

OFFICIAL SENSITIVE

Planning Casework Unit
Ministry of Housing, Communities & Local Government
23 Stephenson Street
Birmingham
B2 4BH

03 July 2026

Dear Sir / Madam,

RE: MOD015 – REQUEST FOR EIA SCREENING OPINION

This EIA Screening Opinion Request has been commissioned by the Home Office (the ‘Applicant’) to determine whether the Proposed Development on land to the west of Piddington, Bicester and east of Upper Arncott, Bicester constitutes an Environmental Impact Assessment (EIA) development as defined by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (herein the EIA Regulations).

The Proposed Development is intended to provide asylum seeker (hereafter referred to as Service Users) accommodation through new build structures, including 1,256 bedspaces for Service Users (SU), kitchen, dining, laundry, office facilities, healthcare space and recreation spaces.

This EIA Screening Opinion Request is made in accordance with the screening procedures outlined in Part 2 of the EIA Regulations and is accompanied by the following information:

- (a) a plan sufficient to identify the land;*
- (b) a description of the development, including in particular—*

- i *a description of the physical characteristics of the development and, where relevant, of demolition works;*
- ii *a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;*
- (c) *a description of the aspects of the environment likely to be significantly affected by the development;*
- (d) *to the extent the information is available, a description of any likely significant effects of the Proposed Development on the environment resulting from—*
 - iii *the expected residues and emissions and the production of waste, where relevant;*
 - iv *the use of natural resources, in particular soil, land, water and biodiversity;*
- (e) *such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

The structure of the EIA Screening Opinion Report document (provided in **Annex 1**) is as follows:

- Site Overview and Context;
- Description of Proposed Development
- EIA Regulations (application of the screening process to the Proposed Development);
- EIA screening; and,
- Conclusion.

The EIA Screening Opinion Request is supported by a Habitat Regulations Assessment Screening, that is appended to this document.

The Proposed Development exceeds the EIA Screening thresholds for projects identified under Schedule 2, Section 10(b) – *Infrastructure projects (Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas)*. Thresholds for 10(b) are:

- i. The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*
- ii. the development includes more than 150 dwellings; or*
- iii. the overall area of the development exceeds 5 hectares.*

The Site is not located within a 'Sensitive Area' as defined by the EIA Regulations. Annex 1 provides further information on other constraints.

Based upon the information presented in Annex 1, we conclude that the Proposed Development is unlikely to result in significant environmental effects. This conclusion reflects the impact avoidance and mitigation measures set to be implemented as part of the Proposed Development design.

We trust this letter provides the Ministry of Housing, Communities and Local Government (MHCLG) with sufficient information to issue a formal EIA Screening Opinion within the statutory three-week period. However, if you require any further information, please do not hesitate to contact us.

Yours faithfully,



Senior Consultant



Associate

ANNEX 1- EIA SCREENING REQUEST REPORT

SITE OVERVIEW AND CONTEXT

The Site is located within the jurisdiction of Cherwell District Council (CDC).

The Site is an irregular shaped greenfield area as shown in Figure 1, which is c.10.1 ha and lies c.250 m northwest of Piddington, Oxfordshire. It has a central UK grid reference of SP630178 (Northing 217839, Easting 463016) and the approximate postcode is OX25 1AE. The Site is currently utilised as an MOD base with storage of military equipment which is to be removed during summer 2026. An existing shed on site is also being used for storage of cars for bodywork repair. The existing site usage will cease before construction commences.

There is a built-up residential area to the east along Lower End Road known as Piddington. Further to the west, there is another built-up residential area around Murcott Road known as Upper Arcott. The nearest residential receptor is the isolated property 'Wild Meadow' located c. 296 m north of the Site. Other residential areas include HM Prison Bullingdon c. 307 m south-west of the Site and residential housing located to the east of the Site on Arcott Road, Thame Road and Ludgershall Road – Piddington, with the nearest c.706 m.

There are a few isolated properties that fall outside of the aforementioned residential areas, these include:

- New Farm, located c. 499 m north of the Site;
- Bridge Farm, located c. 529 m north of the Site;
- Meadow Farm, located c. 702 m north of the Site;
- Upper Cow Leys Farm, located c. 909 m northeast of the Site;
- Cow Pastures Farm, located c. 422 m south of the Site; and
- Unnamed yard and buildings, located c. 363 m west of the Site.

Arcott Bridge Meadows Site of Special Scientific Interest (SSSI) (ref: 1000718) is located c.1.8 km northwest of the Site. There are 24 Grade II listed buildings and one Grade II* listed building within 2 km of the Site.

The Site lies to the west of Lower End Road which leads to the A41, providing access to Bicester and Aylesbury. Directly west of the Site is the B4011, which provide access to Brill and Blackthorn. Bicester Village train station is located approximately 5.6 km northwest of the Site. There are a number of bus stops located east and north of the Site. The closest bus stops are located on Palmer Avenue c.1.4 km west of the Site and Thame Road c.736 m southeast of the Site. Whilst there are no Public Rights of Way (PRoW) within or connecting to the Site, there are several in the vicinity that are described in the Landscape and Visual Impact section below. To the south of the Site there is a belt of established woodland and Jubilee Nature Reserve further south. The redline boundary illustrated on Figure 1 below. This is a “plan sufficient to identify the land”, as required by the EIA Regulations.

Figure 1: Site Location Plan



DESCRIPTION OF PROPOSED DEVELOPMENT

The Proposed Development is to function as asylum seeker accommodation. For the purposes of this report, asylum seekers will be referred to as Service Users (SU). This accommodation is to be safe and secure, accommodating single, male adult occupants.

The Site is part of a former Defence Storage and Distribution Centre, known as Site A, located between Arccott and Piddington (Figure 1). The Site was constructed between 1941 – 1943 and currently is unused (with exception to small scale storage of cars, within a small shed). This Site was previously considered as an asylum seeker processing location and was previously sold by the Ministry of Defence (MOD) to the Home Office (HO). The HO gained planning permission for an asylum processing centre but did not proceed and sold the Site back to the MOD.

The proposed Site layout sits within redline boundary illustrated on Figure 1. This is a “plan sufficient to identify the land”, as required by the EIA Regulations.

The Proposed Development comprises 1,256 bedspaces. [REDACTED]

[REDACTED]

[REDACTED]

Existing ‘Nissen hut’ structures are to be removed to facilitate the proposed development and optimise the use of available land. These are situated within the development boundary are proposed to be demolished / dismantled (Figure 2).

The concrete slabs that form the base to the Nissen Romney huts are to be retained for future use and the demolition contractor is to take care as to avoid damage to the slabs.

[REDACTED] of the development there is expected to be no demolition of existing buildings on the site.

The proposed Site layout (Figure 3) assumes that all facilities will be located within newly constructed structures, and that no existing buildings will be renovated due to their poor condition. The new structures will accommodate a range of facilities, including staff offices,

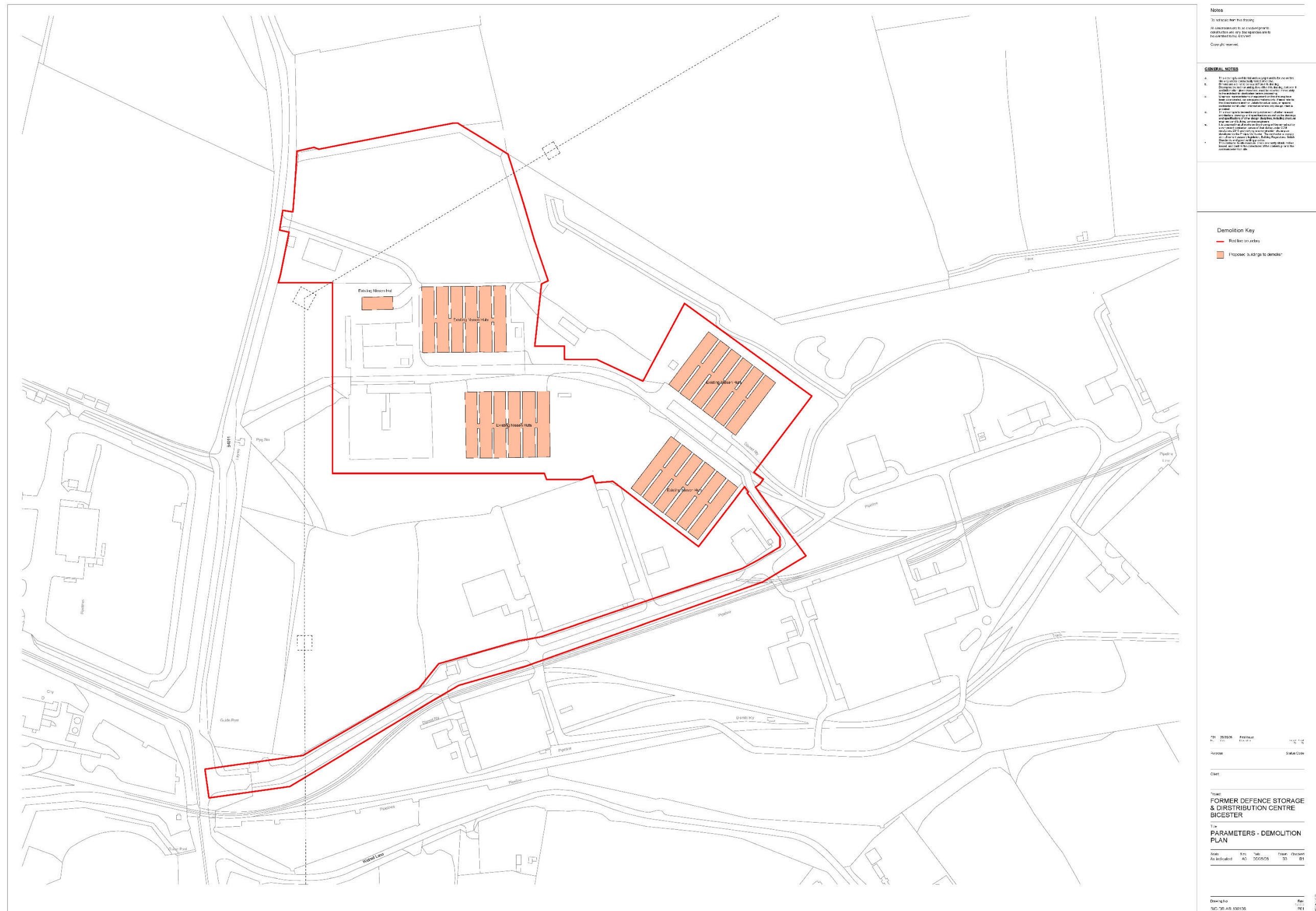
catering, dining halls, healthcare space, recreation areas, community centres, and accommodation. The structures would be as follows subject to design progression at RIBA 3:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

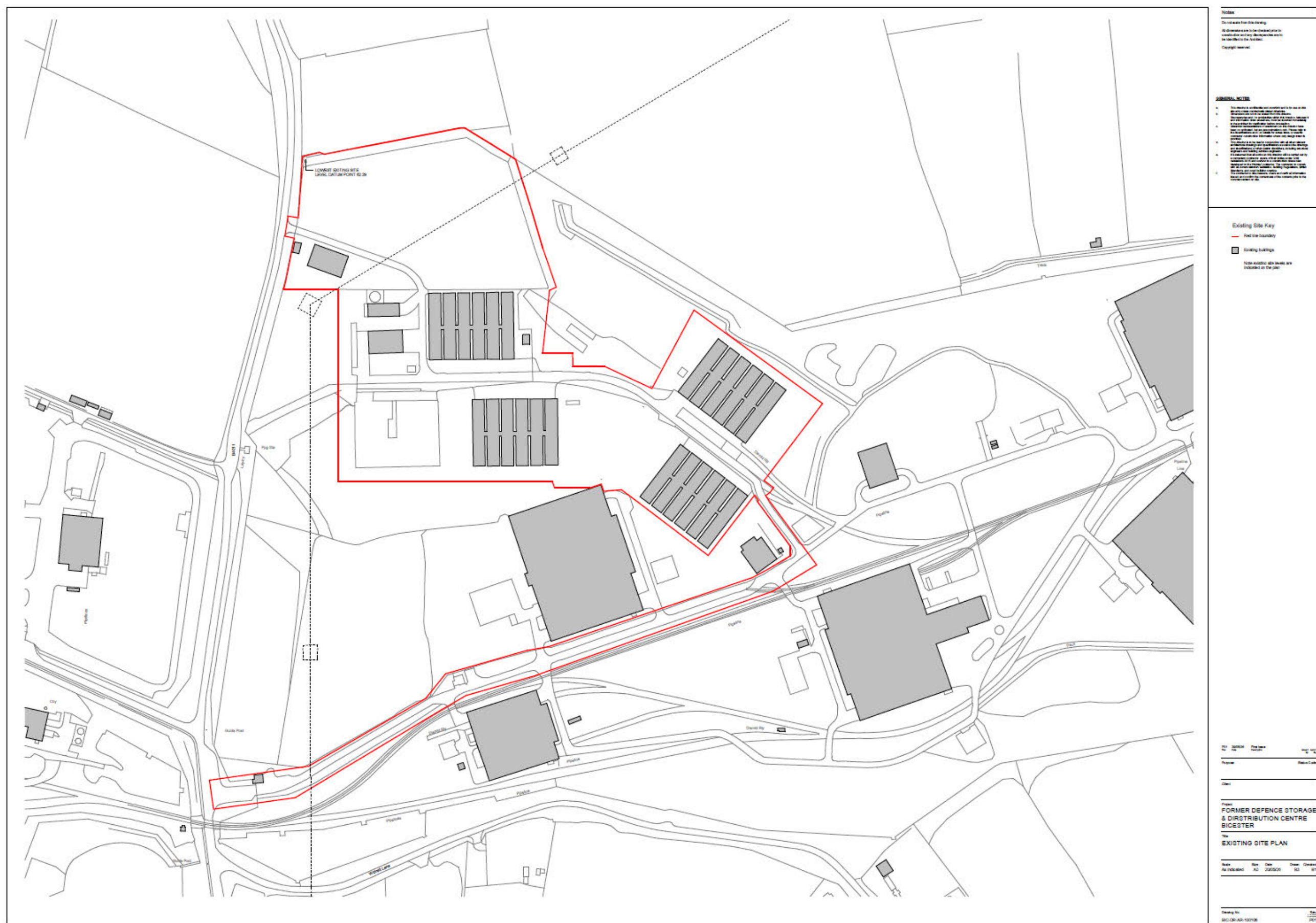
Onsite welfare support activities and services for SU's will be provided as well as appropriate space for the delivery of healthcare to meet routine and primary care needs. The site will be operated as self-sufficient however, the site will operate as non-detained. SUs will be informed as part of their induction upon arrival that the site is non-detained and that they are free to leave on foot at any time. Hi-visibility vests will be made available for anyone leaving the site on foot due to the lack of footpaths and discourage foot exit and direct SUs to the shuttle bus provision on safety grounds.

It is assumed that the maximum height of the modular units is no more than 2-storeys.

Figure 2 Building Demolition Plan



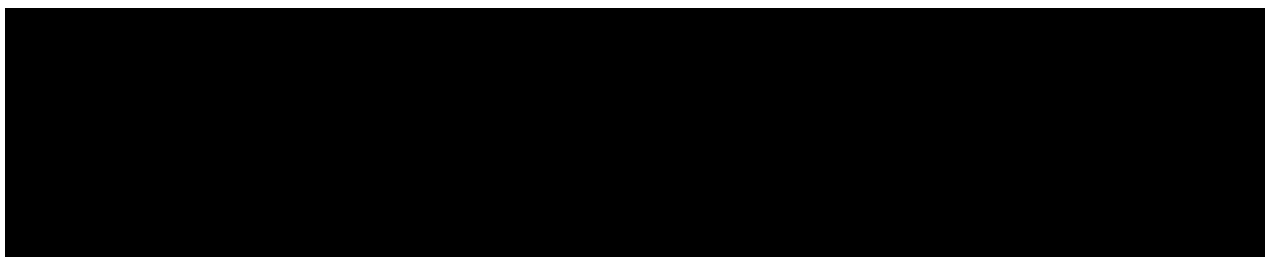
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The Proposed Development Site is bound to the north by agricultural fields, the wider MOD Site to the east, Widnell Lane and agricultural fields to the south, and the B4011 to the west. To the south of the Site there is a belt of established woodland and Jubilee Nature Reserve further south. Further to the north, east and south, the Site is surrounded by agricultural fields.

The construction of the site is intended to be phased.

Phase 1



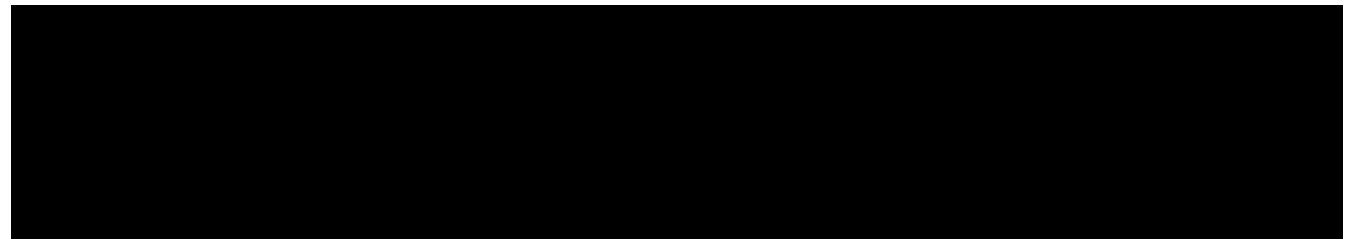
To support the operation of the accommodation, Phase 1 includes a range of ancillary staff and welfare buildings required to establish a functional, site-wide strategy from the outset. These buildings are primarily single-storey and accommodate critical operational functions. The proposed facilities include:

- Kitchen and Dining Facility – incorporating kitchen storage areas and designed to serve the full completed SU population, [REDACTED]
[REDACTED]
- Medical centre comprising eight consulting rooms;
- Reception building, including: four interview rooms, a classroom and WC facilities;
- Multi-faith facility;
- Laundry and linen stores;
- Staff office and IT/Server building;
- Recreation building;
- Ablution blocks – toilets and showers; and

- Infrastructure compounds, including: generator compound, cold water storage and hydrant tank.



Phase 2



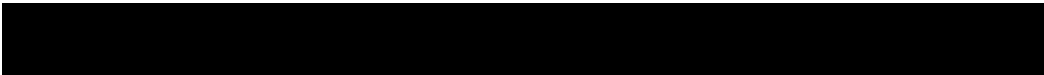
- Ablution blocks – toilets and showers;
- Designated quiet room;
- Secure car park with 
- Generator compound; and
- Gym facility within an existing building.

The accommodation has been arranged in a cluster configuration, centred around shared quiet rooms and adjacent outdoor recreation spaces. This approach promotes clear organisation, supports user wellbeing, and provides accessible communal breakout areas within each accommodation grouping.

Vehicular access to all modular units will be provided via a continuous looped route around the hardstanding area. This arrangement ensures efficient servicing, safe circulation, and full accessibility for operational and emergency vehicles.

Phase 3



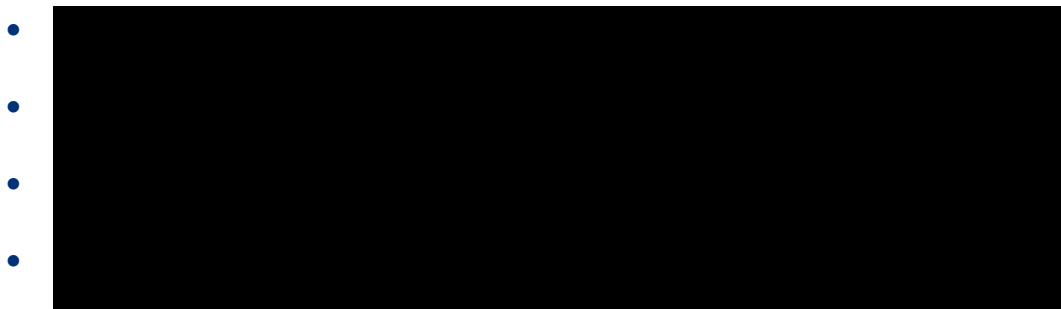
 o achieve the

required capacity, modular accommodation units will be arranged in double-stacked configurations.

The three distinct development zones will be connected via the existing road network and clearly defined pedestrian routes, enhanced with wayfinding landscape features to support legibility and ease of movement across the site.

In addition to the accommodation, the following amenities are also to be constructed in this final phase:

- Ablution block – toilets and showers;
- Designated quiet rooms – three rooms each located in proximity to a cluster of accommodation units;
- Outdoor recreation areas;



While bedspaces are intended to be available in 2026, there is no indicative construction programme at this time as they are subject to change based on the procurement of contractor.

While there are no definitive plans to decommission the Site within an expected timeframe, it is understood the viability of the Site as an operational asylum seeker facility will be reviewed after a 10-year period. Following the first 10 years, the review frequency may change. Therefore, at a minimum, the Site is expected to operate for 10 years, with the potential for this to be extended should the decision to be taken.

APPLICATION OF THE EIA REGULATIONS 2017

The Proposed Development does not fall within the categories of development in Schedule 1, for which an EIA must always be provided.

The Proposed Development falls under a description in Schedule 2, Section 10(b) – *Infrastructure projects (Urban development projects, including the construction of shopping centres and car parks, sport stadiums, leisure centres and multiplex cinemas)* of the EIA Regulations. The development threshold applicable to Schedule 2, Section 10(b) includes a development of 5 ha or above in size and, developments with more than 150 dwellings. As the Proposed Development comprises up to 1,256 bedspaces and the Site exceeds the size threshold of 5 ha (with a total area of 10.1 ha), it is above both thresholds for Schedule 2, Section 10(b) resulting in the development being subject to screening.

In addition, Schedule 2 of the EIA Regulations requires schemes located within a ‘sensitive area’ (such as those within the National Site Network¹) to be screened to determine whether the development is likely to give rise to significant environmental effects. Regulation 2 of the EIA Regulations defines ‘sensitive area’ as:

- Sites of Special Scientific Interest (SSSI);
- National Parks;
- World Heritage Sites;
- Scheduled Ancient Monuments;

¹ *Special Areas of Conservation and Special Protection Areas (SPAs) in the UK no longer form part of the EU’s Natura 2000 ecological network. The conservation of habitats and species (amendment) (EU Exit) Regulations 2019 have created a national site network on land and at sea, including both the inshore and offshore marine areas in the UK. The national site network includes:*

- *existing SACs and SPAs*
- *new SACs and SPAs designated under these Regulations*

Any references to Natura 2000 in the 2017 Regulations and in guidance now refers to the new national site network. - [Brexit changes to the Habitats Regulations for England and Wales | CIEEM](#)

- National Landscapes (Previously known as Areas of Outstanding Natural Beauty (AONBs))²; and,
- National Site Network.

There are no ‘sensitive areas’ that fall totally or partially within the Proposed Development Site. However, as the Proposed Development exceeds the scale thresholds described above, it should therefore be screened against Schedule 3 criteria within the EIA Regulations. The criteria within Schedule 3 are as follows:

- Characteristics of the Proposed Development. *The characteristics of development must be considered with particular regard to—*
 - (a) the size and design of the whole development;*
 - (b) cumulation with other existing development and/or approved development;*
 - (c) the use of natural resources, in particular land, soil, water and biodiversity;*
 - (d) the production of waste;*
 - (e) pollution and nuisances;*
 - (f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;*
 - (g) the risks to human health (for example, due to water contamination or air pollution).*
- Location of the development. *The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard, to—*
 - (a) the existing and approved land use;*

² On 22nd November 2023 all designated Areas of Outstanding Natural Beauty (AONBs) in England and Wales became National Landscapes. The new name reflects their national importance: the vital contribution they make to protect the nation from the threats of climate change, nature depletion and the wellbeing crisis, whilst also creating greater understanding and awareness for the work that they do. - [National Landscapes - Welcome to National Landscapes](#)

(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;

(c) the absorption capacity of the natural environment, paying particular attention to the following areas—

(i) wetlands, riparian areas, river mouths;

(ii) coastal zones and the marine environment;

(iii) mountain and forest areas;

(iv) nature reserves and parks;

(v) European sites and other areas classified or protected under national legislation;

(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in and relevant to the project, or in which it is considered that there is such a failure;

(vii) densely populated areas;

(viii) landscapes and sites of historical, cultural or archaeological significance.

- *Types and characteristics of the potential impact. The likely significant effects of the development on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the development on the factors specified in regulation 4(2), taking into account—*

(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);

(b) the nature of the impact;

(c) the transboundary nature of the impact;

(d) the intensity and complexity of the impact;

(e)the probability of the impact;

(f)the expected onset, duration, frequency and reversibility of the impact;

(g)the cumulation of the impact with the impact of other existing and/or approved development;

(h)the possibility of effectively reducing the impact.

In meeting the requirements of Schedule 3, this document includes a review of the potential environmental effects, and a description of the likely embedded mitigation measures.

EIA SCREENING

The characteristics of the Proposed Development and its location have been reviewed when assessing its potential for significant effects during construction and operation, in order to consider the criteria, set out within Schedule 3 of the EIA Regulations.

Alongside the EIA Screening Letter, a range of technical assessments have been carried out. Where relevant information from those documents have been included within this Screening Opinion Request. The additional assessments to be released alongside this EIA Screening include:

- Heritage Desk-Based Assessment;
- Preliminary Ecological Appraisal;
- Habitats Regulation Assessment Screening;
- Arboriculture Tree Survey Report;
- Flood Risk Assessment;
- Preliminary Geo-environmental and Geo-technical Assessment
- Landscape and Visual Statement;
- Air Quality Technical Note;

- Transport Assessment; and
- Travel Plan.

The following topics are EIA Schedule 3 topics to be considered. They detail the environmental baseline, construction, operational, decommissioning effects and any likely mitigation measures.

Access, Traffic and Transport

Baseline Environment

[REDACTED]

The Site benefits from a generally good level of accessibility and transport infrastructure. The B4011 runs approximately 2.9 km north of the Site's northern boundary and 10.7 km south of the Site's southeast corner. It is aligned broadly north to south, is subject to a 50-mph speed limit, and has a carriageway width that varies between approximately 6.5 m and 7.0 m.

The area immediately surrounding the northern site access has no street lighting and no footways. The B4011 provides access to Bicester, Upper Arncott, Ambrosden, Little London, Long Crendon, and the A41, which runs east to west approximately 2 km north of the Site.

During a site visit on the 26th March 2026, it was noted that the carriageways were generally in reasonable condition. However, any overgrown vegetation along the grassed verge will be removed to delineate the kerbs and carriageway.

The northern vehicular access to the camp from the B4011 will be the primary access for the proposed development during operation. The junction layout as a priority junction will remain as existing and the current access arrangements operate satisfactorily with no known conflicts for all vehicle types, including HGVs. Minor improvements to this northern site access will be

implemented which will include re-painting of road markings and trimming of vegetation to ensure clear visibility splays at the site access junction.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The available visibility splays at the existing northern site access onto the B4011 meet the Design Manual for Roads and Bridges (DMRB) standard requirements for a 100kph design speed (62 mph speed limit) which requires a visibility splay of 2.4m x 215m to be available in both directions.

The nearest bus stops to the Site are located on Palmer Avenue and Thame Road with bus stops also located on Norris Road and Ploughley Road. All of these bus stops are accessible by cycling from the Site; walking, however, would not be possible due to the B0411 having no pedestrian path. The bus servicing the Palmer Avenue and Thame Road bus stops is the 108 Bicester – Langford Village Circular. The nearest train station is in Bicester and is located c.5.6 km northwest of the Site, with services running every 30 minutes and connecting to cities including London and Birmingham.

There are no Public Rights of Way (PRoW), pedestrian footways or cycleways within the Site.

Potential Construction Effects

Construction traffic generation is site and development specific with the following factors being likely to influence traffic generation:

- Scale and nature of the development;
- Construction programme duration (i.e. shorter duration works may be more intensive);
- Number of construction personnel required and the availability of a local workforce;
- Construction techniques used – dictates delivery schedules material quantities etc;

- Demolition - may require export of materials from the site; and
- Abnormal site conditions - may require additional materials (e.g. foundation concrete).

Currently, the intention is that the first bedspaces would be available within 2026 however, the level of detail needed to make an accurate estimate of construction traffic generation is currently unavailable for the Proposed Development; this includes construction timelines and specific phase related construction activities. Detailed assessments will need to be provided by the site contractor(s) once site-specific details are known. These will then be used to agree any measures required to manage the temporary impacts of construction traffic on the local highway network.

It should also be noted that any impacts from construction traffic are temporary in nature and will only last for the duration of the construction works. In addition, construction traffic generation is unlikely to be constant for the whole duration of the programme, with peaks usually occurring during the early stages when modular units, equipment and material deliveries are typically greatest, tapering off as internal fitting and finishing operations are undertaken.

The above measures will be included within a Construction Environmental Management Plan (CEMP) and a Construction Traffic Management Plan (CTMP), which will be agreed with the relevant bodies.

Once construction traffic generation and any required highway improvements are confirmed, an appropriate package of measures will be developed and agreed with the highway authorities. It is considered that through this process any temporary adverse construction traffic impacts can be adequately mitigated. Accordingly, no likely significant effects are anticipated during the construction phase.

Potential Operational Effects

At the time of writing, no information was available on the specific operational traffic generated by the Site. However, within the Transport Assessment an estimate has been provided using information supplied by the Applicant and data from RAF Wethersfield. RAF Wethersfield is another ex-military site which now has a similar use to the Proposed Development. The Transport Assessment assumed that all staff trips to and from the site are made by single occupancy cars and assumed the worst-case.

Transport to and from the Site is largely as follows:

- Site staff commuting;
- Service Vehicle movements;
- Minibus SU arrivals;
- Taxi SU departures; and
- Shuttle bus transport for SU to other required areas offsite.

[Redacted text block containing multiple lines of blacked-out content]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]

- [REDACTED]

The Guidelines for the Environmental Assessment of Traffic and Movement (IEMA Guidelines) sets out a threshold of +/- 30% change in traffic flows to judge whether an environmental traffic effect is likely to be 'significant; or a change of +/-10%' in sensitive locations. The IEMA Guidelines acknowledge that any increase in traffic flows of less than 10% are generally accepted as having no discernible environmental impact as daily variance in traffic flows can be of equal magnitude.

The location of the site is not considered to be a sensitive location and therefore, a 30% change would be applicable to determine whether environmental traffic effects are likely to be significant. In conclusion, no further detailed transport assessment work is considered necessary to assess the environmental related effects.

Given that there are existing hardstanding roads to provide access for both pedestrian and vehicular traffic within the Site, no additional road work for accessibility is considered likely. There are no footpath or cycle routes that directly connect the Site to the surrounding area however, to the east of the Site, designated footpath 321/1/20 connects to other designated footpaths and Piddington.

It is anticipated that there will be organised transport for SU to local or more distant destinations via shuttle bus transfers. No approximations on shuttle bus trips have been provided; however, they will be available for occasions where SU are required to travel to access key external amenities. Provision for parking will be provided on-site for staff and visitors only. The Travel Plan has set out measures regarding sustainable travel including bus use incentives, car sharing and information on cycling routes and discounts on cycle equipment for the Site, this aims to mitigate and support traffic management. It is considered that this level of transport of SU on and off site, the LGV and HGV movements and staff commuting are not anticipated to yield likely significant effects during the operational phase.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Noise and Vibration

Baseline Environment

The majority of existing ambient noise levels around the Proposed Development Site are associated with road traffic from the B4011. The primary noise receptors within the surrounding area are the residential houses in neighbouring areas, PRoW users, recreational ground users

(Bicester Garrison Sports Ground) directly adjacent west and HM Prison Bullingdon. The residential receptors include:

- A built-up residential area to the east along Lower End Road known as Piddington. Further to the west, there is another built-up residential area around Murcott Road known as Upper Arcott.
- HM Prison Bullingdon c. 307 m south-west of the Site;
- Residential housing c.706 m east of the Site in Piddington;
- New Farm, located c. 499 m north of the Site;
- Bridge Farm, located c. 529 m north of the Site;
- Meadow Farm, located c. 702 m north of the Site;
- Upper Cow Leys Farm, located c. 909 m northeast of the Site;
- Cow Pastures Farm, located c. 422 m south of the Site; and
- Unnamed yard and buildings, located c. 363 m west of the Site.

The nearest Noise Important Area (NIA) is c.2.8 km northwest and is along the A41.

Potential Construction Effects

Noise and vibration effects have the potential to arise from the construction phase of the Proposed Development. Construction effects are thought to be minimal, as all new modular structures on Site will arrive prefabricated and will only require installation. These will be mitigated as far as practical through the implementation of good practice measures and where required through a CEMP. Noise and vibration will arise from vehicle movements to and from the site, demolition machinery, use of excavators, and transportation of spoil during activities of demolition and earthworks. Furthermore, these effects will be mitigated as far as practical though the implementation of good practice measures and where required through the implementation of a CEMP. These may include use of acoustic barriers where required, turning

off vehicles when not in use, and regular maintenance of machinery in accordance with manufacturers guidelines. Therefore, no likely significant effects are anticipated during the construction.

Potential Operational Effects

During the operational phase, any potential noise effects are expected to be primarily limited to future users of the Site. The on-site substations may represent a source of noise, with the existing substations [REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]

- [REDACTED]

However, the Site will be designed internally and externally to minimise noise impacts on private amenity areas, habitable rooms and nearby residential receptors, including HM Prison Bullingdon, located approximately 307 m south-west of the Site, and residential receptors in Piddington, approximately 706 m east of the Site. With mitigation measures such as acoustic screening and/or glazing, no likely significant effects are anticipated.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Air Quality

Baseline Environment

According to CDC's Air Quality Annual Status Report (2025), the closest monitoring station to the Site is in Bicester (St. Johns Street) and the station recorded NO₂ levels of 21.5 µg/m³ in 2024. This reading is below CDC's air quality objective of 40 µg/m³. Other pollutants including PM₁₀ and PM_{2.5} and SO₂ are not pollutants of concern according to the status report.

The Site is not located within an existing Air Quality Management Area (AQMA) and none have been declared within 5 km of the Site. The nearest AQMA to the Site was declared by CDC on 09/10/2015 for NO₂. This is AQMA No.4, which is located along sections of Kings Ends, Queens Avenue, Field Street and St Johns Street c.6.5 km northwest of the Site.

A desktop assessment has identified that traffic movements are likely to be the most significant local source of pollutants affecting the site and its surroundings. The principal traffic-derived pollutants likely to impact local receptors are NO₂, PM₁₀ and PM_{2.5}. All the closest diffusion tubes located within the Air Quality Assessment Area monitored annual average NO₂ concentrations below the AQO for NO₂ (40 µg/m³ annual mean) during 2024.

The residential receptors include:

- A built-up residential area to the east along Lower End Road known as Piddington. Further to the west, there is another built-up residential area around Murcott Road known as Upper Arncott.
- HM Prison Bullingdon c. 307 m south-west of the Site;
- Residential housing located to the east of the Site on Arncott Road, Thame Road and Ludgershall Road – Piddington, with the nearest c.706 m;
- Wild Meadow, located c. 296 m north of the Site;
- New Farm, located c. 499 m north of the Site;
- Bridge Farm, located c. 529 m north of the Site;
- Meadow Farm, located c. 702 m north of the Site;

- Upper Cow Leys Farm, located c. 909 m northeast of the Site;
- Cow Pastures Farm, located c. 422 m south of the Site; and
- Unnamed yard and buildings located c. 363 m west of the Site.

The Proposed Development is not anticipated to lead to a material increase in vehicle emissions along the identified roads due to the nature of the development. As such, an assessment of effects from vehicle emissions associated with the Proposed Development is not required, and the baseline and operation phase dispersion modelling has not been undertaken. Further detail is provided within the Air Quality Technical Note completed June 2026.

Potential Construction Effects

During the construction phase, effects are likely to be associated with dust nuisance complaints and surface soiling from deposition, as opposed to the risk of any exceedance of air quality objectives. The main potential effects of dust and particulate matter are:

- Visual - dust plume, reduced visibility, coating and soiling of surfaces leading to annoyance, loss of amenity, the need to clean surfaces;
- Physical and/or chemical contamination and corrosion of artefacts;
- Coating of vegetation and soil contamination; and,
- Health effects due to inhalation e.g. asthma or irritation of the eyes.

It is considered that any potential effects associated with construction activities will be temporary and can be minimised as far as practical through the implementation of good construction practices and where required, through the implementation of a CEMP. Details on potential mitigation measures are outlined in the Air Quality Technical Note. Greater detail is available within the Technical Note however, some of the measures include:

- Communications – including but not limited to a stakeholder communication plan and a Dust Management Plan;

- Good site management;
- Monitoring;
- Good preparation and maintenance of the Site;
- Good vehicle/machinery handling; and
- Sustainable commuter travel.

Subject to mitigation measures outline in the Air Quality Technical Note, the potential effects are considered not significant as they will be mitigated.

Potential Operational Effects

The potential generated traffic is likely to be negligible given that only staff and service vehicles will be commuting in and out of the Site and, therefore, the above-mentioned air quality objective threshold for NO₂ levels is not likely to be exceeded and no significant effects are anticipated post-construction. Further detail is provided within the Air Quality Technical Note.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Landscape and Visual Impact

Baseline Environment

The topography of the Site is relatively flat, with a subtle rise towards the south of the Site. The Site is not situated within or adjacent to any National Landscapes. The Site does not form part of, or lie adjacent to, any Conservation Areas and is not situated within a National Park. The nearest ancient and semi-natural woodland is Piddington Wood which is situated c.1.1 km south of the

Site. The nearest human receptors are residential dwellings located immediately to the east of the Site, users of the public roads, PRowS, and Bicester Garrison Sports Ground and HM Prison Bullingdon.

Nationally, the development lies within the landscape area 'Upper Thames Clay Vales' 108 National Character Area (NCA). On a district level, the majority of the Site is within LCA 8 Otmoor Lowlands as detailed in the Landscape Character Assessment for Cherwell District.

LCA 8 Otmoor Lowlands is flat in character but contained by bordering woodland to the south and east, hedgerows to the north and the B4011 to the west. Within the Site there are existing buildings that disrupt the open views across the landscape. Views of the Site from the surrounding landscape are, for the most part, contained to the local area, no longer distance views are available due to the vegetation between fields either side of the Site. The Site is not visible from Piddington or Upper Arncott, however, the Site is visible from points along the footpaths to the north and west. There are dominant woodland areas on the southern and eastern boundaries of the Site, which limit views in from the surrounding countryside.

An arboriculture assessment report has been undertaken for the site by a Consultant (Report Ref - [REDACTED] revision V01, dated April 2026). None of the trees on site are subject to statutory or non-statutory designations.

The following PRowS are close to the Site:

- 321/1/20, c.308 m northeast;
- 321/1/10, c. 338 m north;
- 321/3/10, c. 848 m southeast;
- 321/16/10, c.485 m south;
- 321/15/10, c.485 m south;
- 321/15/20, c.680 m south;

- 321/13/30, c.750 m south;
- 110/10/10, c.760 m west; and
- 110/1/10, c.870 m northwest.

Potential Construction Effects

There is the potential for the Proposed Development to impact on the visual amenity from the receptors identified above. Temporary construction works across the Site may be visible from adjacent public highways and footpaths, of construction activities and equipment, potentially causing a negative impact. Any potential effects on the sensitive receptors listed above during the construction phase can be minimised as far as practical through the implementation of good construction practices and where required a CEMP, such as provision of hording and good site housekeeping.

During the demolition of the existing Nissen Romney huts existing Goat Willow trees have been identified and may require removal along with any other Category C trees / vegetation and isolated Category B trees to facilitate construction of the Proposed Development. If large quantities of Category C trees are being removed, then mitigation through new tree planting is advisable. Any Category B trees should be retained and the design modified around those trees where possible, however, if the need for development outweighs the importance of retaining those trees, then mitigation through new planting may be secured through detailed landscaping approved with the planning authority. This will be subject to further arboricultural assessment as removal of a large quantity of Category C trees and removal of any Category B trees would need to be assessed to determine the impact of removing them and the appropriate level of new planting.

It is recommended in this report that during the production of development proposals, an Arboricultural Impact Assessment is completed to assess the impacts of the possible design options on trees to be retained. Once the proposed layout has been finalised, it is recommended

that an Arboricultural Method Statement is completed to ensure that foreseeable damage to retained trees is reduced during the construction phase of the project.

Any other existing trees and vegetation will be retained where possible to provide visual screening. Subject to consideration being given for the Category B and C trees within the detailed design stage, no likely significant effects are expected.

Potential Operational Effects

Landscape receptors are unlikely to be affected by the Proposed Development once operational as the Site currently has units and buildings and the proposals are only intending to include buildings with a maximum 2-storey height. Therefore, the openness of the Site will likely be unchanged during operation.

The extent of periphery vegetation and existing built development will aid in limiting impact to visual amenity from receptors such as residential properties and users of PROWs. Views of the Proposed Development are likely to be limited to the immediate vicinity of the Site along with footpaths along the northern boundary and the B4011 adjacent to the west of the Site.

Furthermore, the scheme design is currently being developed to minimise any changes to views from the wider landscape and reduce impacts on the existing landscape character of the Site and its surroundings. The embedded design mitigation includes:

- Protect the existing treeline surrounding the Site;
- Retaining existing hedgerows wherever possible;
- Provide footpaths within the Site and open space; and
- Protect amenity of nearby residents by retaining the existing treeline and vegetation as a natural form of screening.

Providing these measures are followed, the operational phase is not considered to have a likely significant effect on landscape and or overall visual impact of the Site.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Hydrology, Flood Risk and Drainage

Baseline Environment

The planning application will be supported by a Flood Risk and Drainage Assessment (FRDA) and an outline Drainage Strategy, which are currently being prepared by drainage specialists.

The majority of the Site is located within Flood Zone 1 and is therefore assessed as having a lower than 1 in 1,000 annual probability of river, surface or sea flooding. However, there is an area of Flood Zones 2 and 3 present within the Site boundary in the northeastern corner, that are defined as land having 1-3.3% or greater annual probability of river flooding. These areas of Flood Zones 2 and 3 are associated with the River Ray and an unnamed tributary of the River Ray. Within the majority of the Site there is a low to medium risk of surface water flooding. However, for the northeastern corner of the Site, the risk increases due to the portion of Flood Zone 3 that resides within the Site boundary.

During a site visit conducted on 26th of February 2026, the MOD Site team confirmed that the northeastern area of the Site is prone to frequent surface water flooding. Although the precise extent, depth, area affected, and recurrence interval of these flood events could not be quantified, it was reported that flooding impacts much of the northern access and the northern and eastern areas. Site observations are supported by the Environment Agency Risk of Flooding from surface water map within the FRA, which shows several areas of the site at high to low risk of surface water

flooding. The primary cause of flooding was attributed by the MOD Site Team to the failure of two pumps formerly responsible for flow management, which are currently out of operation.

The section of the River Ray close to the Site is the Oxon Ray (upstream A41 to Cherwell) which is designated as a Main Watercourse (ID: GB106039030090). It is considered natural and is not designated as artificially made or heavily modified and, as of the Cycle 3 Classification in 2022, was designated as having ‘Bad Ecological Status’.

The unnamed River Ray tributary flows northward and is located north and east of the Site; there are also several drains on Site which drain from southeast to northwest. Both the River Ray and the unnamed tributary of the River Ray along the eastern border feature natural flood defence in the form of natural high ground. As detailed in the FRA completed June 2026, the Environment Agency Risk of Flooding from Rivers and Sea map which considers flood defences and climate change displays that flooding for the entirety of the Site relating to rivers and seas is very low risk.

Notwithstanding the current condition of the surface water management infrastructure and the documented instances of flooding, the management of surface water generated by the Proposed Development is not anticipated to present a significant constraint at this stage given that the drains on site and unnamed tributary flow northward away from the Site as detailed in the FRA.

[REDACTED]

According to Defra's Magic Map³, the Site is classified as an unproductive aquifer with superficial drifts from a Secondary A aquifer.

Potential Construction Effects

Construction impacts could include discharges of contaminated water through manmade pathways created during the construction phase. However, standard and proven construction methodologies are available to minimise potential effects on water quality during construction. Additionally, effects will be minimised through good practice measures and where required through the implementation of a CEMP. Therefore, it is considered that there are no likely significant effects.

Potential Operational Effects

Given that waste outflows are likely to increase with the Proposed Development and that current drainage facilities as indicated during the Site visit are not operating as designed, the scope for surface water flooding onsite could increase without intervention.

As part of the Proposed Development design a drainage design has been completed to demonstrate that surface water has been considered at the outset of the design, to this point as the known Flood Risk Zones as identified within the FRA, no modular units are to be located within a Flood Risk Zone 2 or 3. The proposed illustrative surface water drainage strategy was developed as closely as possible in accordance with the current National standards for sustainable drainage systems (SuDS) and with guidance from Oxfordshire County Council Lead Local Flood Authority (LLFA). The indicative arrangement identifies attenuation pond/basin, flow control location, and surface water conveyance route. At this stage, certain elements of the design are based on preliminary assumptions and there are inherent outstanding uncertainties within the final RIBA Stage 2 design. Indicative drainage arrangements have been provided against the phased nature of the Proposed Development, they are as follows:

³ <https://magic.defra.gov.uk/>

- [REDACTED]
[REDACTED]
[REDACTED]
- [REDACTED]
[REDACTED]
[REDACTED]
- [REDACTED]
[REDACTED]
[REDACTED]

However, refinement of the drainage requirements should be undertaken in RIBA Stage 3 following the completion of detailed hydraulic modelling and confirmation of key design parameters, including impermeable areas, discharge criteria, and outfall arrangements. Further detail is provided within the Drainage Design Statement compiled in June 2026.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

- [REDACTED]
[REDACTED]
- [REDACTED]
[REDACTED]

- [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]. Any hydrological impacts would be mitigated through the treatment process and, where required, by agreement with the Environment Agency through the Environmental Permit process. If necessary, tankering of foul effluent will be implemented during the initial phases and for a limited number of SU's, subject to confirmation that any receiving municipal WwTW can accept flows.

Further details are available within the Drainage Design Statement compiled in June 2026. Taking into account the above considerations, it is unlikely that there will be any significant effects.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Ecology

Baseline Environment

A Preliminary Ecological Appraisal (PEA) was undertaken on 26th March 2026 which included an Extended Phase 1 Habitat Survey and identification of invasive non-native species, protected fauna and potential habitats to support protected species.

A desk study including a data search of the MAGIC database, a review of data obtained from Buckinghamshire and Milton Keynes Environmental Records Centre (BMERC) and a review of historic surveys undertaken nearby, was also carried out to inform the PEA.

The Site comprises a mix of habitats and features, including neutral grassland, native hedgerow, blackthorn and bramble scrub, mixed scrub, developed land, buildings, artificial unvegetated surfaces, standing water, ditch features, a brick reservoir, and a disused railway track, together with associated access roads. The surrounding landscape includes village settlements, broadleaved woodland, hedgerows and mixed-use farmland, with the River Ray located approximately 1.08 km north of the Site. Access to some parts of the Site, including areas associated with the Barracks and parts of the boundary and woodland, was restricted, meaning the survey was not fully comprehensive across all areas.

The PEA identified ecological receptors of interest, including designated sites and protected species groups such as badger, otter, water vole, bats, breeding birds, great crested newt and other amphibians, and reptiles.

Due to habitats identified on site and for some species evidence of their presence on site, the following targeted surveys were recommended:

- Hazel Dormouse;
- Barn Owl;
- Breeding Birds;
- Great Crested Newt;
- Reptiles; and
- Terrestrial invertebrates.

There are no statutory designated sites of nature conservation interest within one kilometre of the Site boundary; however, Arncott Bridge Meadows SSSI is located c.1.8 km northwest of the Site and the Site falls into the SSSI Impact Risk Zone (IRZ). The SSSI is part of the River Ray floodplain

with some areas seasonally waterlogged. There are waterbodies that are in close proximity to the Site that are connected to the River Ray therefore, the PEA recommended consultation with Natural England due to potential impact pathways both hydrological connectivity or pollution risk. Natural England have been contacted however, a response has not yet been received. There are five other SSSIs within 5 km of the Site, these are:

- Long Herdon Meadow;
- Rushbeds Wood and Railway Cutting;
- Muswell Hill;
- Whitecross Green and Oriel Woods; and
- Murcott Meadows.

The Site does not fall into the SSSI IRZ for the above five SSSI sites.

Potential Construction Effects

Site clearance and construction activities have the potential to have effects which include:

- Habitat loss, including mainly loss of semi-improved grassland with potential small amounts of deciduous woodland, lowland meadow and ruderal/ephemeral vegetation;
- Habitat fragmentation; and
- Disturbance or harm to individuals of notable and protected species.

Following the mitigation hierarchy, Site clearance will be avoided wherever possible and kept to a minimum where necessary. Where avoidance is not feasible, appropriate compensation measures will be implemented.

The PEA also recommends pre-construction checks by a suitably qualified ecologist to confirm the continued absence of badger setts prior to the commencement of works, alongside precautionary working methods, as set out in further detail in the PEA report. Any proposed tree works, or disturbing activities within 20m of trees with bat roost potential will require further

nocturnal emergence and/or additional aerial climbing surveys. Nocturnal emergence surveys may also be required on buildings with bat roost potential should they be impacted by works.

Additionally, the presence of Butterfly Bush on site should be eradicated or suitably controlled as it is considered invasive in nature; general precautionary measures for preventing the introduction and spread of invasive non-native species are to be outlined in a Construction Environmental Management Plan.

Where required, effects will be further minimised through the implementation of a CEMP incorporating ecological controls. Subject to the implementation of the measures within the PEA for further survey and mitigation can be adopted, it is anticipated that a design could be brought forward for this site that would be compliant with current local and national biodiversity planning policy. Subject to the above, no likely significant effects are anticipated.

Potential Operational Effects

Potential operational effects as noted in the PEA report include disturbance from increased external lighting and noise, permanent habitat loss and fragmentation, reduced commuting and foraging corridors, lighting effects, potential pollution risks and habitat degradation.

In particular, the presence of standing water and ditch features, together with suitable terrestrial habitat, means there is potential for impacts on amphibians and other protected species, while existing woodland, hedgerows, scrub and mature trees may be sensitive to lighting.

To fully inform mitigation proposals, the PEA recommends further assessment for otter, water vole and bats, targeted breeding bird surveys, eDNA survey for great crested newt and other amphibians, and targeted reptile surveys. The report also notes the likely presence of barn owl, for which targeted nocturnal surveys are recommended. Invasive non-native species control should also be addressed, with butterfly bush identified for eradication. Overall, the appraisal concludes that ecological constraints can be managed through further survey, design refinement and mitigation, subject to the completion of the recommended follow-up work.

The appraisal therefore recommends a range of mitigation measures, including retention of key habitats wherever possible, implementation of a sensitive lighting scheme, and pollution prevention measures.

Based on the above and implementation of the described mitigation, it is considered that there would be no likely significant effects.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Land Quality, and Ground Conditions

Baseline Environment

The British Geological Survey (BGS) map shows that the bedrock on Site consists of Oxford Clay Formation (Jurassic); the Peterborough Member (organic rich mudstones) and the Stewartby Member (calcareous block mudstone) which sits concordantly above the Peterborough Member. The superficial deposit recorded for the northern half of the Site was Alluvium – clay, silt, sand and gravel. No superficial deposits are recorded for the southern area.

The Site is not within a Mineral Safeguarding Area or a Coal Mining Reporting Area.

There are 5 No. records of historical industrial land use onsite noted in the environmental database. These relate to unspecified depot (2 No.) 1982 to 1992, Railway sidings (2No.) 1982 to 1992, Unspecified Commercial / Industrial (2No.) 1982 to 1992, and unspecified Tank (2No.) 1982 to 1992. A historical electricity substation is located onsite 1978 to 1994. There are 2 No. further records of Unspecified Depot within 100m of the site boundary (47m to the west). There are no recorded pollution incidents within 500m of the site recorded in the last 25 years.

Soils map classifies the soil for the majority of the Site under Soilscape 18: 'slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils'. The soil is suitable for grass production for dairy or beef farming; possibly some cereal production for feed. For the south-eastern corner of the Site, the soil is classified under Soilscape 9: 'lime-rich loamy and clayey soils with impeded drainage'. This soil is suitable for autumn sown crops and grass; however, the shortage of soil moisture could restrict crop yield.

The land is Grade 4 (poor quality agricultural land) across the entire site.

Potential Construction Effects

Potential construction phase impacts are considered to consist of:

- Leaks and spills from on-site machinery associated with the construction processes on site;
- Uncovering and mobilisation of previously unidentified contamination;
- Importation of materials that have a high contamination potential; and
- Potential sources of contamination from offsite sources finding pathways onto the site.

Additionally, within the Preliminary Geo-environmental and Geo-technical assessment completed May 2026, two constraints were identified relating to differential settlement caused by poor quality concrete and contamination. The risk associated with the differential settlement is damage to modular structures placed on existing hardstanding, further targeted investigation is required to determine the ground bearing pressure to update design where needed. For contamination targeted investigation was also recommended to identify potential contamination extents and then detail any mitigation measures required.

During the construction period, any potential effects associated with land or surface water contamination will be minimised or avoided through the implementation of good practice measures and / or a CEMP. This will be agreed with the Applicant prior to the construction works.

Considering the above, there would be no likely significant effects.

Potential Operational Effects

Operation Phase impacts are considered to consist of:

- Spills and leaks (e.g. from vehicles); and,
- Creation of new pathways for the migration of contamination.

With the implementation of appropriate measures at the construction phase, including ensuring pathways are identified and mitigated, and given the nature of the development proposals and its operational management (e.g. emergency and spill management plans), no significant effects during the operational phase of the development are envisaged.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Archaeology and Heritage

Baseline Environment

An archaeological and heritage desk-based assessment (DBA) has been prepared to support the consideration of this Site for future development.

The DBA has been informed by a site walkover undertaken on 11th March 2026 and a review of the following records:

- Oxfordshire Historic Environment Record;
- National Record of the Historic Environment (NRHE) (formerly the (NMR);
- Historic England/ for designated sites;

- Local Planning Authority for designated and non-designated heritage assets;
- Aerial photographs – Historic England Swindon archives, Cambridge University Collection of Aerial Photography (CUCAP) online database; the National Collection of Aerial Photography (NCAP) via Historic Environment Scotland; Britain from Above; and Google Earth;
- Historic mapping including Tithe maps and early Ordnance Survey; and,
- Secondary research including, previously completed archaeological reports for the surrounding area, regional research frameworks and grey literature and journal articles, as appropriate.

There are no Conservation Areas within 5 km of the Site.

There are no Listed Buildings within the Site boundary. The closest Listed Building to the Site is a Grade II Listed Building located c.750 m to the southeast of the Site along Lower End known as ‘Barn approximately 100 metres North West of Brown’s Place’ (ref: 1233002). There are more Grade II Listed Buildings located in Piddington >1 km to the east of the Site, which include ‘Fir Tree House’ (ref: 1233003), and ‘33, Lower End’ (ref: 1233002) c.785 m from the Site.

There are no scheduled monuments within the Site boundary. The nearest scheduled monument to the Site is ‘Moated site 110m south west of St Mary’s Church’ (ref: 1018762), located c.2.7 km southeast of the Site.

There are no registered parks and gardens within the Site boundary. The nearest registered park and garden to the Site is “Wotton House, a Grade I Registered Park and Garden c.4 km southwest of the Site (ref: 1000608).

There are approximately 190 other listed buildings 5 km of the site. Due to the volume only those within 2 km are provided below:

- Church of St Nicholas (ref: 1233014) Grade II* listed building, located 1.03km southeast of the Site;

- Wood Farm Cottage (ref: 1046529) Grade II listed building, located 1.69km west of the Site;
- Methodist Chapel (ref: 1200145) Grade II listed building, located 1.68km west of the Site;
- Manor Farmhouse (ref: 1200148) Grade II listed building, located 1.90km west of the Site;
- Barn approximately 40 metres to North West of Newhouse Farmhouse (ref: 1046531) Grade II listed building, located 1.98km north of the Site;
- Building approximately 20 metres to northwest of Newhouse Farmhouse (ref: 1200158) Grade II listed building, located 1.96km north of the Site;
- Stable approximately 30 metres to the north of Newhouse Farmhouse (ref: 1200160) Grade II listed building, located 1.97km north of the Site;
- Kiln Farmhouse (ref: 1046532) Grade II listed building, located 1.78km north of the Site;
- Fir Tree Farmhouse (ref: 1200163) Grade II listed building, located 1.82km north of the Site;
- Pound House (ref: 1200166) Grade II listed building, located 1.50km north of the Site;
- Brown's Piece (ref: 1233009) Grade II listed building, located 797m southeast of the Site;
- Brook Cottage (ref: 1233010) Grade II listed building, located 1.00km southeast of the Site;
- Gwith Cottage (ref: 1233011) Grade II listed building, located 795m southeast of the Site;
- The Inn Cottage (ref: 1233012) Grade II listed building, located 988m southeast of the Site;
- Church Cottage (ref: 1233013) Grade II listed building, located 1.01km southeast of the Site;

- Graveboard approximately 15 metre north east of Church of St Nicholas (ref: 1233016) Grade II listed building, located 1.04km southeast of the Site;
- The Old Vicarage (ref: 1233017) Grade II listed building, located 1.15km southeast of the Site;
- Corble Farmhouse (ref: 1276799) Grade II listed building, located 1.79km south of the Site;
- The Old Farmhouse, Middle Cowleys Farm (ref: 1276800) Grade II listed building, located 1.57km northeast of the Site;
- Manor House (ref: 1276812) Grade II listed building, located 1.11km southeast of the Site;
- Whitehouse Farmhouse (ref: 1300890) Grade II listed building, located 1.34km north of the Site;
- Miropa (ref: 1369742) Grade II listed building, located 1.71km west of the Site;
- Westbury Farmhouse (ref: 12369744) Grade II listed building, located 1.91km north of the Site; and
- Manor Cottage (ref: 1369745) Grade II listed building, located 1.67km north of the Site.

Onsite and within the wider area, there are records of potential buried archaeological remains with possible evidence of historic field boundaries within the undeveloped area of the wider MOD site.

Any further archaeological work should be undertaken in accordance with the standards and guidance from the Chartered Institute for Archaeologists, and an appropriate Written Scheme of Investigation agreed in advance with the County Archaeologist for CDC.

Potential Construction Effects

For most of the Site, provided the design remains unchanged, no reasonably foreseeable significant effects are anticipated. However, sections of the central Site may require excavation

for the Proposed Development, and buried archaeology may be present in these areas. No site investigations are currently planned, as further information is needed to identify the extent of the area that could be affected; this will be addressed in greater detail in the Heritage Desk-Based Assessment. Any unexpected archaeological remains identified during construction would where required, be appropriately managed through a CEMP, which would set out the relevant protocols. With these measures in place, no significant effects on archaeological assets are anticipated. No potential effects on above ground heritage assets are envisaged.

Potential Operational Effects

The nearest Listed Building is located c.750 m and the nearest Scheduled Monument is c.2.7 km from Site. Due to this distance, it is considered that there are unlikely to be any direct significant operational effects.

Given that the Site is also well screened by vegetation from the surrounding area and does not form part of the primary setting of any heritage asset; no operational impacts on the significance of built heritage assets or their settings are expected.

There is no potential for the Proposed Development to affect the two conservation areas or the registered park and garden.

Therefore, no heritage assets have been identified to date that are considered to be impacted by the Proposed Development. However, appropriate mitigation and further evaluation will be implemented and undertaken, if required.

It is not considered that there will be any significant archaeological effects arising from the Proposed Development when operational.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated

that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Socio-economic and Human Health

Baseline Environment

The Proposed Development is located within the Launton and Otmoor Ward of CDC. Based on 2024 estimates using the 2021 census⁴, the population of the ward is 8,609 residents with 8.0% of residents aged between 60 and 64 which is the highest proportion of the demographic in the ward. Within the CDC area there are a total of 170,426 residents⁵, of which 7.8% are aged between 35 and 39 which is the highest age demographic in the district.

- Piddington – 304 residents;
- Upper and Lower Arncott – 1,303 residents; and
- Blackthorn – 611 residents.

As of 2021, a total of 59.9% of the ward population is economically active compared to the district figure of 65.1%. Of the 37.9% inactive population, 2.2% are unemployed.

The Site lies within Cherwell 016D Lower-layer Super Output Area (LSOA) in Cherwell. As per the Index of Multiple Deprivation (IMD)⁶, Cherwell 016D is more deprived than most neighbourhoods in England (more deprived than 71% of neighbourhoods). There are 10 deprivation categories from most deprived to least. The area falls under the most deprived category in relation to barriers to housing & services (a measure of the financial and physical barriers to accessing housing and local services), where only 4% of neighbourhoods in England are more deprived. The health deprivation and disability domain (reflects the risk of premature death and reduced quality of life

⁴ Office for National Statistics. (2026). *Area profile for Launton and Otmoor*. Available at: <https://www.ons.gov.uk/visualisations/customprofiles/build/#E05010934>

⁵ Office for National Statistics. (2026). *Area profile for Cherwell*. Available at: <https://www.ons.gov.uk/visualisations/customprofiles/build/#E07000177>

⁶ Ministry of Housing, Communities & Local Government. (2025). *How deprived is OX251TW*. Available at: <https://deprivation.communities.gov.uk/about-your-neighbourhood/E01028500?postcode=OX251TW>

due to poor physical or mental health) ranks in the 2nd most deprived percentiles, with education & skills (refers to low levels of education and skills attainment in children, young people and adults) and employment (reflects how many working-age people are involuntarily out of work due to circumstances like sickness, disability or caring responsibilities) falling on the boundary of the 3rd and 4th most deprived category.

The nearest GP surgery to the Proposed Development is Unity Health Brill, on Thame Road, Brill, located c.4.5 km south of the Site. This surgery is currently under capacity and accepting new patients⁷. The next nearest is Langford Medical Practice on Nightingale Place, located c.4.9 km northwest of the Site and also under capacity. Drawing on experience from similar asylum accommodation sites already operating elsewhere in the UK, appropriate space will be provided on site for the delivery of healthcare to meet routine and primary care needs. This will support SUs and enable services to be delivered more efficiently.

The Applicant has committed to engaging with local and national health providers over the funding of health services associated with the Site. The provision of onsite healthcare space will help to reduce demand on existing local services and locations, including minimising inappropriate attendance at emergency departments.

For emergency and secondary health facilities, the nearest National Health Service (NHS) Hospital with an Accident and Emergency department is John Radcliffe Hospital, c.13.4km southwest of the Site. The nearest hospital for non-emergency secondary care is Bicester Community Hospital, c.6.4 km northwest of the Site. As no provision for hospital care has been allowed for within the Site, it is expected that there will be an increased demand for these facilities due to the Site.

Fear of crime and perceptions of personal safety are recognised determinants of mental health and wellbeing. Cherwell 016D ranks more deprived than 56% of neighbourhoods in relation to crime, which as per the IMD data reflects the risk of experiencing personal or property-related

⁷ National Health Service. (2026). *GP surgeries near OX25 1TW*. Available at: <https://www.nhs.uk/service-search/find-a-gp/results/OX25%201TW>

offences. This is in line with police-recorded crime data for Cherwell⁸, which indicates that in the year ending September 2025, the crime rate in Cherwell was about the same as the average crime rate across similar areas.

Potential Construction Effects

During the construction phase, there are likely to be traffic, noise and air quality impacts to the local residential areas. There could also be loss of small amounts of poor quality agricultural land and mobilisation of contamination. However, as described earlier, these impacts are not anticipated to be significant. In relation to other socio-economic effects, the provision of jobs and associated supply chain is considered positive to both individuals' wellbeing and to the local economy. There are also no plans for PRoW closures or diversions, or loss of public open space.

In terms of human health, there may be a degree of stress and anxiety experienced within the local community due to concerns about the construction works, although this will be mitigated through an appropriate level of community consultation and engagement.

Potential Operational Effects

The nature of the development may generate anxiety amongst local residents relating to social cohesion and fear of crime. To help mitigate anxieties and potential negative perceptions, non-statutory consultation may be undertaken. Perceptions are recognised as subjective and are not, in themselves, indicative of likely significant socio-economic or human health effects. To mitigate the impact of this, FAQs / Newsletters will be provided to the local community and on the Applicant's website, and proportionate engagement will be held with local stakeholders (Multi-Agency Forums, MPs, voluntary sector and other relevant community representatives).

These measures aim to ensure full transparency and allow for concerns to be addressed throughout the process. By demonstrating that feedback is actively listened to and reflected in operational arrangements and mitigation measures (where practicable), the engagement process

⁸ Police UK. (2026). *Compare Your Area*. Available at: <https://www.police.uk/pu/your-area/thames-valley-police/performance/compare-your-area/?tc=N429>

can help to reduce misconceptions and manage community anxieties, increasing the likelihood of reaching a broader level of community agreement or acceptance.

Drawing on experience from similar asylum accommodation sites already operating elsewhere in the UK, the site will be designed to be largely self-sufficient, with on-site space for the delivery of healthcare to meet routine and primary care needs and recreational facilities reducing the need to leave. For SUs wanting to leave there will be a free shuttle bus providing safe access to local centres. This will be strongly promoted as the primary means of exiting the site. Appropriate mitigations will be in place to manage risks associated with limited pedestrian infrastructure, including encouraging safe movement and providing high-visibility clothing for SUs choosing to leave on foot.

The Site will have an activity co-ordinator, who will arrange a timetable of both educational and recreational activities including but not limited to: English classes, outdoor and indoor sports, board game sessions

The Applicant has committed to engaging with local and national health providers over the funding of health services associated with the Site. The provision of onsite healthcare space will help to reduce demand on existing local services and locations, including minimising inappropriate attendance at emergency departments.

Onsite welfare support activities and services will also be provided to promote the physical and mental wellbeing of SUs.

In the event of a medical emergency requiring secondary or emergency care, service users would access local Accident and Emergency services, with the closest being John Radcliffe Hospital, via established NHS pathways. This would include the use of emergency ambulance services where appropriate. Such access would be consistent with arrangements for the local population and would not represent an atypical or disproportionate use of emergency healthcare infrastructure.

Given the managed nature of the Proposed Development, the provision of on-site healthcare to address routine and primary care needs, and the Applicant's commitment to funding health

services where required, emergency attendances are not expected to occur at a frequency or scale that would result in likely significant effects on local hospital capacity.

The new population will not include any children and, accordingly, there will be no interaction with or impacts on local education facilities. Educational facilities allowing SU to learn English will be provided on-site, which would lead to beneficial effects on their wellbeing.

Shuttle buses from the Site are proposed to enable the residents to utilise community facilities such as libraries, shops and public spaces. However, as meals and recreation space are to be provided by the Proposed Development, it is not anticipated that local community services (as mentioned in the above sentence) will experience a significant increase in demand, as they will not be relied upon by the Proposed Development. However, they may still be used to some extent.

Grant 395 (Asylum Grant) supports Local Authorities with a contribution to the costs and pressures of accommodating asylum seekers⁹ across all eligible accommodation types through a baseline payment of £1200 per occupied bedspace at the end of March and quarterly growth payments of £100 per net growth in newly occupied bedspaces. This payment is intended to recognise the existing contribution and longstanding support from local authorities and is to assist with costs of supporting Asylum Seekers. Further details are in the Funding Instructions which are issued to all local authorities, and applies to Financial Year 2026. Future years' funding for Local Authorities will be agreed in due course.

In terms of health effects, the Proposed Development will lead to the provision of good quality and safe accommodation and regular meals, with strongly positive health outcomes for the SUs.

Potential Decommissioning Effects

⁹ Homes Office (2026) *Funding Instruction for Local Authorities: Asylum Grant*. (n.d.). Available at: https://assets.publishing.service.gov.uk/media/69c6b06a471d520038d0f7dc/LA_Funding_Instruction_Asylum_Grant_2026-27_PDF_1.pdf

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Lighting

Baseline Environment

The lighting environment at the Site is currently limited. Outside of the Site, lighting is primarily derived from Lower End and residential dwellings along Lower End and from HM Prison Bullingdon.

The potential receptors are residential, namely the residential units located to the east along Lower End, human receptors at HM Prison Bullingdon (including staff and inmates), and ecological within the treelines and hedgerows around the woodland to the south and east.

Potential Construction Effects

During the construction phase, all effects associated with lighting will be minimised with good practice measures, that will take account of relevant guidance, such the Institution of Lighting Professionals' Guidance Note 1 for the reduction of obtrusive light (2021). For example, floodlighting will not be directed into trees and vegetation. Where required, effects will be reduced through the implementation of a CEMP.

Potential Operational Effects

Operational phase receptors would be as described for the construction phase. Additional receptors will also include the SUs of the Proposed Development.

The current scheme design does not include details of lighting provision, and the co-ordination of lighting and controls strategy will be assessed during RIBA 3 as it was not possible at RIBA 2, therefore impacts from operational lighting are unknown. However, design at RIBA 3 will

endeavour to support energy efficiencies and any other additional mitigation strategies to reduce any potential effects on the above during the operational phase will be incorporated within the design of the development. Therefore, it is considered that there will be no likely significant effects.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Major Accidents and Natural Disasters

Baseline Environment

The Proposed Development is located within Flood Zone 1; however, there are large areas of Flood Zone 2 and 3 present within the Site boundary in the northeast corner. Therefore, there is a low risk of flooding within the immediate Site; however, the surrounding area has a medium to high risk of surface water flooding.

Additionally, due to the nature of the Site and its historic uses, a Preliminary Risk Assessment for Potential Unexploded Ordnance (UXO Report) was undertaken in March 2026. The UXO report stated that there was no evidence of Heavy Anti-Aircraft (HAA) or military training activity. However, the potential for the presence of UXO due to the fact that the Site is MOD and has been in military occupation since WWII cannot be ruled out.

There are no hazardous sites close to the Site that would pose a risk to the Proposed Development.

Potential Construction Effects

It is considered that, while there may be a potential risk of encountering UXO the risk has been assessed as low. However, it is recommended that personnel undertaking construction processes undergo site-specific UXO/Explosive Awareness training. It is possible that a further Detailed Risk Assessment might refine areas of risk. An Emergency Response Plan that establishes clear lines of communication and responsibilities will be required to determine if and when UXO site presence is required.

Also, while there may be a potential risk of a major accident or disaster that could result in environmental effects, the risk of accidents for the construction phase of the development would be controlled through the Construction (Design and Management) Regulations 2015. Additionally, there will be no substantial quantities of hazardous substances stored, or hazardous activities carried out that are not typical for construction works.

Therefore, with these measures in place the risk of a major incident will be low and no significant effects are envisaged.

Potential Operational Effects

During the operational phase, risks can be appropriately mitigated through embedded design measures, such as SuDS, and compliance with statutory design guidelines and Building Regulations. Additionally, as the Proposed Development comprises residential uses, this is inherently low risk in terms of the potential to cause major accidents and disasters. Therefore, significant effects are considered unlikely.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Waste

Baseline Environment

The Site is a non-operational former RAF site that currently does not generate more than low levels of waste.

The nearest permitted waste site is c.7 km northeast of the Site and known as Calvert Landfill site on Brackley Lane, Calvert.

Potential Construction Effects

The construction process for the Proposed Development would generate levels of waste through groundworks and excavations, construction material and fit out packaging and wastage. If required, a Site Waste Management Plan (SWMP) or a CEMP which incorporates the relevant SWMP measures could be prepared pre-commencement and the implementation of the SWMP would ensure good Site management practice. Therefore, no likely significant effects are expected.

Potential Operational Effects

The Proposed Development would mainly produce typical domestic waste streams. It is being designed to incorporate waste storage and recycling facilities in accordance with relevant national and CDC regulations and policies. At present, the Site is currently utilised as an MOD base with storage of military equipment and for the storage of cars requiring bodywork repair. The local planning authority will need to be informed to allow them to plan for adequate capacity. A bespoke waste management plan will be required to understand and support the Site's anticipated operational use.

Provided a robust bespoke waste management plan is produced and given measures are followed, significant effects are not anticipated.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, information on the construction and materials used will be gathered that will aid material recovery during maintenance or deconstruction/demolition, if required.

Furnishings used for the new and retrofitted buildings will be recovered for either reuse on other projects for the Applicant or be recycled. Where reuse or recycling is not possible, disposal will be required as a last resort.

Material usage during the decommissioning phase is likely to be similar to that of construction therefore, potential effects are therefore considered not significant.

Climate Change

Baseline Environment

Greenhouse Gases (GHG)

There are a number of mechanisms through which GHG emissions could potentially be released and sequestered when considering all features within the Site. There would be a slight sequestration through vegetation and soils at the Site, but small emissions through maintenance activities at the site. The Site is currently utilised as an MOD base with storage of military equipment and for the storage of cars requiring bodywork repair, as a storage area there would be minimal emissions associated with traffic, heating and lighting except for transporting of the cars waiting for repair work.

Climate Resilience

The latest UK Climate Projections 2018 (UKCP18) are taken into account. Over the lifetime of the Proposed Development, it is expected that there will be slightly warmer and wetter winter periods and warmer and drier summer periods with an increased frequency of extreme weather events.

Potential Construction Effects

The Proposed Development will include a strategy related to climate change mitigation (GHG emissions reduction). For example, it is proposed to use modern methods of construction (MMC) (e.g. modular buildings) that typically have lower embodied carbon. Where required, a CEMP will be implemented which will include mitigation measures to reduce energy and GHG through control of construction traffic and will also describe the materials used during construction which will focus on lower embodied carbon (e.g. local materials that reduce transportation and therefore GHG) and materials with a higher recycled content.

Due to construction expecting to happen in the near future, there are not expected to be any climate adaptation or resilience requirements. Therefore, no likely significant effects are expected.

Potential Operational Effects

The overall approach to reducing the energy demand of the Proposed Development will be through implementation of thermally efficient, easily controlled, well designed and orientated buildings where practical (low carbon units). Suitable measures which will result in the Proposed Development being able to reduce its carbon emissions are outlined and assessed within the RIBA 2 Design Report, June 2026. These are subject to change at later RIBA stages however, preliminary the proposed design adopts a holistic sustainability approach aligned with UK Government policy, including the Greening Government Commitments (GGC), which require reductions in operational carbon, water use and resource efficiency across the public estate. In this context, the design follows a fabric-first, energy hierarchy-led strategy, supported by efficient building services and the integration of low- and zero-carbon technologies where feasible.

To ensure appropriate climate change adaptation, the planning application will be accompanied by a Flood Risk Assessment and Drainage Design. Details on the surface water design are still to be confirmed within RIBA 3 however, as stated in the hydrology, flood risk and drainage section, the proposals being considered are:

- Attenuation pond/basin;

- Flow control location; and
- Surface water conveyance route.

The majority of the Site is at low risk of surface water flooding with isolated areas of Flood Zone 2 and 3 at the northern and eastern boundary of the Site associated with an unnamed tributary of the River Ray and the River Ray. As such, the drainage design it states that “the design will consider the simple approach (as set out in “Oxford - Local Standards and guidance for SW drainage”) with limited discharge rates for rainfall events up to and including the 1 in 100-year event (including climate change allowance).” This is to ensure that the Proposed Development is designed to accommodate and discharge storm events with appropriate allowance for climate change. Therefore, no likely significant effects are expected.

Potential Decommissioning Effects

At the time of writing this report, there is no information currently available on the plan for the Site once the Proposed Development is decommissioned. However, all decommissioning works would be anticipated to be undertaken in accordance with best practice methods. It is anticipated that the impacts and proposed mitigation during decommissioning would be similar to that of the construction phase and the potential effects are therefore considered not significant.

Planning History

The Site was previously subject to several planning applications for uses such as an immigration centre, however the most recent was in 2013 (with a variation to vary a condition for 11/01494 in 2016) and all have since expired.

Cumulative Effects

Schedule 4 of the EIA Regulations requires the consideration of the likely effects of the project in cumulation with other existing and / or approved development projects. This assessment has therefore considered known projects where information is available in the public domain including all reasonably foreseeable major development projects belonging to other developers

(i.e. those under construction, holding planning permission or that are the subject of submitted planning application). The cumulative assessment also included a search of planning applications submitted for other Strategic Sites within the surrounding area or strategic sites directly relating to the Proposed Development. Table 1 below details other planned or approved major projects within a 2 km radius of the Site.

Table 1: Sites that are submitted for planning and/or have been approved for development

Reference No.	Site	Distance and direction	Description	Cumulative effects likely?	Reasons
25/02373/F	Land at Brook Farm Murcott Road Upper Arncott	1.98 km west	Installation of a solar PV farm together with ancillary infrastructure and equipment, landscaping and access.	Potentially	As this application is currently under consultation and is only at the Screening stage there is no current information on the construction timescales. If the development is approved, there may be a cross over in construction periods which could create cumulative landscape, traffic, air quality and noise impacts.
21/04216/F	HM Prison Bullingdon Patrick Haugh Road Upper Arncott	307 m south-west	Development of a new accommodation houseblock, new office/administration building, new workshop building, extension to existing medical office, new 'programmes/multifaith' building and extension to existing physical recreation building; associated demolition works; extension to the prison car park; associated landscaping.	Unlikely	Planning permission was granted with a restriction that works must be commenced within three years from the date of the permission (22/09/2022). Online sources suggest that construction commenced September 2024. Although construction timescales have not been detailed, each houseblock is estimated to take 12-weeks to complete. Therefore, it is unlikely to have coinciding works with the Proposed Development.
22/00938/SO	St Georges Barracks Arncott Wood Road Arncott Bicester OX25 1PP	1.28 km south-west	Screening Opinion - Request for Environmental Impact Assessment Screening Opinion under Regulation 6(1) of The Planning (Environmental Impact Assessment) Regulations 2017. Redevelopment of St George's Barracks Development on behalf of the Defence Infrastructure Organisation (DIO). The DIO is proposing to demolish the existing poor quality Block 5 accommodation and in its place construct a replacement Junior Ranks Single Living Accommodation (SLA) with 69 bed spaces.	Potentially	The application has been given a delegated decision. Additionally, as it is at Screening Opinion stage, there is no detail in present documents relating to construction timescales.

Cumulative effects in relation to the construction works of the Proposed Development with the identified developments in Table 1 are expected to be minor, as each development will be required to assess and mitigate their own effects and each is expected to be subject to good construction practices (e.g. CEMPs and Construction Traffic Management Plans). Therefore, no significant effects are considered likely.

The potential for cumulative effects during the operational phase is likely to be similar to those outlined in technical sections of this letter, given the degree of distance and relative scale of the other schemes. Mitigation measures from each of those schemes would be expected to reduce any potential effects on, for example, ecological and heritage receptors, and therefore no significant cumulative effects are considered likely.

CONCLUSION

This Annex includes a screening assessment that provides a brief description of the Proposed Development, and the likely significant effects on the environment in line with the requirements of Regulation 6(2) of the EIA Regulations.

The Proposed Development is considered to be a 'Schedule 2 development' under Section 10 (b), considered with particular regard to (b) iii - *the overall area of the development exceeds 5 hectares*. As the development proposes up to 1,256 bedspaces and the site exceeds the size threshold of 5 ha with a total area of 10.1 ha, the Proposed Development meets the Schedule 2 thresholds.

Based on the requirements set out in Schedule 3, it is considered that the Proposed Development is unlikely to result in potentially significant effects on the environment either during the construction, operational and decommissioning phases in relation to any topic. Minor adverse effects may arise in relation to certain environmental topics during construction, operation or decommissioning. However, these are typical of this scale of housing development and are not considered to be significant in EIA terms, once embedded and additional mitigation are taken into account. As such, it is considered that the Proposed Development does not constitute an 'EIA development'.