



DCO Submission

Environmental Statement

**Chapter 16:** Cumulative Effects

**Appendix 16.1:** Cumulative Effects Assessment Matrices

Document 6.16A

On behalf of

**Oxfordshire Railfreight Limited**

Prepared by Oxalis Planning Ltd  
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**ES Chapter 16 Cumulative Effects**

**‘MATRIX 1’ – summary of Cumulative Effects Assessment Stages 1 and 2**

In accordance with the PINS advice, there is a decreasing level of detail likely to be available in the moves from Tier 1 to Tier 3.

ID	Application Ref (if relevant)	Applicant, and brief description	Distance from project	Status	Tier	Stage 1		Stage 2			
						Within ZOI	Progress to Stage 2?	Temporal Overlap?	Scale/nature likely to have significant effect?	Other factors?	Progress to Stage 3 / 4?
1	<p>10/01642/OUT (Approved 22/12/2011)</p> <p>18/00825/HYB RID (Approved 09/09/2022)</p> <p>Recently submitted (2025) major application, ref. 25/02190/HYB RID</p> <p>Local Plan ref: Policy Villages 5, Former RAF Upper Heyford (forms the</p>	<p><b>Heyford Park</b> – Redevelopment to deliver a new settlement of approx. 2,300 dwellings in total (1,600 dwellings allocated, and 761 dwellings already permitted), employment uses (approx. 120k sqm), primary school, and a range of other community facilities.</p>	<p><i>Less than one km of Main Site – some development parcels</i></p>	<p><i>Application for 1,175 dwellings approved.</i></p> <p><i>Recent (2025) planning application for 9,000 dwellings (‘new town’), Ongoing planning process, undetermined and <b>not</b> committed.</i></p> <p><i>Allocated in Adopted Local Plan for approx. 2,300 dwellings. Draft Local Plan (Reg 19) does not propose</i></p>	1	Yes	Yes	<p><i>Potential overlap for construction (uncertain), and for operation/ occupation.</i></p> <p><i>Timing of local planning decision, and national ‘new town’ status , and/or timing of any delivery, remain uncertain.</i></p>	<p><i>Potentially significant impacts including on transport, air quality, noise, visual, landscape, ecology, and socio-economic</i></p>	<p><i>Mineral safeguarding Area</i></p>	<p><b>Yes</b> – consideration to be given to the committed / approved elements; proportionate assessment of ‘live’ but not committed proposals.</p>

ES Appendix 16.1 – Cumulative Effects Matrices

ID	Application Ref (if relevant)	Applicant, and brief description	Distance from project	Status	Tier	Stage 1		Stage 2			
						Within ZOI	Progress to Stage 2?	Temporal Overlap?	Scale/nature likely to have significant effect?	Other factors?	Progress to Stage 3 / 4?
	majority of the allocation)  Draft Local Plan ref: Policy HEY 1 Heyford Park Strategy			<i>additional growth.</i>							
2	Key consents include:  14/02121/OUT (Approved 30/01/2020)  14/01675/OUT as varied by 19/00347/OUT (Approved 18/07/2019)  21/04275/OUT (under consideration)  22/01070/SCOP (Issued)	<b>Bicester expansion/eco-town</b> - 6,000 homes total, local centre hubs, 4 primary and 1 secondary school and other community facilities, and 10ha (min.) employment. – allocated in 2015.  Additional 1,500 homes proposed in emerging new Reg 19 Plan.	<i>Approx 1 – 1.5km from Highway s Works; approx. 2.5k from Main Site, east of the M40.</i>	<i>Some planning applications approved – phased implementation, under construction and occupied in part.</i>  <i>Allocated in Adopted Local Plan for 6,000 dwellings.</i> <i>Proposed to be allocated in draft Local Plan (Reg 19) for proposed additional 1,500 dwellings.</i>	1 & 3	Yes	Yes	<i>Potentially for both construction and operation</i>	<i>Potentially significant impacts including on transport, air quality, landscape and visual, ecology, and socio economic</i>		<b>Yes</b>

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						Within ZOI	Progress to Stage 2?	Temporal Overlap?	Scale/nature likely to have significant effect?	Other factors?	Progress to Stage 3 / 4?
	Adopted Local Plan ref: Policy Bicester 1, NW Bicester Eco-Town  Draft Local Plan ref: Policy BIC H1 NW of Bicester										
3	19/02550/F (Approved at appeal 16/03/2020)  Varied through: 21/04158/F (approved 29/03/2022)	<b>Great Wolf</b> leisure resort – new hotel and water park adj village of Chesterton, east of the M40, south of the A4095.	<i>Approx 2km from Highway s Works; approx. 3km from Main Site, east of the M40.</i>	<i>Application approved at appeal</i>	1	Yes	Yes	<i>Potentially for both construction and operation</i>	<i>Transport is the only likely direct relationship.</i>		<i>Yes – but is located some way from the Main Site – few directly shared receptors.</i>
4		<b>High Speed Rail (HS2)</b>	<i>Closest part of HS2 is East of Bicester (10km+)</i>	<i>National infrastructure Project; under construction</i>	1	No	No	<i>Yes – HS2 is a long-term project</i>	<i>Will support modal shift nationally (away from private car).</i>	<i>Located some way from the Proposed Development – no</i>	<b>No</b>









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						Within ZOI	Progress to Stage 2?	Temporal Overlap?	Scale/nature likely to have significant effect?	Other factors?	Progress to Stage 3 / 4?
1 1	25/02232/OUT (under consideration)	<p><b>Puy du Fou leisure proposals</b>, east of the M40 north of village of Bucknell.</p> <p>Tourism development consisting of show theatres (indoor and outdoor), x3 hotels (total 350 rooms for 1,400 guests), a conference centre (1,000 capacity) and other ancillary facilities (shops, stalls, food &amp; beverage outlets). All facilities would be open to the public only from April to October (not 12 months) and would include night shows up to 11pm. During November to March the conference centre and hotels would still operate.</p>	<p><i>Approx 2km east of the Main Site (east of the M40)</i></p>	<p><i>Live planning application, not yet determined.</i></p> <p><b>Not a committed development.</b></p>	1	<p><i>Not re: Main Site, but yes re: part of h'ways works</i></p>	Yes	<p><i>Potential overlap for construction and operation/ occupation</i></p>	<p><i>Potentially significant impacts including on transport and associated air quality and noise, landscape and visual, socio-economic</i></p>		<p><b>Yes</b> – proportionate assessment of this non-committed potential future development. Is located some way from the Main Site – few directly shared receptors.</p>

**MATRIX 2 – Summary of potential cumulative effects (stages 3 and 4)**

Please also see narrative in **Section 16.4** relating to ‘inter-project effects.

Project ID (from Matrix 1)	Tier	Application Ref (if relevant)	Applicant, and brief description	Assessment of potential cumulative effect with NSIP	Proposed mitigation applicable to NSIP	Residual cumulative effects <sup>1</sup>
1	1 & 3	10/01642/OUT (Approved 22/12/2011)  18/00825/HYBRID (Approved 09/09/2022)	<b>Heyford Park</b> redevelopment – Dorchester Living.  Consented and allocated residential led redevelopment	Varied likely interactions and effects with some shared (common) receptors during both construction and operational phases. Cumulative socio-economic impacts (including benefits) likely given scale of approved development.  Potential (temporary) <b>construction</b> effects most relevant to traffic, air-quality (including dust) and noise, and ecology.  Key potential <b>operational</b> effects and interactions are with regard to traffic and transport (and associated air quality and noise); landscape and visual; lighting, and ecology.	<b>CEMP</b> , including regarding construction traffic routeing.  OxSRFI <b>highways</b> mitigation take account of consented and allocated development at this site – transport benefits are identified overall.  OxSRFI <b>landscape and visual</b> mitigation considers context, and seeks to minimise and reduce effects and interactions. <b>Lighting</b> strategy mitigates potential off-site effects. Substantial screening of views into the OxSRFI site also helps minimise harm to <b>heritage</b> assets within Heyford Park.	<b>No significant residual cumulative effects likely.</b>  Varied likely interactions and effects with some shared (common) receptors, but few significant adverse likely cumulative effects are identified.  <b>Adverse cumulative</b> effects with regard to shared <b>landscape and visual</b> receptors, including users of local public rights of way. Unlikely to be extensive or significant.  Cumulative <b>ecological effects</b> likely to be mitigated to below significant levels, with some potential cumulative gains/benefits.  Cumulative <b>socio-economic benefits</b> are likely given

<sup>1</sup> Please see the narrative which accompanies this Matrix and which is relevant to some cumulative issues of wider relevance, including agricultural land, and other ES topics.

ES Appendix 16.1 – Cumulative Effects Matrices

Project ID (from Matrix 1)	Tier	Application Ref (if relevant)	Applicant, and brief description	Assessment of potential cumulative effect with NSIP	Proposed mitigation applicable to NSIP	Residual cumulative effects <sup>1</sup>
				<p>Many heritage assets within Heyford Park are a shared receptor to both sites. Both sites are located in parts of the same mineral safeguarding area.</p>	<p><b>Ecological</b> mitigation, coupled with significant BNG within the OxSRFI scheme helps minimise effects on any shared receptors or habitats common to both sites.</p> <p>Re-use of site-won <b>minerals</b> reduces adverse impacts of OxSRFI, and harm to mineral safeguarding as a whole.</p>	<p>opportunities for new jobs to be filled by new local residents, with a reduced need to travel.</p>
	1	2025, live major application, ref. 25/02190/HYB RID	<p><b>Heyford Park</b> redevelopment – Dorchester Living.</p> <p><u>Proposed ‘new town’ of 9000 new homes and other uses – not determined.</u></p>	<p>As above, albeit development of a more significant scale further increases the potential for cumulative effects during both construction and operational phases, including with regard to <b>built heritage</b> assets within Heyford Park, plus additional visual effects and on the wider <b>landscape</b>. Greater scope for further <b>ecological</b> impacts.</p> <p>Increased cumulative <b>transport</b> effects are likely.</p>	As above.	<p>Significant cumulative <b>socio-economic benefits</b> are likely. Combined investment in public transport and active travel could deliver increased benefits locally.</p> <p>Some likely cumulative <b>significant adverse landscape change and effects</b> with the increased scale of the additional proposed development at Heyford Park notably increasing the level of impact on some receptors. The combined scale and extent of the respective developments will result in potentially significant effects,</p>

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						<p>principally at a localised scale. More broadly, the cumulative landscape effects will generally be reduced (and below significant levels).</p> <p>Any cumulative <b>visual</b> effects from the <b>landscape</b> to the west and from the River Cherwell valley are unlikely, as although the Heyford Park New Town proposals would be readily visible from this direction and from this part of the River Cherwell valley, the Proposed Development (OxSRFI) will not be visible,</p> <p>This scheme would result in substantial changes within the setting of <b>RAF Upper Heyford Conservation Area</b>, and has the potential to directly affect the character and appearance of the Conservation Area beyond those effects of OxSRFI. Mitigation measures anticipated as part of Heyford Park will reduce its impacts, and therefore reduce the levels of residual cumulative impact, but cumulative <b>built heritage</b> effects are likely to be of</p>

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Project ID (from Matrix 1)	Tier	Application Ref (if relevant)	Applicant, and brief description	Assessment of potential cumulative effect with NSIP	Proposed mitigation applicable to NSIP	Residual cumulative effects <sup>1</sup>
						<p>a higher magnitude than OxSRFI alone.</p> <p>Cumulative <b>ecological effects</b> likely to be mitigated to below significant levels, with some potential cumulative gains/benefits.</p> <p>Based on current (as yet incomplete) <b>highways</b> data and mitigation details regarding the Heyford Park 'new town', no significant highways effects are considered likely, albeit with the new town scheme approved the likely transport (highways) benefits delivered by OxSRFI would be reduced.</p>
2	1 & 3	<p>14/02121/OUT (Approved 30/01/2020)</p> <p>14/01675/OUT as varied by 19/00347/OUT (Approved 18/07/2019)</p>	<p><b>Bicester North West</b> 'eco-town' urban extension of 6,000 homes total, local centre hubs, 4 primary and 1 secondary</p>	<p><b>Transport</b> and highways is the primary likely cumulative effect during both construction and operational phases – other topics less relevant given the distance from the OxSRFI scheme which reduces many other interactions.</p>	<p><b>CEMP</b>, including regarding construction traffic routeing.</p> <p>OxSRFI <b>highways</b> mitigation take account of the consented and allocated development at this site – transport benefits are identified overall.</p>	<p><b>No likely significant residual cumulative effects identified.</b></p> <p>Overall residual highways benefits.</p> <p>Some in combination cumulative <b>landscape</b> effect upon the wider landscape, albeit relatively limited given the physical and visual separation between the respective</p>

Project ID (from Matrix 1)	Tier	Application Ref (if relevant)	Applicant, and brief description	Assessment of potential cumulative effect with NSIP	Proposed mitigation applicable to NSIP	Residual cumulative effects <sup>1</sup>
		<p>21/04275/OUT (under consideration)</p> <p>22/01070/SCO P (Issued)</p> <p>Adopted Local Plan ref: Policy Bicester 1, NW Bicester Eco-Town</p>	<p>school and other community facilities, and 10ha (min.) employment.</p> <p>Multiple developers envisaged.</p>	<p>Potential for some wider <b>landscape</b> or <b>visual</b> effects on any shared receptors, but considered relatively limited.</p>	<p>OxSRFI <b>landscape and visual</b> mitigation considers context, and seeks to minimise views into the site from all nearby receptors, and to minimise wider landscape effects.</p> <p><b>Ecological</b> mitigation, including BNG.</p>	<p>site extents. Cumulative adding of built development to east and west of M40 unlikely to result in significant effects. Cumulative <b>visual</b> effects largely limited to some PROW and road users where they may experience views towards both projects, either from the same position or sequentially when travelling (on roads or PROW). Unlikely to be extensive or significant.</p> <p>Potential cumulative <b>ecological</b> effects, but unlikely to be significant.</p> <p>Cumulative indirect and minor adverse <b>lighting</b> effects on some shared receptors.</p>
3	1	<p>19/02550/F (Approved at appeal 16/03/2020)</p> <p>Varied through: 21/04158/F</p>	<p><b>Great Wolf</b> leisure resort – new hotel and water park adj village of Chesterton, east of the M40,</p>	<p><b>Transport</b> and highways is the primary likely cumulative effect during both construction and operational phases – other topics less relevant given the distance from the OxSRFI scheme which reduces many other interactions.</p>	<p><b>CEMP</b>, including regarding construction traffic routeing.</p> <p>OxSRFI <b>highways</b> mitigation take account of the consented and allocated development at this site – transport benefits are identified overall.</p>	<p><b>No likely significant residual cumulative effects identified.</b></p> <p>Overall residual highways benefits. Cumulative landscape and visual effects will be limited to the potential for some sequential visual effects for users of the M40</p>

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		(approved 29/03/2022)	south of the A4095.  East of M40.			motorway. These will not be notable or extensive.
7	1	15/01357/F (Phase 1 – south) (approved 14/09/2023)  21/03523/OUT (Phase 2 – north) (approved 14/09/2023)  22/03063/F (new application for the whole site) (approved 12/03/2025)	<b>David Wilson homes</b> residential site (was Pye Homes). Residential development for 123 homes.	Key potential interactions and cumulative effects during construction and operational phases are on <b>transport, landscape and visual, lighting, and ecology</b> .  Specific to construction, potential interactions relating to <b>air quality (dust) and noise</b> .	<b>CEMP</b> , including regarding construction traffic routeing.  OxSRFI <b>highways</b> mitigation take account of the consented and allocated development at this site – transport benefits are identified overall.  OxSRFI <b>landscape and visual</b> mitigation considers context, and seeks to minimise and reduce effects and interactions.  <b>Ecological</b> mitigation, including BNG.  <b>Lighting</b> strategy mitigates potential off-site effects.	<b>No likely significant residual cumulative effects identified.</b>  Overall residual highways benefits.  Cumulative <b>landscape</b> effects will be localised to the area immediately surrounding this project site, on the edge of Heyford Park. <b>Visual</b> effects will principally relate to users of a short section of Camp Road and residents of some properties on the current eastern edge of Heyford Park, and at the Duvall Homes park. These in combination effects will be relatively limited and localised.  Cumulative indirect and minor <b>lighting</b> effects on some shared receptors, similarly minor landscape and visual cumulative effects.

Project ID (from Matrix 1)	Tier	Application Ref (if relevant)	Applicant, and brief description	Assessment of potential cumulative effect with NSIP	Proposed mitigation applicable to NSIP	Residual cumulative effects <sup>1</sup>
8	1	<p><u>Albion Land applications:</u> 21/03266/F (infrastructure only), 21/03267/OUT (east of the A43), 21/03268/OUT (west of the A43)</p> <p><u>Tritax application</u> (also known as Symmetry Park): 22/01340/OUT</p>	<p><b>Albion Land and Tritax Distribution development proposals.</b></p> <p>Total 580,000 sqm (GIA) of logistics floorspace between the Albion Land and Tritax proposals.</p> <p>East of M40, north of Junction 10.</p>		<p><b>CEMP</b>, including regarding construction traffic routeing.</p> <p>OxSRFI <b>highways</b> mitigation – transport benefits are identified overall.</p> <p>OxSRFI <b>landscape and visual</b> mitigation considers context, and seeks to minimise and reduce effects and interactions.</p> <p><b>Ecological</b> mitigation, including BNG.</p>	<p>Overall residual <b>highways</b> benefits with these potential future (currently not committed) development proposals, but with them in place the benefits delivered by OxSRFI are reduced.</p> <p>The most notable cumulative <b>visual</b> effects are likely to arise for road users, in sequential terms, where the respective development proposals are seen and experienced along a route (e.g road users on both the B430 and A43 who pass and see both schemes). These <b>could be residual significant effects</b>. Other cumulative visual effects are likely to be relatively limited.</p>
9	1	<p>22/01144/F (Approved 16/02/2023)</p> <p>25/00284/F (under consideration)</p>	<p><b>M40 J9, associated with Tritax development (for Siemens), and wider proposed (draft) allocations</b></p>	<p>Given distance from Main Site, potential cumulative effects are considered limited.</p> <p>Cumulative <b>transport</b> impacts are considered in the Transport Assessment.</p>	<p><b>CEMP</b>, including regarding construction traffic routeing.</p> <p>OxSRFI <b>highways</b> mitigation – transport benefits are identified overall.</p> <p><b>Ecological</b> mitigation, including BNG.</p>	<p><b>No likely significant residual cumulative effects identified.</b></p> <p>Overall residual highways benefits.</p> <p>The limited scale and <b>landscape</b> change arising from the OxSRFI works at Junction 9 will greatly limit any in combination effects.</p>

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			Up to 56,162 sqm (GIA) of B2 floor space and ancillary uses (22/01114/F) Up to 163,337 sqm of B2 and B8 floor space (25/00284/F)			Limited (negligible) other effects given modest scale of OxSRFI works at Junction 9 (in the highway), including regarding <b>Ecology</b> .
10	1	21/04289/OUT  (Planning Appeal allowed 05/03/2024)	<b>Richborough Estates</b> Residential development off Camp Road for up to 230 homes.	Key potential interactions and cumulative effects are on <b>transport, landscape and visual, lighting, and ecology</b> .	<b>CEMP</b> , including regarding construction traffic routeing.  OxSRFI <b>highways</b> mitigation take account of the consented and allocated development at this site – transport benefits are identified overall.  OxSRFI <b>landscape and visual</b> mitigation considers context, and seeks to minimise and reduce effects and interactions.  <b>Lighting</b> strategy mitigates potential off-site effects.	<b>No likely significant residual cumulative effects identified.</b>  Overall residual highways benefits.  <b>Landscape</b> effects will be localised to a small, localised area on the edge of Heyford Park immediately surrounding this project site.  <b>Visual</b> effects will principally relate to users of Camp Road and residents of some properties on the eastern edge of Heyford Park and at the Duvall Homes park. These in combination visual effects will be relatively limited and localised.

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					<p><b>Ecological</b> mitigation, including BNG.</p>	<p>Cumulative indirect and minor <b>lighting</b> effects on some shared receptors.</p> <p>With mitigation, cumulative <b>ecological</b> effects likely to remain below significant levels.</p>
11		25/02232/OUT (under consideration)	<p><b>Puy du Fou leisure proposals</b>, including indoor and outdoor theatres, 3 x hotels, and ancillary uses and facilities, including conference facilities. East of M40.</p>	<p>Key potential interactions and cumulative effects are on <b>transport, landscape and visual</b>.</p> <p>Cumulative <b>socio-economic</b> impacts likely given scale of approved development.</p>	<p><b>CEMP</b>, including regarding construction traffic routeing.</p> <p>OxSRFI <b>highways</b> mitigation – transport benefits are identified overall.</p> <p>OxSRFI <b>landscape and visual</b> mitigation considers context, and seeks to minimise and reduce effects and interactions.</p> <p><b>Ecological</b> mitigation, including BNG.</p>	<p>Overall residual highways benefits, with relatively limited minor reductions to those benefits as a result of the Puy du Fou scheme.</p> <p>The combined scale and extent of the developments will result in <b>some likely significant cumulative landscape change and effects</b>, principally at a localised scale. Wider effects likely to be reduced below that level. Any significant cumulative <b>Visual</b> effects likely to be relatively limited to stretches of PROW and Ardley Road, close to the east and west of the M40 motorway. Such significant effects likely where the developments are experienced in sequential terms, and in close views.</p>

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						<p>Limited likely <b>ecological</b> effects.</p> <p>Cumulative indirect and minor significance <b>lighting</b> effects on some shared receptors.</p>