within the existing settlement boundary of Middleton Stoney. Development here would allow for easy access to Bicester to the east along the B4030. Additionally, the size of the site could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site does not contain any designated heritage assets, though it is noted that the Grade II listed The Cottage is approximately 20m north of the site. It is possible this asset has views southwards into the site. However, given this is a brownfield site, development has the potential to deliver enhancements in relation to the setting of this asset. This is dependent on the design of the scheme taken forward.</p>
	<p>The site is not within a conservation area but is approximately 20m north-east of a Grade II listed registered park and garden. Again, redevelopment of the site could bring forward enhancements to the designated area through positive impacts to its setting. This is dependent on the design of the scheme taken forward.</p>
	<p>At this time, <b>uncertain effects</b> are considered likely, reflecting uncertainty around the design of the scheme and how that could impact upon the setting of designated heritage assets and areas.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is brownfield and within the settlement boundary of Middleton Stoney. As such, development at this location is unlikely to result in the loss of agricultural land.</p> <p>Whilst the site sits within a mineral strategic resource area and a mineral safeguarding area for crushed rock (and the associated mineral consultation area), consultation with OCC is unlikely to be required. However, it is possible that this site could have a level of ground contamination linked to its historic use as a farm equipment supplier.</p>

SEA objective	Commentary
	<p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, <b>uncertain effects</b> are identified at this time, reflecting the potential for site contamination. If the site were to have no contamination, neutral effects would be anticipated.</p>
<p><b>Protect and enhance the character and quality of the immediate and surrounding landscape.</b></p>	<p>The site lies at a lower level in comparison to development to the west but is largely level with the existing settlement of Middleton Stoney and the surrounding development. The proposed site is small-scale, encompassing an area of brownfield land within the settlement boundary. This could present opportunities to deliver positive effects in relation to the landscape through visual changes to the site and landscaping, depending on the design of the scheme taken forward.</p> <p>Currently there is little screening on the site boundaries, with some hedgerows and trees on the western, north-western, northern and eastern site boundaries. It is noted that development at this site could set the precedent for further growth eastwards towards Gagle Brook.</p> <p>At this time, <b>positive effects</b> are considered most likely, reflecting the location of the site within the existing settlement and the potential to deliver positive effects in relation to views and landscaping. It is recognised, however, that this is largely dependent on the design and layout of development, which is uncertain at this stage.</p>
<p><b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b></p>	<p>Middleton Stoney is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements.</p>
	<p>The rail network can be accessed in Lower Heyford and Bicester to the east. However, it is likely that residents would predominantly travel by car to access these stations. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby Bicester, which is accessible eastwards along the B4030 that intersects the settlement. However, given the small scale of growth proposed on this site, this is unlikely to be significant.</p> <p>At the local scale, there is existing access to the site provided by the turning onto the B4030 in the south of the site. This is likely to be able to support continued access to the site. Furthermore, it may be possible to establish further access to Ardley Road B430, subject to detailed assessment. There is pavement along Bicester Road to the south and</p>

SEA objective	Commentary
	<p>Ardley Road to the west which would facilitate safe active travel from the site into the settlement. The pavement along Bicester Road would also allow for pedestrian access to bus stops located on the southern site boundary.</p> <p>Overall, this site is well located to access the available active and sustainable transport network in Middleton Stoney. Reflecting the limited nature of this, <b>neutral effects</b> are concluded at this time due to the low impact on the road network additional vehicles are likely to have.</p>

## Somerton sites

### HELAA372 – Land North of Ardley Road, Somerton

**Site size:** 1.71ha

**Estimated capacity:** 51 (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	?
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Somerton with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2.5km of the site, including Bestmoor, which is located approximately 1km to the north-west of the site. Given the capacity for growth on this site, and its location outside of the Somerton settlement boundary, the site overlaps with IRZs linked to residential and rural residential development, requiring consultation with Natural England.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats. However, the western half of the site is within Network Enhancement Zone 1, which demonstrates it has the potential to deliver enhanced BNG.</p> <p>Overall, <b>uncertain effects</b> are considered likely, reflecting the potential of the site to impact the nearby SSSI.</p>
Reduce the contribution to <b>climate change</b>	Under Policy SP1 (Settlement Hierarchy) in the LPR, Somerton is classified as a Category C Village; these are generally smaller with only a limited number of services and

SEA objective	Commentary
made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area - linked to more people travelling to access wider services and facilities. Given the medium-scale level of growth the site could achieve, it is anticipated that this could be significant.</p>
	<p>The main settlement area of Somerton and the site itself are not considered to be at risk of fluvial flooding. Additionally, the site is not at risk of surface water flooding, nor is it within proximity to areas with elevated risk. As such, the site has a limited potential for adverse impacts to flood risk within Somerton.</p> <p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration with the existing settlement. This is due to the site being located adjacent to the existing built-up area of Somerton, and adjacent to residential development on its southern, western and northern site boundaries. Additionally, the size of the site could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site does not contain any designated heritage assets, and though it is approximately 60m north of the Somerton Manor House: earthworks and remains of hall scheduled monument, the site is considered to be screened from this asset by existing development.</p>
	<p>The site is adjacent to the Somerton Conservation Area, which is located to the west of the site. The proximity of the conservation area and the medium-scale size of the site could mean growth in this location results in negative impacts to the historic environment of Somerton. This is through changes to the setting of the conservation area, which in turn could change how important features are viewed and experienced in the historic landscape.</p>
	<p>The site does not contain any non-designated, locally important HER listings.</p> <p>At this time, <b>negative effects</b> are considered likely reflecting the proximity of the Somerton Conservation Area to the site. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>

SEA objective	Commentary
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Somerton is predominantly a mix of Grade 2, Grade 3 and Grade 4 agricultural land. The site itself is considered to be underlain by a mix of Grade 2 and Grade 3 agricultural land; whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development at this location has a high potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>The site sits within a mineral consultation area, and adjacent to a mineral safeguarding area for crushed rock (and the associated mineral strategic resource area) – located to the east of the site. Though this site has a reduced potential to impact on important resources given it does not overlap with a mineral safeguarding area, consultation with OCC as the minerals authority is still likely to be necessary to ensure the sterilisation of resources does not occur.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>It is noted that the site currently has pylons crossing the area.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated. Development here is also likely to require consultation with OCC as the minerals authority, due to the potential for sterilisation of important mineral resources.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>The site lies adjacent to the existing settlement of Somerton to the west. The site slopes upwards in a west to east direction, and as such, the eastern half of the site is at a higher elevation than the existing settlement. This could change long distance views eastwards and could mean the site has views into properties on the southern site boundary and the western site boundary. It could also disrupt views from these houses.</p> <p>The development proposed is medium scale, encompassing an area of greenfield land adjacent to the existing settlement. The site is bordered by trees and hedgerows, but the rest of the site is largely open. It is noted that growth on this site could set the precedent for further growth into agricultural fields to the east, along Ardley Road and Fritwell Road.</p> <p>At this time, <b>negative effects</b> are considered likely reflecting the potential of the site to impact on landscape character and views.</p>
<p>Promote <b>sustainable transport</b> use and active travel</p>	<p>Somerton is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services</p>

SEA objective	Commentary
opportunities and reduce the need to travel.	<p>and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p> <p>The rail network can be accessed in Lower Heyford to the south / south-west. However, it is likely that residents would predominantly travel by car to access these stations. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area.</p> <p>At the local scale, there is currently no access into the site. It may be possible to establish access from Ardley Road to the south or Fritwell Road to the north and west, subject to detailed assessments. Neither of these roads have pavement provision to provide for safe pedestrian or cycle access to and from the site, and as such, they would not allow for safe access to the bus stop on Church Street. However, there is a network of footpaths and a bridleway to the south / south-west of the site that would allow for safe pedestrian movement from the site to the main settlement of Somerton.</p> <p>Overall, there are limited opportunities to the use of promote active and sustainable transport given the distance of Somerton from wider services and facilities. On this basis, development would likely result in <b>negative effects</b>.</p>

**HELAA414 – Troy Farm, Somerton****Site size:** 104.91ha**Estimated capacity:** 3,147 (at 30 dph)

SEA topic	Likely effect
<b>Air quality</b>	-
<b>Biodiversity</b>	-
<b>Climate change and flood risk</b>	-
<b>Community wellbeing</b>	-
<b>Historic environment</b>	-
<b>Land, soil, and water resources</b>	-
<b>Landscape</b>	-
<b>Transport and movement</b>	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Somerton with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site. However, given the capacity the site has the potential to deliver, development has the potential to increase recreational pressures at Oxford Meadows SAC, which is over 17km from the site. In this respect, mitigation may be required. Notably, recreational impacts to internationally designated sites for biodiversity are being considered through the HRA for the emerging LPR.</p> <p>The site is adjacent to the Ardley Cutting and Quarry SSSI, which is located on the north / north-eastern site boundary. Given this proximity, the entire site overlaps with IRZs for the types of development likely to come forward. As such, consultation with Natural England would be required.</p> <p>In terms of BAP priority habitat, there are several areas of deciduous woodland within the site, including in the centre of the site and along the southern boundary. Traditional orchard is also located within the centre of the site. The site is also adjacent to an extensive area of lowland calcareous grassland to the north / northeast. Hence, development of this site could lead to the loss of, and disturbance to, these habitats. In addition, the site is within the Network</p>

SEA objective	Commentary
	<p>Expansion Zone, with the land adjacent to the SSSI in Network Enhancement Zone 1. BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>Overall, <b>negative effects</b> are considered likely due to the potential impact on the nearest SAC and SSSI, as well as the potential to lead to habitat loss and/or disturbance.</p>
<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Under Policy SP1 (Settlement Hierarchy) in the LPR, Somerton is classified as a Category C Village; these are generally smaller with only a limited number of services and facilities, and poor / irregular access to public transport. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area - linked to more people travelling to access wider services and facilities. Given the large-scale level of growth the site could achieve, it is anticipated that this could be significant.</p> <p>The site contains an area of Flood Zone 2 and 3 in the northern extent. The same area is at risk of surface water flooding. There are also areas at low to high risk of surface water flooding associated with Ardley Road that intersect the site.</p> <p>Overall, <b>negative effects</b> are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of both fluvial and surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is not located within proximity to the existing built-up area in Somerton, and as such development at this location is unlikely to foster community integration. Rather, it is possible that development at this site would be viewed as an extension of the strategic growth at Heyford Park to the south. Whilst the site would deliver a range of housing, types and tenures, the level of growth is unsuitable for Somerton and the wider neighbourhood area, increasing pressure on services and facilities in the neighbourhood area and the surrounding area. On this basis, <b>negative effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>Grade II listed 'Troy Farmhouse' is located within the centre of the site, as is the 'Turf Maze at Troy Farm' scheduled monument. The site is also 30m north of the 'Cold War structures at the former Upper Heyford Airbase' scheduled monument. As such, development on this site has the potential to impact upon these heritage assets through changes to their setting, which could impact upon their significance.</p>

SEA objective	Commentary
	<p>The site is within proximity to the Upper Heyford Conservation Area, which is located approximately 30m south of the site. Given the size of the site, it is likely that development at this location would have adverse effects on the conservation area through changing its setting. This will likely influence how heritage assets in the conservation area are interpreted and experienced in the wider historic environment; and the size of the site could impact on the historic environment of the wider Mid Cherwell area.</p> <p>Furthermore, there are a number of non-designated, locally important HER listings within the site boundaries, including:</p> <ul style="list-style-type: none"> <li>• Banjo enclosure in cropmarked complex N of Upper Heyford Airbase</li> <li>• Possible banjo enclosure with curving antennae</li> <li>• Conjoined rectilinear enclosures N of Upper Heyford Airfield</li> <li>• Undated hexagonal enclosure</li> </ul> <p>At this time, <b>negative effects</b> are considered most likely reflecting the number of designated heritage assets within the site and within proximity to the site, as well as the designated areas within proximity to the site. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land and is not located within proximity to the existing built-up area of Somerton. The site is underlain by Grade 2 and Grade 3 agricultural land, and whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development at this location has a high potential to result in the loss of BMV agricultural land (high-quality land).</p> <p>The site sits within a mineral strategic resource area, and a mineral safeguarding area for crushed rock. As such, the site is within a mineral consultation area and development at this location would require consultation with OCC as the minerals authority to ensure the sterilisation of resources does not occur.</p> <p>It is noted that the site currently has pylons crossing the area.</p> <p>The Padbury Brook intersects the site in the northern extent, flowing from the west to the east. It is possible this waterbody could be impacted by growth on the site, for example through increased pollutant run off entering the water system due to greater levels of development blocking water from being absorbed by the ground. However, it is</p>

SEA objective	Commentary
	<p>also considered that growth could be brought forward away from this waterbody to reduce / remove potential effects.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>This large-scale site is not located within proximity to the existing Somerton settlement; development here would involve growth in the open countryside, closer to the strategic Heyford Park development. As such, development of this site could contribute to closing the gap between the two settlements which could impact upon their unique characters. Development could also set the precedent for further growth north-west towards the settlement of Somerton.</p>
	<p>Additionally, the site is located at a higher elevation than the surrounding landscape – large-scale growth here would therefore be visually prominent in the surrounding landscape. This is likely to have a significant effect on views across the landscape and the character of this part of the neighbourhood area.</p>
	<p>The site itself is relatively open, comprising a series of agricultural fields with vegetation on their boundaries. There is a large level of boundary vegetation on the southern site boundary associated with screening the landscape from the old RAF Upper Heyford site. There is also a large level of boundary screening on the northern / eastern / south-eastern site boundary associated with screening the rail line. Ardley Road, which intersects the site, also has a level of hedgerow screening along it.</p>
	<p>No matter the scale of development at this site, growth would have an adverse impact upon the landscape due to the encroachment on the open countryside. Development would also have significant effect on views across the landscape, given the site's higher elevation and topography.</p>
	<p>At this time, <b>negative effects</b> are considered most likely for this site. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Somerton is a Category C Village under the LPR settlement hierarchy; it has a limited number of services and facilities, which requires residents to travel to access wider services and facilities. It is considered that Category C villages have poor / irregular access to public transport.</p>
	<p>The rail network can be accessed in Lower Heyford, but it is likely that residents would predominantly travel by car to access these stations. It is also likely that future residents</p>

SEA objective	Commentary
	<p>will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area. Given the size of the site, the increase in vehicles on the local road network would be significant. This could cause adverse impacts linked to traffic issues, such as increase congestion.</p>
	<p>At the local scale, there is currently no access into the site. It may be possible to establish access from Ardley Road that intersects the site, subject to detailed assessments. However, it is noted that this road does not provide for safe pedestrian or cycle access to/ from the site given there is no pavement. Furthermore, there are no bus stops within proximity to the site. There is one footpath that crosses through the centre of the site in a north to south direction, allowing for pedestrian and cycle access to the Heyford Park development to the south and Fritwell to the north. This would require crossing Ardley Road.</p>
	<p>Overall, there are little to no opportunities to promote the use of active and sustainable transport. This reflects the location of the site in the open countryside and away from existing development. Based on this and the potential significant increase in private vehicles on the road network associated with the development of the site, it is considered that development would result in <b>negative effects</b>.</p>

## Steeple Aston sites

### Site 1: 1 Old Poultry Farm, Fir Lane

**Site size:** 0.35ha

**Estimated capacity:** 10 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale. In terms of BAP priority habitats, deciduous woodland and woodpasture and parkland surround the site (but are removed from the site boundaries). Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts. There are notable opportunities to create new ecological connections, particularly between the habitat on the opposite side of Fir Lane and surrounding the school, which could ultimately be a focus for BNG in development. Overall, <b>neutral effects</b> are anticipated. However, it is recognised that a well-designed scheme could deliver minor positive effects.

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<p>Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change</p>	<p>Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is more prevalent across the settlement, the site is not affected.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site could positively contribute new homes (potentially targeted at identified needs) however, there is a notable lack of continuous pavement at Fir Lane and thus limited safe pedestrian access. It is questionable whether the scale of development at this site could address such infrastructure improvement requirements and the potential for <b>negative effects</b> is identified at this stage.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>Whilst the site does not lie in the vicinity of Listed buildings or Scheduled Monuments, it adjoins the Steeple Aston Conservation Area at Fir Lane. Development ultimately has the potential to affect the setting of the conservation area, and views to and from this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site encompasses a large rural outbuilding and is considered predominantly brownfield land, including some greenfield land. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in some loss of BMV land though this is minimised by the inclusion of previously developed land. Also, at this scale, effects are unlikely to be of significance. The site is considered to perform positively with regards to efficient land use in this respect.</p>

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Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.

The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.

Overall, the potential for **negative effects** is identified. These are likely to be residual as they predominantly relate to the extension of development into greenfield and potentially high-quality agricultural land which cannot be fully mitigated. However, the site is still considered to perform positively with regards to efficient land use given the lack of wholly brownfield alternatives.

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Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	The landscape covering Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is small-scale, encompassing existing outbuildings in an area that is relatively well screened by existing trees bordering the site, which would need to be retained in development. Whilst no significant effects are expected, reflecting the need to retain existing landscape features on-site, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.
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Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.</p> <p>At the local scale the site connects with Fir Lane which lacks continuous pavements and safe pedestrian access. Existing bus services are in the south of the settlement area along South Side. The site does not intersect any public rights of way, though there are opportunities to extend and connect with the footpath south of the site (which connects Fir Lane with Fenway in the south-west or Middle Aston in the north-west).</p> <p>Overall, given the lack of safe and suitable pedestrian access the potential for <b>negative effects</b> is identified. It is also uncertain whether development at this scale could viably deliver the necessary infrastructure improvements.</p>
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## Site 2: Land adjacent to Hatch End Business Park

**Site size:** 0.95ha

**Estimated capacity:** 28 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	?
Climate change and flood risk	0
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitats, the site contains an area of deciduous woodland. Hence, development has the potential to result in habitat loss, as well as short-term disturbance during the construction phase and longer-term disturbance during occupation.</p> <p>Overall, <b>uncertain effects</b> are anticipated. This recognises that the BAP priority habitat in the site could be retained as part of the development.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this

resilience to the potential effects of climate change	<p>station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is more prevalent across the settlement, the site is not affected.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site could positively contribute new homes (potentially targeted at identified needs) however, there is a notable lack of continuous pavement at Fir Lane and thus limited safe pedestrian access. It is questionable whether the scale of development at this site could address such infrastructure improvement requirements and the potential for <b>negative effects</b> is identified at this stage.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>Whilst the site does not lie in the vicinity of Listed buildings or Scheduled Monuments, it adjoins the Steeple Aston Conservation Area at Fir Lane. Development ultimately has the potential to affect the setting of the conservation area, and views to and from this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is small-scale, in an area that is relatively well screened by</p>

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**immediate and surrounding landscape.**

existing trees bordering the site, which would need to be retained in development. The trees in the northern extent of the site are protected by Tree Preservation Orders. Whilst no significant effects are expected, reflecting the need to retain existing landscape features on-site, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale the site connects with Hatch End Industrial Estate and Fir Lane which lacks continuous pavements and safe pedestrian access. Existing bus services are in the south of the settlement area along South Side. The site does not intersect any public rights of way, though there are opportunities to extend and connect with the footpath south of the site (which connects Fir Lane with Fenway in the south-west or Middle Aston in the north-west).

Overall, given the lack of safe and suitable pedestrian access the potential for **negative effects** is identified. It is also uncertain whether development at this scale could viably deliver the necessary infrastructure improvements.

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### Site 3: Field adjacent to Grange Park and the Beeches

**Site size:** 4.5ha

**Estimated capacity:** 135 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km, but the IRZs that cover the site do not indicate housing development as a risk. In terms of BAP priority habitats, the site lies adjacent to deciduous woodland, to the north and east of the site, and lies within the Network Enhancement Zone. Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts. As such, BNG should focus on maximising ecological enhancement opportunities in this area.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this

resilience to the potential effects of climate change

station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.

The site is not at risk of fluvial flooding. Surface water flood risk is more prevalent across the settlement and the site intersects a small area at low risk in its southern extent. Considering future flood risk predictions, the application of SuDS in development would be recommended.

Overall, **negative effects** are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.

Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving **accessibility**, anticipating future needs and specialist requirements, and supporting cohesive and **inclusive communities**.

The site is suitably located to promote accessibility and could contribute a variety of new homes, potentially targeted at identified housing needs. However, the site constitutes backland development which may make it difficult to successfully integrate with the existing settlement area. This would need to be overcome with suitable access plans and connected footpath network. At this stage, the potential for **negative effects** is identified.

Protect, conserve, and enhance the **historic environment** within and surrounding the neighbourhood area.

The site lies in the vicinity of Grade II Listed buildings along North Side which also forms part of the Steeple Aston Conservation Area (encompassing all North Side). Development ultimately has the potential to affect the setting of the Listed buildings and conservation area, and views to and from this area, particularly at this scale. On this basis, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.

Ensure the efficient and effective use of **land**, and protect and enhance **water quality**, using **water resources** in a sustainable manner.

The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for **negative effects** is identified. These are likely to be residual as they predominantly relate

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to greenfield and agricultural land loss which cannot be fully mitigated.

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Protect and enhance the character and quality of the immediate and surrounding landscape.	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is large-scale encompassing a stretch of greenfield land containing trees between Fenway and Fir Lane. The site lies in an area that is relatively well screened by existing trees bordering the site, which would need to be retained in development. At this stage, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. It is recognised that larger-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale it is assumed that access would be provided from the site to North Side or Grange Park to connect with existing footpaths and the local road network. Existing bus services are in the south of the settlement area along South Side, relatively accessible via Water Lane. The site does not intersect any public rights of way, though there are opportunities to extend and connect with the footpath north of the site (which connects Fir Lane with Fenway in the south-west or Middle Aston in the north-west).</p> <p>Overall, development at this scale is considered to have the potential for <b>negative effects</b>. Further consultation with CDC would be recommended at this stage if the site were progressed any further.</p>

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## Site 3R: Field adjacent to Grange Park and the Beeches (Revised)

**Site size:** 1.2ha

**Estimated capacity:** 36 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	?
Community wellbeing	-
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km, but the IRZs that cover the site do not indicate housing development as a risk. In terms of BAP priority habitats, the site lies 50m from deciduous woodland, located to the northeast of the site, and falls within the Network Enhancement Zone. Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts. As such, BNG should focus on maximising ecological enhancement opportunities in this area. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this

resilience to the potential effects of climate change

station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.

The site is not at risk of fluvial flooding. Surface water flood risk is more prevalent across the settlement and the site intersects a small area at low risk in its southern extent. Considering future flood risk predictions, the application of SuDS in development would be recommended.

Overall, **uncertain effects** are predicted given the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.

Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving **accessibility**, anticipating future needs and specialist requirements, and supporting cohesive and **inclusive communities**.

The site is suitably located to promote accessibility and could contribute a variety of new homes, potentially targeted at identified housing needs. However, the site constitutes backland development which may make it difficult to successfully integrate with the existing settlement area. This would need to be overcome with suitable access plans and connected footpath network. At this stage, the potential for **negative effects** is identified.

Protect, conserve, and enhance the **historic environment** within and surrounding the neighbourhood area.

The site lies in the vicinity of grade II listed buildings along North Side, which also forms part of the Steeple Aston Conservation Area (encompassing all North Side). Development has the potential to affect the setting of these heritage assets, including views. On this basis, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.

Ensure the efficient and effective use of **land**, and protect and enhance **water quality**, using **water resources** in a sustainable manner.

The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for **negative effects** is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.

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Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is small-scale encompassing a stretch of greenfield land containing trees between Fenway and Fir Lane. The site lies in an area that is relatively well screened by existing trees bordering the site, which would need to be retained in development. At this stage, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. It is recognised that larger-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale it is assumed that access would be provided from the site to Grange Park to connect with existing footpaths and the local road network. Notably, access would require the demolition of an existing residential dwelling on Grange Park.</p> <p>Existing bus services are in the south of the settlement area along South Side, relatively accessible via Water Lane. The site does not intersect any public rights of way.</p> <p>Overall, development at this scale is considered to lead to <b>neutral effects</b>. Nevertheless, given access would require the demolition of an existing residential dwelling on Grange Park, further consultation with CDC would be recommended at this stage if the site were progressed any further.</p>

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## Site 4: Old Quarry, Fenway

**Site size:** 6.51ha

**Estimated capacity:** 195 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	-
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km, but the IRZs that cover the site do not indicate housing development as a risk. In terms of BAP priority habitats, the site lies adjacent to deciduous woodland to the north. Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts. Overall, given the potential capacity of the site, development could lead to habitat disturbance, therefore <b>negative effects</b> are identified at this stage. However, it is noted that mitigation such as new recreational space onsite could deliver residual neutral to minor positive effects.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that

and increase resilience to the potential effects of climate change

residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.

The site is not at risk of fluvial flooding. Surface water flood risk is more prevalent across the settlement and the site contains areas at low risk. The application of SuDS in development would be recommended.

Overall, **negative effects** are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.

Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving **accessibility**, anticipating future needs and specialist requirements, and supporting cohesive and **inclusive communities**.

The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. It is assumed that suitable access and footpath network would be provided to establish and integrate this site with the settlement area, via Fenway. On this basis, **positive effects** are considered likely.

Protect, conserve, and enhance the **historic environment** within and surrounding the neighbourhood area.

The site lies in the vicinity of the Steeple Aston Conservation Area (encompassing all North Side). Development ultimately has the potential to affect the setting of conservation area, and views to and from this area, particularly at this scale. On this basis, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.

Ensure the efficient and effective use of **land**, and protect and enhance **water quality**, using **water resources** in a sustainable manner.

The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for **negative effects** is identified. These are likely to be residual as they predominantly relate

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to greenfield and agricultural land loss which cannot be fully mitigated.

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<p><b>Protect and enhance the character and quality of the immediate and surrounding landscape.</b></p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is large-scale encompassing a stretch of greenfield land off Fenway containing many trees and bordering more. Many of the trees on site are also protected by TPOs. This provides an element of screening which would need to be retained in development. Despite this, development still has the potential to affect views to and from the settlement.</p> <p>At this stage, the potential for <b>negative effects</b> is identified. Given the amount and scattered nature of trees at this site, many of which are protected, it might be difficult to retain all of them in development/ adequately mitigate effects. It is also noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
<p><b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b></p>	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale it is assumed that access would be provided from the site to Fenway to connect with existing footpaths and the local road network. Existing bus services are in the south of the settlement area along South Side, relatively accessible via Water Lane. The site does not intersect any public rights of way, though there are opportunities to extend and connect with the footpath north of the site (which connects with Middle Aston in the north-west and the school in the east).</p> <p>Overall, development at this scale is considered to have the potential for <b>negative effects</b>. Further consultation with CDC would be recommended at this stage if the site were progressed any further.</p>

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## Site 4R: Old Quarry, Fenway (Revised)

**Site size:** 1ha

**Estimated capacity:** 30 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	?
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk. The site does not contain or lie adjacent to any BAP priority habitats, nor is it within the National Habitat Network. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and

facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.

The site is not at risk of fluvial flooding. Surface water flood risk is more prevalent across the settlement and the site contains a small area at low risk. Given the predictions of future flood risk, the application of SuDS in development would be recommended.

Overall, **uncertain effects** are predicted given the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.

Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving **accessibility**, anticipating future needs and specialist requirements, and supporting cohesive and **inclusive communities**.

The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. It is assumed that suitable access and footpath network would be provided to establish and integrate this site with the settlement area, via Fenway. On this basis, **positive effects** are considered likely.

Protect, conserve, and enhance the **historic environment** within and surrounding the neighbourhood area.

The site lies in the vicinity of the Steeple Aston Conservation Area (encompassing all North Side). Development ultimately has the potential to affect the setting of conservation area, and views to and from this area. On this basis, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.

Ensure the efficient and effective use of **land**, and protect and enhance **water quality**, using **water resources** in a sustainable manner.

The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for **negative effects** is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.

Protect and enhance the character and quality of the immediate and

Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is small-scale encompassing a stretch of greenfield land off Fenway containing trees and bordering more. Many of the trees, particularly the grouped trees bordering and

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**surrounding landscape.**

intersecting the site are also protected by TPOs. This provides an element of screening which would need to be retained in development. Despite this, development still has the potential to affect views to and from the settlement. At this stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford.

At the local scale it is assumed that access would be provided from the site to Fenway to connect with existing footpaths and the local road network. Existing bus services are in the south of the settlement area along South Side, relatively accessible via Water Lane. The site does not intersect any public rights of way, though there are opportunities to extend and connect with the footpath north of the site (which connects with Middle Aston in the north-west and the school in the east).

Overall, development at this scale is considered to lead to **neutral effects**.

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## Site 5: Paddock adjacent to Coneygar Fields

**Site size:** 3ha

**Estimated capacity:** 90 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitats, the site lies adjacent to deciduous woodland to the north. Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the	<p>Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the</p>

potential effects of climate change	<p>neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the vicinity of the Steeple Aston Conservation Area (encompassing all North Side). Development ultimately has the potential to affect the setting of conservation area, and views to and from this area, particularly at this scale. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is large-scale encompassing a stretch of greenfield land off Fenway. The site lies in an area that is relatively well screened by existing trees and hedgerow bordering the site,</p>

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**surrounding landscape.**

which would need to be retained in development. The trees along the eastern border are protected with TPOs. At this stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale it is assumed that access would be provided from the site to Fenway to connect with existing footpaths and the local road network. Existing bus services are in the south of the settlement area along South Side, accessible via Water Lane to the south-east of the site. The site lies adjacent to an existing public right of way along the northern and western boundaries of the site (which connects with Middle Aston in the north and the school in the east). Overall, development would be encroaching upon large-scale and is considered to have the potential for **negative effects**. Further consultation with CDC would be recommended at this stage if the site were progressed any further.

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## Site 6: Field adjacent to Fenway and Coneygar Fields

**Site size:** 3.32ha

**Estimated capacity:** 99 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats, nor is it within the National Habitat Network.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and</p>

facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.

The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.

Overall, **negative effects** are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.

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Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.
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Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	The site lies relatively close to the Steeple Aston Conservation Area which encompasses all North Side. Development ultimately has the potential to affect the setting of conservation area, and views to and from this area, particularly at this scale. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.
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Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.  The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.  Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.
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Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is large-scale encompassing a stretch of greenfield land off Fenway. The site lies in an area that is relatively open, and visible in the north-western approach to the settlement along Fenway. At this stage, the potential for <b>negative effects</b> is
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identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale it is assumed that access would be provided from the site to Fenway to connect with existing footpaths and the local road network. Existing bus services are in the south of the settlement area along South Side, accessible via Water Lane to the south-east of the site. The site lies adjacent to an existing public right of way along its eastern boundary (which connects with Middle Aston in the north and the school in the east).

Overall, development at this scale is considered to have the potential for **negative effects**. Further consultation with CDC would be recommended at this stage if the site were progressed any further.

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## Site 6R: Field adjacent to Fenway and Coneygar Fields

**Site size:** 1.55ha

**Estimated capacity:** 46 homes

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale, and Steeple Aston has essential local services and facilities, significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk. The site does not contain or lie adjacent to any BAP priority habitats, nor is it within the National Habitat Network. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and

facilities. Given the medium-scale level of growth the site could achieve, this is unlikely to be significant.

The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.

In light of the above, **neutral effects** are anticipated.

<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies relatively close the Steeple Aston Conservation Area. Development ultimately has the potential to affect the setting of conservation area, and views to and from this area, particularly at this scale. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is medium scale encompassing a stretch of greenfield land off Fenway. The site lies in an area that is relatively open, and visible in the north-western approach to the settlement along Fenway. At this stage, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>

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Promote **sustainable transport** use and active travel opportunities and reduce the need to travel.

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Medium-scale growth at this location has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale it is assumed that access would be provided from Fenway to connect with existing footpaths and the local road network. Existing bus services are in the south of the settlement area along South Side, accessible via Water Lane to the south-east of the site. The site lies adjacent to an existing public right of way along its eastern boundary (which connects with Middle Aston in the north and the school in the east).

Overall, development at this scale is considered to have the potential for **negative effects**. Further consultation with CDC would be recommended at this stage if the site were progressed any further.

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## Site 7: Field adjacent to Westfield Stables, south of Fenway

**Site size:** 2.37ha

**Estimated capacity:** 71 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitat, the site lies adjacent to deciduous woodland to the south. Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the	<p>Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the</p>

potential effects of climate change	<p>neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site lies adjacent to the Steeple Aston Conservation Area in the east. Development has the potential to affect the setting of conservation area, and views to and from this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p> <p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	<p>The landscape covering Steeple Aston is not nationally designated, it lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is medium scale encompassing a stretch of greenfield land off Fenway. The site lies in an area that is relatively open, and visible in the north-western approach to the settlement along</p>

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Fenway. The site border trees in the south which are protected by TPOs. At this stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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Promote **sustainable transport** use and active travel opportunities and reduce the need to travel.

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.

At the local scale it is assumed that access would be provided from Fenway to connect with existing footpaths and the local road network. Existing bus services are in the south of the settlement area along South Side, accessible via Water Lane to the south-east of the site. The site lies adjacent to an existing public footpath along the northern and western boundaries of the site (which connects with Middle Aston in the north and the school in the east).

Overall, the potential scale of development at this site is relatively compatible with the position in the settlement hierarchy, and there are good opportunities to promote and extend active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 8: Field opposite Townend, South Side

**Site size:** 1.7ha

**Estimated capacity:** 51 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale, and Steeple Aston has essential local services and facilities, significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>In terms of BAP priority habitat, the site lies adjacent to deciduous woodland to the west. Whilst no significant impacts are predicted, short-term disturbance during the construction phase and longer-term disturbance during occupation could cause minor impacts.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the	<p>Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the</p>

<p>potential effects of climate change</p>	<p>neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and facilities. Given the medium-scale level of growth the site could achieve, this is unlikely to be significant. The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected. In light of the above, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies adjacent to the Steeple Aston Conservation Area in the east. Development ultimately has the potential to affect the setting of conservation area, and views to and from this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is medium scale encompassing a stretch of greenfield land off South Side. The site lies in an area that is relatively well screened by existing trees and hedgerow bordering the site and has tree-lined road frontage. Trees along the road frontage and to the west of the site are protected with TPOs.</p>

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Trees would need to be retained in development where possible and this may be an issue for access. At this stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided onto South Side to connect with existing footpaths, the local road network, and bus services here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 9: Field to south of and behind Townend

**Site size:** 3.3ha

**Estimated capacity:** 99 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	-

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk.</p> <p>The site does not contain or lie adjacent to BAP priority habitats, nor is it within the National Habitat Network.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and</p>

facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.

The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.

Overall, **negative effects** are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.

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Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.
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Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	The site lies adjacent to the Steeple Aston Conservation Area in the north and relatively close to a Grade II listed building along South Side. Development ultimately has the potential to affect the setting of the listed building and conservation area, and views to and from this area, particularly at this scale. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.
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Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed. The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.
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Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b> .	Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is large-scale encompassing a stretch of greenfield land south of South Side. The site lies in an area that is relatively open, potentially visible in the south-western approach to the settlement along South Side and from the A4260. At this
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stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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<b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b>	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale it is assumed that access would be provided from the site to South Side to connect with existing footpaths, the local road network, and bus services here. The site lies adjacent to an existing public right of way along its eastern boundary which connects with Oxford Road further south.</p> <p>Overall, whilst the site is relatively well connected to the settlement area, the scale of development is encroaching upon large-scale and the potential for <b>negative effects</b> is identified. Further consultation with CDC would be recommended at this stage if the site were progressed any further.</p>
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## Site 10: Kinch's Field, South Side

**Site size:** 2.6ha

**Estimated capacity:** 78 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	-
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is large-scale there is potential for significant impacts to arise in this respect. Hence, <b>negative effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but it falls within the Network Enhancement Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to

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	<p>access to railway station, as well as wider services and facilities. Given the large-scale level of growth the site could achieve, this has the potential to be significant.</p>
	<p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p>
	<p>Overall, <b>negative effects</b> are predicted with regard to climate change mitigation, given development of the site will lead to an increase in vehicular emissions.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies adjacent to the Steeple Aston Conservation Area in the north and close to Grade II listed buildings along South Side. Development ultimately has the potential to affect the setting of the listed buildings and conservation area, and views to and from this area, particularly at this scale. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p>
	<p>The site does not intersect any waterbodies. No significant effects are considered likely in relation to water resources. Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is large-scale encompassing a stretch of greenfield land off South Side. The site fronts the road and is relatively open. At this stage, the potential for <b>negative effects</b> is identified.</p>

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<b>surrounding landscape.</b>	However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.
<b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b>	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. Large-scale growth has greater potential for negative impacts in relation to sustainable travel behaviours in the district.</p> <p>At the local scale it is assumed that access would be provided from the site to South Side to connect with existing footpaths, the local road network, and bus services here. The site lies close to an existing public right of way in the east which connects with Oxford Road further south.</p> <p>Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, <b>neutral effects</b> are anticipated (assuming suitable access is provided).</p>

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## Site 11: Land behind The Pound and off The Dickdredge Path

**Site size:** 1.4ha

**Estimated capacity:** 42 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	-
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale, and Steeple Aston has essential local services and facilities, significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but it is within the Network Enhancement Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	<p>Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to</p>

access to railway station, as well as wider services and facilities. Given the medium-scale level of growth the site could achieve, this is unlikely to be significant.

The site is not at risk of fluvial flooding. Surface water flood risk is prevalent across the settlement and the site intersects areas at both high and medium risk of flooding. SuDS in new development would be required.

Overall, **negative effects** are predicted, given development of the site will lead to an increase in vehicular emissions and the site is at risk of surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.

<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies partially within the Steeple Aston Conservation Area and relatively close to listed buildings along South Side. Development ultimately has the potential to affect the setting of conservation area, and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance.</p> <p>Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p> <p>The site lies adjacent to a waterbody where mitigation will be required to ensure development does not affect water quality. No significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. If progressed, the use of SuDS should be promoted in development and residual negative effects are likely to</p>

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remain, as they also relate to greenfield and agricultural land loss which cannot be fully mitigated.

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**Protect and enhance the character and quality of the immediate and surrounding landscape.** Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is medium scale encompassing a stretch of greenfield land off The Dickdedge and encompassing existing trees. The site is partially screened by existing trees and hedgerows at the boundaries, which would need to be retained in development. At this stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.** Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from Paines Hill, connecting with the existing footpaths and local road network here. Bus services can be accessed to the south of Paines Hill at South Side. A public footpath extends from The Dickdedge.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 12: Field adjacent to The Dickdedge Path

**Site size:** 0.9ha

**Estimated capacity:** 27 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	?
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km from the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale. The site does not contain or lie adjacent to any BAP priority habitats, but it is within the Network Expansion Zone and this should be a consideration for BNG onsite in development. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and

facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.

The site is not at risk of fluvial flooding. Surface water flood risk is prevalent across the settlement and the site intersects areas at both high and medium risk of flooding. SuDS in new development would be required.

Overall, **uncertain effects** are predicted given the site is at risk of both fluvial and surface water flooding. However, it is noted that development areas could be located in parts of the site that have lower flood risk.

Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving **accessibility**, anticipating future needs and specialist requirements, and supporting cohesive and **inclusive communities**.

The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, **positive effects** are considered likely.

Protect, conserve, and enhance the **historic environment** within and surrounding the neighbourhood area.

The site intersects the Steeple Aston Conservation Area and lies relatively close to listed buildings along South Side. Development ultimately has the potential to affect the setting of conservation area, and views within this area. On this basis, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.

Ensure the efficient and effective use of **land**, and protect and enhance **water quality**, using **water resources** in a sustainable manner.

The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance.

Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.

The site lies adjacent to a waterbody where mitigation will be required to ensure development does not affect water quality. No significant effects are anticipated in relation to water resources.

Overall, the potential for **negative effects** is identified. If progressed, the use of SuDS should be promoted in development and residual negative effects are likely to remain, as they also relate to greenfield and agricultural land loss which cannot be fully mitigated.

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Protect and enhance the character and quality of the immediate and surrounding landscape.	Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is small-scale encompassing a stretch of greenfield land off The Dickdredge. The site is screened in the east by existing trees. At this stage, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.
Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.</p> <p>At the local scale, it is assumed that access would be provided from the site to The Dickdredge and from there onto South Side and the existing footpaths, local road network and bus services available here. An existing public right of way extends from The Dickdredge and development at the site has good potential to connect with this.</p> <p>Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, <b>neutral effects</b> are anticipated (assuming suitable access is provided).</p>

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## Site 13: Former allotments off Heyford Road, adjacent to Nizewell Head

**Site size:** 1.4ha

**Estimated capacity:** 42 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale, and Steeple Aston has essential local services and facilities, significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale. The site does not contain or lie adjacent to any BAP priority habitats but it is within the Network Expansion Zone and this should be a consideration for BNG onsite in development. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to

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	<p>access to railway station, as well as wider services and facilities. Given the medium-scale level of growth the site could achieve, this is unlikely to be significant.</p>
	<p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p>
	<p>In light of the above, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies wholly within the Rousham, Lower Heyford and Upper Heyford Conservation Area. Development ultimately has the potential to affect the setting of conservation area, and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance.</p>
	<p>Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is medium scale encompassing a stretch of greenfield land off Heyford Road. The site lies in an area that is relatively open, potentially visible in the south-eastern approach to the settlement along Heyford Road. Existing trees front Heyford</p>

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Road and border the site in the east, some of which may be difficult to retain in development, particularly when creating access. At this stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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**Promote sustainable transport use and active travel opportunities and reduce the need to travel.**

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from the site to Heyford Road and the existing footpaths, local road network and bus services available here. There are no public rights of way within the site or its immediate vicinity.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 14: Former allotments south of track off Heyford Road

**Site size:** 1.8ha

**Estimated capacity:** 54 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale, and Steeple Aston has essential local services and facilities, significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale. The site does not contain or lie adjacent to any BAP priority habitats but it is within the Network Expansion Zone and this should be a consideration for BNG onsite in development. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and

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	<p>facilities. Given the medium-scale level of growth the site could achieve, this is unlikely to be significant.</p>
	<p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p>
	<p>In light of the above, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies wholly within the Rousham, Lower Heyford and Upper Heyford Conservation Area. Development ultimately has the potential to affect the setting of conservation area, and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance. Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is medium scale encompassing a stretch of greenfield land off Heyford Road. The site lies in an area that is relatively open, potentially visible in the south-eastern approach to the settlement along Heyford Road. Existing trees front Heyford Road and border the site in the east, some of which may be difficult to retain in development, particularly when creating</p>

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access. At this stage, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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<p>Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.</p>	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.</p> <p>At the local scale, it is assumed that access would be provided from Heyford Road, connecting with the existing footpaths, local road network, and bus services available here.</p> <p>Overall, the potential scale of development at this site is broadly compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, <b>neutral effects</b> are anticipated (assuming suitable access is provided).</p>
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## Site 15: Field behind Heyford Hill houses, adjacent to The Crescent

**Site size:** 1.7ha

**Estimated capacity:** 51 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is medium-scale, and Steeple Aston has essential local services and facilities, significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	There are no internationally designated sites for biodiversity in proximity to the site. Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale. The site does not contain or lie adjacent to any BAP priority habitats but it is within the Network Expansion Zone and this should be a consideration for BNG onsite in development. In light of the above, <b>neutral effects</b> are anticipated.
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to access to railway station, as well as wider services and

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	<p>facilities. Given the medium-scale level of growth the site could achieve, this is unlikely to be significant.</p> <p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>			
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>			
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the vicinity of the Rousham, Lower Heyford and Upper Heyford Conservation Areas to the east, and the Steeple Aston Conservation Area to the north. Development ultimately has the potential to affect the setting of these conservation areas, and views within this area. On this basis, the potential for <b>negative effects</b> is identified.</p>	<p>However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>		
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance.</p>	<p>Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p>	<p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p>	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and surrounding <b>landscape</b>.</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is medium scale, set back from Heyford Road and in an area that is relatively well screened by existing trees bordering the site, which would need to be retained in development. Whilst no significant effects are expected, reflecting the need to</p>			

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retain existing landscape features on-site, the potential for **negative effects** is identified. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.

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Promote **sustainable transport** use and active travel opportunities and reduce the need to travel.

Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.

At the local scale, it is assumed that access would be provided from Heyford Road, connecting with existing footpaths, the local road network, and bus services here.

Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, **neutral effects** are anticipated (assuming suitable access is provided).

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## Site 16: Field behind Lawrence Fields and The Crescent

**Site size:** 1ha

**Estimated capacity:** 30 homes (at 30 dwellings per hectare)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	-
Land, soil, and water resources	-
Landscape	-
Transport and movement	0

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Steeple Aston with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>Nationally designated SSSIs lie within 2km of the site, but the IRZs that cover the site do not indicate housing development as a risk, particularly at this scale.</p> <p>The site does not contain or lie adjacent to any BAP priority habitats but it is within the Network Expansion Zone and this should be a consideration for BNG onsite in development.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase resilience to the potential effects of climate change	Steeple Aston is classified as a Category A Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it has essential local services and facilities and regular public transport to main towns or local service centres. However, the nearest railway station is at Lower Heyford, and whilst this is relatively close to Steeple Aston, it is likely that residents would predominantly travel by car to access this station. As such, development of this site is likely to contribute to greater vehicular emissions in the neighbourhood area, linked to more people travelling to

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	<p>access to railway station, as well as wider services and facilities. Given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p>
	<p>The site is not at risk of fluvial flooding. Whilst surface water flood risk is prevalent across the settlement, the site is not affected.</p>
	<p>In light of the above, <b>neutral effects</b> are anticipated.</p>
<p>Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b>, anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b>.</p>	<p>The site is suitably located to promote accessibility and integration and could contribute a variety of new homes, potentially targeted at identified housing needs. On this basis, <b>positive effects</b> are considered likely.</p>
<p>Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.</p>	<p>The site lies in the vicinity of the Rousham, Lower Heyford and Upper Heyford Conservation Areas to the east, and the Steeple Aston Conservation Area to the north. Development ultimately has the potential to affect the setting of these conservation areas, and views within this area. On this basis, the potential for <b>negative effects</b> is identified. However, it is noted that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
<p>Ensure the efficient and effective use of <b>land</b>, and protect and enhance <b>water quality</b>, using <b>water resources</b> in a sustainable manner.</p>	<p>The site is greenfield land at the settlement edge. The land surrounding Steeple Aston is Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV land. At this scale, effects are unlikely to be of significance.</p>
	<p>Soft sand mineral resources underly Steeple Aston, and consultation with OCC (as the minerals authority) would be recommended if the site is progressed.</p> <p>The site does not intersect any waterbodies, and no significant effects are anticipated in relation to water resources.</p> <p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
<p>Protect and enhance the character and quality of the immediate and</p>	<p>Steeple Aston lies on slightly higher ground in the north-west of the neighbourhood area. The development proposed is small-scale and set back from Heyford Road and in a relatively open area. <b>Negative effects</b> are considered most likely. However, it is noted that the design and layout of</p>

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<b>surrounding landscape.</b>	development will influence impacts on landscape and villagescape character, which is uncertain at this stage.
<b>Promote sustainable transport use and active travel opportunities and reduce the need to travel.</b>	<p>Steeple Aston is classified as a Category A Village with a reasonable level of local services and facilities and good connections to Oxford via Oxford Road (the A4260). Rail connections are relatively close at Lower Heyford, but it is likely that residents would predominantly travel by car to access this station. It is also likely that future residents will continue trends which favour the private car to access services, goods, and employment opportunities outside of the neighbourhood area, particularly in nearby towns and the City of Oxford. However, development at this scale is unlikely to lead to significant effects in relation to traffic and impacts to the strategic road network.</p> <p>At the local scale, it is assumed that access would be provided from South Side and/ or Heyford Road, connecting with the existing footpath and road network and bus services here.</p> <p>Overall, the potential scale of development at this site is compatible with the settlement hierarchy, and there are good opportunities to promote active travel options and sustainable transport connections (where these exist locally). On this basis, <b>neutral effects</b> are anticipated (assuming suitable access is provided).</p>

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## Upper Heyford sites

### HELAA218 – Land North of Mill Lane

**Site size:** 0.82ha

**Estimated capacity:** 24 (at 30 dph)

SEA topic	Likely effect
Air quality	0
Biodiversity	0
Climate change and flood risk	0
Community wellbeing	+
Historic environment	?
Land, soil, and water resources	-
Landscape	0
Transport and movement	?

SEA objective	Commentary
Support objectives to improve <b>air quality</b> within and surrounding the neighbourhood area and minimise impacts on nearby AQMAs.	Development has the potential to impact AQMA No.4 in Bicester, which was declared due to exceedances in NO <sub>2</sub> linked to road traffic emissions. Bicester draws in residents from Upper Heyford with its wider range of services, facilities, and employment opportunities. Given the site is small-scale significant impacts are unlikely to arise in this respect. Hence, <b>neutral effects</b> are anticipated.
Protect and enhance <b>biodiversity</b> and geodiversity	<p>There are no internationally designated sites for biodiversity in proximity to the site.</p> <p>There are no designated SSSIs within 2.5km of the site and there is no overlap with the IRZs that cover the site. As such, housing development is not at risk in this location.</p> <p>In terms of BAP priority habitats, the land to the north-east of the site comprises deciduous woodland. However, this area is approximately 30m away; reflecting this and the growth capacity of the site, it is unlikely that development will impact on this habitat.</p> <p>In light of the above, <b>neutral effects</b> are anticipated.</p>
Reduce the contribution to <b>climate change</b> made by activities within the neighbourhood area and increase	Upper Heyford is classified as a Category B Village under policy SP1 (Settlement Hierarchy) in the LPR. As such, it is considered to be a settlement that is geographically close to, or has good transport links to, villages and towns with a good range of services and facilities. In addition, Upper Heyford has active travel links to Heyford Park which has a level of infrastructure that could support some daily needs.

SEA objective	Commentary
resilience to the potential effects of climate change	<p>However, it is still likely that development on the site will result in an increase of private vehicles on the local road network. Nevertheless, given the small-scale level of growth the site could achieve, this is unlikely to be significant.</p>
	<p>The site is not at risk of fluvial or surface water flooding. In light of the above, <b>neutral effects</b> are anticipated.</p>
Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving <b>accessibility</b> , anticipating future needs and specialist requirements, and supporting cohesive and <b>inclusive communities</b> .	<p>The site is suitably located to promote accessibility and integration with the existing settlement given it is located within the built-up area of Upper Heyford. Additionally, the site is well located to allow for easy access to infrastructure in Heyford along Somerton Road and Camp Road. Access to locations outside of the neighbourhood area, such as Bicester and Kidlington, would also be achievable via the local road network. The size of the site is smaller but could still support a variety of new housing types. As such, <b>positive effects</b> are considered likely.</p>
Protect, conserve, and enhance the <b>historic environment</b> within and surrounding the neighbourhood area.	<p>The site does not contain any designated heritage assets, nor are there any in the vicinity which could be impacted by development at this site. However, the site is within the Rousham, Lower Heyford and Upper Heyford Conservation Area. As such, development at this location could impact upon the wider setting and significance of heritage assets in the conservation area. At this time, <b>uncertain effects</b> are considered noted, recognising that the design and layout of development will influence impacts on the setting of heritage assets, which is uncertain at this stage.</p>
Ensure the efficient and effective use of <b>land</b> , and protect and enhance <b>water quality</b> , using <b>water resources</b> in a sustainable manner.	<p>The site is greenfield land within the settlement of Upper Heyford. The land surrounding Upper Heyford is predominantly Grade 3 agricultural land, whilst the sub-grade is unknown (i.e., whether Grade 3a or 3b), it is recognised that development has the potential to result in the loss of BMV agricultural land (high-quality land). This includes the land underlaying the site.</p>
	<p>There is no overlap between the site and any mineral considerations (mineral consultation areas or mineral safeguarding areas). Nor does the site intersect with any waterbodies; no significant effects are anticipated in relation to water resources.</p>
	<p>Overall, the potential for <b>negative effects</b> is identified. These are likely to be residual as they predominantly relate to greenfield and agricultural land loss which cannot be fully mitigated.</p>
Protect and enhance the character and	<p>The site is relatively level and at the same elevation as surrounding development settlement and landscape. As</p>

SEA objective	Commentary
quality of the immediate and surrounding landscape.	<p>such, visual impacts are considered to be limited to existing housing on the southern, eastern and western site boundaries. The development proposed is lower-scale, and whilst it incorporates an area of greenfield it is unlikely growth at this location will impact upon landscape and villagescape character. This is due to the site not extending out into the open countryside. However, it is noted that development here could set the precedent for growth in a northward direction.</p> <p>At this time, <b>neutral effects</b> are considered likely. However, it is noted that the design and layout of development will influence impacts on landscape and villagescape character, which is uncertain at this stage.</p>
Promote <b>sustainable transport</b> use and active travel opportunities and reduce the need to travel.	<p>Upper Heyford is a Category B Village under the LPR settlement hierarchy. As such, it is considered to be close to villages or towns with a good range of services and facilities or has good transport links to these settlements. It is considered that growth here is likely to be accommodated by the strategic development in Heyford Park to the east. This can be access on foot via pavement provision, or by vehicle via Somerton Road and Camp Road.</p> <p>The rail network can be accessed in Lower Heyford to the south-west. However, it is likely that residents would predominantly travel by car to access these stations. It is also likely that future residents will continue trends which favour the private car to access services, facilities, and employment opportunities outside of the neighbourhood area, particularly in nearby Bicester and Kidlington.</p> <p>At the local scale, there is no existing access into the site. Access may be provided from Mill Lane, subject to detailed assessments. There is currently no pavement to allow for safe pedestrian or cycle movement to/ from the site.</p> <p>Overall, there are opportunities to promote the use of active travel given the pavement provision between the site and local services and facilities. However, whilst development would likely increase the number of vehicles on the road, this is not considered to be significant. As such, <b>uncertainty</b> is noted.</p>

