

PLANNING APPLICATION FOR CHANGE OF USE VEHICLE PROCESSING ON THE EASTERN LENGTH OF THE SOUTHERN TAXIWAY

UPPER HEYFORD

VISUAL ASSESSMENT AND LANDSCAPE STATEMENT

ON BEHALF OF PARAGON FLEET SOLUTIONS

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

Pegasus Group

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1. INTRODUCTION

- 1.1 This report has been produced on behalf of Paragon Fleet Solutions and forms a Visual Assessment and Landscape Statement in relation to the application for new revised arrangements for car processing at Upper Heyford as set out in the Planning and Heritage Statement. Car processing is defined as the inspection, valeting, washing, repairing, tyre replacement, processing and delivery of cars and other processing activities that may be required from time to time.
- 1.2 The purpose of this report is to assess the visual effects and landscape effects (features and character) which would result from the use of the eastern part of the southern taxiway for car processing purposes.
- 1.3 This report has been prepared by Chartered Members of the Landscape Institute and has been undertaken in accordance with best practice guidelines as set out in Guidelines for Landscape and Visual Assessment (3rd edition April 2013).
- 1.4 Field and photographic surveys were undertaken in August 2013. Photographs have been taken using a tripod and fixed 50mm focal length lens camera as recommended in Photography and Photomontage in Landscape and Visual Impact Assessment (Advice Note 01/11).

2. DESCRIPTION OF PROPOSALS

- 2.1 The proposals seek permanent planning permission for the use of an eastern length of the southern taxiway in conjunction with the current lawful car processing use at Upper Heyford Airbase (Lead Appeal Ref: APP/C3105/A/08/208594).
- 2.2 The area covered by the application, to the east of building 366 and north of buildings 3042 and 3036, as shown on Areas Plan P.0754_19-1B (Appendix 1) will allow the processing of [2,135] vehicles which when combined with the areas currently used will retain an operational capacity of 6,000 vehicles.
- 2.3 The use will not involve any change to any hard-standing area. The only engineering and built structures proposed are the ditch and bund earthworks to provide security and screening on the northern and southern boundaries, combined with an Armco [and fencing boundary] at the eastern end of the taxiway. This type of treatment is authorised at Upper Heyford through the discharge of Condition 7 Security (ref: 12/00040/F).
- 2.4 The use will not involve any new lighting and the lighting system approved in discharge of Condition 7 remains (ref: 12/00040/F).
- 2.5 A related detailed matter relevant to heights of vehicles is also covered by the submission and the proposed S106 Undertaking which will restrict the areas in which vehicles over a prescribed height can be parked whilst not involved in specific activities.

3. BASELINE STUDIES

Site Context

- 3.1 Upper Heyford Airbase comprises an area of open grassland bisected by former runways, taxiways and hard-standing. Around the periphery of this open area are strategically located Hardened Aircraft Shelters (HASs) and other buildings relating to the site's former use as a strategically important airbase during the Cold War.
- 3.2 In addition to the existing car processing activities the Airbase has a number of other uses including a Police dog and driver training centre, industrial and agricultural storage and other commercial and business activities. In the southern part of the Airbase there are existing and proposed residential areas.
- 3.3 The existing car processing activities take place along the southern taxiway between Building 350 in the west and the Southern Conventional Arms Store Building 1601 in the east (Appendix 1). There are also car processing areas within the South Aircraft Shelters and Southern Hardened Aircraft Shelters (HAAs) to the north and south of the taxiway respectively. Other areas off the main taxiway are used for deliveries and refuelling.
- 3.4 Currently the area shown as retained existing process/storage on the plan in Appendix 1 has the benefit of full planning permission but there is an area of car processing at the eastern end of the site which is subject to temporary planning permission.
- 3.5 The application by Paragon seeks full planning permission for part of the area currently subject to temporary planning permission to east of building 366 and north of buildings 3042 and 3036. However, it should be noted that his proposal does not simply seek to maintain the status quo as the new eastern car processing boundary would be realigned approximately 175 metres to the west compared with the current situation i.e. there would be an reduction in the area of car processing currently lawfully operating on the site.

Designations

- 3.6 The proposed site is located within the RAF Upper Heyford Conservation Area. The RAF Upper Heyford Conservation Area was designated in April 2006. A Conservation Area Appraisal (CAA) was produced for the site and adopted by the

Council in April 2006. The CAA includes the historic significance of the site, analyses its character and heritage assets, assesses the special interest and negative factors affecting the airbase and summarises the issues. It is considered that the airbase has heritage value because;

'The landscape setting and hardened concrete structures of the former RAF Upper Heyford have the power to communicate the atmosphere of the Cold War.'

Landscape Features

- 3.7 The application site is located in the eastern part of the airfield and comprises part of the southern taxiway and the edge of the adjacent grassland area. There is no woody vegetation associated with this part the site and no wetland habitats.
- 3.8 There is a 56 hectare Local Wildlife Site (LWS) located immediately to the north of the proposed car processing area (Appendix 9). In 2002 approximately 20% of the LWS comprised lowlands calcareous grassland, a BAP priority habitat, however the Cherwell Conservation Area Appraisal points out that most of the grassland within the LWS is quite poor in broad leaved species and is dominated by common, robust grasses: principally Red Fescue, Timothy, Cocks-foot and Tall Fescue.
- 3.9 There is an existing ditch and bund, part of which is combined with fencing, to the north and south of the retained existing process/storage area (Appendix 2). Currently, 1 metre high, closely spaced concrete drainage rings filled with rubble provide security for the existing temporary car processing activities along the northern edge and eastern end of the southern taxiway.

Landscape Character

- 3.10 The site is located in the centre of the Upper Heyford Plateau area of the Cherwell District landscape assessment (1995).

'The Upper Heyford Plateau lies immediately to the east of the Cherwell Valley, on the highest rise of the White Limestone. A lower area than the Ironstone Hills, it is nonetheless an exposed, level open plateau, which dips very gently into rolling hills to the south-east. Upper Heyford Airbase comprises about a third of this character area and dominates the landscape'

3.11 The RAF Upper Heyford Conservation Area Appraisal (2006) provides a more detailed analysis of the character of the Airbase (Appendix 7). The proposed car processing area would incorporate parts of the South Aircraft Shelters (1D), Runway East Terminal (3) and Southeast Hardened Aircraft Shelters (HAS) (6).

3.12 The South Aircraft Shelters area is described as follows:

'The open aircraft shelters located in this area lack the dominant presence of the HASs. Current usage has robbed the landscape of any defining characteristics'

3.13 The Runway East Terminal is described as follows:

'The area has some characteristics of 1A (The Central Airbase) but the land dips slightly to the east and there are wide views across the more-or-less level surrounding farmland of the Fritwell and Caulcott Plateaux. The overall character is therefore very different from 1A and the area lies outside the 1940's core, having been constructed in the 1950's.'

3.14 The Southeast HASs area is described as follows:

'This area has a distinctive character because of the HASs and ancillary structures are relatively close together. But the visual link with the major part of the Landscape of Flexible Response is poor and it lacks the simplicity and openness of Area 1.'

3.15 The RAF Upper Heyford Comprehensive Planning Brief (2007) assigns a level of significance (International, National, Regional and Local) to each identified character area. Whereas the retained existing car processing areas i.e. The South Aircraft Shelters (1D) and South east HAAS (6) are considered to be of Regional and Local/Regional significance respectively the existing temporary car processing area Runway East Terminal (3) is of lower level Local significance.

3.16 To the north of the application site the Central Runway (1A) which comprises an open landscape dominated by level areas of grass and hard surfaces is considered to be of National significance.

Visual Amenity

- 3.17 A broad visual appraisal has been carried out to determine how the proposed car processing would have a bearing on the visual amenity of receptors in the surrounding landscape. This assessment was undertaken in September 2013.
- 3.18 Field work has established that there would be no off site public views of the existing car processing area. Similarly there would be no off site views of the proposed car processing area.
- 3.19 It is clear that the potential for any significant visual effects would be likely to occur at the eastern end of the airfield in close proximity to the proposed car processing area.
- 3.20 Although there is currently no public access to the airfield there are occasional open days when visitors are permitted. Receptor sensitivity from these areas is considered to be medium to low depending on the Significance of the conservation character area (Appendix 8).
- 3.21 It is also proposed to reinstate former public rights of way known as Aves Ditch, at the eastern end of the airfield, and Portway in the west. The approved route of Aves Ditch is along the perimeter road to the north of the Southern Conventional Arms Store. However, this is now understood to be most likely to be reopened on an alignment which is routed south of the bomb stores and around the eastern end of the main runway. Receptor sensitivity from these reinstated public rights of way would be high.

4. EFFECT ON LANDSCAPE CHARACTER

- 4.1 Vehicles used in the new permanent car process/storage area could be limited to 2 metres in height. As consequence they would be low and follow the existing topography and would be seen in the context of other vehicles parked within the retained process/storage area.
- 4.2 It is considered that the removal of the existing concrete drainage rings and their replacement with a ditch and bund would have a beneficial effect on landscape character. The proposed grass covered ditch and low bund would be assimilated into the large scale open landscape of the airfield and would also be in accordance with the established landscape character of the airfield.
- 4.3 The proposed car processing would not introduce any new elements into the South Aircraft Shelters and Southeast HASs character areas as vehicles and bunding are already present in the retained process/storage area. As a consequence the landscape character of these areas would not change. As noted in 3.12 the South Aircraft Shelters lack the dominant presence of the HASs and the area lacks any defining characteristics. With regard to landscape character, as described in 3.14, the Southeast HASs lack the simplicity and openness of Area 1 (The Flying field) and the visual link with the major part of the Landscape of Flexible Response is poor.
- 4.4 The introduction of a ditch and bund and two Armco barriers (across areas of hard-standing) would introduce new elements into the Runway East Terminal character area. However, any effect would be reversible and this is the least sensitive character area as the land dips away to the east and lies outside the 1940's core, having been constructed in the 1950's, as noted in 3.13.
- 4.5 With regard to the character of the overall RAF Heyford Conservation Area the proposed car processing area lies outside the Core Area of National Significance and away from the Scheduled and Listed buildings. It is important to note that the Secretary of State approved the lawful use for car processing in the Regionally Significant area and in close proximity to the area of National Significance. In doing so the Secretary of State concluded that the original proposal minimised the visual impact of the parked vehicles by "using the least sensitive part of the site" (para. 26). The current proposals are in part located in an area of Regional Significance accepted by the Secretary of State but the

majority of the site is located in an area of lesser significance in terms of the character of the Conservation Area.

Summary

- 4.6 The proposed car processing would not introduce any new elements into the South Aircraft Shelters and Southeast HASs character areas as vehicles and bunding are already present in the retained process/storage area. As a consequence the landscape character of these areas would not change.
- 4.7 The introduction of a ditch and bund and two Armco barriers (across areas of hard-standing) would introduce new elements into the Runway East Terminal character area. However, this is the least sensitive character area and any effect would be reversible.
- 4.8 The overall effect on the landscape character of the RAF Heyford Conservation Area can be shown to be acceptable since the new permanent process/storage area uses the least sensitive part well removed from the Nationally important area and is focussed on the Locally significant area therefore having a lesser impact than that previously approved by the Secretary of State.

5. EFFECT ON VISUAL AMENITY

- 5.1 A visual appraisal has been carried out to determine how the proposed car processing would have a bearing on the visual amenity of receptors in the surrounding landscape. This assessment was undertaken in September 2013.
- 5.2 Field work has established that there are no off site public views of the retained existing process/storage area. Similarly there would be no off site views of the new permanent process/storage area.
- 5.3 A range of viewpoint locations within RAF Upper Heyford have been selected in order to illustrate the potential visual effect of the new permanent process/storage area (Appendix 3). Key views are tested from the main runway, reconnected Portway and Aves Ditch footpaths, taxiways in the central plateau, Northern Bomb Store and Special Weapons Area and Perimeter Road. The photoviews for each location are presented in Appendix 4.
- 5.4 An assessment of the visual effects likely to be experienced at each viewpoint is set out in the Visual Assessment Table (Appendix 6). The Visual Assessment Table demonstrates that the new permanent process/storage area would have no visual effect from a great majority of the Upper Heyford Airbase (Photoviews 1,2,3,4,5,6,7,13,14,17 and 18).
- 5.5 Photoviews 7, 8, 10 and 12 provide illustrative photoviews along the approved route of Aves Ditch. From most locations the proposed the bund would screen views of the new permanent process/storage area. However, in a limited number of locations views of the new permanent process/storage area would be visible beyond the proposed Armco barrier and existing fence. Viewpoint 12, at a distance of approximately 100 metres, illustrates a worst case scenario where the visual effect would be moderate adverse but is considered to be within acceptable limits (Appendix 6).
- 5.6 Photoview 9 is taken at an eye height of 3 metres and represents the view from the proposed public viewing platform at the eastern end of the runway. At a distance of over 650 metres the proposed cars process/storage area would be seen as relatively small part of a wide panorama and would largely be screened by the proposed bund. With a high receptor sensitivity and low/negligible magnitude of change the visual effect would be moderate/minor adverse but is considered to be within acceptable limits.

- 5.7 Photoviews 13 and 14 provide illustrative photoviews along the alternative route of Aves Ditch and as a consequence receptor sensitivity would be high. In these close proximity views (250 metres and 150 metres respectively) existing buildings, trees and the proposed bund would combine to screen any views of vehicles within the new permanent process/storage area and there would be no visual effect.
- 5.8 Photoviews 4 and 5 illustrate that the new permanent process/storage area would have no visual effect on views from the reinstated Portway footpath.
- 5.9 The key viewpoints from within the airfield are in close proximity to the proposal as illustrated by Photoview 11 on the southern taxiway, 250 metres to the east of the new process/storage area, and photoviews 15 and 16 on the main runway to the north of the new permanent process/storage area, at distances of 250 metres and 400 metres respectively.
- 5.10 It is not intended to extend the proposed ditch and bund across the southern taxiway. Photoview 11 illustrates that it would only be possible to see vehicles at the eastern end of the proposed car processing area where an Armco barrier is proposed and the overall visual effect would be slight
- 5.11 Photoview 15 shows that the existing retained process/storage area within the Southeast HASs is clearly visible in the middle distance. Currently vehicles can also clearly be seen in the temporary process/storage area between building 366 and building 1111 and beyond along the taxiway to the east as shown in Appendix 5 (Existing Situation). With the proposed 1.5 metre high bund in place the visual effect of the vehicles would be substantially reduced as shown in Appendix 5 (Potential Screening Effect of Bund) and as a consequence there would be a beneficial effect compared to the current situation.

Summary

- 5.12 There are no off site public views of the retained existing process/storage area. Similarly there would be no off site views of the new permanent process/storage area.
- 5.13 There would be no significant effect on views associated with any anticipated realignment of the Aves Ditch and Portway public rights of way.

5.14 Potentially the greatest visual effect is likely to occur from within the Nationally Sensitive part of the conservation area to the north of the proposal. Photoview 15 shows that the existing retained process/storage area within the Southeast HASs is clearly visible in the middle distance. Currently vehicles can also clearly be seen in the temporary process/storage area between building 366 and building 1111 and beyond along the taxiway to the east as shown in Appendix 5 (Existing Situation). With the proposed 1.5 metre high bund in place the visual effect of the vehicles would be substantially reduced as shown in Appendix 5 (Potential Screening Effect of Bund) and as a consequence there would be a beneficial effect compared to the current situation.

6. LANDSCAPE EFFECTS

- 6.1 No woody vegetation would be affected by the proposal.
- 6.2 No wetland habitats would be affected by the proposal.
- 6.3 No buildings or areas of hard-standing would be changed by the proposal.
- 6.4 The existing concrete drainage rings placed along the edge of the southern taxiway for security purpose would be removed and replaced with a ditch and bund system in the edge of the adjacent grassland (Appendix 2). The ditch and bund would be dual purpose with security and screening functions.
- 6.5 The proposed bund would be 1.5 metres high in order to screen parked vehicles (most cars having a roof height of up to 1.5 metres). The ditch would be a maximum of 1.5 metre deep (Appendix 10). One face of the ditch would be steep and one would slope so that any wildlife can easily escape. As a consequence there would be a marginal increase in the area of grassland.
- 6.6 In order to maintain the existing seedbank of local grassland species topsoil would be stripped from the proposed area of the ditch and bund to a depth of 100mm and carefully stockpiled. Following creation of the bund with subsoil excavated from the ditch the stripped topsoil would be replaced.
- 6.7 It is proposed that the bare soil created by the ground works could be:
- Sown with an appropriate calcareous grassland seed mix such as Emorsgate EM6 (meadow mixture for chalk and limestone soils);
 - Sown with seed collected from the existing calcareous grassland area;
 - Allowed to regenerate naturally.

The actual restoration strategy would be discussed with Cherwell District Council and the agreed scheme would be submitted for approval.

- 6.8 In addition to extending the area of calcareous grassland the creation of a steep south facing bank would potentially have a beneficial effect on habitats for reptiles and invertebrates.

Summary

- 6.9 No woody vegetation, wetland habitats, buildings or areas of hard-standing would be affected by the proposal. Construction of the proposed ditch and bund would result in a marginal increase in the area of lowland calcareous grassland and could have a beneficial effect on the area of lowland calcareous grassland on the site. It is also considered that the creation of a steep south facing bank would potentially have a beneficial effect on habitats for reptiles and invertebrates.

7. CONCLUSIONS

- 7.1 This report has been produced on behalf of Paragon Fleet Solutions and forms a Visual Assessment and Landscape Statement in relation to the application for new revised arrangements for car processing at Upper Heyford as set out in the Planning and Heritage Statement.
- 7.2 There are no off site public views of the retained existing process/storage area. Similarly there would be no off site views of the new permanent process/storage area.
- 7.3 There would be no significant effect on views associated with any anticipated realignment of the Aves Ditch and Portway public rights of way.
- 7.4 Potentially the greatest visual effect is likely to occur from within the Nationally Sensitive part of the conservation area to the north of the proposal. Photoview 15 shows that the existing retained process/storage area within the Southeast HASs is clearly visible in the middle distance. Currently vehicles can also clearly be seen in the temporary process/storage area between building 366 and building 1111 and beyond along the taxiway to the east as shown in Appendix 5 (Existing Situation). With the proposed 1.5 metre high bund in place the visual effect of the vehicles would be substantially reduced as shown in Appendix 5 (Potential Screening Effect of Bund) and as a consequence there would be a beneficial effect compared to the current situation.
- 7.5 The proposed car processing would not introduce any new elements into the South Aircraft Shelters and Southeast HASs character areas as vehicles and bunding are already present in the retained process/storage area. As a consequence the landscape character of these areas would not change.
- 7.6 The introduction of a ditch and bund and two Armco barriers (across areas of hard-standing) would introduce new elements into the Runway East Terminal character area. However, this is the least sensitive character area and any effect would be reversible.
- 7.7 The overall effect on the landscape character of the RAF Heyford Conservation Area can be shown to be acceptable since the new permanent process/storage area uses the least sensitive part well removed from the Nationally important area and is focussed on the Locally significant area therefore having a lesser impact than that previously approved by the Secretary of State.






- 7.8 No woody vegetation, wetland habitats, buildings or areas of hard-standing would be affected by the proposal. Construction of the proposed ditch and bund would result in a marginal increase in the area of lowland calcareous grassland and could have a beneficial effect on the area of lowland calcareous grassland on the site. It is also considered that the creation of a steep south facing bank would potentially have a beneficial effect on habitats for reptiles and invertebrates.
- 7.9 It is considered that the removal of the existing concrete drainage rings and their replacement with a ditch and bund would have a beneficial effect on views and landscape character.
- 7.10 This report therefore demonstrates that the proposed car processing on the eastern part of the southern taxiway would be acceptable in terms of the visual amenity, landscape character and landscape features of the Upper Heyford Airbase.

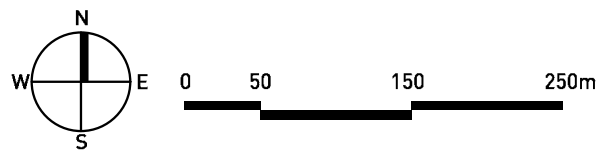
APPENDIX 1

AREAS PLAN



KEY:

-  Retained Existing Processing (Approx 3865 Cars)
-  New permanent Processing (Approx 2135 Cars)
-  Tanker Area (Approx 1020 Cars)
-  Delivery Area
-  Fuelling Area

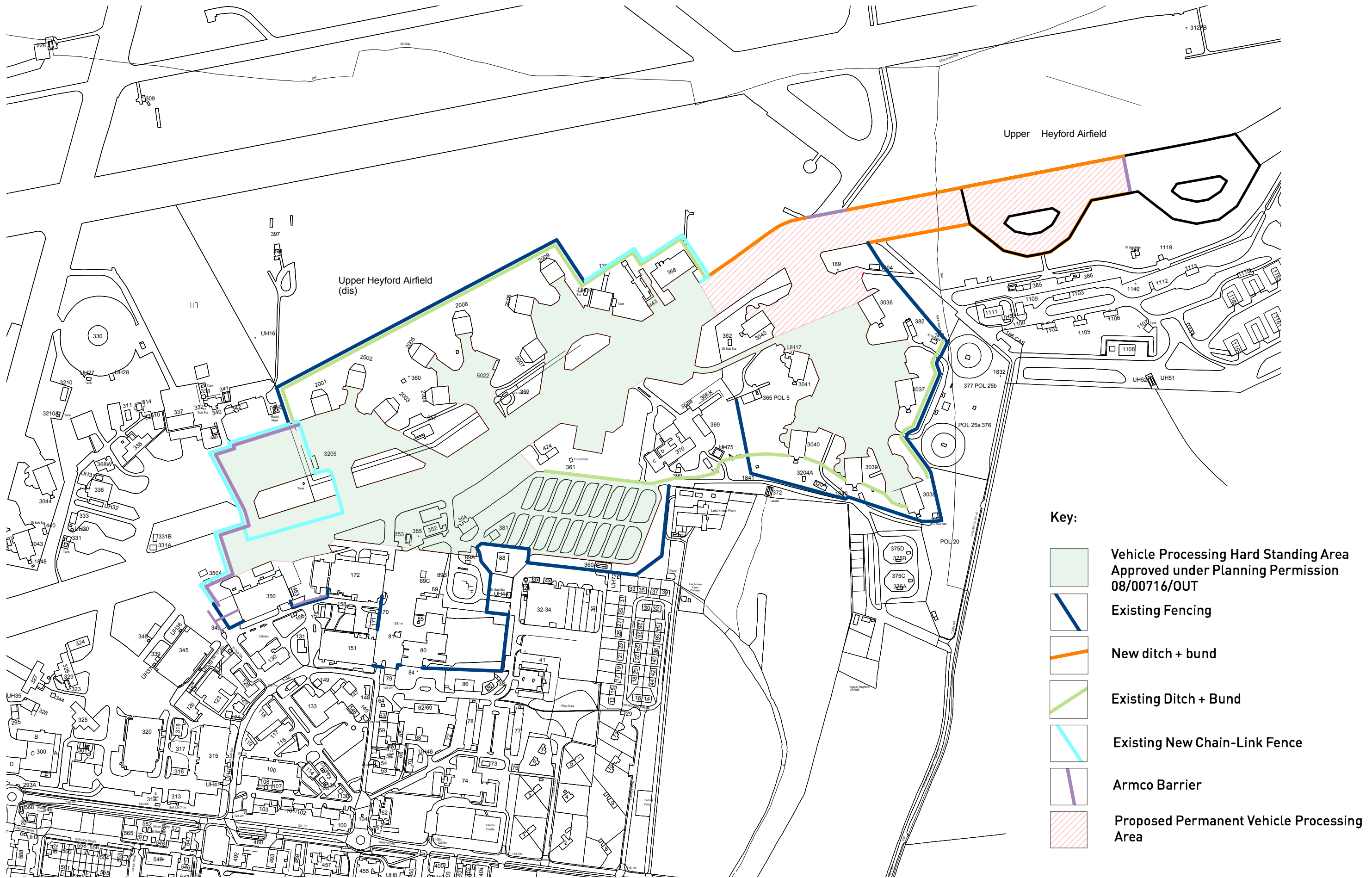


Heyford Park - Areas Plan



APPENDIX 2

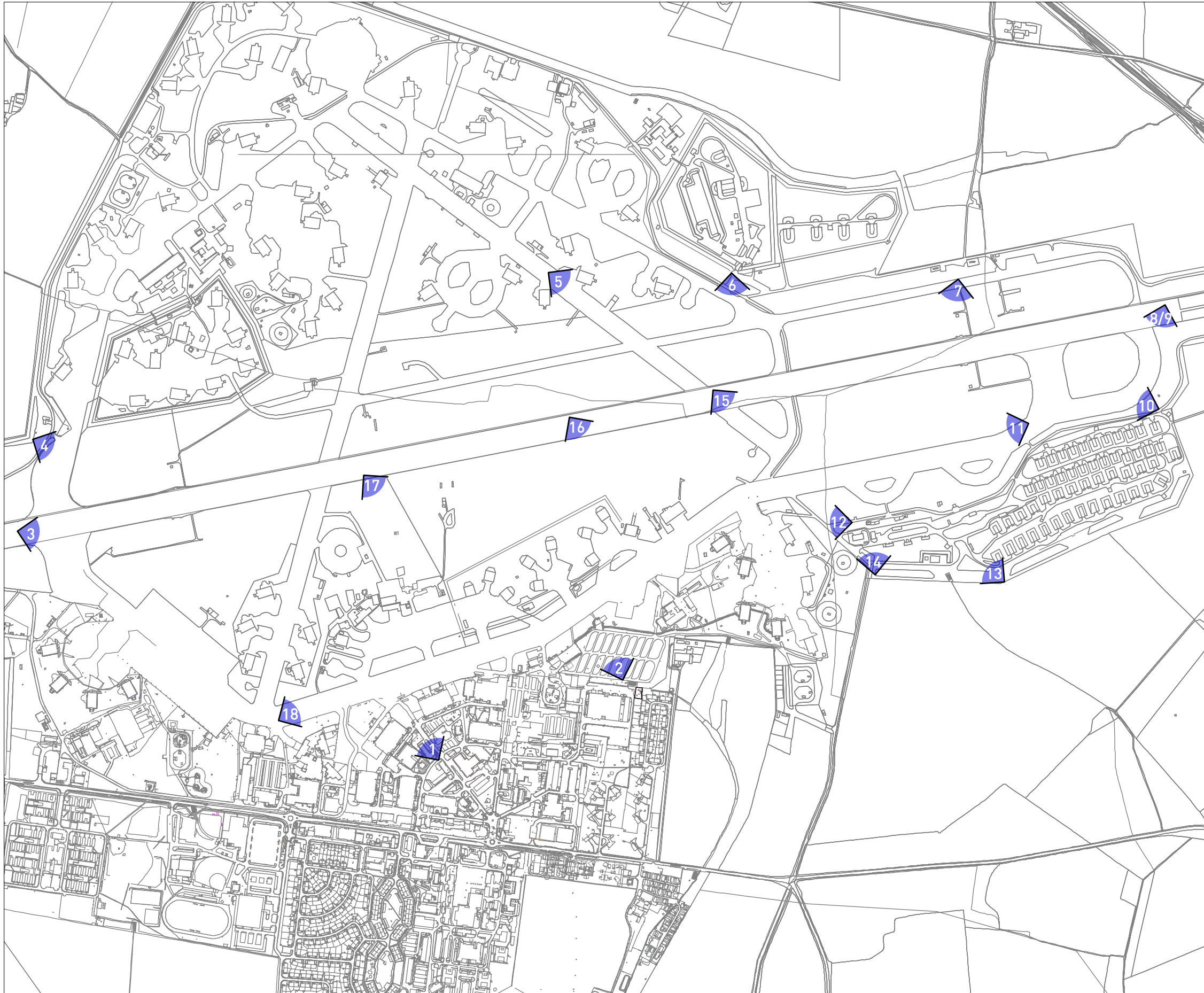
SITE PERIMETER SECURITY ARRANGEMENTS




Heyford Park - Site Perimeter Security Arrangements

APPENDIX 3

PHOTOVIEW LOCATION PLAN



KEY

 Photoview Location

Heyford Park
Photoview Location Plan

Drawing Ref: CP.0754_23-A
Client : Paragon Fleet Solutions

1 : 10,000 @ A3
24th September 2013
Team PC/JS



APPENDIX 4

PHOTOVIEWS

Photoview 1

Building 125
Paragon office

Vehicles associated
with use of building 350

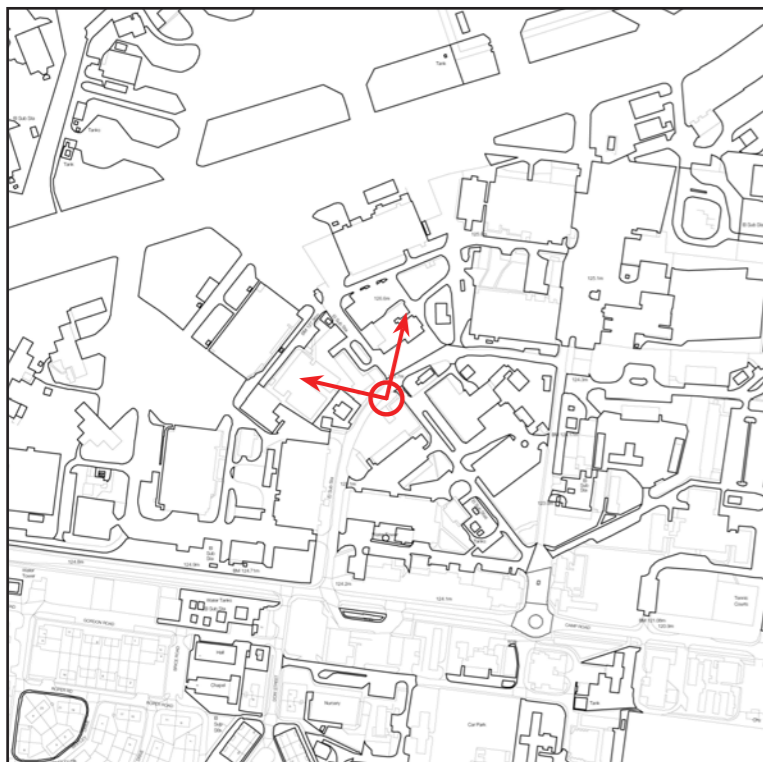
Building 130
former cinema/theatre

Approved car
storage area



View from the Trident Road looking north west

Photoview Location



Camera make & model	- Canon EOS 5D
Date & time of photograph	- 21/08/2013 @ 10:22
OS grid reference	- 451318, 225979
Viewpoint height (AOD)	- 127m

Heyford Park

Paragon

P.0754_21-A Photoviews



Approved car processing area

Proposed car processing area

Building 357

Building 424

Building 366



North of buildings 32-34 looking north

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 10:43
- OS grid reference - 451723, 226160
- Viewpoint height (AOD) - 123m



Heyford Park

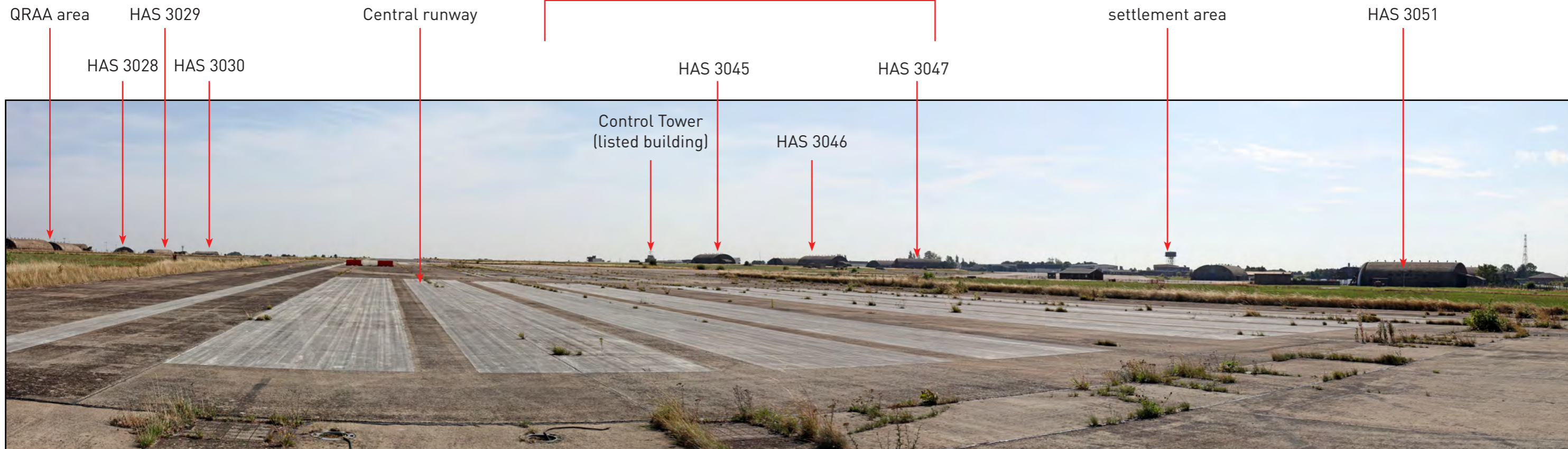
Paragon

P.0754_21-A Photoviews



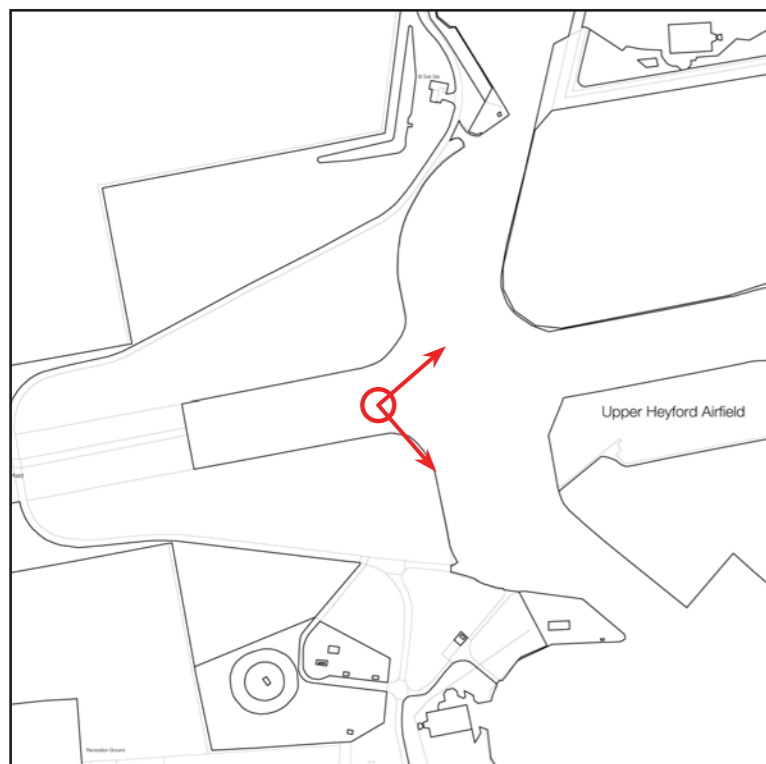
Proposed car processing area hidden

Approved car processing area hidden



Within airfield on proposed reconnected footpath (Portway) at western end of central runway.

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 11:01
- OS grid reference - 450171, 226536
- Viewpoint height (AOD) - 126m

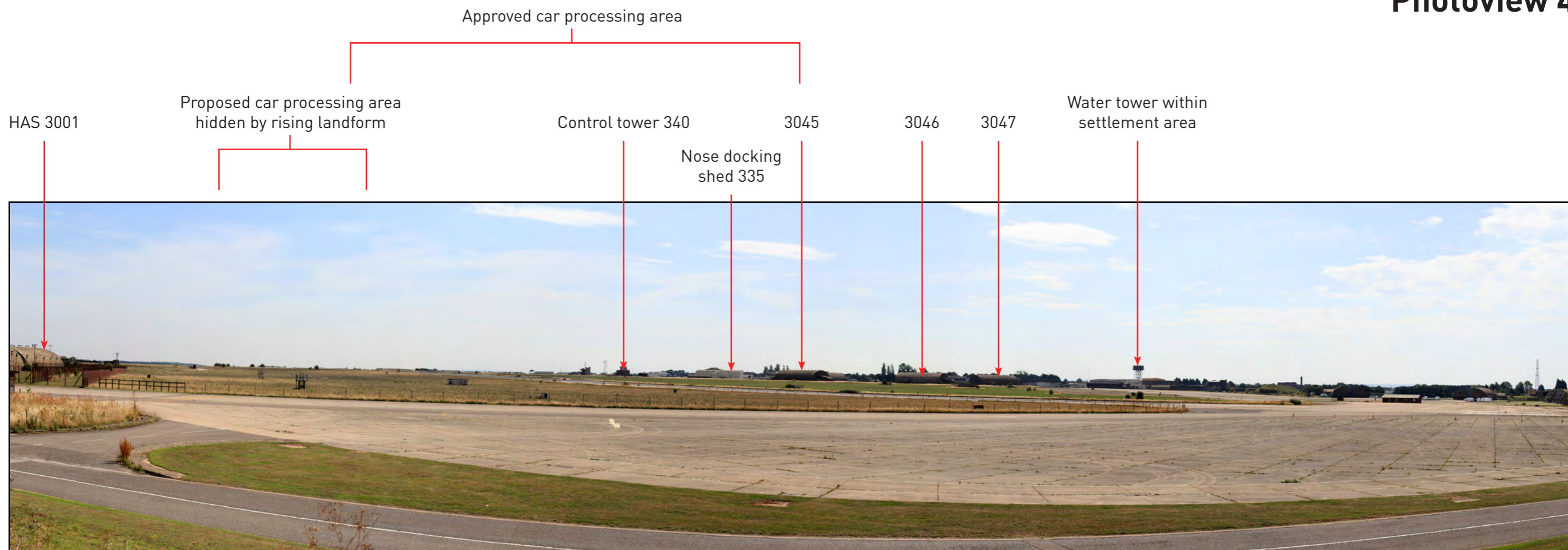


Heyford Park

Paragon

P.0754_21-A Photoviews





On raised area on proposed reconnected footpath (Portway) adjacent to Bridleway 388/1 on western boundary of site

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 11:12
- OS grid reference - 450307, 226769
- Viewpoint height (AOD) - 130m

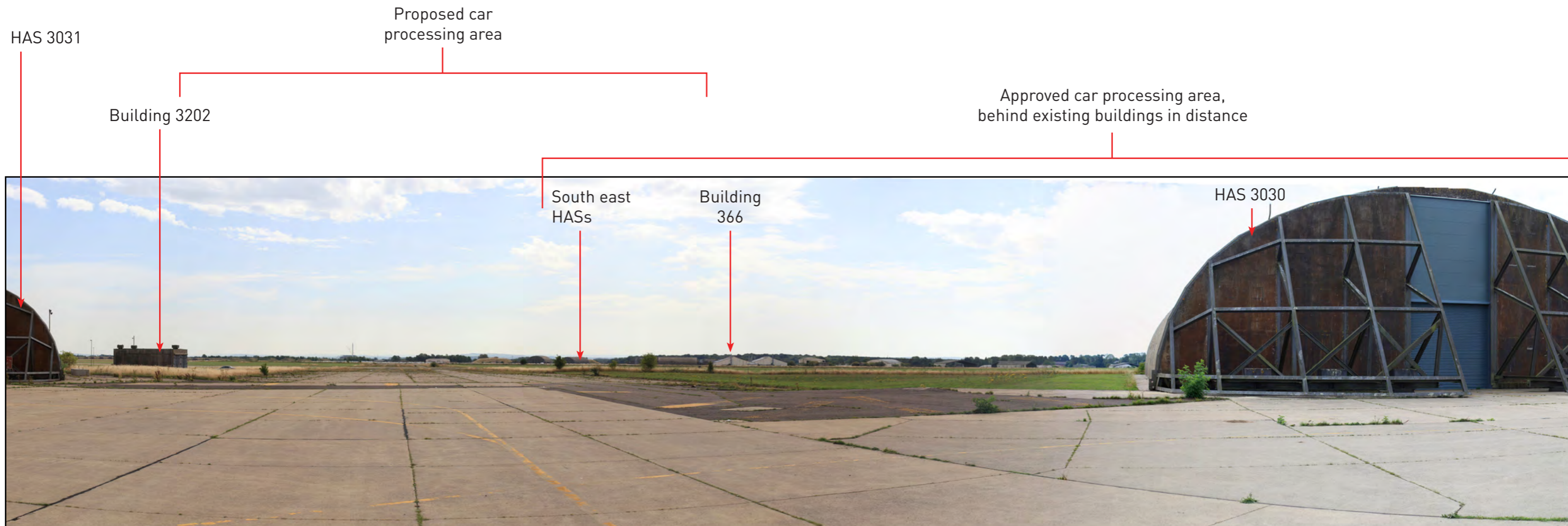


Heyford Park

Paragon

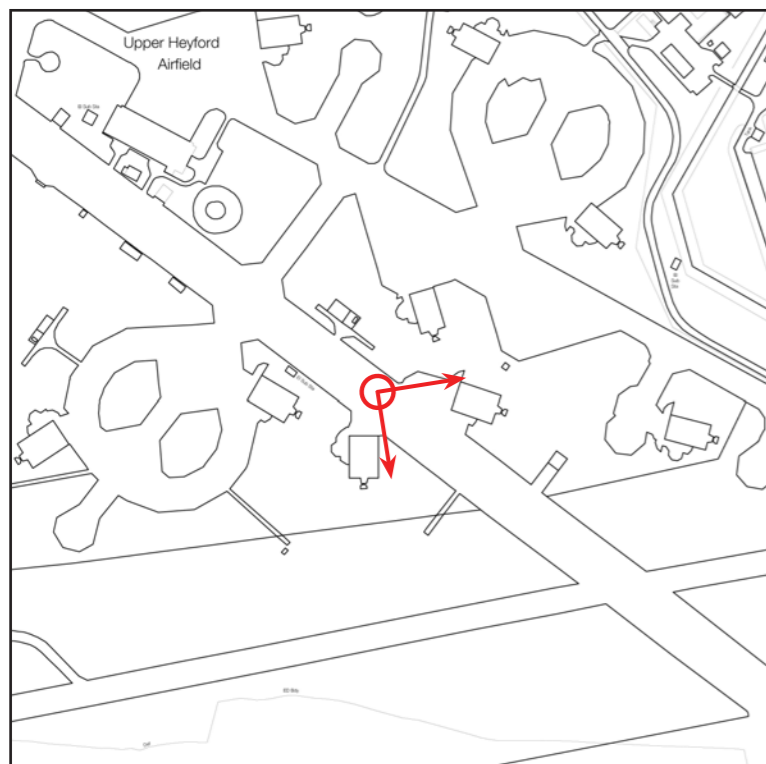
P.0754_21-A Photoviews





On a taxiway in the central plateau.

Photoview Location



Camera make & model	- Canon EOS 5D
Date & time of photograph	- 21/08/2013 @ 11:27
OS grid reference	- 451582, 227176
Viewpoint height (AOD)	- 135m

Heyford Park

Paragon

P.0754_21-A Photoviews



Proposed car storage area
hidden by roll of landform

No view of approved Paragon
car processing area



View from the entrance of Scheduled Ancient Monument 'Northern Bomb Store and Special Weapon Area'.

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 11:39
- OS grid reference - 452034, 227183
- Viewpoint height (AOD) - 128m

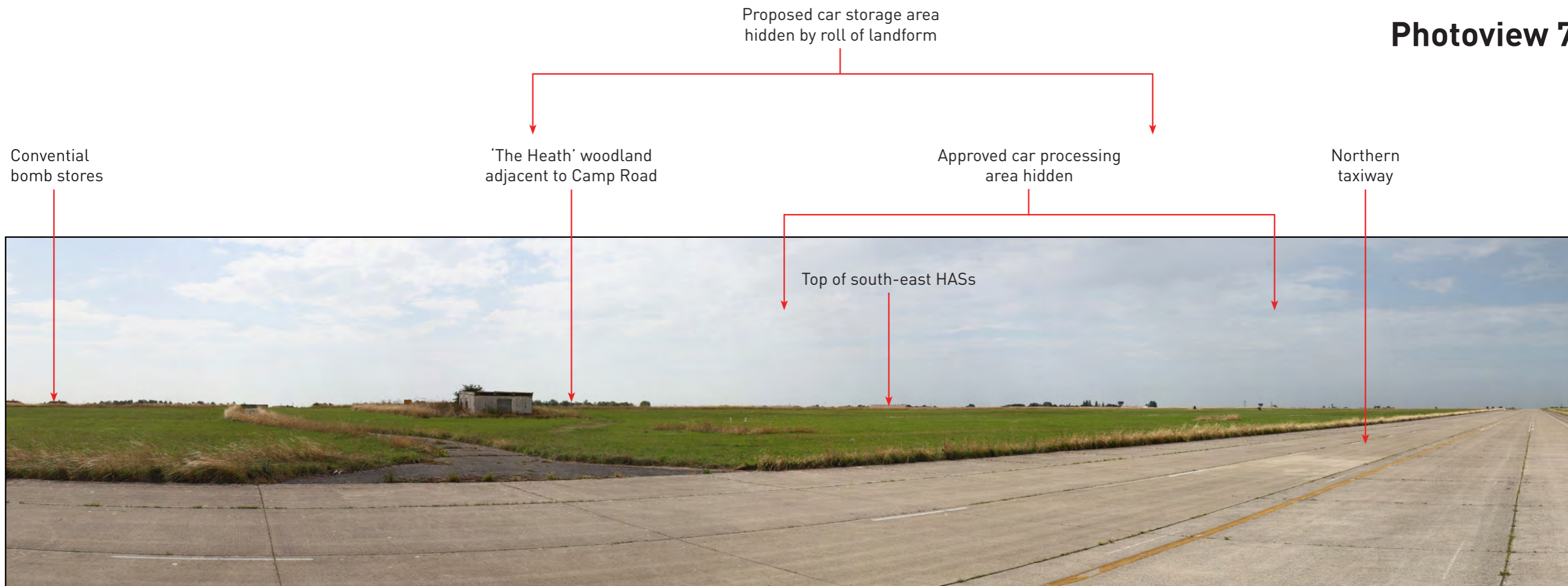


Heyford Park

Paragon

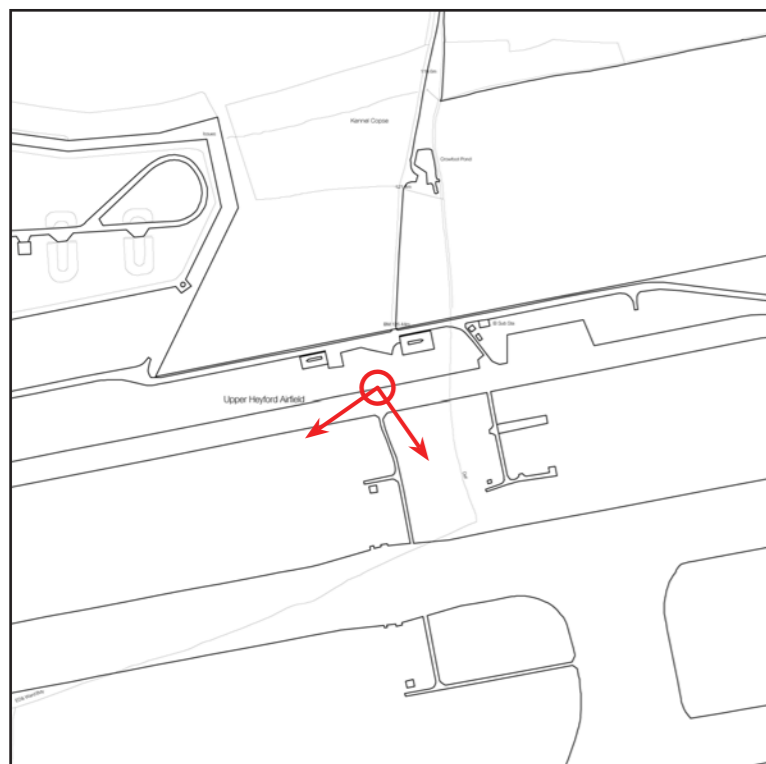
P.0754_21-A Photoviews





On the northern taxiway at the proposed reconnected footpath Aves Ditch.

Photoview Location



Camera make & model	- Canon EOS 5D
Date & time of photograph	- 21/08/2013 @ 11:50
OS grid reference	- 452592, 227165
Viewpoint height (AOD)	- 127m



Heyford Park

Paragon

P.0754_21-A Photoviews



Photoview 8

Conventional bomb stores

'The Heath' woodland adjacent to Camp Road

Central runway

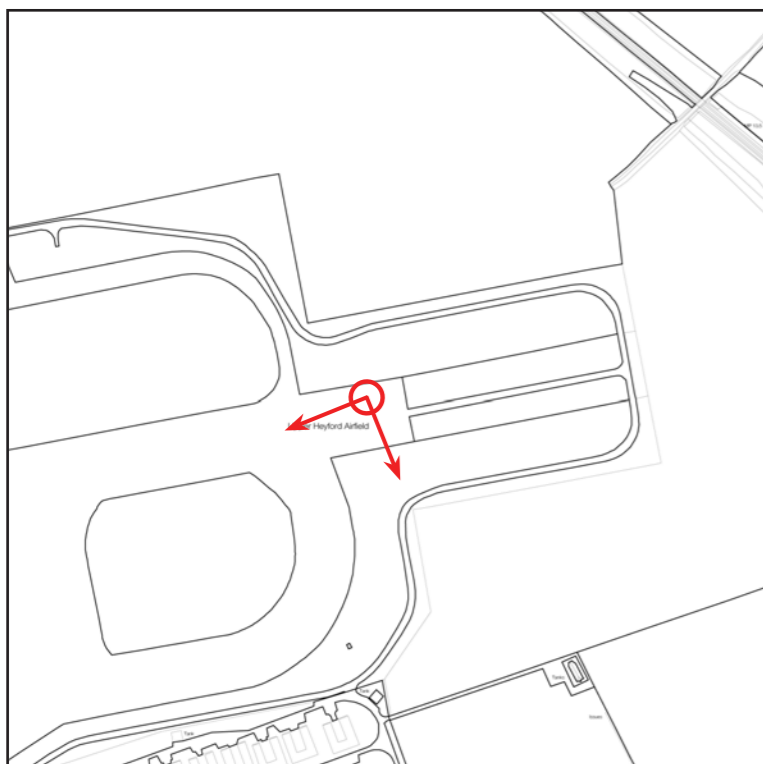
Proposed car processing area in front of approved area

Water tower within settlement area



At the eastern end of the central runway, viewpoint on approved route of Aves Ditch

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 12:05
- OS grid reference - 453086, 227089
- Viewpoint height (AOD) - 125m

Heyford Park

Paragon

P.0754_21-A Photoviews



Photoview 9

Conventional bomb stores

'The Heath' woodland adjacent to Camp Road

Central runway

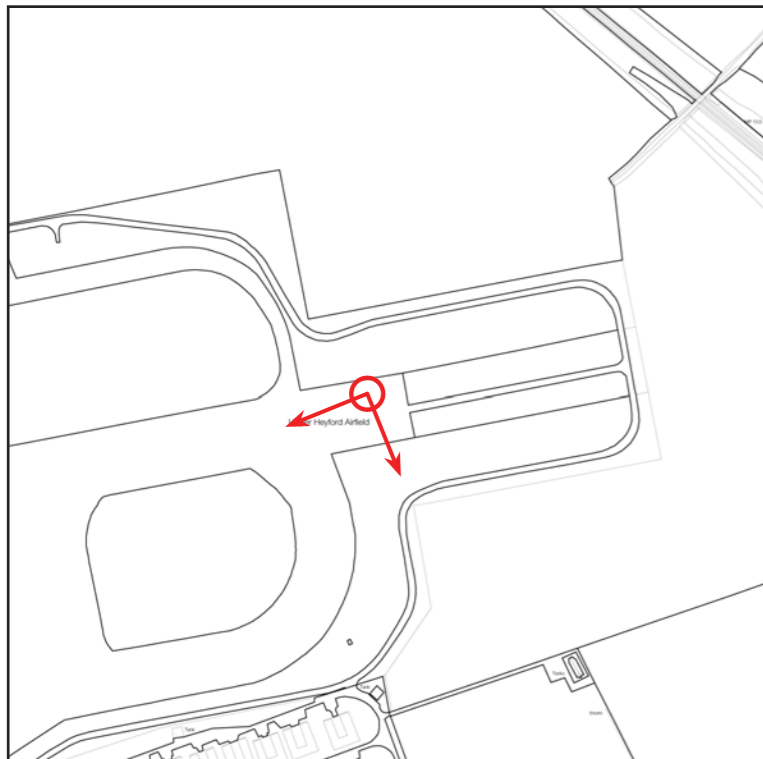
Proposed car processing area in front of approved area

Water tower within settlement area



At the eastern end of the central runway, viewpoint on Aves Ditch. 3m eye height

Photoview Location



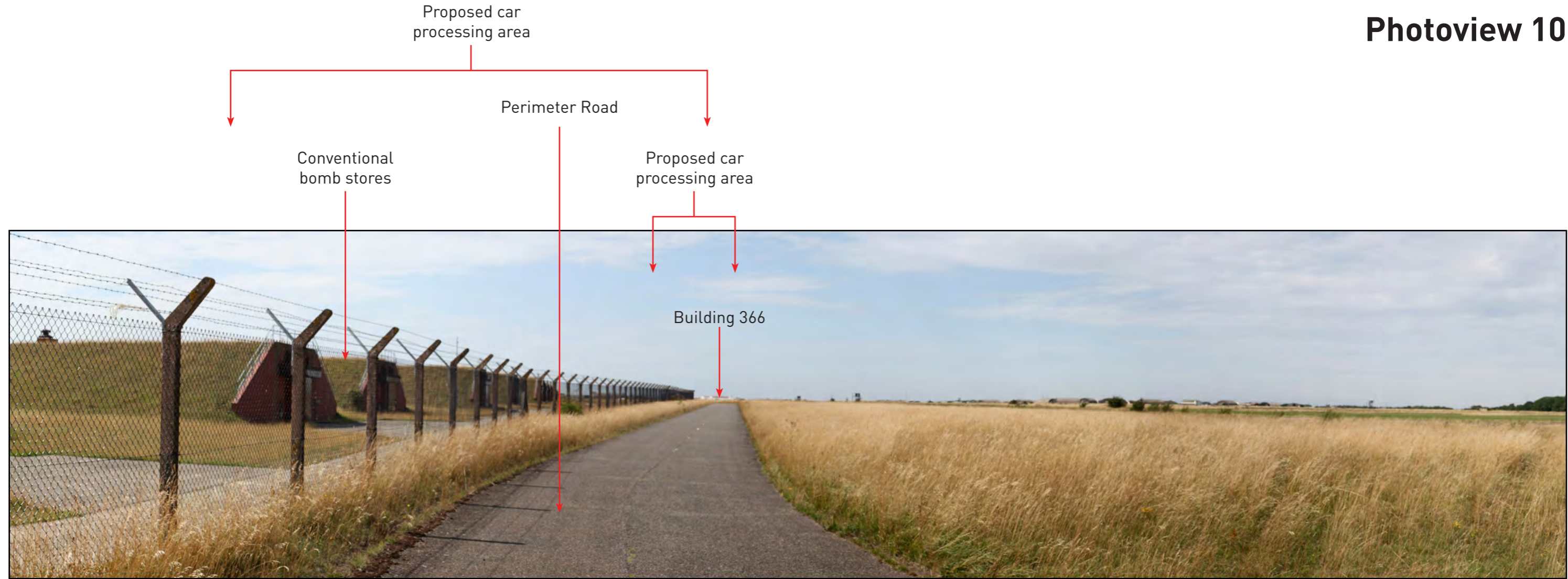
Camera make & model	- Canon EOS 5D
Date & time of photograph	- 21/08/2013 @ 12:06
OS grid reference	- 453086, 227089
Viewpoint height (AOD)	- 126.5m

Heyford Park

Paragon

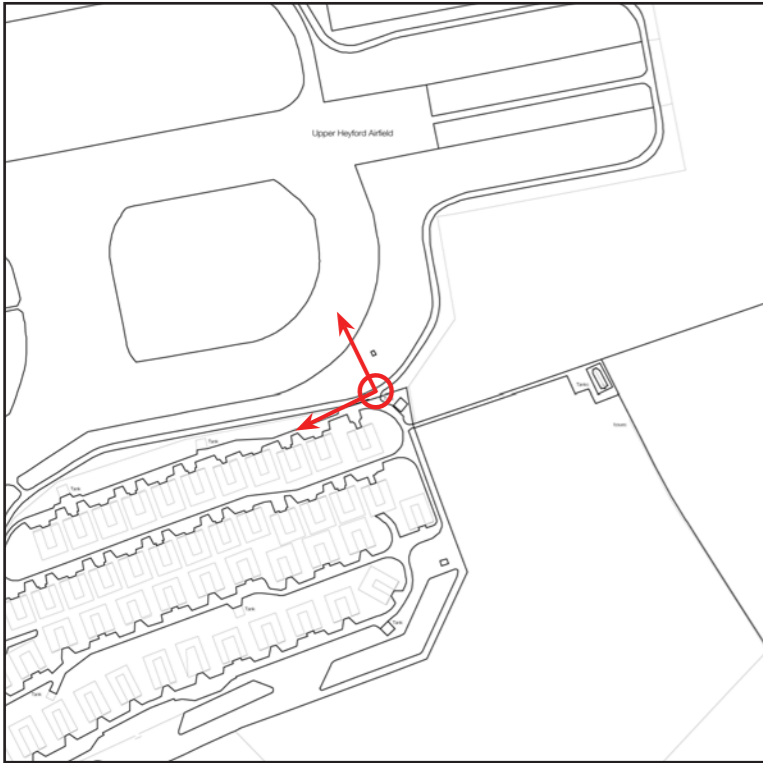
P.0754_21-A Photoviews





On perimeter road and route of reinstated Aves Ditch PRoW

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 12:20
- OS grid reference - 453079, 226843
- Viewpoint height (AOD) - 125m



Heyford Park
 Paragon
 P.0754_21-A Photoviews



Conventional bomb stores

'The Heath' adjacent to Camp Road

Proposed car storage area - set back 175 metres from existing

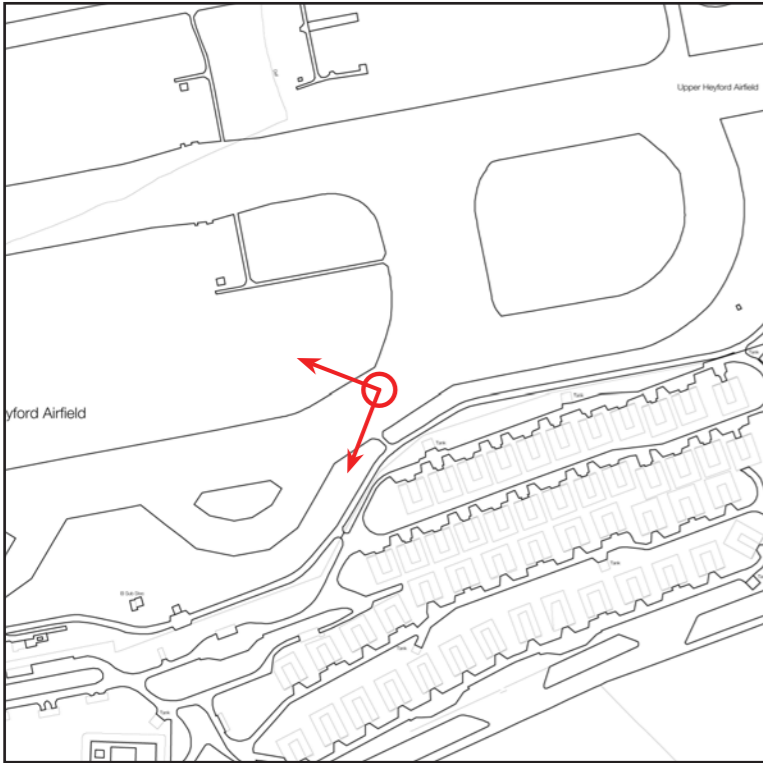
Existing car processing area

Water towers within settlement area



On the southern taxiway next to the proposed car storage area

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 12:32
- OS grid reference - 452742, 226793
- Viewpoint height (AOD) - 127m



Heyford Park

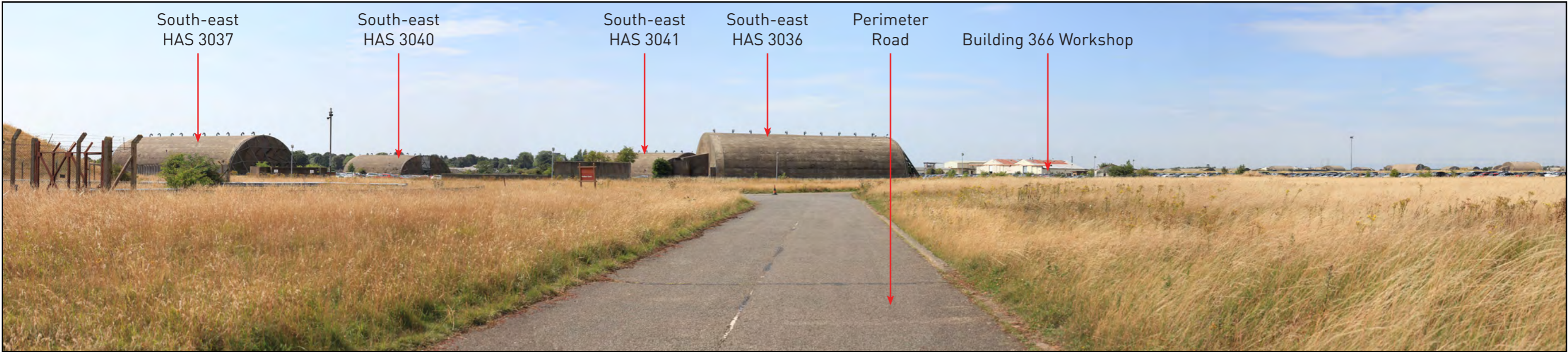
Paragon

P.0754_21-A Photoviews



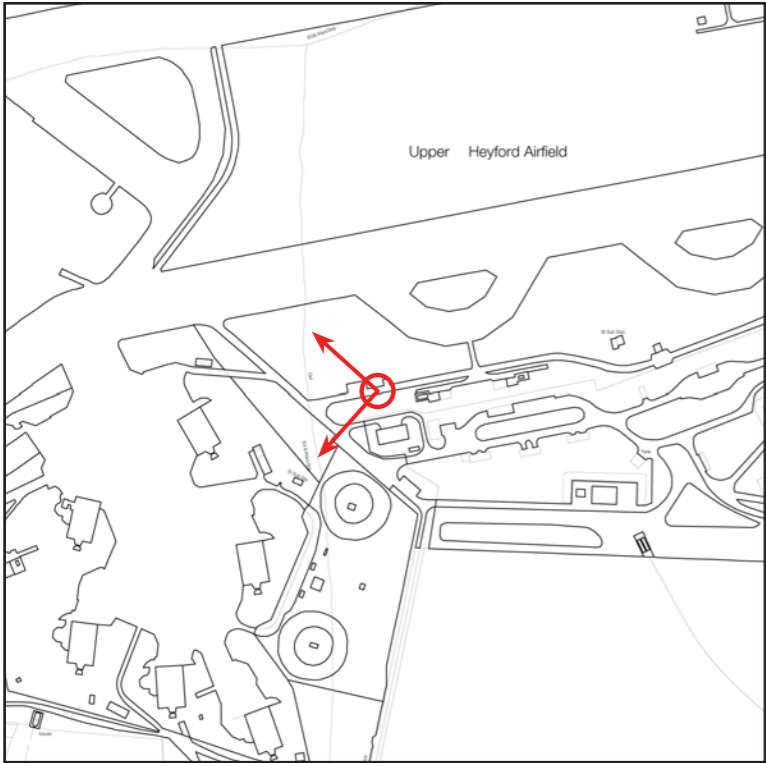
Approved car storage area

Proposed car processing area



View from the approved route of 'Aves Ditch' looking west towards the proposed car processing area

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 12:46
- OS grid reference - 452334, 226569
- Viewpoint height (AOD) - 127m

Heyford Park
 Paragon
 P.0754_21-A Photoviews



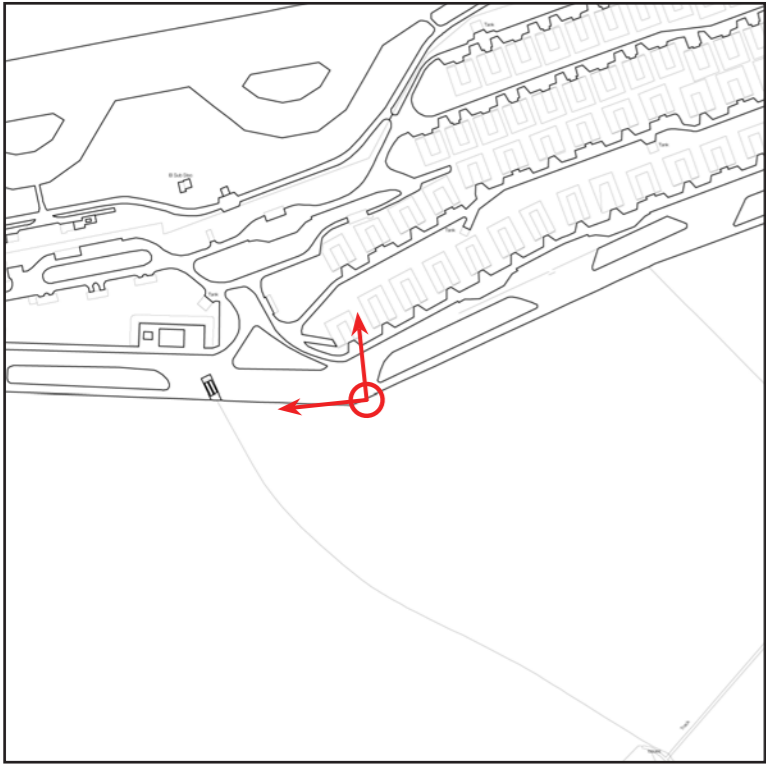
Approved car processing area

Proposed car processing area



On Aves Ditch alternative route

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 12:59
- OS grid reference - 452708, 226426
- Viewpoint height (AOD) - 127m

Heyford Park
 Paragon
 P.0754_21-A Photoviews



Proposed car processing area

Building 1111



On Aves Ditch alternative route

Photoview Location



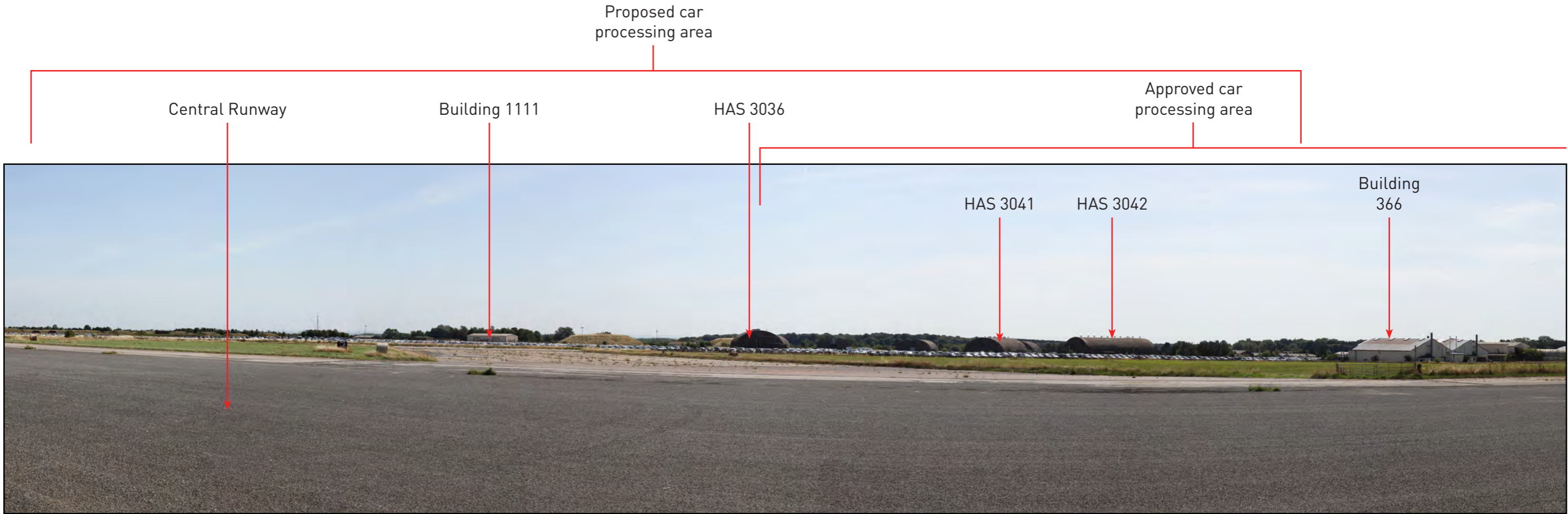
Camera make & model - Canon EOS 5D
Date & time of photograph - 21/08/2013 @ 13:11
OS grid reference - 452379, 226435
Viewpoint height (AOD) - 125m

Heyford Park

Paragon

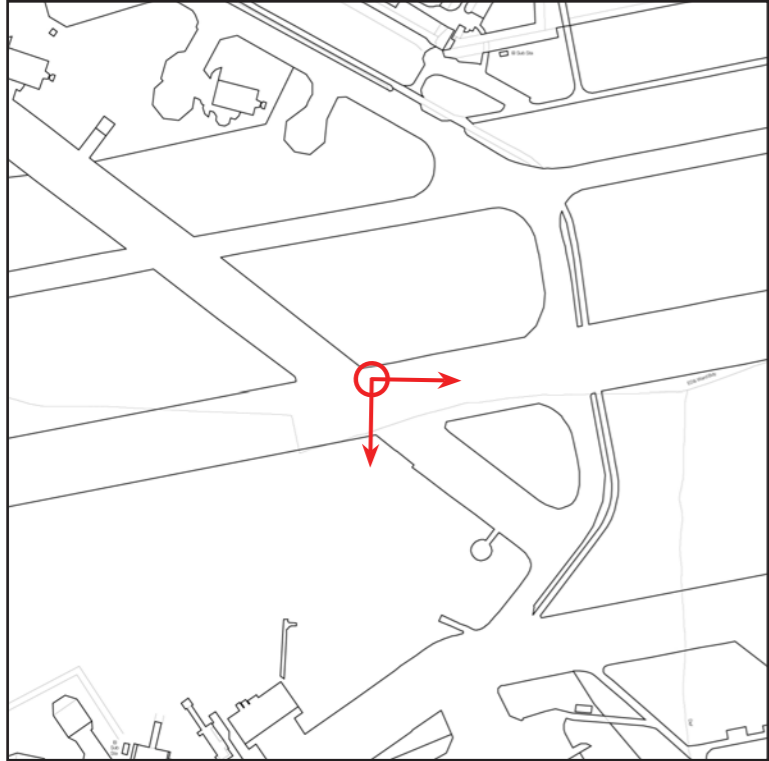
P.0754_21-A Photoviews

Pegasus
Environmental



On central runway looking south-east

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 13:24
- OS grid reference - 452000, 226889
- Viewpoint height (AOD) - 130m



Heyford Park
 Paragon
 P.0754_21-A Photoviews



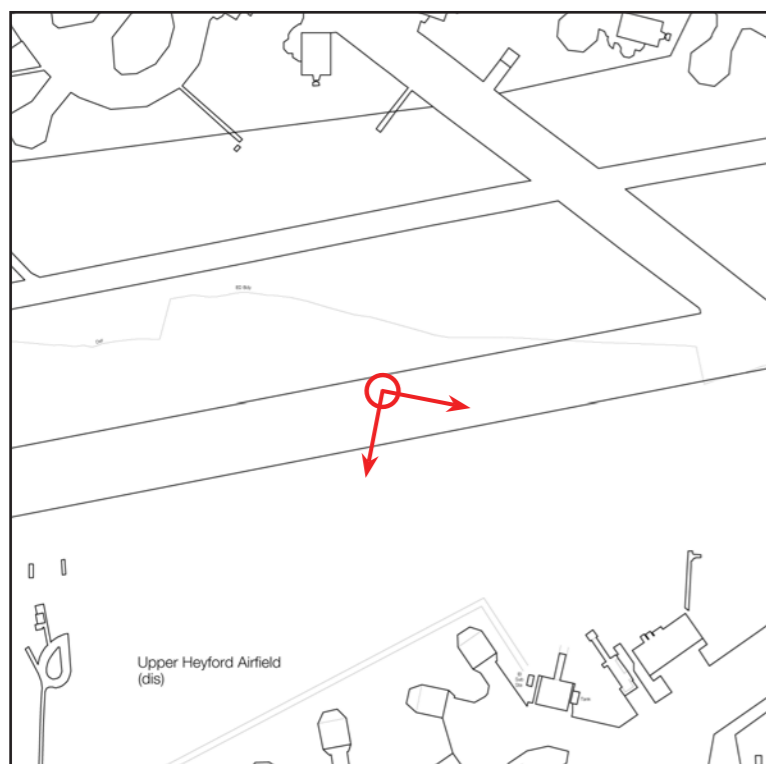
Proposed car processing area

Approved car processing
behind bund and buildings



On central runway looking south-east

Photoview Location



Camera make & model	- Canon EOS 5D
Date & time of photograph	- 21/08/2013 @ 13:33
OS grid reference	- 451617, 226816
Viewpoint height (AOD)	- 131m

Heyford Park

Paragon

P.0754_21-A Photoviews



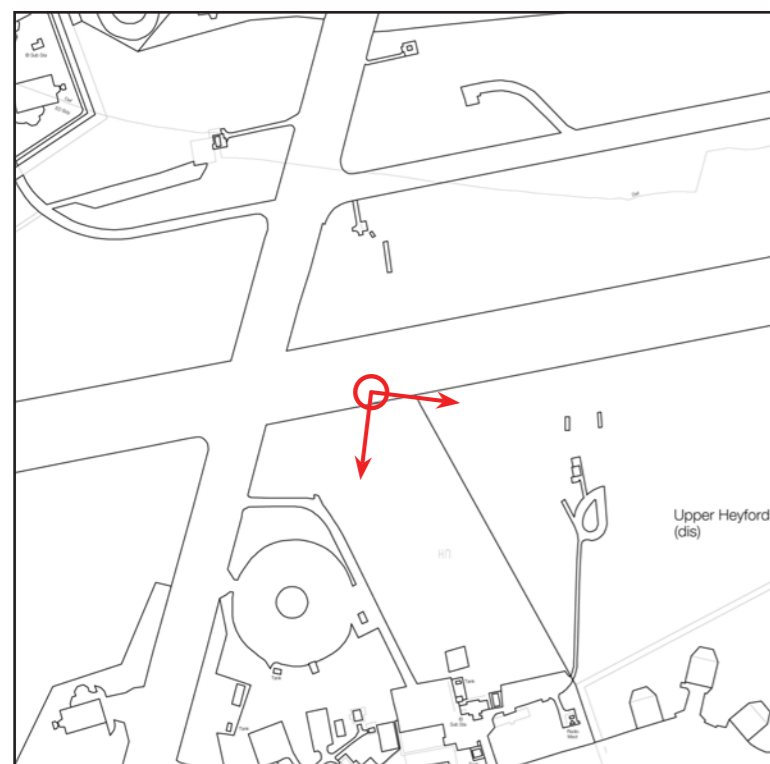
Proposed car processing area

Approved car processing area screened by existing buildings and bund



On edge of central runway, looking south towards the technical site

Photoview Location



Camera make & model	- Canon EOS 5D
Date & time of photograph	- 21/08/2013 @ 13:44
OS grid reference	- 451151, 226676
Viewpoint height (AOD)	- 134m

Heyford Park

Paragon

P.0754_21-A Photoviews

Pegasus
Environmental

Photoview 18

Approved Paragon car processing area -
proposed area hidden to east

Office building
336

Building 337
Old Fire Station

Radio Mast

Building 350

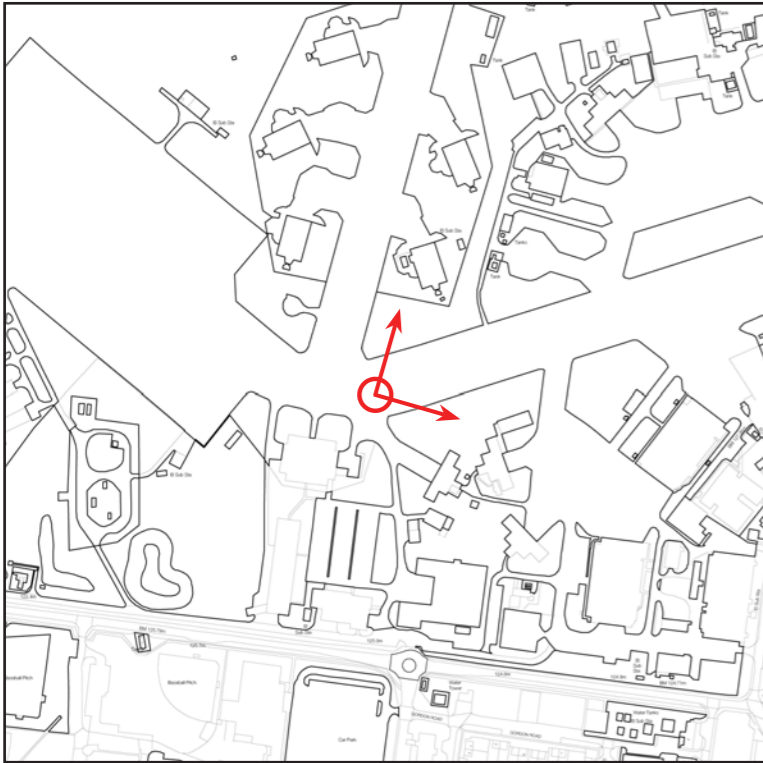
Office 324

Nose Dock Shelter 328
(Listed Building)



On the southern taxiway looking east

Photoview Location



- Camera make & model - Canon EOS 5D
- Date & time of photograph - 21/08/2013 @ 13:58
- OS grid reference - 450926, 226084
- Viewpoint height (AOD) - 128m

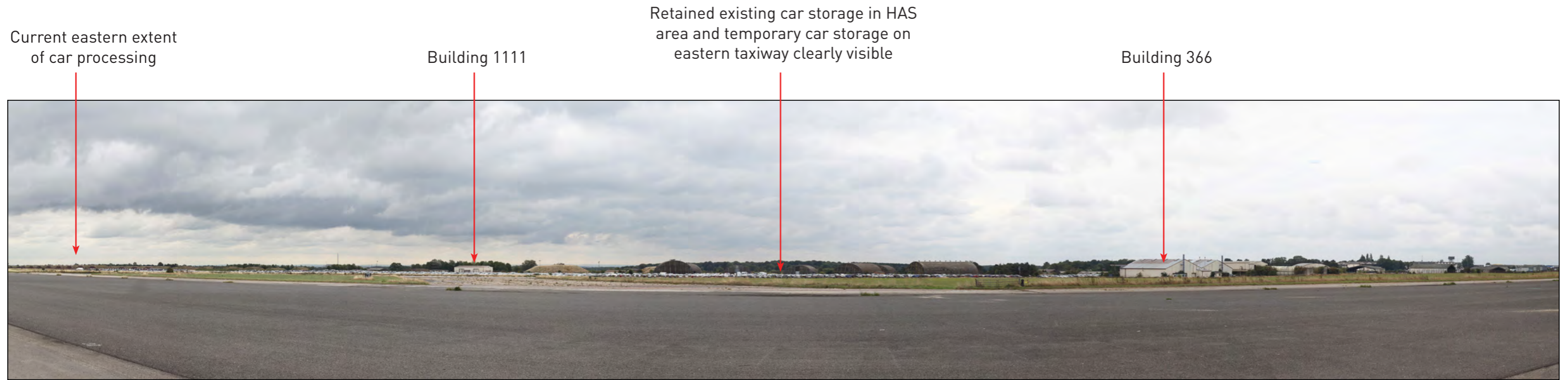


Heyford Park
Paragon
P.0754_21-A Photoviews

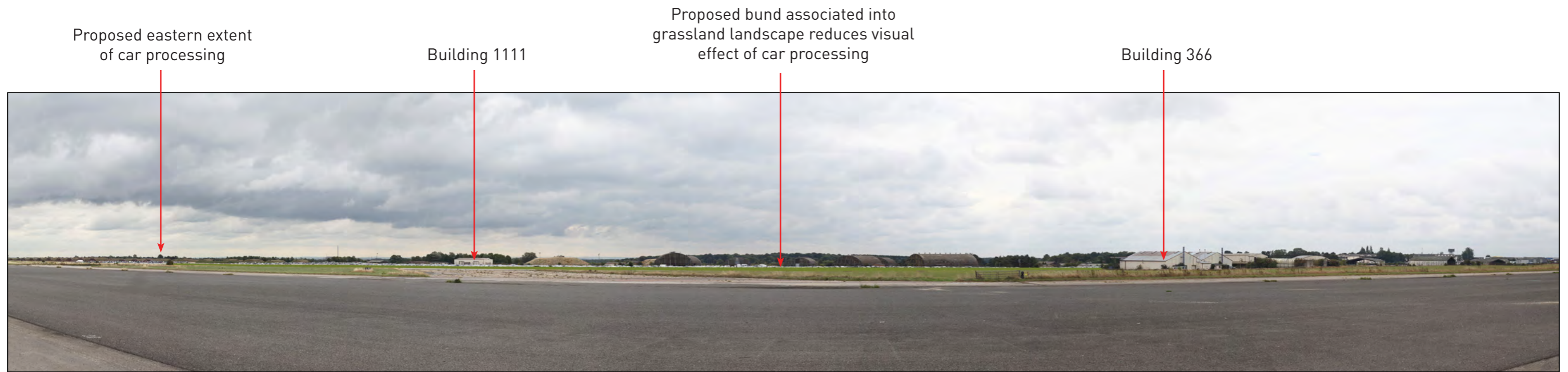


APPENDIX 5

ILLUSTRATIVE SCREENING EFFECT OF BUND



Existing Situation



Potential Screening Effect of Bund

**APPENDIX 6
VISUAL ASSESSMENT TABLE**

Upper Heyford (P.0754)

Visual Assessment Table

Viewpoint (Refer to Photoview Location Plan Appendix 3)	Location	Conservation Area Sensitivity (Refer to Summary of Significances Plan Appendix 8)	Description of Baseline View	Receptor sensitivity	Change in View Due to Proposed Car Processing and Bund	Magnitude of Change	Nature of Effect
1	From Trident Road	N/A	Technical site buildings, parked visitor cars, Paragon building. Approved car processing area not visible	Low	Proposed car processing area would not be visible	None	None
2	North of Buildings 32 to 34	N/A	HGV and car park. Existing car processing area partly visible in middle distance, airfield buildings prominent	Low	Proposed car processing area would not be visible	None	None
3	Proposed Reinstated Portway footpath at west end of central runway	Regional	Expansive view of airfield. Rolling landform. No view of existing car processing area	High	Proposed car processing area would not be visible	None	None
4	Proposed reinstated Portway	Regional	Expansive view of airfield with rolling landform	High	Proposed car processing area would not be visible	None	None

Viewpoint (Refer to Photoview Location Plan Appendix 3)	Location	Conservation Area Sensitivity (Refer to Summary of Significances Plan Appendix 8)	Description of Baseline View	Receptor sensitivity	Change in View Due to Proposed Car Processing and Bund	Magnitude of Change	Nature of Effect
	footpath						
5	On taxiway in central plateau to west of Northern Bomb Stores	National	View of southern airfield framed by HASs. Approved car processing area in distance hidden by buildings	Medium	Proposed car processing area would not be visible – screened by proposed bund	None	None
6	View from entrance of Northern bomb store	National	View over rising land towards western end of main runway. No views of existing car processing	Medium	Proposed car processing area would not be visible due to existing landform of the airbase	None	None
7	Eastern end of northern taxiway adjacent to Aves Ditch	Regional	Expansive view of airfield. No views of existing car processing	High	Proposed car processing area would not be visible due to existing landform of the airbase	None	None
8	Eastern end of central runway on optional route of Aves Ditch	Regional	Distant view to southern part of airfield. Conventional bomb stores visible in middle distance.	High	Proposed car processing would be in the distance in front of retained existing storage but would be screened by bund	Negligible	Minor adverse
9	Eastern end	Regional	Distant view to	High	Proposed car	Negligible/Low	Minor/Moderate

Viewpoint (Refer to Photoview Location Plan Appendix 3)	Location	Conservation Area Sensitivity (Refer to Summary of Significances Plan Appendix 8)	Description of Baseline View	Receptor sensitivity	Change in View Due to Proposed Car Processing and Bund	Magnitude of Change	Nature of Effect
	of central runway - proposed viewing platform		southern part of airfield. Conventional bomb stores visible in middle distance.		processing would be in distance in front of retained existing storage but would largely be screened by bund		adverse
10	On perimeter road and approved route of reinstated Aves Ditch	Local	Conventional bomb stores prominent to southwest, open airfield to northwest. Existing car processing not visible	High	Only easternmost proposed car processing would be visible behind Armco barrier	Negligible	Minor adverse
11	Eastern end of southern taxiway	Local	Conventional bomb stores, runway and airfield prominent. Approved car processing largely hidden by buildings	Low	Easternmost proposed car processing would be visible behind Armco barrier – proposed bunds would provide mitigation to cars further west	Low	Slight adverse
12	Approved route of Aves Ditch to east of southern HASs	Local	Southeast HASs prominent. Approved car processing not visible due to existing buildings	High	Proposed bund would largely mitigate views of proposed car processing on southern taxiway. Some cars in front	Low	Moderate adverse

Viewpoint (Refer to Photoview Location Plan Appendix 3)	Location	Conservation Area Sensitivity (Refer to Summary of Significances Plan Appendix 8)	Description of Baseline View	Receptor sensitivity	Change in View Due to Proposed Car Processing and Bund	Magnitude of Change	Nature of Effect
					of building 366 would be visible through fence.		
13	On Aves ditch alternative route adjacent to site boundary	Local	Existing trees and conventional bomb stores prominent. Approved car processing not visible	High	Proposed car processing would not be visible due to screening effects of trees, existing buildings and mitigation from proposed bund	None	None
14	On Aves ditch alternative route to southwest of Southern conventional arms Store	Local	Security fence and trees prominent and channel view to north. Existing car processing not visible	High	Proposed car processing would be screened by trees, buildings and bund	None	None
15	On central runway	National	Open view across airfield towards Southern Conventional Arms Store and Southeast HASs. Existing car processing in front of HASs is clearly	Medium	Proposed and car processing would largely be screened by bund. Roofs of some cars would be visible	Low	Minor adverse

Viewpoint (Refer to Photoview Location Plan Appendix 3)	Location	Conservation Area Sensitivity (Refer to Summary of Significances Plan Appendix 8)	Description of Baseline View	Receptor sensitivity	Change in View Due to Proposed Car Processing and Bund	Magnitude of Change	Nature of Effect
			visible				
16	On central runway to north of South aircraft Shelters	National	Open view across airfield towards Southeast HASs and Southern Conventional Arms Store. Existing car processing not visible.	Medium	Proposed and existing car processing would largely be screened by bund	Negligible	Slight adverse
17	On central runway to northwest of South Aircraft shelters	National	Open view across airfield. Existing car processing in middle distance screened by existing buildings and bund	Medium	Proposed car parking would be in distance screened by bund and rolling landform	None	None
18	On southern taxiway to south of Southwest HASs	National	View along taxiway with rolling landform. Existing car processing clearly visible on horizon	Medium	Proposed car parking would not be visible in distance to east of existing car processing	None	None

APPENDIX 7

FLYING FIELD CHARACTER AREAS



APPENDIX 8

SUMMARY OF SIGNIFICANCES PLAN

UPPER HEYFORD

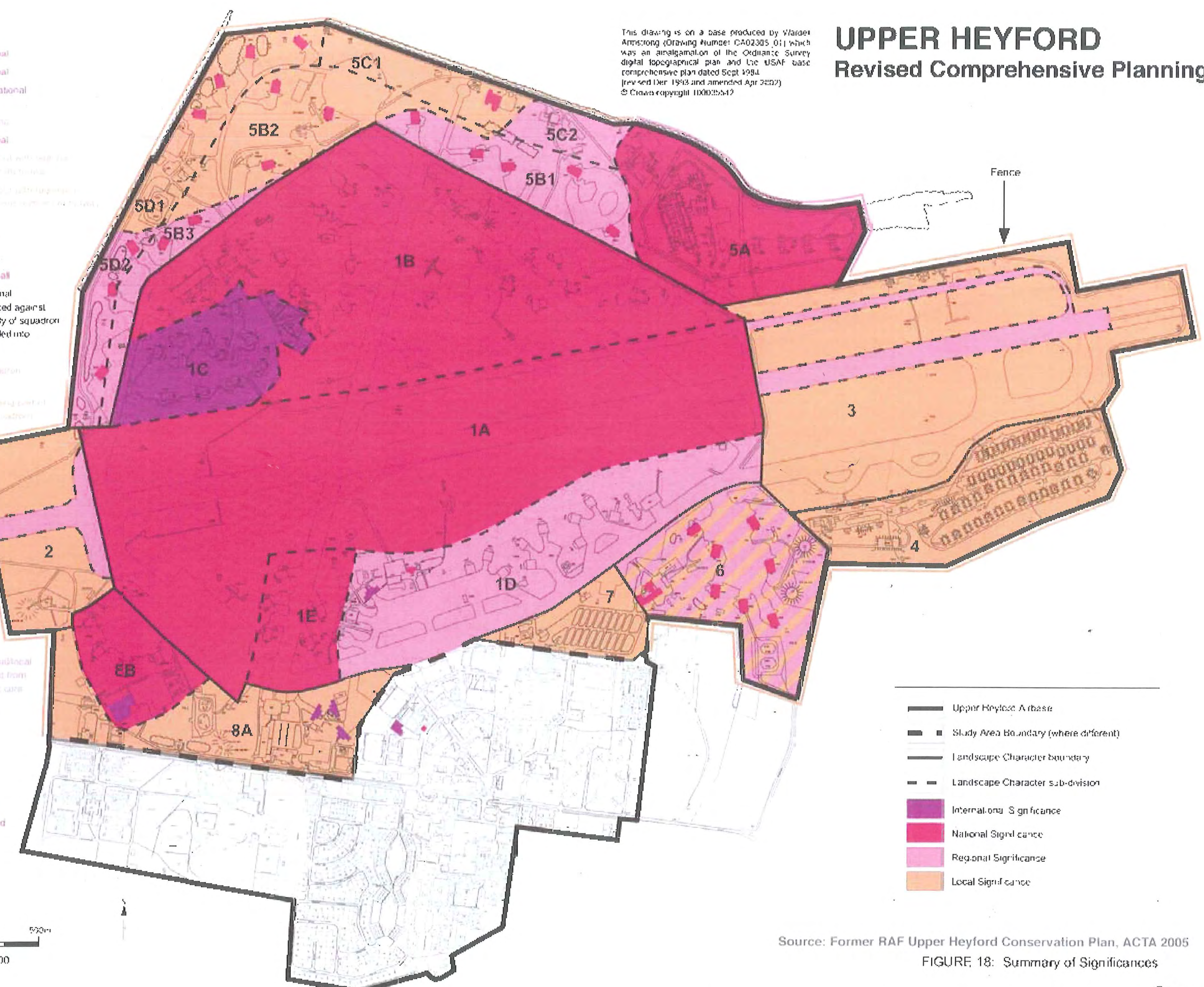
Revised Comprehensive Planning Brief

This drawing is on a base produced by Walter Armstrong (Drawing Number: CA02305.01) which was an amalgamation of the Ordnance Survey digital topographical plan and the USAF base comprehensive plan dated Sept 1984 (revised Dec 1993 and amended Apr 2002) © Crown copyright 100025547

- 1 Central Airbase
- 1A Central Runway National
- 1B Central Plateau National
- 1C ORAA International
- 1D South Access Roads Regional
- 1E Southwest HASs National
- 2 Runway 2000 (former) located with support buildings
- 3 Runway 2000 (former) located with support buildings
- 4 Southern airfield
- 5 North Edge
- 5A Northern Bombstores National
- 5B/D Landscape and individual national significances need to be balanced against the need to maintain the integrity of squadron groupings. Area therefore divided into:
 - 5B1 Regional
 - 5C2 Regional because retains squadron grouping
 - 5B2/3 Local significance retained in keeping part of a squadron grouping (42nd Squadron)
 - 5C1 Local significance retained by itself
 - 5D1 Regional because retains integrity of 55th Squadron grouping
 - 5D2 Regional because retains integrity of 55th Squadron grouping
 - 5B3

- 6 Southeast HASs Regional/local isolated from nature care
- 7 Former area Local
- 8 Southwest Edge
- 8A Local landscape significance including internationally important buildings
- 8B National because containing centrally important buildings and usually linked to core area

Scale approximately 1:10,000



- Upper Heyford Airbase
- Study Area Boundary (where different)
- Landscape Character boundary
- Landscape Character sub-division
- International Significance
- National Significance
- Regional Significance
- Local Significance

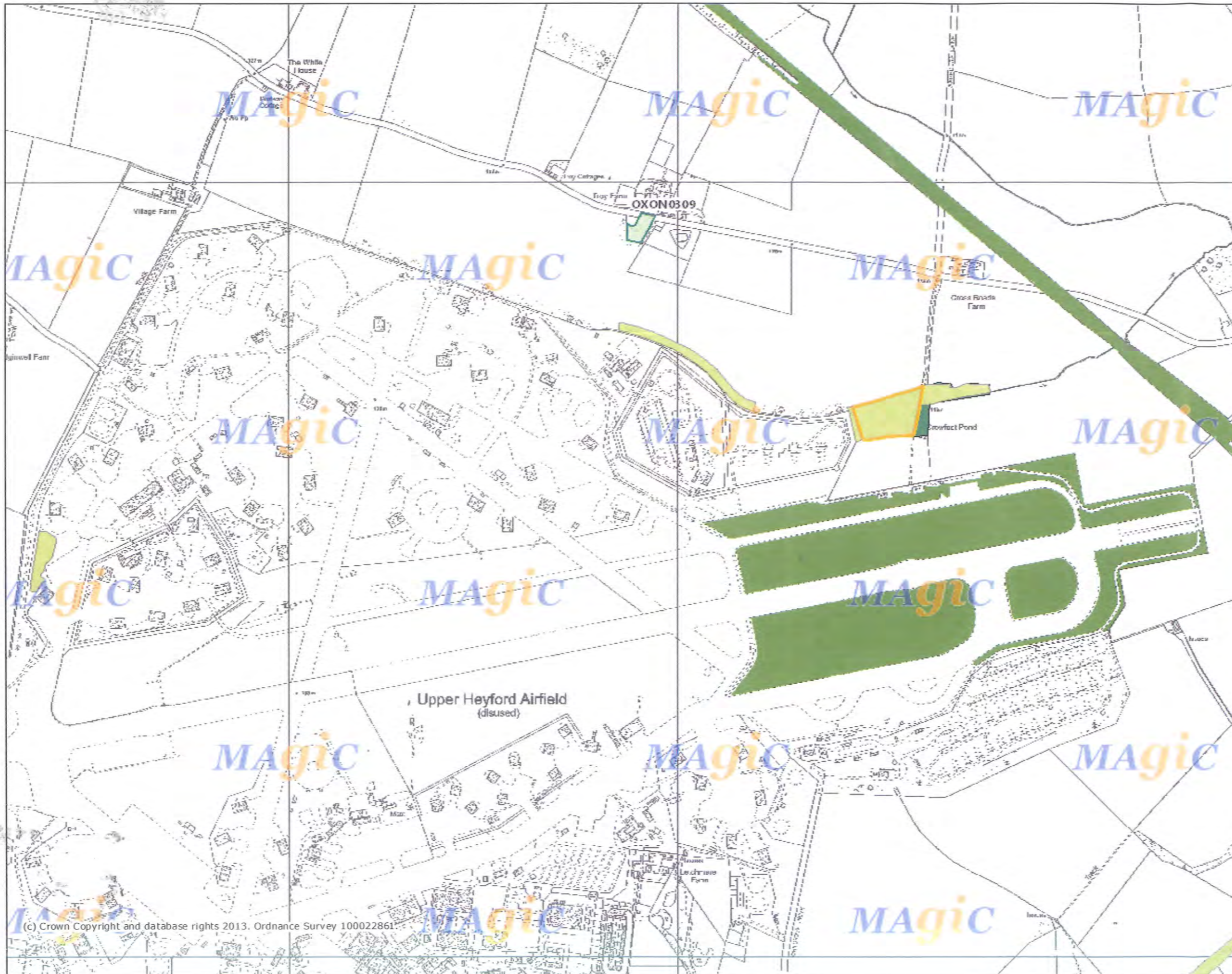
Source: Former RAF Upper Heyford Conservation Plan, ACTA 2005
 FIGURE 18: Summary of Significances

Summary of Significances
 Drawing ref. 10.
 Scale 1:10000 @ A3



SG16man Area

**APPENDIX 9
LOCAL WILDLIFE SITE**



Legend

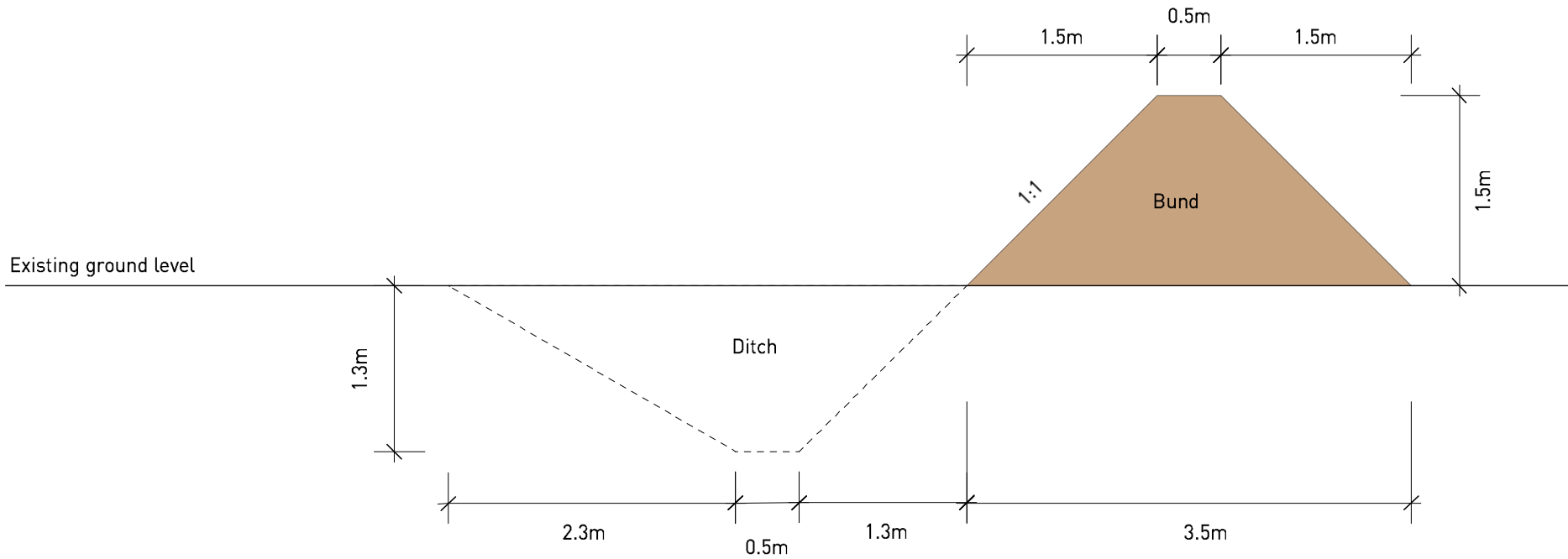
- Lowland Calcareous Grassland BAP Priority Habitat (England)
- Lowland Dry Acid Grassland BAP Priority Habitat (England)
- Lowland Meadows BAP Priority Habitat (England)
- Undetermined Grassland BAP Priority Habitat (England)
- Upland Calcareous Grassland BAP Priority Habitat (England)
- Upland Hay Meadow BAP Priority Habitat (England)
- Lowland Heathland BAP Priority Habitat (England)
- Upland Heathland BAP Priority Habitat (England)
- Limestone Pavements BAP Priority Habitat (England)
- Coastal Sand Dune BAP Priority Habitat (England)
- Sand Dunes (Wales)
- Coastal Vegetated Shingle BAP Priority Habitat (England)
- Coastal and Floodplain Grazing Marsh BAP Priority Habitat (England)
- Maritime Cliffs and Slopes BAP Priority Habitat (England)
- Mudflat BAP Priority Habitat (England)
- Saltmarsh (Wales)
- Saline Lagoons BAP Priority Habitat (England)
- Saline Lagoons (Wales)
- Seagrass (Wales)
- Nationally Important Intertidal Habitats (Wales)

Projection = OSGB36
 xmin = 450200
 ymin = 226100
 xmax = 453500
 ymax = 228400

Map produced by MAGIC on 24 September, 2013.
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APPENDIX 10

SECTION THROUGH DITCH AND BUND



Heyford Park
**Proposed Ditch and Bund
 Section**

Drawing Ref: **P.0754_25-B**
 Client : **Paragon Fleet Solution**

1 : 50 @ A4
 16th October 2013
 Team PC/JS

