Banbury MX and Motocross Scrambling Site, Wroxton OX15 6EU

EXPERT WITNESS STATEMENT

OF CHRISTINE DIANE COX BA MA MCIFA FSA

Evidence from dated aerial photographs, satellite imagery and visualised Lidar data regarding the extent and configuration of the facility

Instructed by Hornton Parish Council c/o Martin Leay Associates

Local Planning Authority Cherwell District Council

Planning Reference 20/02126/CLUE

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1 INTRODUCTION

1.1 I am Christine Diane Cox, a professional interpreter of aerial imagery and director at Air Photo Services Ltd.

1.2 My qualifications comprise a BA (Honours) degree in Archaeology from the University of Liverpool (1983), and an MA in Aerial Photographic Interpretation from the University of Sheffield, Department of Archaeology and Prehistory (1984). I am trained and experienced in all aspects of technical air photo interpretation, for heritage, environment, planning and land use purposes. Applications include land use analysis, identification of above ground structures and buried features, mapping, image acquisition and survey, and since 1985 have pursued a continuing professional career in this field.

1.3 I am a member of the Chartered Institute for Archaeologists (CIfA, membership number 947, elected 1990, original area of competence Air Photo Interpretation), a Fellow of the Society of Antiquaries of London (elected October 2014) and a member of the Society of Expert Witnesses (SEW).

1.4 I am a director of Air Photo Services Ltd, and my company currently provides remote sensing advice, temporal analysis of land use changes, and assessment for single site and large infrastructure issues.

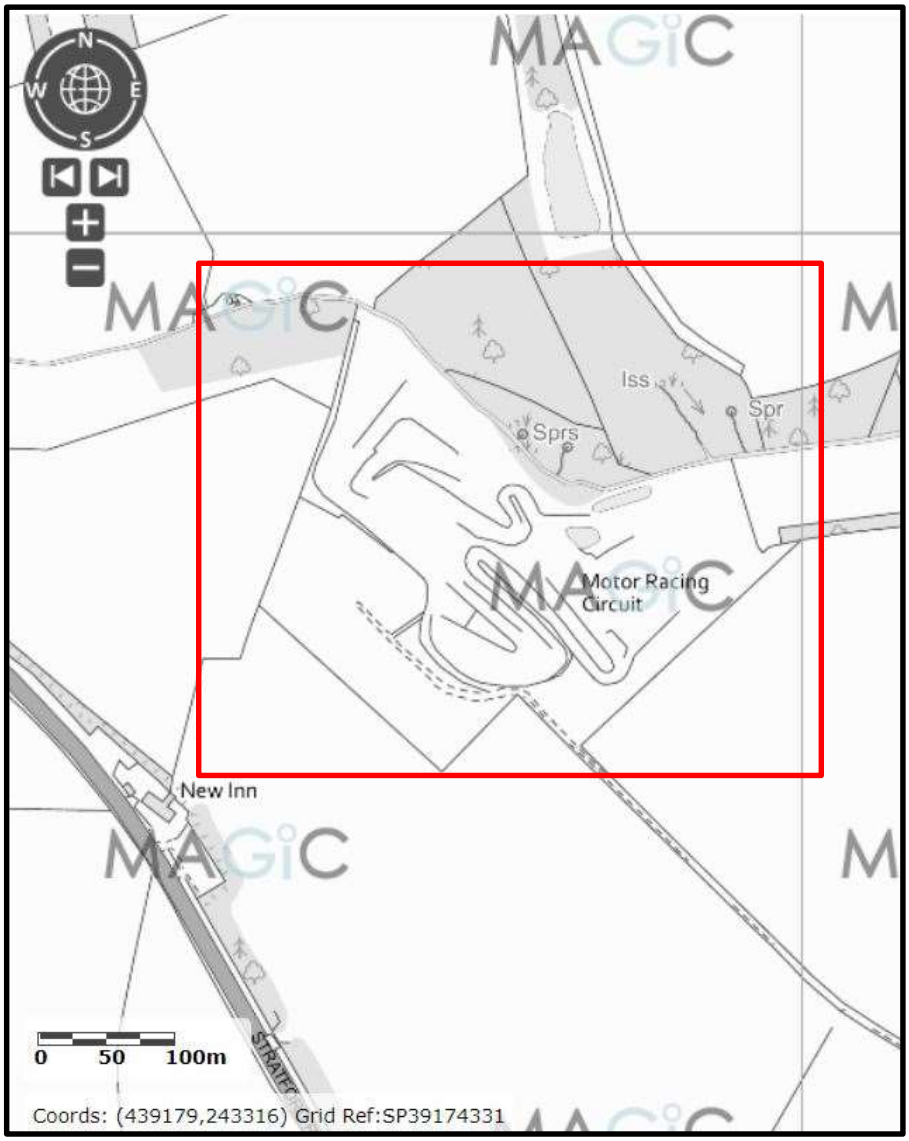
1.5 I routinely provide expert witness opinion from aerial and satellite imagery and remote sensing data for CPR 35 compliant investigations.

2 INSTRUCTION

2.1 I am instructed by Hornton Parish Council to examine the extent and development of the Motocross outdoor facility at Wroxton OX156EU. The site is shown at **Figure 1** below. The instruction is to examine and detail the configuration and topography of the MX Track between 2009, 2012 and 2020, *via* provision of:

- Comparative information between 2009 and 2020;
- Data regarding annual changes in the extent and configuration of the facility between 2009 and 2020; and
- Examination of development of the site between May 2016 and September 2020.

2.2 Figure 1: The site location



3 MY EVIDENCE

Civil Procedure Rules

3.1 I have undertaken the investigation and presentation of my Expert Evidence in accordance with the Civil Procedure Rules (CPR) Part 35 and Practice Direction 35 which supplements CPR Part 35.

3.2 I have considered all material facts within my own expertise in an independent manner, and herein provide an unbiased and factual statement of my expert opinion in this case.

Disclosure of interests

3.3 With the exception of instructions provided to me by Martin Leay Associates in this matter, I have no connection with any of the parties, the site or issues in this case and no conflict of interest, or other interest in, any matter pertaining to it.

4 THE TECHNICAL INVESTIGATION

Data sources

4.1 I examined the following aerial and satellite images and Lidar data. These images are available as originally supplied, using a high resolution monitor and viewing software (in this instance QGIS), and were examined in their original formats. Images reproduced in this report are for illustration purposes only.

Year	Date	Provider	Resolution	Geo referenced by supplier	Figure for visual comparison
2009	30 05 2009	Bluesky mapshop aerial photograph	25cm	YES	2
2012	23 05 2012	Ordnance Survey aerial photograph *via* Air Images Ltd	Not stated, but appropriate for purpose	NO	3
2014	16 05 2014	Getmapping plc via Air images Ltd	12.5cm	YES	4

Year	Date	Provider	Resolution	Geo referenced by supplier	Figure for visual comparison
2015	15 04 2015	Shadowbreak Intl Ltd SPOT6 satellite image	1.5m/p, but not high quality due to being a long way off the nadir (mid-point vertical) of the image. Appropriate for coarse shape observation only	YES	5
2016	04 05 2016	Air Images Ltd	12.5cm	YES	6
2016	05 12 2016	Shadowbreak Intl Ltd PHR1A satellite image	0.7 m/p	YES	7

Year	Date	Provider	Resolution	Geo referenced by supplier	Figure for visual comparison
2017	08 04 2017 (date on image is in US format)	www.google.com/earth Google-provided image, no other attribution	Good quality image which is part of the Google satellite plugin to QGIS, and was checked against individual images to ensure positional accuracy	YES – as Google satellite plugin to QGIS, checked for accuracy	8
2018	24 09 2018	Shadowbreak Intl Ltd WV03 satellite image	0.4m/p	YES	9
2019	28 03 2019	UK Environment Agency National Lidar Programme (NLP)	1m	YES	10

Year	Date	Provider	Resolution	Geo referenced by supplier	Figure for visual comparison
2019	04 07 2019	Shadowbreak Intl Ltd GEO1 satellite image	0.51m/p	YES	11
2020	01 09 2020	Drone-derived image by Mr Roger Corke	Not stated, but appropriate for purpose	NO, but possible to georeference using QGIS Raster Georeferencer	12

4.2 These data provided an appropriate timescale for the investigation. The majority of the images were supplied in geo-located (georeferenced) format and were examined directly within a Geographic Information System (GIS), QGIS 3.10. GIS software provides a 'real world scale' database and geometric viewing and data analysis platform. In this instance an OSGB/1936/ British National Grid EPSG:27700 Coordinate Reference System was used as is standard in the UK. This ensured correct positioning of the images as supplied within the accuracy tolerances of the geo-referencing applied to the images at capture and during processing by the suppliers.

4.3 The 2012 Ordnance Survey aerial photograph did not carry georeferencing files, and I georeferenced it manually using the QGIS raster georeferencer using common ground control points to the already georeferenced data in other images. This georeferenced image is not absolutely accurately positioned, and I have therefore used it as a visual reference only in this report.

4.4 I have of necessity replaced the 2012 image with a georeferenced 2009 high resolution satellite image to provide an accurate 'baseline' for the assessment data.

4.5 National Lidar Programme (NLP) 1m Lidar data was also used to determine topographic information on one occasion only. These data were collected on 28th March 2019 and were downloaded from the UK Environment Agency website as dated open-source point-cloud data. These data were visualised using Relief Visualisation Toolbox (RVT) software to create an accurately located Digital Terrain Model (DTM) which shows the topographic features and extent of the site in March 2019.

4.6 This may be easily compared to a satellite image captured in July 2019 and an image derived by Mr Roger Corke from a Drone platform survey in September 2020 to show changes to the site between these dates.

4.7 The assessment was carried out *via* detailed visual inspection and measurement of the length and definition of the configuration of the track in 2009 and 2019.

4.8 These images provide clear comparative data for the changes to the track configuration and length over a 10 year span.

Measuring the site: caveats and considerations

4.9 The data provide a comprehensive timespan which covers each year 2012 – 2020 with a 2009 firm baseline from which to record changes.

4.10 This bare-earth motocross track is a dynamic entity, the evolution of which has been recorded over the past 11 years 2009 – 2020. The data indicate change, with the addition of loops, banks, corners and straights which have been recorded and compared.

4.11 A common starting and finishing point has been fixed in 2009 and 2020 for the measurement of the length of the track, in order to compare like with like.

4.12 There is only one set of height data, in the NLP Lidar data captured in 2019, which has created a DTM over the site. The nearest comparison is to a very sharply lit and shadowed satellite image captured in 2016 which indicates the rugged topography at that date. Unfortunately, there are no height data associated with any of the aerial or satellite images. In this

case, visual observations may be made in regard of the shadows which indicate topographic features on some occasions. Images with minimal shadow are not reliable for the recording of topographic features in the absence of stereoscopic pairs of images.

4.13 Images with minimal shadow are not reliable for the analysis of topographic features in the absence of stereoscopic pairs of images.

5 RESULTS OF THE INVESTIGATION

5.1 The site has been developed and altered since the first occasion of observation for this assessment in 2009. This investigation began with a visual assessment of the site to establish a baseline for comparative analysis from 2009.

5.2 **Figures 2 – 15** provide a full visual comparison of the configuration of the track between 2009 and 2020.

5.3 **Figures 16 - 18** provide comparative analyses of the extent of the track in the baseline year 2009, 2016 and 2020.

5.4 **Figure 2: Baseline 30 05 2009**

5.5 This image shows the track in 2009. There is a further image available, which I have examined, captured by Getmapping plc, who date their survey to between 2009 and 2013, which appears at Google Earth on a 2009 date. It shows the same configuration as this image which was supplied and firmly dated by Blueky Mapshop. I have used this image as a baseline for this assessment because it is firmly dated and georeferenced by the supplier.

5.6 **Figure 3: 23 05 2012**

5.7 This image is clear, but is not georeferenced by the supplier therefore I consider the 2009 and 2014 images to provide more reliable geolocation information for comaprison of the track configuration on the ground. It shows that the southern boiundary has been repositioned since 2009 and some substantial alterations have been made to the south eastern part of the track.

5.8 **Figure 4: 16 05 2014**

5.9 Works are ongoing in 2014 and an area of earthmoving and ermbanking is indicated. The shadows are soft and diffuce, and the image does not allow for an accurate assessment of any topographic features.

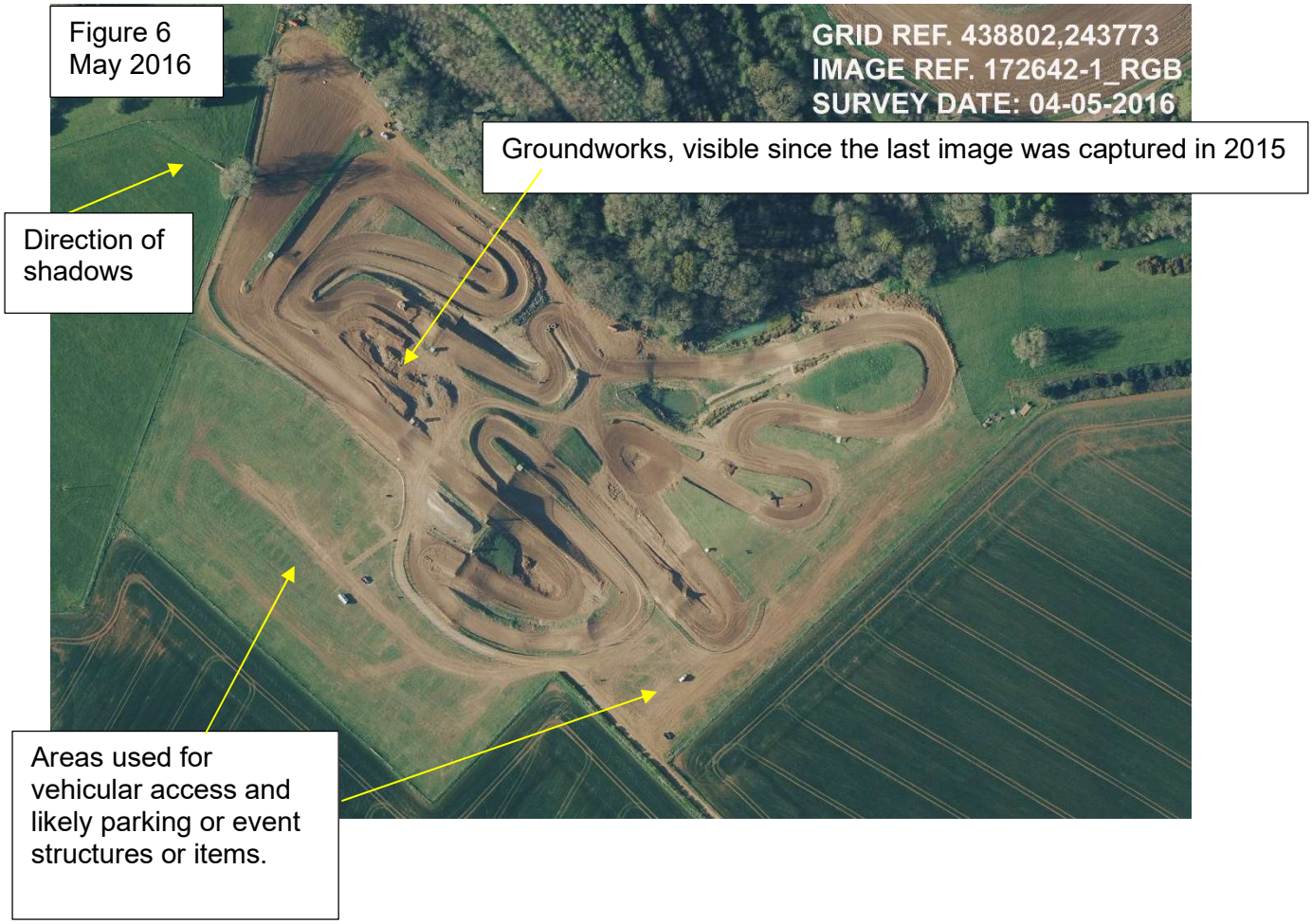
5.10 **Figure 5: 15 04 2015**

5.11 This satellite image lies towards the edge of the captured area and the resolution is not optimal. It does however show that the works which were ongoing in 2014 have completed a further loop to the track by 2015 which is indicated below.

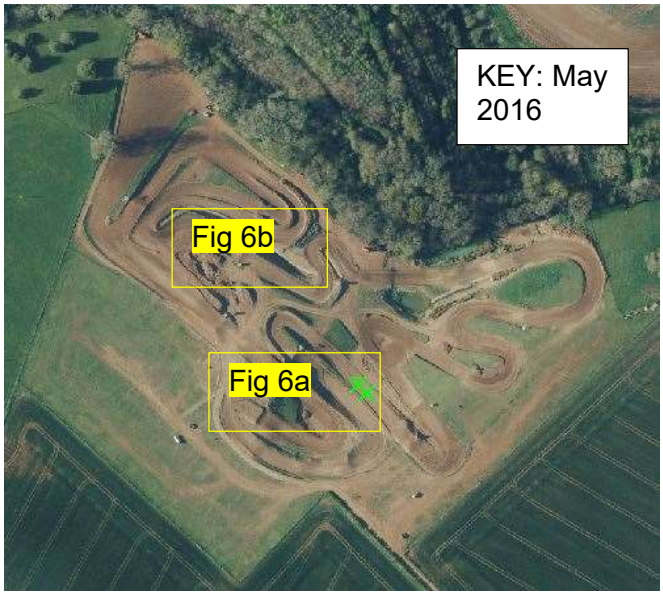
5.12 **Figure 6: 04 05 2016**

5.13 This image shows the site clearly, and indicates that there are some works ongoing in the site centre, since 2015, and that the periphery of the site indicates that there has been increased access and a recent event/meeting which has caused marks in the grass to the south of the track area. The long shadows indicate the presence of sharply edged, likely recently constructed platforms and some likely jumping ramps.

5.14 Works are ongoing in May 2016 to extend and landscape the track and associated features and areas.



5.15 **Figure 6a** shows details of earth moving machinery during active groundworks at this date, areas of tyres used to separate the track loops, fencing and well defined earthworks in the track area. These ramps are defined well by the strong shadows they cast which indicate their shape as shown over the page on **Figure 6b**. This photograph shows active earthmoving and landscaping activities on 4th May 2016. The site is extensively fenced with what may be 'Heras' type modular site safety fencing of the type used to secure construction works sites. This is not evident on December 2016, and I conclude that its presence indicates active groundworks, which require safety fencing.



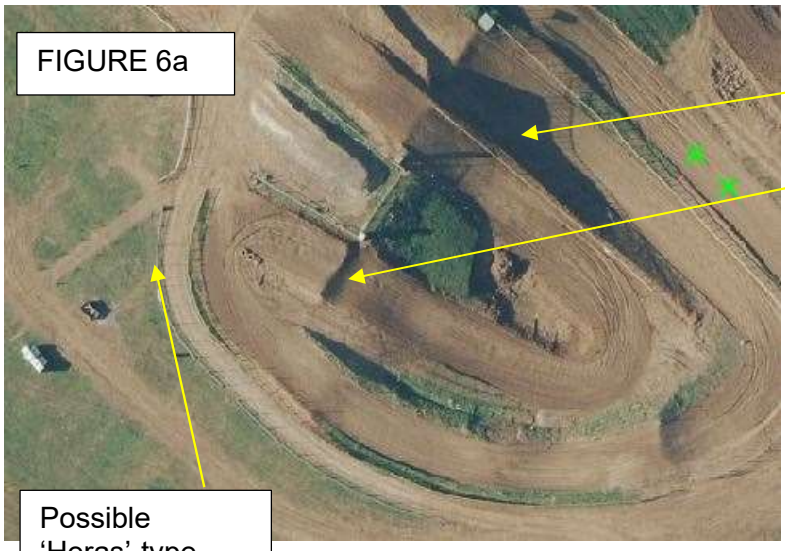


FIGURE 6b
Level changes indicated by deep shadows

5.16 **Figure 7: 05 12 2016**

5.17 This satellite image was captured in winter, is of high contrast and the light is low angled, creating very deep shadows. This low light angle emphasises the topographic features – the jumps, banks and hollows, which are present on the site by 2016, *via* the shadows which they cast on this occasion. Unfortunately there is no stereo pair to this image and no way to derive accurate topographic modelling from it. However, it is an excellent visual illistration of the site topography in December 2016 which was photogrpahed under active modelling in may 2016. The layout remains the same as in February 2015, with an ongoing visible development to this layout since 2012.

5.18 **Figure 8: 08 04 2017**

5.19 This image is very clear and shows the same topographic and configuration features, in different lighting conditions, as were present in 2015 and 2016. The track is not deeply shadowed, despite there being shadows cast by trees and fences, and the earthworks not so prominently visible as in 2016.

5.20 **Figure 9: 24 09 2018**

5.21 This image shows the same configuration as in 2017.

5.22 **28 03 2019**

5.23 This image is a 1m resolution visualised DTM which is derived from the survey point-cloud generated by an airborne Light detection and ranging (Lidar) survey. This survey was undertaken by the National Lidar Programme (NLP) at a 1m resolution and derived from the Environment Agency website as georeferenced open-source digital data. Lidar survey provides a method for measuring distances by illuminating the target with laser light and measuring the reflection with a sensor. Differences in laser return times and wavelengths can then be used to make digital 3-D representations of the target. It has terrestrial, airborne, and mobile application and is an established method for surveying a DTM which shows the topography of the land surface, or a DTM which includes the vegetation and above-surface features.

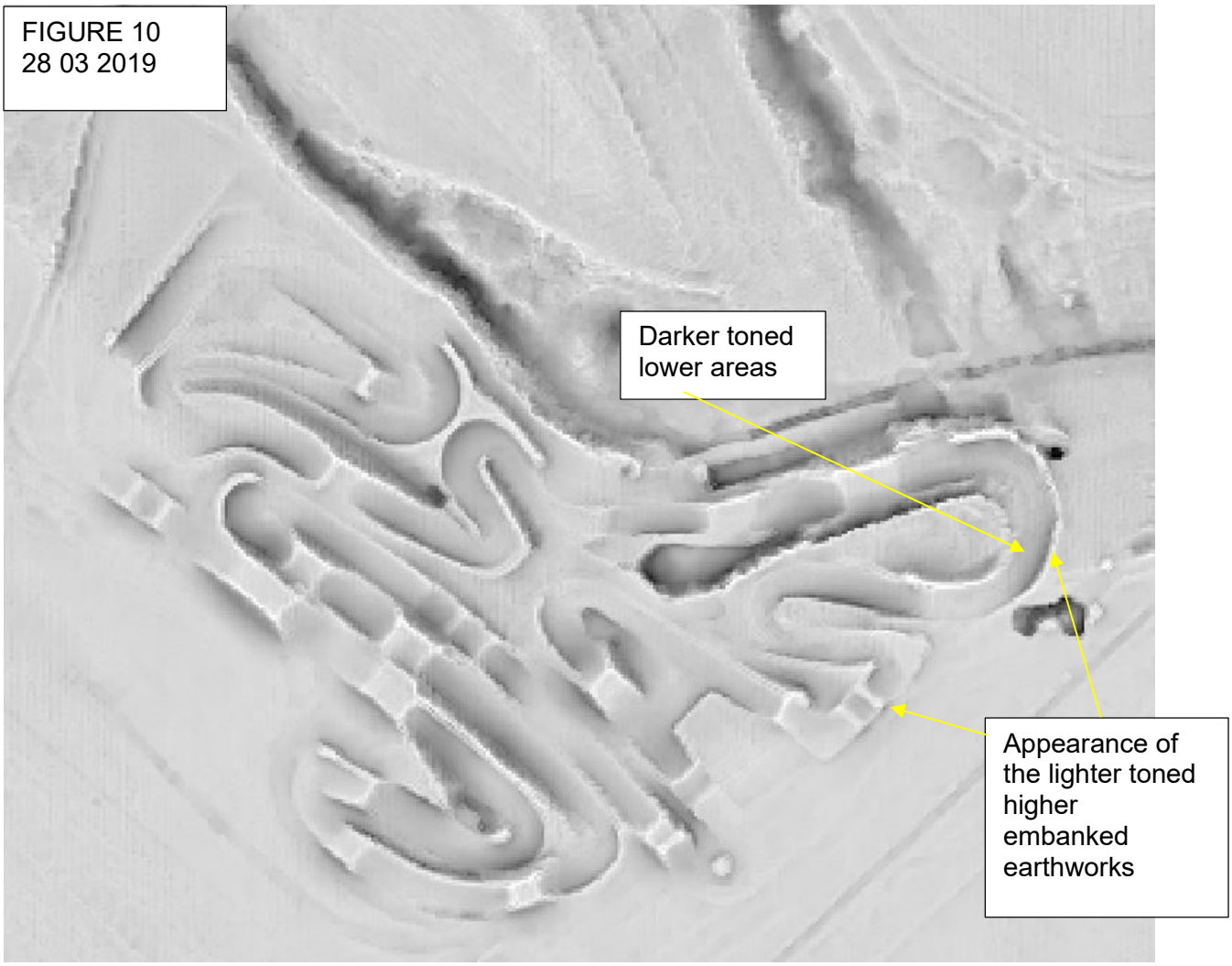
5.24 In this case the DTM was processed *via* RVT software and uploaded as georeferenced DTM files to QGIS for examination. A number of visualisations were considered (Single Local Relief Model, Skyview Factor, Open Positive, Open Negative, Multi and Single Hillshade lighting). The Open Positive visualisation of the DTM reference DTM_SP3540_10700_20190328_open-pos-R10_D16_8bit was chosen for illustration. It provides good contrast for visual communication of the topography, and an accurate positional representation of the topographic features on the site.

5.25 The Lidar data were captured in March 2019 and show the site as it was since 2015/16 prior to alterations to the north east section of the track in July 2019. These data place a date on the alteration timescale when the track area was increased *via* introduction of further looping areas between March and July 2019.

5.26 These data can be used to provide height profiles over the terrain, but unfortunately there are no comparative digital height data from previous years against which to accurately measure changes to the landscaping over time. The 2016 satellite image does however visually show the topographic features which are also recorded *via* the Lidar data.

5.27 **Figure 10: 28 03 2019**

5.28 Lighter toned areas are raised, darker toned areas are lower. The model derived from Lidar data clearly shows the jumps, embankments and the lower area of the track surface.



5.29 **Figure 11: 04 07 2019**

5.30 **This satellite image taken in rather flat lighting conditions in July 2019 shows two new loops under construction as an alteration from a single loop present in March 2019**. **Figure 11a** shows a blended image with July 2019 at 80% transparency over the visualised Lidar DTM, which indicates the area of alteration between March and July.

FIGURE 11
04 07 2019

5.31 **Figure 11a: 04 07 2019 Lidar data blended with 04 07 2019 satellite image**

5.32 **Figure 11b: Additional areas created between 28 03 2019 and 04 07 2019** have been highlighted below, derived from Figure 11a above.

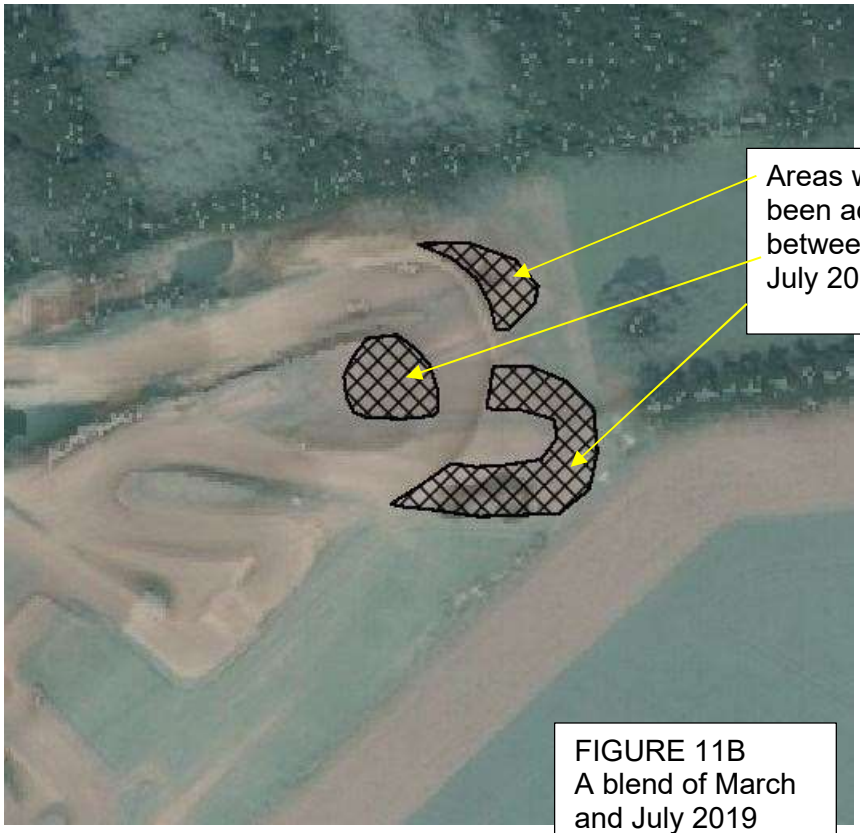


FIGURE 11B
A blend of March and July 2019

These images were blended to show the change to the north east loop in the track between 29 03 2019 and 04 07 2019.

5.33 **Figure 12: 01 09 2020 date**

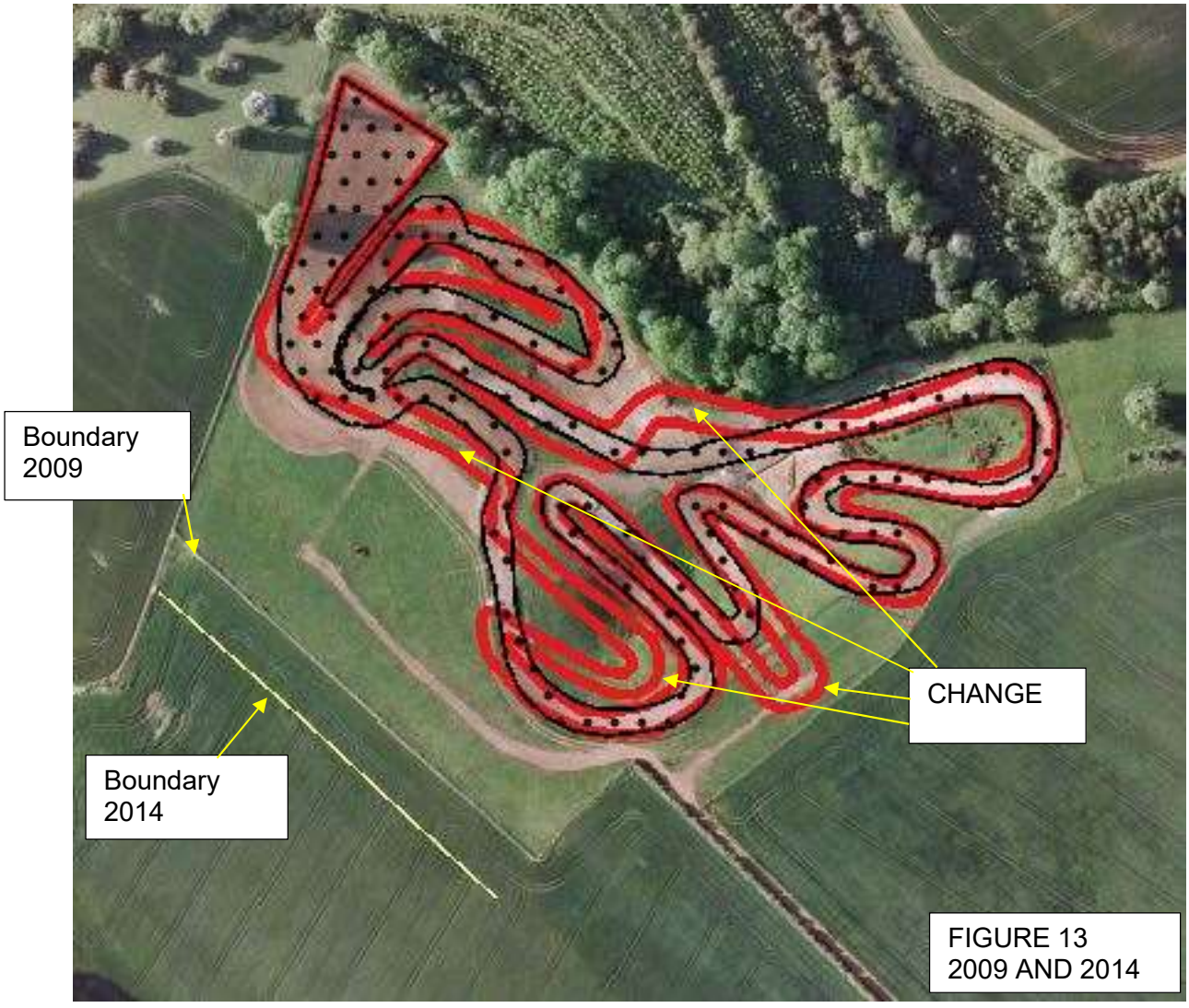
5.34 this image was captured *via* a drone survey in September 2020. It shows the configuration of the track at that date following works between March and July 2019. An alteration had taken place since July 2019, with the creation of a further loop in the north west sector of the site. The light toned marks on the grass to the south and south east of the site indicate the recent presence of parking or other facilities for a likely event, which lasted long enough to affect the growth of the grass in areas which were covered by structures, items or vehicles.

COMPARATIVE ANALYSIS: Length of the track 2009 - 2020

5.35 **Figure 13: The track in 2009 and 2014**

5.36 This figure shows the extent of the track in 2009 and 2014. It was created by digitising the extent of the track and the north western entrance way at both dates. The difference in the position of the southern boundary in 2009 and 2014 is also indicated.

5.37 The track at both dates is shown against the 2009 image to indicate changes in 2014, which are the addition of loops to the track as indicated and the moving of the southern boundary which took place between 2009 and 2012.

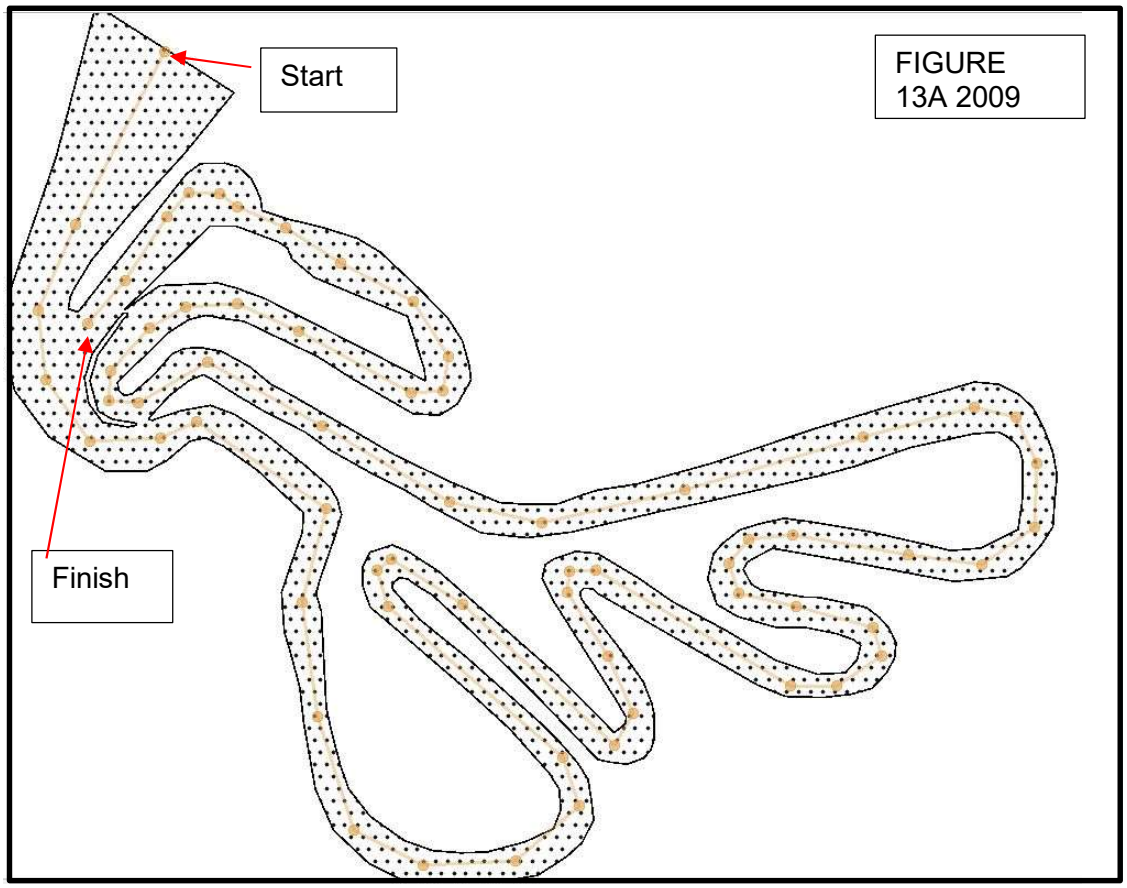


Track in 2009

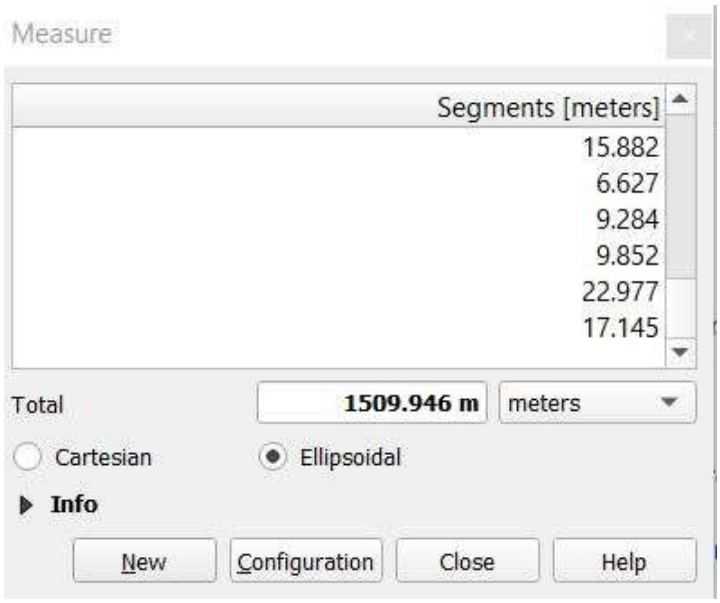
Track in 2014

5.38 I measured the length of the track as recorded from the air or satellite in May 2009, May 2014, May 2016, July 2019 and September 2020. I used the QGIS length measuring tool in metres and sought to maintain as consistent a line as possible and consistent start and finish points. The measurement is an indication only of the increase in length and is indicative of the visual results only. It is not guaranteed to sub-metre accuracy due to small differences in positioning between images, and differences in judgement and positioning of the measuring nodes on each occasion of measurement, as the track configuration changes. It is, however, a demonstrable indication of change.

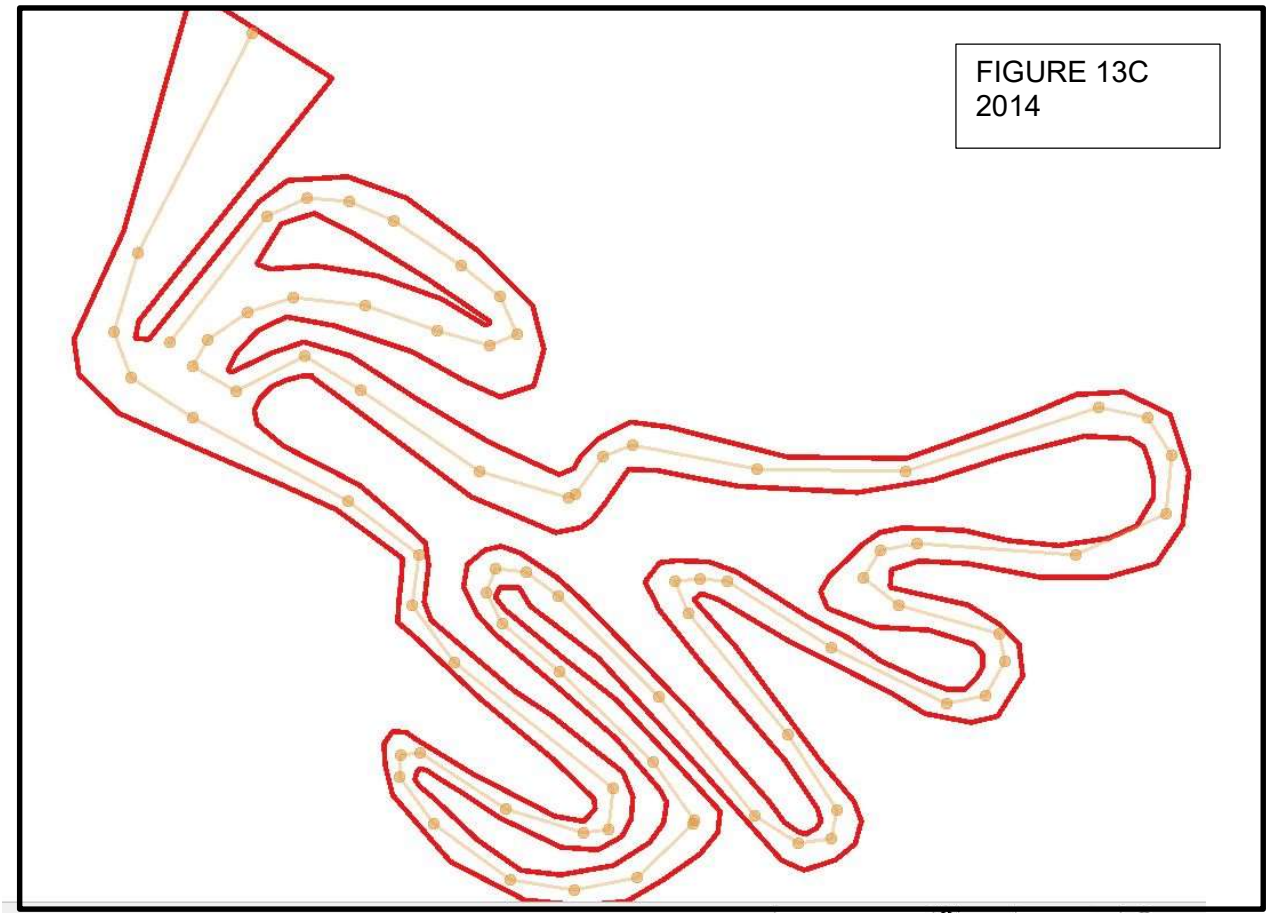
5.39 **Figure 13A 2009 length**



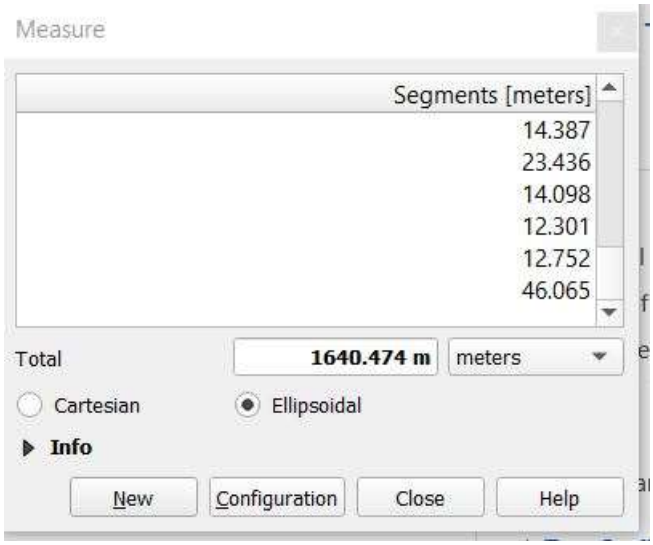
5.40 **Figure 13B result 2009**



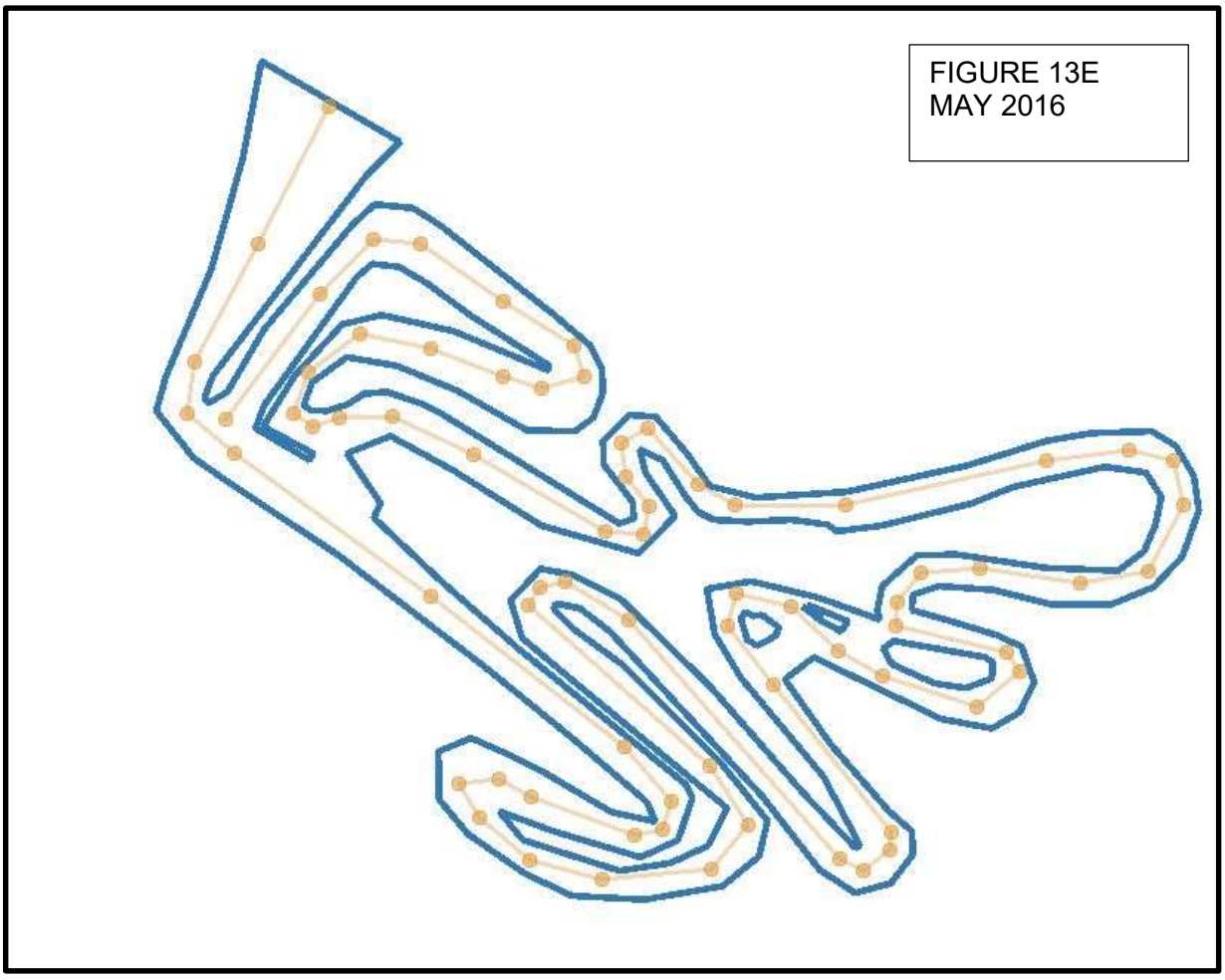
5.41 **Figure 13C 2014**



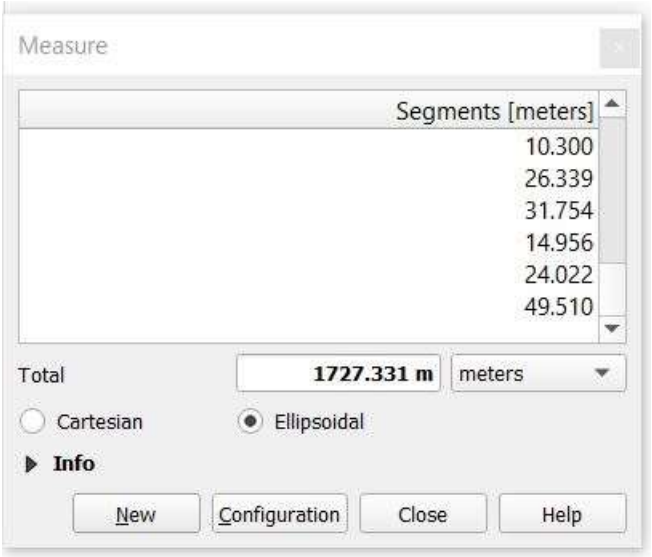
5.42 **Figure 13D result 2014**



5.43 **Figure 13E May 2016**

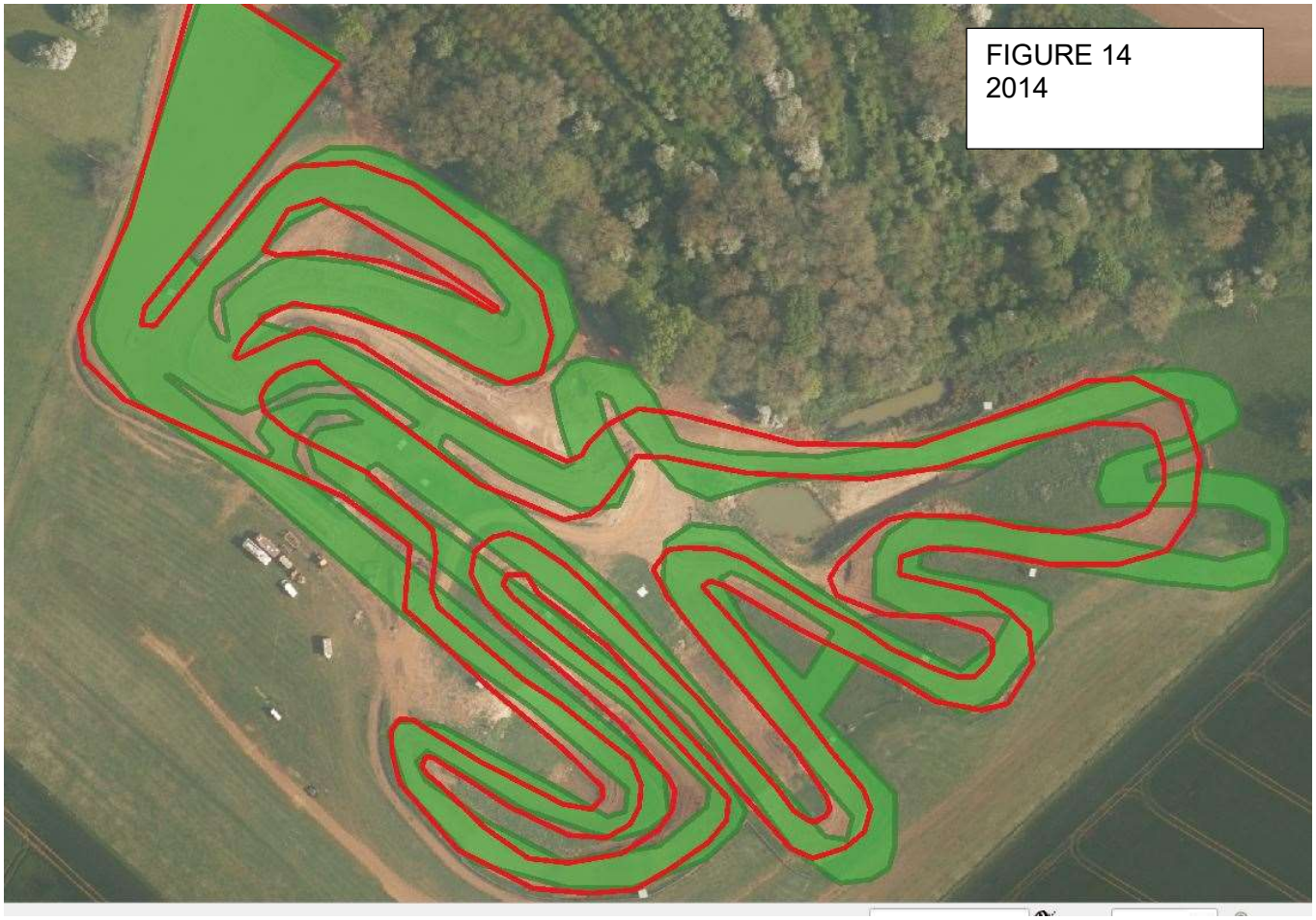


5.44 **Figure 13F result May 2016**



5.45 The above figures demonstrate considerable change in the track layout between 2014 and 2019, and ongoing relandscaping works in May 2016.

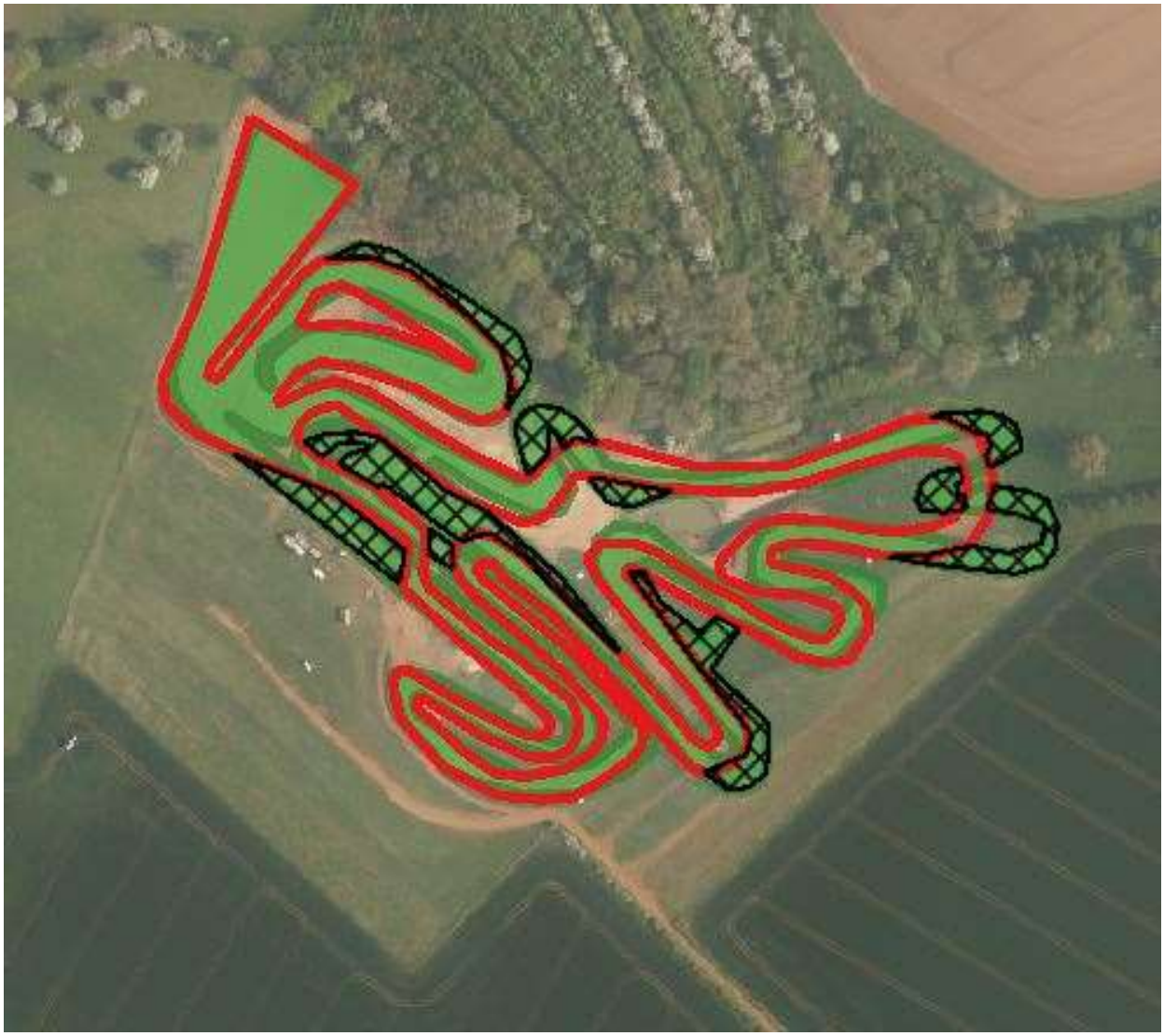
5.46 **Figure 14 2014 in comparison to July 2019 shown against 2014 image.** The areas which have changed and been added between 2014 and 2019 are shown at **Figure 14a** over the page.



2014

2019

5.47 **Figure 14a** The areas which have changed and been added, rather than re-aligned slightly, between 2014 and July 2019 are shown in hachure to clarify that they are new additions to the track.



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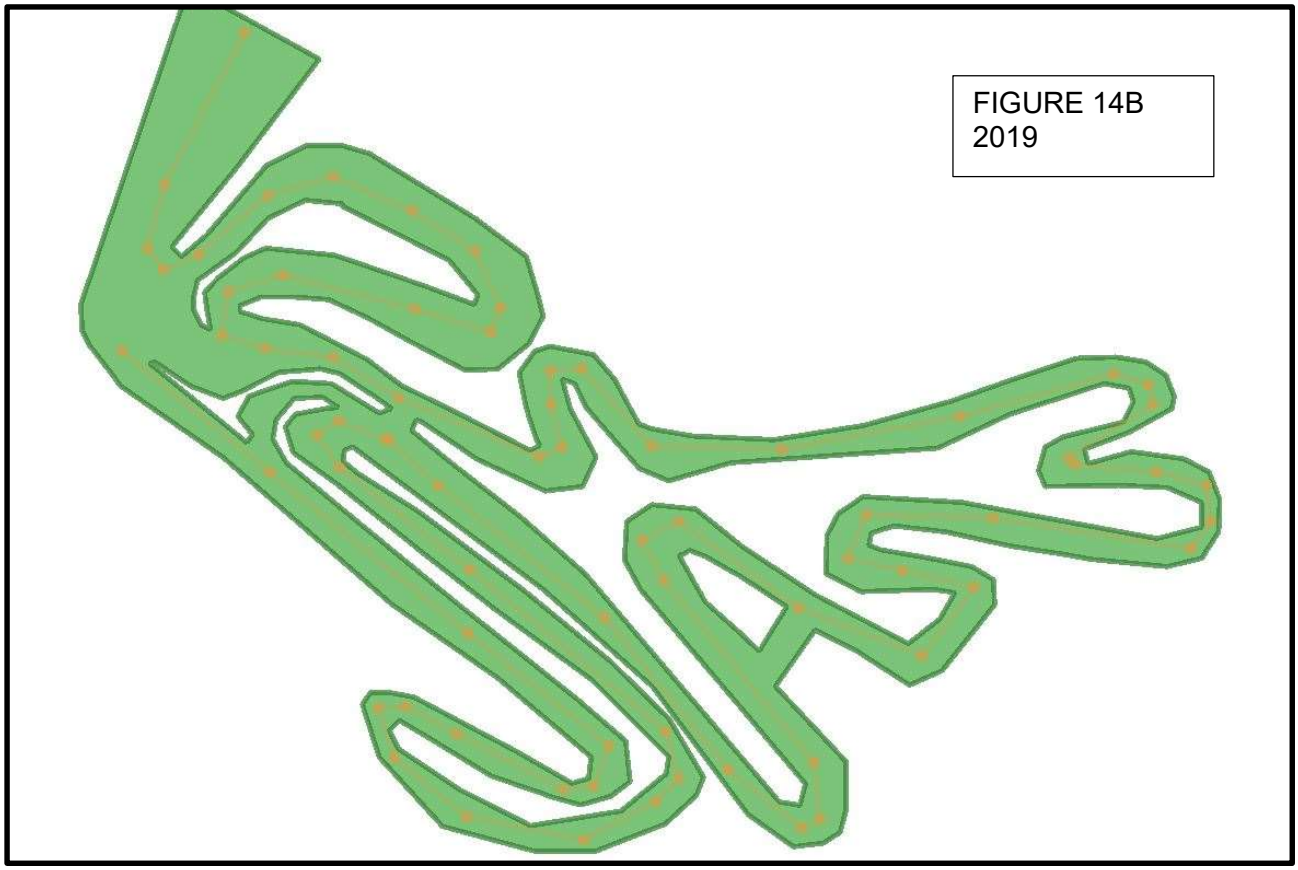
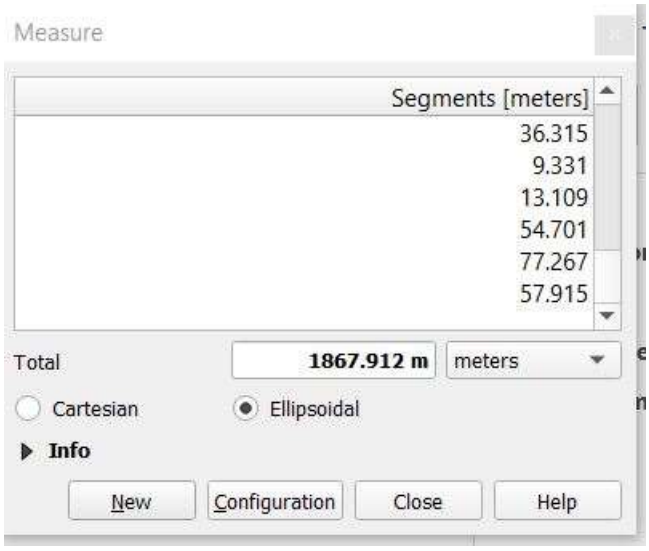
Areas which have been added since 2014, rather than re-positioned, to make new areas of track

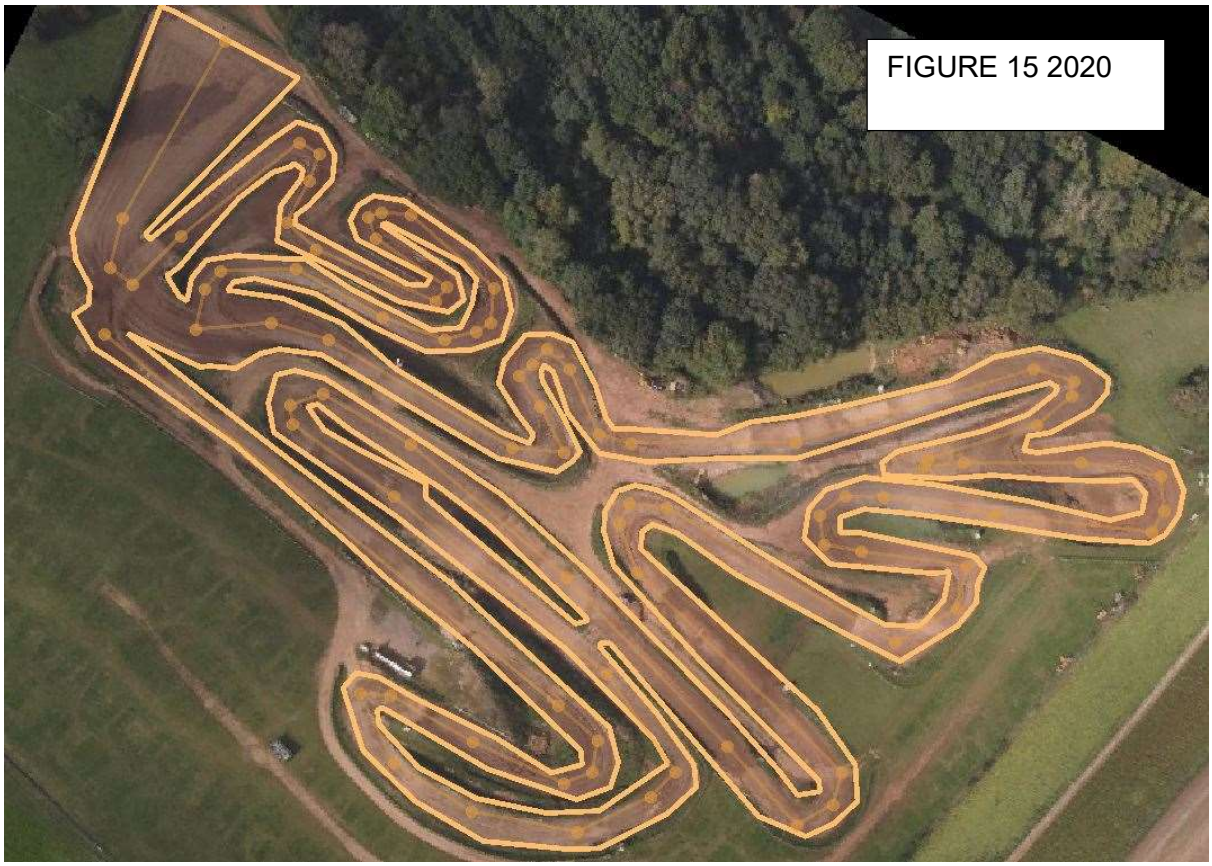
5.48 **Figure 14B 2019 length of track, caveated as above**



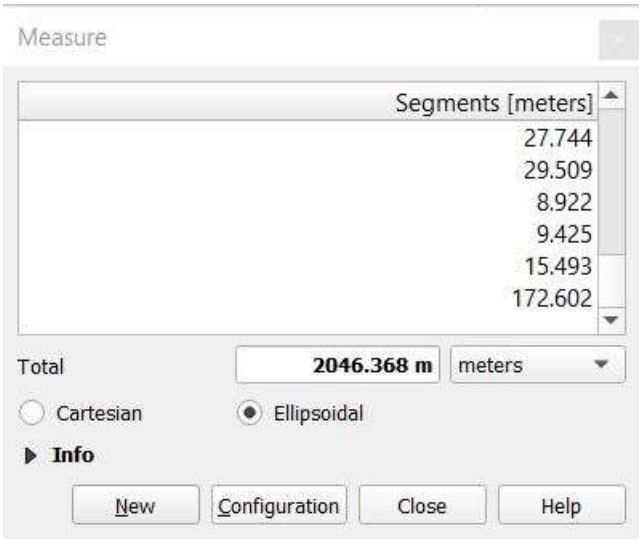
5.49 **Figure 14B 2019 length result.** There is a small length of track unmeasured in this diagram which adds approximately 34m to this measurement if it is to be counted as 'track'.



5.50 **Figure 15 2020 length of track caveated as above.** This is shown as a stand-alone image because the georeferencing is not perfect and it is included to account for the alteration to the track which took place between July 2019 and September 2020 and provide a measurement to account for this alteration.



5.51 **Figure 15A result 2020**



5.52 These measurements are tabulated below, conservatively, to account for slight positional differences and differences in positioning of the measuring cursor over the altered track route in 2009, 2014, 2019 and 2020. The cursor was positioned as centrally as possible to the track width, and it is

appreciated that slight differences may be noted dependent on where the cursor is positioned. However, the measurements do show a clear trend of increase in length..

5.53 They are backed up by the visual analyses which indicate beyond doubt that the track was altered between 2009 and 2020 to increase its complexity and length.

Year	**Rounded to nearest decimal, caveated length indication**
2009	c.1510m
2014	c. 1640m
2016	c. 1747m
2019	c. 1868m
2020	c. 2046m

5.54 In rounded terms, there has been an **increase in the length of the track between 2009 and 2020 from 1510 to 2046m which is an increase of *c.* 33% between those dates.**

5.55 **Development works took place:**

- between 2009 and 2012;
- 2014;
- May 2016, when extensive re-landscaping is ongoing;
- between March and July 2019 when additional loops were added to the NE part of the track. **This is shown at Figure 11, above, which is repeated below for clarity;** and
- between July 2019 and September 2020 when a loop was modified and added within the body of the track alongside further modifications and additions. This is shown above at Figure 14.

Changes between March and July 2019, after Figure 11

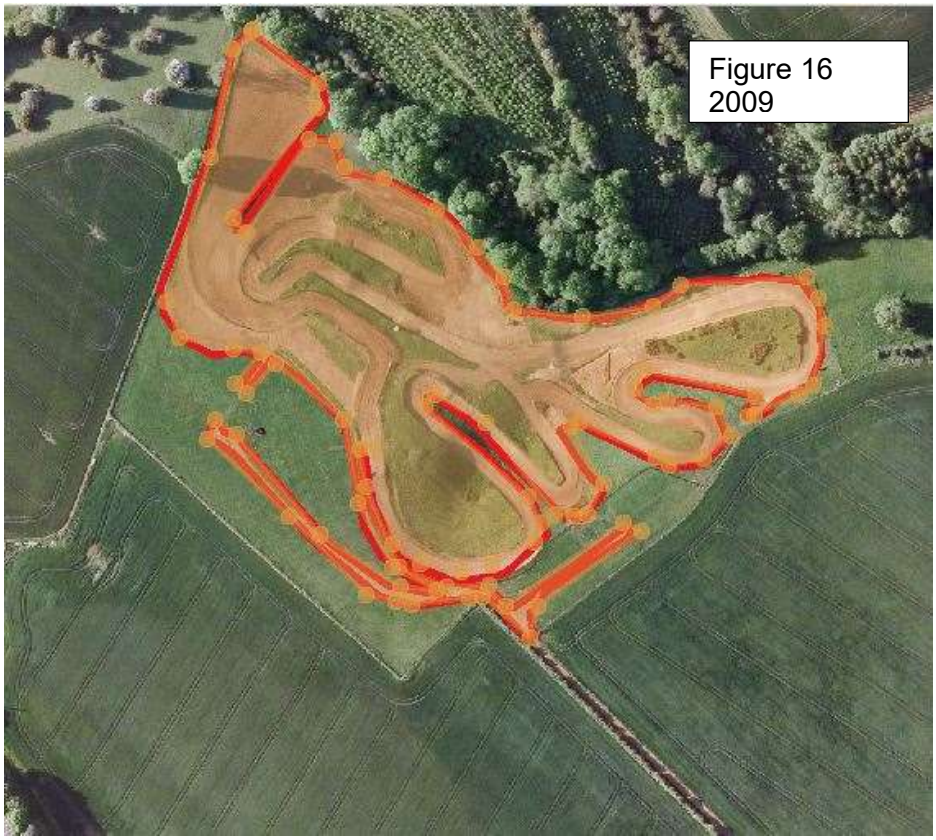
FIGURE 11B
A blend of March and July 2019

These images were blended to show the change to the north east loop in the track between 29 03 2019 and 04 07 2019.

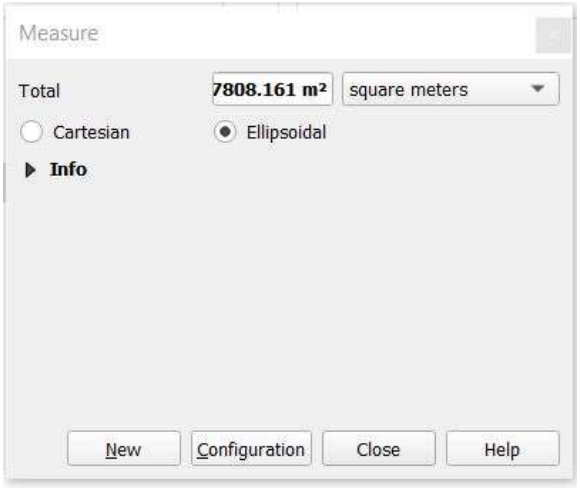
COMPARATIVE ANALYSIS: Area of the track, groundworks and access 2009, 2016 and 2020

5.56 The area which contains the track, associated areas of bare soil, groundworks and access ways was digitised and measured using the area measurement tool in QGIS.

5.57 **Figure 16 2009 the area of the track and all associated bare earth features**



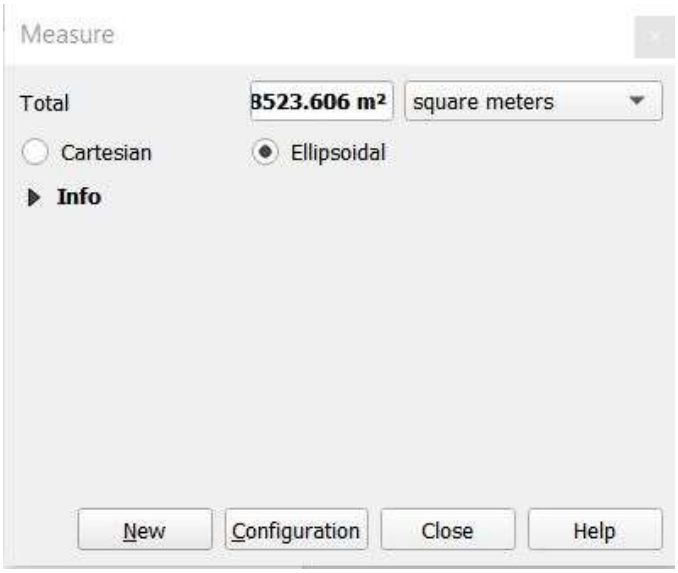
5.58 **Figure 16a area of track groundworks and access ways 2009**



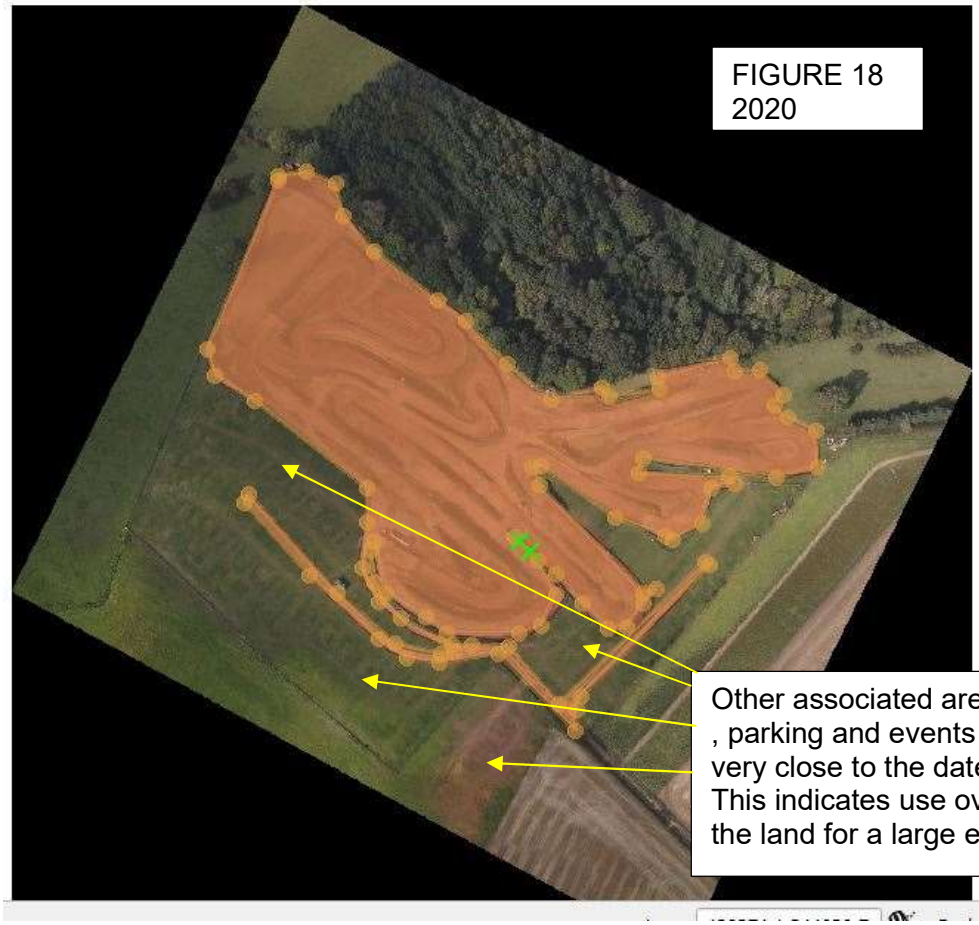
5.59

5.60 **Figure 17 4th May 2016, the area of the track and all associated bare earth features.**

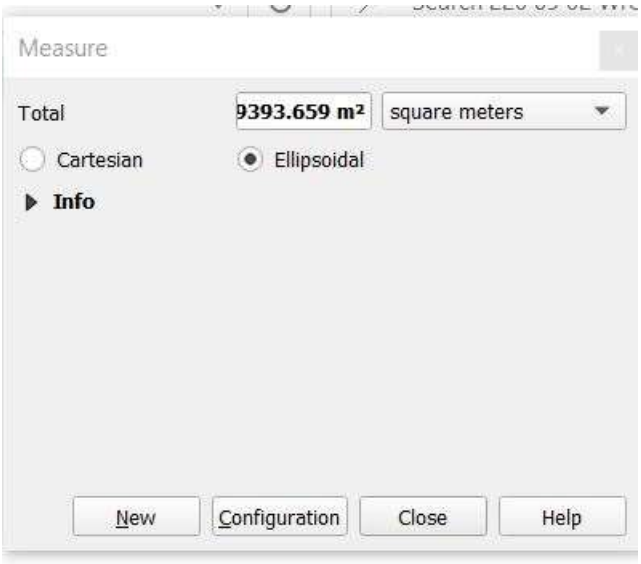
5.61 **Figure 17a 4th May 2016, the area of the track and all associated bare earth features**



5.62 **Figure 18 01 September 2020, the area of the track and all associated bare earth features**



5.63 **Figure 18A 01 September 2020, the area of the track and all associated bare earth features**



5.64 These measurements are tabulated below, conservatively, to account for slight positional differences and differences in positioning of the measuring cursor over the altered area in 2009, 2016, and 2020.

Year	**Area of bare soil, track and associated features.** **Rounded to nearest decimal, caveated area indication**
2009	c.7808 m^2
2016	c.8524 m^2
2020	c. 9394 m^2

6 CONCLUSION

6.1 The track increased in length, capacity, topographic variation and complexity between 2009 and 2020. This was achieved by a series of works which are documented above by the aerial images and Lidar data.

6.2 In rounded terms, there has been an increase in the length of the track between 2009 and 2020 from c.1510m to c.2046m.

6.3 In rounded terms, the areas of bare soil and 'land take' for works and associated events, access and off-track activities increased from c. 7808m^2 in 2009 to c.9394m^2 in 2020.

6.4 This was achieved *via* a series of works which were ongoing since change was first documented in 2012, then 2014. Landscaping works in 2016 achieved changes to the topography, with further changes in the configuration of new loops took place between March and July 2019 and between July 2019 and September 2020.

6.5 The 2020 configuration presents a more rugged, complex and topographically defined track with higher capacity for concurrent users and larger events.

6.6 There is ongoing evidence for the necessary accommodation, parking and off track activities associated with events at the site, and an area in the south and south east has been used for temporary structures, access and parking.

6.7 The southern boundary of the land was moved to the south between 2009 and 2012 which increased the size of the site as a whole.

7 EXPERT'S DECLARATION

I, Christine Diane Cox BA MA MCIfA FSA, declare that:

7.1 I understand that my duty in providing written reports and giving evidence is to help a Court, planning committee or inquiry, or Tribunal (hereafter referred as 'the recipient') and that this duty overrides any obligations to the party by whom I am engaged or the person who has paid or is liable to pay me. I confirm that I have complied with and will continue to comply with my duty.

7.2 I confirm that I have not entered into any arrangement where the amount or payment of my fees is in any way dependent on the outcome of the case.

7.3 I know of no conflict of interest of any kind, other than any which I have disclosed in my report.

7.4 I do not consider that any interest which I have disclosed affects my suitability as an expert witness on any issues on which I have given evidence.

7.5 I have shown the sources of all the information I have used.

7.6 I have exercised reasonable care and skill in order to be accurate and complete in preparing this report.

7.7 I have endeavoured to include in my report those matters, of which I have knowledge or of which I have been made aware, that might adversely affect the validity of my opinion. I have clearly stated any qualifications to my opinion.

7.8 I have not, without forming an independent view, included or excluded anything which has been suggested to me by others, including my instructing lawyers and other who have instructed me.

7.9 I will notify those instructing me immediately and confirm in writing if, for any reason, my existing report requires any correction or qualification.

I understand that:

7.10 My report will form my evidence and may be given under oath or affirmation.

7.11 Questions may be put to me in writing for the purposes of clarifying my report and that my answers shall be treated as part of my report and covered by my statement of truth.

7.12 The recipient may at any stage direct a discussion to take place between experts for the purposes of identifying and discussing the expert issues in the proceedings, where possible reaching an agreed opinion on those issues and identifying what action, if any, may be taken to resolve any of the outstanding issues between the parties.

7.13 The recipient may direct that following a discussion between the experts that a statement should be prepared showing those issues which are agreed, and those issues which are not agreed, together with a summary of the reasons for disagreeing.

7.14 I may be required to attend Court, Planning Committee, Inquiry or Tribunal to be cross-examined on my report by a cross-examiner assisted by an expert.

7.15 I am likely to be the subject of public adverse criticism by a judge or planning inspector if the recipient concludes that I have not taken reasonable care in trying to meet the standards set out above.

I have read:

7.16 Part 35 of the Civil Procedure Rules and the accompanying Practice Direction and I have complied with their requirements.

7.17 The 'Protocol for Instruction of Experts to give Evidence in Civil Claims' and confirm that my report has been prepared in accordance with its requirements. I have acted in accordance with the Code of Practice for Experts.

8 STATEMENT OF TRUTH

8.1 I confirm that I have made clear which facts and matters referred to in this report are within my own knowledge and which are not. Those that are within my own knowledge I confirm to be true. The opinions I have expressed represent my true and complete professional opinions on the matters to which they refer.

Signature

Christine D Cox BA MA MCIfA FSA

29th September 2020

Christine Diane Cox BA MA MCIfA FSA
Director, Air Photo Services Ltd
The Shaftesbury Centre
Percy Street
Swindon
SN2 2AZ

info@airphotoservices.co.uk
www.airphotoservices.co.uk
+44 (0) 7827 810361

APPENDIX Date authentication documents

AIRPHOTO SERVICES

2009

RECEIPT

bluesky Mapshop

Your order reference and invoice number is: 172537

Invoice Date: 09 September 2020

Product	Resolution	Image Date	Delivery	Unit Price	Qty	Total Price
25cm Legacy Aerial Photo	25cm	30/05/2009	Download	£31.92	1	£31.92
					Products Total	£31.92
					VAT	£6.38
					Grand Total	£38.30

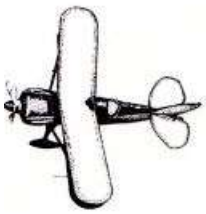
Terms: PAID

Payment Date: 09 September 2020

Bluesky International Limited | The Station, Station Road, Ashby-De-La-Zouch, Leicestershire LE65 2AS. UK | T: 01530 518 558 | E: info@bluesky-world.com
Registered in England & Wales: 4789469 | VAT No.: GB 265 8853 55

AIRPHOTO SERVICES

2012



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TEL. 01434 673111 • MOBILE 07860 783183
E-MAIL info@airimages.co.uk

CELEBRATING 25 YEARS 1991-2016

F.a.o. Mr R Corke
The Cottage
Church Lane
Hornton
OX15 6BY

29th June 2020

Dear Mr Corke,

Aerial Photography – Hornton OX15 6HX

Location Grid Reference: 438802, 243773

Image Reference: OS_20120523CM00884821

Thank you for your recent order for archive aerial photography.

I confirm that the photograph supplied, reference above, was taken on the following date:

23rd May 2012

Please do not hesitate to contact me if you require further assistance.

Yours sincerely,

Rachel Henderson.
Director.

AIRPHOTO SERVICES

2014

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E-MAIL info@airimages.co.uk

F.a.o. Mr R Corke
The Cottage
Church Lane
Hornton
OX15 6BY

29th June 2020

Dear Mr Corke,

Aerial Photography – Hornton OX15 6HX

Location Grid Reference: 438802, 243773

Image Reference: GM_20140516CM00884821

Thank you for your recent order for archive aerial photography.

I confirm that the photograph supplied, reference above, was taken on the following date:

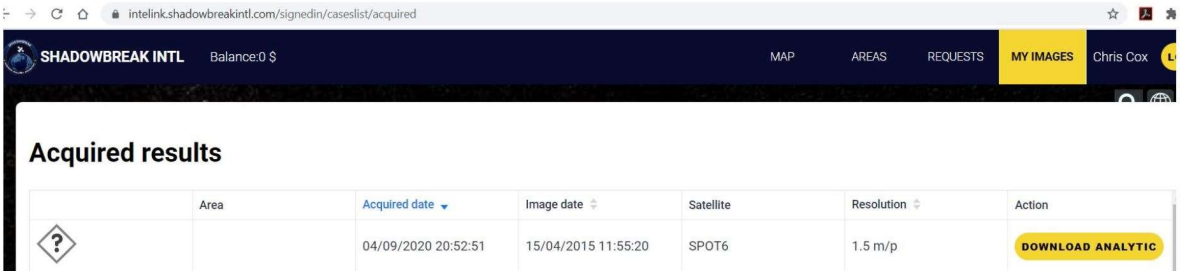
16th May 2014

Please do not hesitate to contact me if you require further assistance.

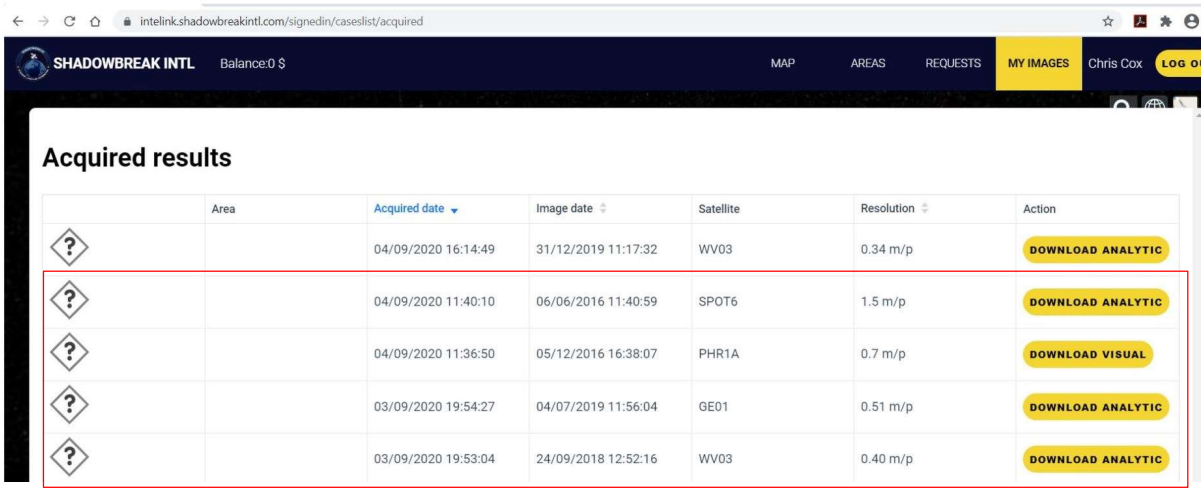
Yours sincerely,

Rachel Henderson.
Director.

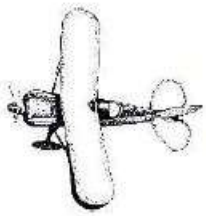
2015



2016, 2018 and 2019



2016 4th May



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E-MAIL info@airimages.co.uk

F.a.o. Mr R Corke
The Cottage
Church Lane
Hornton
OX15 6BY

21st September 2020

Dear Mr Corke,

Aerial Photography – Hornton OX15 6HX

Location Grid Reference: 438802, 243773

Image Reference: 172642-1_RGB

Thank you for your recent order for archive aerial photography.

I confirm that the photograph supplied, reference above, was taken on the following date:

4th May 2016

Please do not hesitate to contact me if you require further assistance.

Yours sincerely,

Rachel Henderson.
Director.

2017 US date format at Google Earth