

Land East of Junction 11, M40, Banbury

Landscape and Visual Impact Assessment (LVIA)

May 2022

MHP DESIGN LTD – CHARTERED LANDSCAPE ARCHITECTS - MASTERPLANNERS - ARBORICULTURALISTS

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Landscape Appendices to the LVIA

This landscape and visual impact assessment should be read in conjunction with the following appendices:

Appendix A: Summary Assessment Tables 1, 2 3 and 4

Appendix B: Figures 1 to 35 and 36 to 41

Appendix C: Assessment Methodology

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1 EXECUTIVE SUMMARY

- 1.1.1 The site consists of open, agricultural land with field hedges and trees that contribute to its rural character. The land has no rare or valuable attributes and does not form part of a valued landscape with reference to NPPF paragraph 174. The change in topography from west to east is a feature of the site and marks a transition from the settled vale adjoining Banbury to the more deeply rural landscape to the east. The landscape of the site reflects published characteristics of the local landscape character types but the immediately adjoining urban edge, employment land and highway infrastructure are also key features of the local landscape, reflecting the site location on the edge of the wider urban area. The site creates a transitional area of land between the present urban edge and this more deeply rural landscape to the east.
- 1.1.2 The sensitivity of the site has been assessed in the Cherwell District Council Banbury Landscape Sensitivity Assessment prior to the construction of the Frontier Park employment land to the immediate west of the site. The assessment identified a generally medium sensitivity to the landscape and medium high sensitivity to the visual sensitivity. This baseline has now been changed due to the influence of the adjoining employment development. The belt of employment land extends along the western margin of the M40 motorway and now extends north of junction J.11 through the construction of Frontier Park. This has had a notable urbanising effect on the site which is exacerbated by the layout, scale and character of the highway corridors adjoining the site.
- 1.1.3 When considered in the context of Banbury, the site forms an area of transition from urban to rural which contributes to the broader setting of the settlement. This is reflected in the medium landscape sensitivity assessed for the site generally. However, it is clear that the western and southern margins of the site have lower landscape sensitivity than the northern and eastern areas which adjoin the undeveloped agricultural landscape.
- 1.1.4 Even without this change in baseline, the assessment found capacity for employment development. This published assessment has been confirmed by this landscape and visual impact assessment.

- 1.1.5 The development proposals are in outline and consist of a number of large scale built forms to accommodate employment uses. These are set within a layout that retains structural hedgerows and trees and avoid the ascending landform found to the east of the land parcel. This approach incorporates inherent mitigation that assists with limiting the potential for significant landscape and visual harm.
- 1.1.6 The landscape strategy uses these retained natural features to create corridors of green infrastructure which contribute to both landscape and visual mitigation as well as provide a distinct sense of place to the future development. The green corridors also conserve existing habitat and provide an opportunity for expansion of this habitat. In landscape and visual terms both the inherent and proposed mitigation measures reduce the scale and massing of the development structures and reduce visual prominence of new built form from confirmed visual receptors.
- 1.1.7 The introduction of the Frontier Park employment land development has reduced potential views from the wider Banbury area and limited views towards the site from the motorway corridor. Where views remain the new built form of the development has potential to be seen over and through foreground vegetation but where seen it will generally appear as an extension of the existing employment land. This reduces the potential magnitude of change that will be seen in views from confirmed visual receptors. As the value of local views is generally lower because of the influence of the urban edge and highway infrastructure, effects on views are assessed to be limited and less than significant. A significant effect is identified to users of the A361 immediately adjacent to the site before mitigation measures are established.
- 1.1.8 The introduction of the Frontier Park employment land in association with the existing highway infrastructure and urban edge similarly inform the local landscape character. Whilst the development proposals have been assessed to have a detrimental effect on landscape receptors, these effects are limited in the context of the scale of development. A substantial adverse landscape effect is assessed on the site character itself due to the high magnitude of change that development would cause. However, with mitigation measures established this landscape harm is reduced to moderate.

1.1.9 Overall, the residual landscape and visual harm arising from the development is assessed to be less than significant due to the landscape strategy for mitigation and its potential to contain detrimental effects to the site.

1.1.10 Landscape policy at both national and local level are not 'nil harm' policies due to the undesignated status of the site. Any development in a green field site is likely to give rise to some landscape and visual harm and the development proposals are assessed to give rise to harm which is localised and contained. As such landscape and visual harm does not conflict with national and local policies but must be considered in the overall planning balance.

1.1.11 The Cherwell District Council Banbury Landscape Sensitivity and Capacity Study found that the site has capacity for employment development. This has now been confirmed by this assessment which identified that the harm arising from the development proposals is less than proportionate with the scale and nature of the development proposals. As such the harm that has been assessed in this landscape and visual impact assessment should not carry great weight against the proposal when considered in the full planning balance.

2 INTRODUCTION

2.1.1 MHP Design Ltd Chartered Landscape Architects and a registered practice of the Landscape Institute have been appointed on behalf of Greystoke CB to prepare a Landscape and Visual Impact Assessment (LVIA) for a proposed B8 class development with ancillary offices and facilities on land east of Junction 11, M40, Oxfordshire. This assessment informs the potential effects of the proposed development on the character of the landscape and on views. The assessment considers how mitigation can be used to reduce these effects, identify potential effects during the construction phase, at initial operational phase and operational phase when mitigation is fully established.

Description of development being assessed

2.1.2 Outline planning application for the construction of up to 140,000 sqm of Employment floorspace (use class B8 with ancillary offices and facilities), and servicing and infrastructure including new site accesses, internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works including demolition of the existing farmhouse. All matters of detail reserved.

Two stage assessment process

2.1.3 The assessment was undertaken in two stages. The first stage comprised of an assessment of the baseline landscape and visual conditions and identified constraints and opportunities that were used to inform the design evolution of development proposals. The extent and nature of potential mitigation measures were also considered along with the potential for inherent mitigation through site and contextual features and characteristics. The second stage was undertaken to assess development proposals based on the development parameter plan. This took into consideration inherent and proposed mitigation measures and confirmed the likely landscape and visual impacts of the development proposals.

2.1.4 It is anticipated that this LVIA may be included as an appendix to a landscape and visual chapter of a comprehensive Environmental Impact Assessment. However, it remains a stand

along assessment to inform decision makers on the predicted landscape and visual impacts of development and the potential effectiveness of mitigation measures.

2.2 Assessment Methodology

2.2.1 The LVIA has been undertaken following guidance set out in:

- 'Guidelines for Landscape and Visual Assessment 3rd Edition (Landscape Institute and Institute of Environmental Management and Assessment 2013)
- and
- 'Visual Representation of Development Proposals (Landscape Institute Technical Guidance Note 06/19, September 2019).

2.2.2 The assessment work has been undertaken in a number of phases; desk top studies followed by site studies involving visiting the site and the surrounding areas. This was followed by a further site visit to assess potential impacts of design proposals.

2.2.3 The study area includes both the Site and its surrounding wider context. A ZTV (Zone of Theoretical Visibility), desktop assessment of potentially sensitive landscape and visual receptors within the wider context and field surveys were used to identified a study area of approximately 3 kilometre radius measured centrally from the Site.

2.2.4 Please refer to **Appendix C** for detailed assessment methodology.

2.3 Scope of this Assessment, and Landscape and Visual Assessment Criteria

2.3.1 This landscape and visual impact assessment provides an assessment at construction phase and at operational phase to test and assess the significance of the landscape and visual effects arising from the development of the Site as set out in the parameter plan.

2.3.2 The assessment includes a detailed analysis of the existing landscape and identifies views of the Site and its contextual landscape. The assessment then considers the development proposals against the baseline conditions from a landscape and visual perspective.

- 2.3.3 Initial assessment including site survey, in conjunction with survey information provided by others including hydrology, ecology and heritage, were used to understand and assess the potential susceptibility of Site and contextual features. This assessment was then considered in the context of landscape value, to understand landscape and visual sensitivity which informs the baseline to this assessment.
- 2.3.4 A landscape led conceptual masterplan was developed and evolved to respond to constraints and opportunities as they were identified or evaluated. An assessment of potential visual receptors was then undertaken through a combination of ZTV production and further site survey. The ZTV was undertaken in three stages so to test the potential visibility of new built form at 23m, 15m and 9m in height based on existing ground levels. The ZTV's are included within the figures to this assessment. Please refer to **Figure 2, 3 and 4 Appendix B**. The ZTV's assumed general heights at the ranges tested but in reality greater variation would be expected. This landscape and visual assessment has assumed a potential height variation of +/- 1.5m to allow for changes in ground level to accommodate potential site engineering.
- 2.3.5 Landscape and visual **sensitivity** are determined by combining judgements of the **susceptibility** of the receptor to the proposed change and the **value** of the receptor. The assessment criteria for each are based on a scale of High, Medium-high, Medium, Medium-Low, Low or Negligible.
- 2.3.6 Landscape and visual **effects** are then judged by assessing the overall **sensitivity** (susceptibility to change and value of receptor) of the existing landscape/views and the **magnitude** of change predicted as a result of the development (size/scale, geographical extent, duration and reversibility of effect). The assessment criteria for landscape and visual effects are based on a scale of High, Medium-high, Medium, Medium-Low, Low or Negligible.
- 2.3.7 Professional judgements regarding the **significance of effects** are then made, taking into account the proposed landscape mitigation and enhancements. The significance of effects is based on a scale of; Major beneficial, Moderate beneficial, Minor beneficial, Negligible, Slight adverse, Moderate adverse, Major adverse.

2.3.8 Due to statutory requirements and health and safety, a number of viewpoints representing views from the M40 motorway and its junction J.11 have been included as extracts obtained from Google. Where used these have been identified and credited to Google.

2.4 The Study Site

Site Location

2.4.1 The study site is located east of Junction 11 of the M40 to the north east of Banbury. The Site is bound to the west by the A361 and the south by the A422. Immediate to the west lies the new Frontier Park employment land scheme with large-scale warehouses both completed and under construction. Further west adjacent to this new development is the M40 highway, and beyond that, the main settlement area of Banbury. Further north, south and east, the landscape is rural in character with agricultural fields and areas of woodland interspersed with villages and settlement. Please refer to **Figure 6** for site location and contextual features.

2.4.2 The site is predominantly comprised of a number of fields of various sizes bound largely by hedgerow and a number of hedgerow and field trees. The study site also contains area of woodland copse, as well as a farm. An arboricultural survey of the site trees has been prepared to inform on condition and protection requirements.

2.4.3 The topography of the Site is distinctive with a gently sloping east to west landform for much of the Site but with a steeper sloping hill side forming the majority of the eastern margin. The land lies between level 110m AOD in the west and rises to approximately 155m AOD in the east.

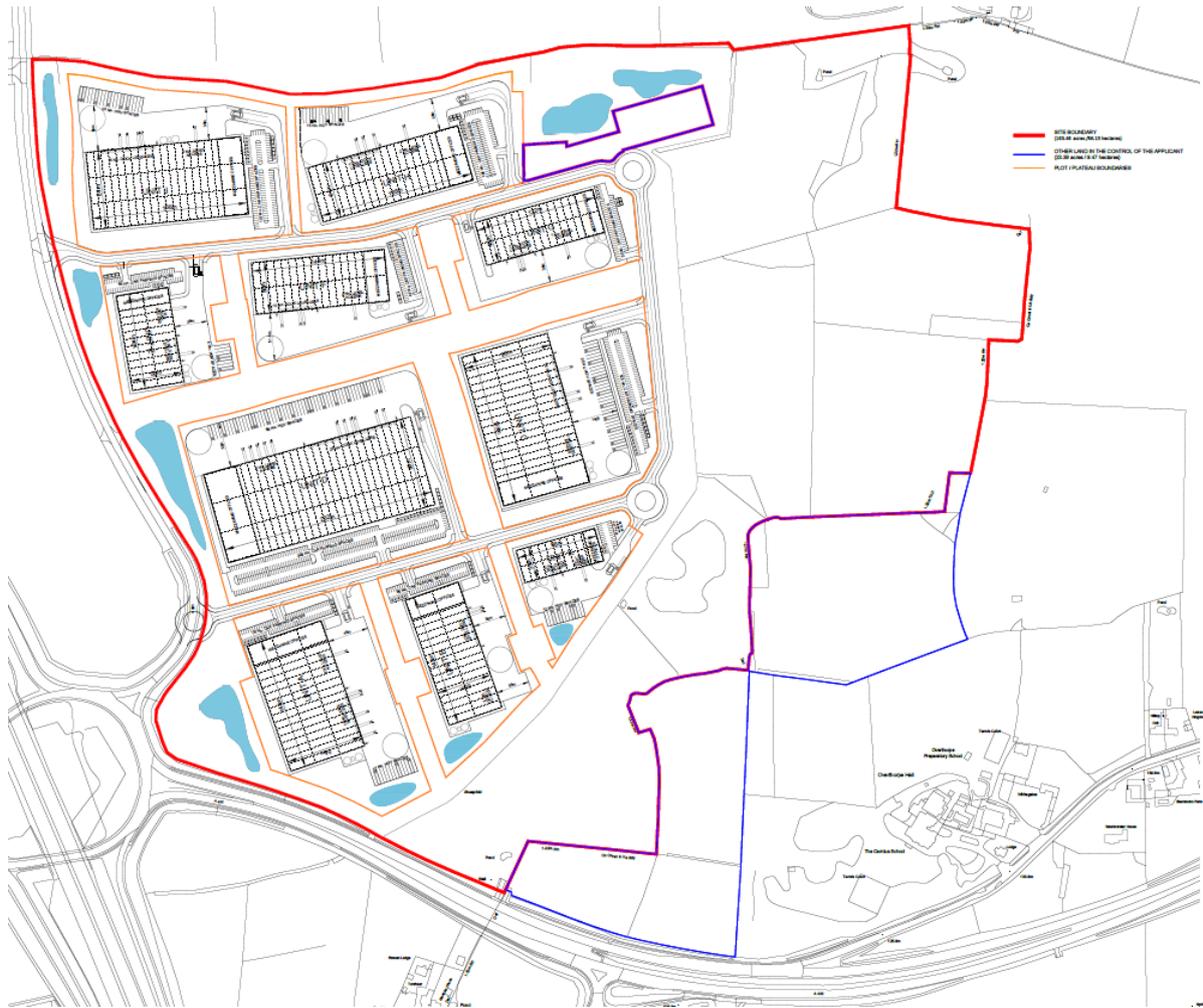
2.4.4 Although not publicly accessible, the site has a number of access points formed of agricultural field gates, as well as the farm track off the A361.

2.5 The Proposed Development

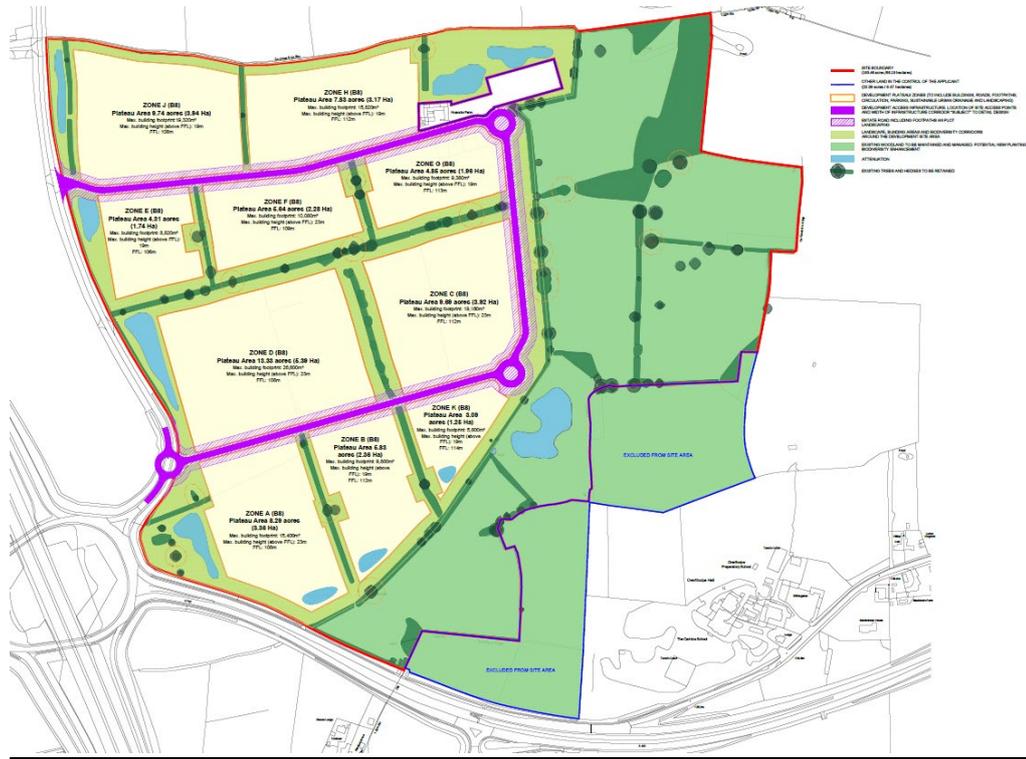
2.5.1 This assessment considers the development of up to 140,000 sqm of new employment floorspace in commercial warehouse type structures of varying height up to 23m +/- 1.5m. The development will include smaller ancillary buildings, car parking and access and internal

roads. The Illustrative Layout shows how the development could be set out and appear but as an outline application this assessment has also been informed by the application parameter plan.

- 2.5.2 The development layout has been informed by initial landscape assessment which has identified the potential for inherent and proposed landscape and visual mitigation measures. These are described later in this assessment and are incorporated into the illustrative layout. The proposed employment development is divided into a number of individual units each with controlled access, parking and external service yards. These are set within a landscape framework that retains existing landscape features (trees and hedgerows) where practical and is focused on the gently sloping land closest to the A361 off which two new access points are proposed. New tree and hedge planting are proposed within the main areas of proposed employment use to compartmentalise the development to break perceived mass and scale of the development. Existing trees are retained within green corridors which are also an integral part of this compartmentalised scheme which retain links with the retained open land to maximise opportunities for habitat creation and biodiversity generally.
- 2.5.3 Existing pockets of established copse/woodland located on the ascending hillside to the east are fully retained along with the existing pasture. Boundaries to the north, west and south will be planted with new tree planting to filter views and extend existing site green infrastructure. Existing pasture will be restored as lowland meadow, with site SuDS attenuation basins forming new habitats on site.
- 2.5.4 The retention of the open ascending landscape along the eastern side of the proposed areas of new built development will provide a robust buffer between the development and the wider countryside to the east. The hillside landform forms a natural constraint to development and brings robust and large scale containment of the site from the landscape to the east. The highway corridors to the south and west along with established commercial and edge of settlement features bring containment to the site boundaries. The northern boundary is open to the agricultural landscape so is proposed to be planted to create a well treed buffer between the proposed built development area and the landscape to the north.
- 2.5.5 Please refer to the Illustrative Layout below



2.5.6 The application site parameter plan has formed the basis of the assessment and is included below for reference.



3 LANDSCAPE POLICY CONTEXT

3.1 National Planning Policy Framework (NPPF)

3.1.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied for future development. At the heart of the NPPF is ‘a presumption in favour of sustainable development’.

3.1.2 Section 15 relate to landscape specific policies focused on ‘Conserving and Enhancing the Natural environment’ and provide relevant guidance, that proposals:

- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Conserving and enhancing the natural environment including valued landscapes

3.1.3 The site is not within a nationally protected landscape and has not been recognised as a ‘valued landscape’.

3.1.4 The NPPF paragraph 174b requires policies and decisions should contribute to and enhance the natural and local environment by:

‘recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.’

3.2 Local Planning Policy

3.2.1 The following documents have been referred to for landscape policies and designations:

- Adopted Cherwell Local Plan 2011-2031.

Adopted Cherwell Local Plan:

3.2.2 Policy ESD 10 – Protection and Enhancement of Biodiversity and the Natural Environment -

Protection and enhancement of biodiversity and the natural environment will be achieved by the following:

- In considering proposals for development, a net gain in biodiversity will be sought by protecting, managing, enhancing and extending existing resources, and by creating new resources
- The protection of trees will be encouraged, with an aim to increase the number of trees in the District
- The reuse of soils will be sought
- If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then development will not be permitted.
- Development which would result in damage to or loss of a site of international value will be subject to the Habitats Regulations Assessment process and will not be permitted unless it can be demonstrated that there will be no likely significant effects on the international site or that effects can be mitigated
- Development which would result in damage to or loss of a site of biodiversity or geological value of national importance will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site and the wider national network of SSSIs, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity
- Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance including habitats of species of principal importance for biodiversity will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity

- Development proposals will be expected to incorporate features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity
- Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site, habitat or species of known or potential ecological value
- Air quality assessments will also be required for development proposals that would be likely to have a significantly adverse impact on biodiversity by generating an increase in air pollution
- Planning conditions/obligations will be used to secure net gains in biodiversity by helping to deliver Biodiversity Action Plan targets and/or meeting the aims of Conservation Target Areas. Developments for which these are the principal aims will be viewed favourably
- A monitoring and management plan will be required for biodiversity features on site to ensure their long term suitable management.

3.2.3 **Policy ESD 13:** Local Landscape Protection and Enhancement – Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

3.2.4 Development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:

- Cause undue visual intrusion into the open countryside

- Cause undue harm to important natural landscape features and topography
- Be inconsistent with local character
- Impact on areas judged to have a high level of tranquillity
- Harm the setting of settlements, buildings, structures or other landmark features, or
- Harm the historic value of the landscape. Development proposals should have regard to the information and advice contained in the Council's Countryside Design Summary Supplementary Planning Guidance, and the Oxfordshire Wildlife and Landscape Study (OWLS), and be accompanied by a landscape assessment where appropriate.

3.2.5 Policy ESD 15: The Character of the Built and Historic Environment - Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

3.2.6 Policy ESD 17: Green Infrastructure - The District's green infrastructure network will be maintained and enhanced through the following measures:

- Pursuing opportunities for joint working to maintain and improve the green infrastructure network, whilst protecting sites of importance for nature conservation
- Protecting and enhancing existing sites and features forming part of the green infrastructure network and improving sustainable connectivity between sites in accordance with policies on supporting a modal shift in transport (Policy SLE 4: Improved Transport and Connections), open space, sport and recreation (Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision), adapting to climate change (Policy ESD 1: Mitigating and Adapting to Climate Change), SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), biodiversity and the natural environment (Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment), Conservation Target Areas (Policy ESD 11: Conservation Target Areas), heritage assets (Policy ESD 15) and the Oxford Canal (Policy ESD 16)

- Ensuring that green infrastructure network considerations are integral to the planning of new development. Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting the towns to the urban fringe and the wider countryside beyond
- All strategic development sites (Section C: 'Policies for Cherwell's Places') will be required to incorporate green infrastructure provision and proposals should include details for future management and maintenance.

3.3 Summary of landscape policy and designations

3.3.1 The landscape of the site and its context is undesignated and is not recognised as a valued landscape at district or local level through the Development Plan.

3.3.2 Both at national and local level, landscape policy and guidance generally seeks to conserve local distinctiveness and appearance. Landscape policy is not nil harm but allows for residual landscape and visual harm and would require 'significant' landscape and visual adverse effects to exceed the threshold of unacceptable harm. Any landscape and visual harm arising from development should be weighed in the overall planning balance.

4 LANDSCAPE BASELINE

4.1 Scope of Assessment

4.1.1 The following landscape receptors have been included for assessment:

- National Character Area NCA 95 Northamptonshire Uplands
- Upstanding Village Farmlands Landscape Character Type (OWLS)
- Clay Vale Landscape Character Type (OWLS)
- Upper Cherwell Basin Landscape Character Area (CDLA)
- The site and wider landscape and urban contextual area
- The site – Clay Vale area
- The site – Upstanding Village Farmlands area

4.2 NCA95 National Landscape Character Northamptonshire

Uplands:

4.2.1 Key characteristics of the Northamptonshire Uplands National Character Area include the following:

- Gently rolling rounded hills and valleys with many long, low ridgelines and great variety of landform. Wide, far-reaching views from the edges and across the ridgetops.
- Dominant Jurassic scarp slope of limestone and Lias clay hills capped locally with ironstone-bearing Marlstone and Northampton Sands. Glacial boulder clay covers the northern and eastern areas, with sands and gravels along river valleys.
- The Upper Nene Valley divides the gently undulating Northamptonshire Heights to the north from the hillier Cherwell/Ouse plateau (the 'Ironstone Wolds') to the south and has been exploited for sand and gravel.
- Rivers rise and flow outwards in all directions, including the rivers Cherwell, Avon, Welland, Tove, Ouse, Nene and Ise, and the area forms the main watershed of Middle England.

- Sparse woodland cover, but with scattered, visually prominent, small, broadleaved woods, copses and coverts, particularly on higher ground.
- Mixed farming dominates with open arable contrasting with permanent pasture.
- Typical 'planned countryside' with largely rectangular, enclosed field patterns surrounded by distinctive, high, often A-shaped hedgerows of predominantly hawthorn and blackthorn, with many mature hedgerow trees, mostly ash and oak. Some ironstone and limestone walls in places and some localised areas of early irregular enclosure.
- Small pockets of semi-natural vegetation with many small scattered broadleaved woodlands, some ancient and often on hill tops, with mires, areas of lowland meadow, calcareous grassland and lowland dry acid grassland in the river valleys. Bluebell woods occur in places.
- Nationally rare, locally abundant and prominent ridge and furrow, with frequent deserted and shrunken settlements. Several large historic country estates such as Cottesbrooke Hall and Althorp and many small country estates, with extensive parkland containing a great many mature, veteran and ancient trees.
- Nucleated villages often on hill tops or at valley heads with low densities of dispersed settlement. Cob, ironstone and limestone in older buildings with some remaining thatch, but mostly pantile and slate roofs. Brick buildings in some villages. Extensive new developments in villages along main transport corridors and in the two main towns.
- A dense network of narrow lanes with wide grassy verges, often following ridges, crossed by many strategic road and rail corridors, including the M1, M40, A14, West Coast Main Line railway, Great Western Railway line and the Oxford and Grand Union canals.
- The many historic houses, parks and gardens open to the public, the reservoirs, long-distance paths (such as the Knightley Way, Jurassic Way and Brampton Valley Way) and the Grand Union and Oxford canals provide well-used recreation assets.

4.2.2 The NCA identifies the following landscape opportunities:

- SEO 1: Protect, manage and promote the historic and archaeological features, designed landscapes and field patterns – including the parkland, battlefield sites, canals, ridge and furrow and settlement sites, and distinctive high hedgerows with their many trees – to

ensure that these key features for sense of place and history are conserved, people's enjoyment and understanding is increased, and recreation opportunities are enhanced.

- SEO 2: Conserve, enhance, expand and restore the semi-natural and farmed features of the area – including the mix of agricultural production, particularly the pasture and meadows, patches of semi-natural habitats, and veteran and ancient trees – to enhance biodiversity and landscape character and to safeguard the continued sustainable provision of food.
- SEO 3: Conserve, manage and enhance the river catchments and reservoirs, improving water quality and flow management and benefiting biodiversity and recreation through managing soils, diffuse pollution and run-off, reconnecting flood plains and extending natural habitats.
- SEO 4: Conserve, maintain and promote local building styles and materials and plan strategic growth, infrastructure development and mineral extraction to ensure they protect remaining areas of high tranquillity, strengthen local sense of place and biodiversity, and increase adaptation for climate change through multifunctional green infrastructure networks, building on existing resources such as canals, rivers and access routes, creating strong ecological and recreation networks.
- Conserve, enhance, expand, connect and manage the many, often visually prominent, small, broadleaved woodlands and coverts, areas of wood pasture, sheltering planting around settlements and parkland to enhance biodiversity and landscape character, provide timber and wood products, and assist with regulation of water quality, soil quality and soil erosion.

4.2.3 In summary, the NCA is an area of rolling, limestone hills and valleys capped by ironstone-clay Lias, with many long, low ridgelines. Rivers flow out from the NCA in all directions. While there are areas of differing character, there are strong unifying landscape features across the Northamptonshire Uplands, most importantly the extensive areas of open field systems with ridge and furrow and the earthworks of deserted and shrunken settlements which occur throughout. Land is in mixed agricultural use, mostly pasture and arable, and reservoirs are a significant feature. Woodland is sparse, with many scattered, small, broadleaved coverts and copses. Around the townscapes there is extensive development. Some of the key statistics that help attribute levels of sensitivity to the NCA are listed below:

- 1% of the NCA comprises Area of Outstanding Natural Beauty
- Less than 1% of the NCA comprises Ancient Woodland

- 0.6% of the NCA is publicly accessible

4.2.4 The settlement pattern of the Northamptonshire Uplands is described as follows: “Many of the villages are small, clustered around an ironstone church, some with the earthworks of abandoned dwellings at their edges. Some are on prominent hilltop sites while others lie in sheltered situations at the heads of minor valleys. Around the edges of the NCA, along the Cherwell valley and to the north between Rugby and Daventry, the villages have become significantly enlarged by 20th century development. Settlements close to the urban areas of Daventry and Rugby and along strategic routes such as the M1, the A14 and the A425 have significant commuter development. There has been pressure for sand and gravel extraction along the area of the M1 corridor.” Quote from NCA 95 profile.

4.3 Upstanding Village Farmlands LCT – (OWLS)

4.3.1 The local landscape character types are described below with the site falling into two character types which reflects the change in landform. These are the Clay Vales and Upstanding Village Farmlands. The location of these in the context of the site is illustrated below:

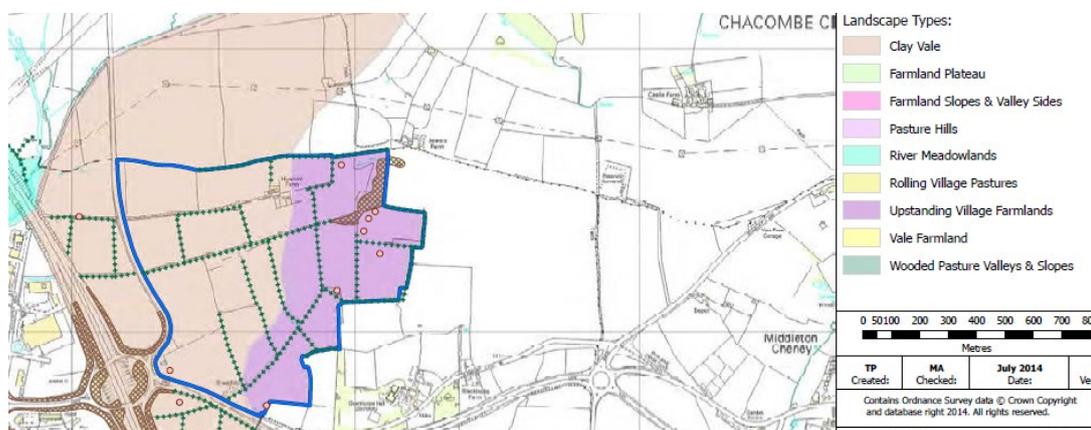


Figure 2: Landscape Character Types

4.3.2 The Upstanding Village Farmlands landscape character type forms a smaller area which borders the eastern margin (illustrated mauve colour **Figure 2** above) and has a strong correlation with the change in landform as it ascends steeply from the vale landscape.

4.3.3 This is a hilly landscape with a strong pattern of medium-sized fields enclosed by prominent hedgerows. Key characteristics include:

- A steep-sided, undulating landform.
- A well-defined geometric pattern of medium sized fields enclosed by prominent hedgerows.
- A strong settlement pattern of compact, nucleated villages of varying sizes with little dispersal in wider countryside.

4.3.4 The rolling landform is apparent throughout the landscape type and rises to a height of 160m around Mollington.

4.3.5 The land uses are mixed. Arable cropping dominates some areas, whereas grassland, interspersed in places with scrub and secondary woodland, is largely associated with the steeper slopes. Ridge and furrow pasture is a characteristic of this grassland. These fields are sometimes used for pony grazing. A number of wide, species rich road verges are located in the more northern part of the landscape type. There is very little woodland and it is largely confined to small plantations on the steeper grounds. Patches of scrub are found growing in the steeper gullies.

4.3.6 There is a prominent pattern of geometrically-shaped fields enclosed by moderately tall hedges. The hedges gives structure to the landscape and are dominated by hawthorn, elm and elder. Fields are moderately sized, except for the larger arable fields around Bodicote. Hedgerow trees, of oak and ash, are generally sparse but become denser where they associate with grassland. Most of the remaining trees are concentrated along roadsides, footpaths, bridleways and parish boundaries. The elevated nature of the landform, combined with lack of woodland and tree cover, results in a rather open landscape.

4.3.7 The pattern of well defined nucleated villages is very characteristic. They are often situated on rising ground and slopes, linked by straight roads. This nucleated settlement pattern is in contrast to the few dispersed farmsteads in the wider countryside. The vernacular character is strong in most of the settlements, but is particularly prominent in the smaller villages north of Banbury.

4.4 Clay Vales LCT – (OWLS)

- 4.4.1 The main area of the site falls with the Clay Vales LCT which reflects the vale landscape over clay which contrasts with the more steeply ascending Upstanding Village farmlands LCT. It is illustrated in brown colour in **Figure 2** above
- 4.4.2
- 4.4.3 This is a low-lying vale landscape associated with small pasture fields, many watercourse and hedgerow trees and well defined nucleated villages. Key characteristics include:
- A flat and low lying landform
 - Mixed land uses, dominated by pastureland, with small to medium sized hedged fields
 - Many mature oak, ash and willow hedgerow trees
 - Dense, tree lined streams and ditches dominated by pollarded willows and poplars
 - Small to medium sized nucleated villages
- 4.4.4 The geology is associated with a range of different clay beds which vary according to locality. The clay beds give rise to a low lying, almost flat landform with heavy, poorly drained soils.
- 4.4.5 There is a mixed pattern of land uses, but the landscape is dominated by improved and semi improved grassland, which is often located around settlements and adjacent to small streams and watercourses. Notable features throughout much of the area are the linear strips of pollarded willows, poplar and ash bordering a number of streams and ditches. Woodland cover is also a locally prominent landscape element. There are a few remaining blocks of ancient semi-natural woodland.
- 4.4.6 The field pattern is largely characterised by small to medium sized fields, well defined by a network of intact hedges dominated by hawthorn and elm. Characteristic landscape elements throughout are the mature, densely scattered trees of oak, ash with some willow and field maple. Trees are more prominent within hedges bordering roadsides and ditches. The tree cover associated with hedgerows and watercourses imparts a wooded appearance to the landscape, filters views and creates a sense of enclosure.
- 4.4.7 The heavy clay soils have traditionally made settlement difficult and there are still significant areas which are sparsely settled. The settlement pattern is characterised by a well defined pattern of small to medium size nucleated villages and sparsely dispersed farmhouses located

mainly within the farming units rather than bordering roadsides. The vernacular character is quite prominent in most of the villages.

4.5 Upper Cherwell Basin LCA – (CDLA)

4.5.1 At a local level the Cherwell District Landscape Assessment identified the site to fall within the Upper Cherwell Basin landscape character area.

4.6 Published site level landscape and visual assessment

4.6.1 At site level, the Cherwell District Council, Banbury Landscape Sensitivity and Capacity Assessment (Assessment Addendum) 18.08.2014 (CDLSCA) is helpful although to some measure outdated due to the extent of local development that has been constructed or approved in the 8 years since first prepared.

4.6.2 The published landscape character types (Clay Vales & Upstanding Village Farmlands) provide details of the desirable and representative landscape characteristics. The CDLSCA identified the site falling within Site 101. The published assessment identifies that:

- The sensitivity of the natural site factors is considered to be **Medium**.
- The sensitivity of the cultural factors that influence the landscape character is considered to be **Medium**
- The site is considered to have a **Medium** sensitivity to aesthetic factors (NOTE: the assessment was produced before the development of Frontier Park which has changed the landscape and visual baseline)

4.6.3 The CDLSCA assessment draws its conclusion in paragraph 4.1.13 that Site 101 has a combined Landscape Sensitivity of Medium to High. As High sensitivity is not recorded in any of the subcategories and Frontier Park has now changed the landscape baseline, this assessment considers that the overall landscape sensitivity does not now exceed **Medium**.

4.6.4 With regard to visual sensitivity, the CDLSCA identifies the following visual sensitivity which does not take into consideration changes to the visual baseline through the development of Frontier Park:

- The site is identified to have a **high** sensitivity to general sensitivity. This is based on the combination of receptors which generally comprise primary road users passing on the M40, A631, A422 and rail users. The assessment considers these surrounding visual receptors to be **Medium** sensitivity.
- The assessment confirms that there is potential to provide mitigation along the lower slopes providing screening from the adjacent fast moving vehicles without impacting on the overall landscape character of the area. It is recognised that mitigation on the higher ground would not fit the field pattern and existing valley sides characteristics. Overall, the site is identified to have **Medium** sensitivity to mitigation.

4.6.5 The assessment draws a conclusion in 4.1.17 that the site has a combined Visual Sensitivity of Medium to High. Frontier Park has now changed the landscape baseline to this assessment through both introduction of urbanising features and creating notable screening from the motorway corridor. Taking those changes to the baseline into consideration it is assessed that the overall landscape sensitivity does not exceed **Medium**.

4.6.6 The assessment goes on to combine landscape sensitivity with visual sensitivity to achieve a landscape character sensitivity of Medium – High. When adjusted to account for the effects of Frontier Park on landscape character and Visual Sensitivity this is reduced to an overall **Medium** Landscape Character Sensitivity.

4.6.7 The assessment identifies that the site has Medium sensitivity to designations (heritage or natural resource value) but this should not be confused with landscape policy designations at either national or local level as the site is without landscape designations. Value is put on the higher ground and a scenic value of Medium to High sensitivity identified. However, this must be qualified in that views are not accessible to the public or identified as having known value. As such the assessment identifies that the perceived scenic value to local groups (receptors) is assessed to be **Medium to Low**.

4.6.8 In terms of landscape capacity for employment development the assessment states:

‘There is potential for limited commercial/ light industrial development located on the lower lying land adjacent to the A361, forming an extension to existing allocation to the west of the road. It would however, be beneficial in landscape and visual terms if this was prevented from

encroaching on the valley sides. The capacity for commercial and light industry is considered to be Medium.'

4.6.9 Future management and maintenance is considered in the assessment and states:

'Re-implementation of the site boundaries along the roads should be a priority within the site area to provide a buffer to the fast moving road corridors.'

4.7 The site and wider landscape and urban contextual area

4.7.1 The site presently forms part of the wider rural agricultural landscape that lies east of the M40 motorway corridor. The published landscape character assessments are representative of this landscape but do not reflect the urban and highway characteristics of the landscape that lies immediately to the west of the site.

4.7.2 The settlement pattern of Banbury has seen employment land develop along the western side of the M40 motorway corridor and to the north of the town. This has recently been extended east of the motorway north of J.11 with the allocation and construction of the Frontier Park employment area. This expansion has logically used J.11 to create an extension to the established employment land to the north of Hennef Way and south along the western edge of the motorway.

4.7.3 The existing established employment land and areas under construction have a strong correlation with the motorway corridor and junction J.11. The geographical extent of the employment land creates robust separation between the motorway and the main civic areas of the town. It is therefore a character area in its own right which does influence the character and setting of the site.

4.7.4 Closely associated with the employment areas and wider urban area are the highway corridors which permeate both through the urban and rural areas to the east and north of Banbury. The formal engineering and architecture of the motorway corridor, junction J.11 and the A422 dual carriageway form distinctive communication routes through the countryside to the east of Banbury. These have a direct link to the urban area and notably influence the character and appearance of the landscape immediately adjoining. The A361 contributes but has a slightly less urban character north of the site and Frontier Park. Recent

employment land development has now urbanised this highway corridor immediately west of the site.

4.7.5 The agricultural vale landscape that extends north is equally large in geographical extent and informs the wider rural setting of the town although it will have very limited visual connectivity with the town. The ascending landscape of the Upstanding Village Farmlands has a greater visual prominence which will be seen above the urban area and local employment land structures. It also prevents deeper views to the rural settlement landscape east of the clay vales which creates separation between the elevated landscape east of the site with Banbury and the lower lying clay vales.

4.7.6 The numerous small settlements within the wider rural landscape to the north and east of the site have limited influence on the landscape character as they are separated from Banbury and the site by distance and topography. These are not assessed to be potential landscape or visual receptors.

4.8 Study Site Landscape Resources:

4.8.1 In addition to a review of the National and Local Landscape Character Assessments, site specific work has been undertaken to identify individual landscape elements and their patterns across the site. The findings are as follows:

Natural Features & Elements:

4.8.2 Landform; The site has two distinct topographical characters which together influence the character of the site and the wider landscape context. The main area of the site falls gently to the west and north west with local undulations. This land lies at approximately 100m AOD to 110m AOD. To the east the site ascends quickly to form a local ridge which extends up to 155m AOD beyond the eastern boundary of the site. This ridge is a distinct feature that identifies a change between the settled clay vale like landscape to the west and a less settled and more rural landscape over limestone to the east. The topography is illustrated in **Figure 1**

4.8.3 The topography has a strong influence on local landscape character and visual amenity. The landform visually separates the landscape of the site with the less settled landscape to the

east and at the same time creates stronger visual connectivity with the urban landscape of Banbury and the motorway corridor. The position of the M40 motorway corridor appears to have been informed by a combination of the landform and settlement pattern in this location. As such the landform has had and continues to have an influence on local settlement pattern.

- 4.8.4 Hydrology; There are a number of small ponds located within the site which are likely to have originated for the watering of livestock. These are generally dispersed and have a limited effect on the landscape character of the Site.
- 4.8.5 Landcover; The dominant landcover is of improved pasture, set within a number of irregular shaped fields of varying size. The field pattern has been disturbed within the western and southern margins of the site through the evolution of the A422 and A361, the major motorway junction (11) and the motorway corridor, its slip roads and associated architecture and earthworks.
- 4.8.6 The field pattern appears less disturbed away from the western margin of the site where it is characterised by a number of established field hedges set in a rectilinear form. These are influenced by the change in landform. Fields are generally bounded by field hedges with hedgerow trees.
- 4.8.7 Vegetation; The established field boundaries vary in height and condition. The Site has a number of established hedgerow trees in similar mixed conditions. An arboricultural survey has been undertaken to inform on species, conditions, constraints and opportunity. Where practical to do so, mature trees in good conditions will be retained within green corridors maintained through the Site so that they can continue to contribute to visual amenity, landscape character and ecosystem services.
- 4.8.8 Hedges are of mixed native species and trees include ash, oak and willow. Grassland generally consists of improved pasture.
- 4.8.9 Established trees and hedges along the southern boundary are the result of planting undertaken as part of the highway development so offer some screening between the site and the A422. The trimmed hedge along the boundary with the A361 is much more open.

Cultural and Social Aspects:

- 4.8.10 The Site has been managed as pastoral farmland associated with Huscote Farm, the farmhouse of which is excluded from the application site. Small, dispersed farms are a characteristic of the local agricultural landscape which are considered to be in general decline.
- 4.8.11 There is very limited public access as the site is not crossed by any public rights of way. The local public rights of way network is notably dispersed in this location. The Jurassic Way is a long distance trail which predominately lies to the east of the site.
- 4.8.12 The village settlements of Chacombe, Overthorpe and Middleton Cheney are located to the east, south east and north east of the Site but have limited association with the Site being well separated by open countryside and landform. The Site has a much stronger correlation with the expanded settlement of Banbury through the established and expanding industrial and commercial development to the immediate west and south west of the site.
- 4.8.13 The M40 motorway and its junction 11 is a prominent and dominating feature within the immediate landscape that also has a strong association with the wider settlement of Banbury. Commercial development has extended up to the western edge of the motorway to the south west of the site but extends to the east of the motorway immediately west of the Site. These developments in association with the evolved and now large scale highway network are a key and prominent characteristic of the local landscape.
- 4.8.14 The rural features of the Site have a sense of time depth but in the context of the prominent urbanising features the landscape appears transitional between the wider rural landscape to the north and east and the urban landscape to the west and south west.

Aesthetic and Perceptual:

- 4.8.15 The Site and immediate contextual landscape reflect the interface of the urban with the rural landscape, reflecting both characteristics where strong visual connectivity exists. It is an active and audible landscape due to the density and dispersal of the local highway networks.

These highway networks create strong separation between the landscapes adjoining them creating a damaged and incidental landscape although retaining distinct rural characteristics albeit at a smaller scale than the prominent urban and highway features.

4.8.16 The landscape is perceived as an edge of settlement location which forms a transition between the contrasting urban and rural features. The highways contribute to the scale of the urbanising features which contrasts with the scale and simplicity of the rural landscape. The openness of the immediate landscape contributes to this sense of transition where both distinctive characteristics are seen in views from the local highway network.

Condition of site Landscape:

4.8.17 The Site is in a moderate condition generally. The historic southern and western margins have been damaged by highway evolution works but where disturbed the landscape is generally re-established.

4.8.18 Trees and hedges throughout the site are of mixed condition with a number of older trees now in natural decline but still contributing to wider landscape character. Please refer to the arboricultural assessment.

4.9 Summary of landscape baseline

4.9.1 The landscape of the site falls within two landscape character types in response to the change in landform that is seen between the western and eastern areas of the site. The landscape characteristics of the site reflect the general characteristics associated with the two character types. It is a predominately rural landscape in moderate condition with hedgerows and field trees defining medium scale fields in pastoral land use. Trees and hedges do make a contribution to the character of the landscape of the site and it is experienced as part of the wider agricultural landscape that extends northwards to the east of the M40 motorway corridor.

4.9.2 The ascending eastern margin of the site is representative of the Upstanding Village Farmlands landscape character type which continues beyond the eastern margin of the site. This landscape is less influenced by the urban edge and communication corridors found to the west and south of the site. The landscape has a stronger rural quality and is assessed to have greater sensitivity than the western and southern areas of the site.

4.9.3 The belt of employment land that extends along the western margin of the M40 motorway and now extends north of junction J.11 through the construction of Frontier Park has a notable urbanising effect on the site which are exacerbated by the layout, scale and character of the highway corridors adjoining the site.

4.9.4 When considered in the context of Banbury, the site forms an area of transition from urban to rural which contributes to the broader setting of the settlement. This is reflected in the medium landscape sensitivity assessed for the site generally. However, it is clear that the western and southern margins of the site have lower landscape sensitivity than the northern and eastern areas which adjoin the undeveloped agricultural landscape.

4.10 Confirmation of landscape receptors

4.10.1 Potential landscape receptors to the development proposals which are assessed as a part of this LVIA are confirmed in the table below. Their susceptibility and value have been assessed and used to identify their potential landscape sensitivity to changes that maybe introduced.

Landscape Sensitivity			
Landscape receptor	Susceptibility	Value	Overall sensitivity
NCA 95 Northamptonshire Uplands	Medium	Medium	Medium
Clay Vales LCT (OWLS)	Medium	Medium	Medium
Upstanding Village Farmlands LCT (OWLS)	Medium	Medium	Medium
Local landscape character	Medium	Medium	Medium
Wider contextual agricultural landscape	Medium	Medium	Medium
Urban employment zone	Low	Low	Low
Motorway corridor and junction	Low	Low	Low
Wider Banbury settlement	Low	Low	Low
Site	Medium	Medium	Medium
Site features (trees and hedgerows)	High	Medium	Medium High

5 VISUAL BASELINE

5.1 Scope of Study Area

5.1.1 An approximate visual envelope has been established from desktop studies and site work. Desktop studies included the preparation of ZTV's based on a range of potential building heights. These were checked during the site survey which identified that screening from built form and established vegetation was not fully represented within the areas digitally identified to have potential views. The survey did confirm potential visual receptors from which representative views have been recorded.

5.2 Visual Receptors, Viewpoints and Views

5.2.1 Visual receptors were identified from maps, aerial photos, designations and site work. The broad categories of visual receptors identified are as follows:

- Road users of the M40, A361, A422 Banbury Road and motorway junction J.11
- Footpath users of Public Right of Ways AD22, AD11 AU29 and PROW to Seale's Farm
- Visitors and employees at Frontier Park
- Road and footpath users in the vicinity of Nethercote and Overthorpe
- Users of the Oxfordshire Canal
- Users of Banbury Country Park

5.2.2 Descriptions of these potential visual receptors and potential views is provided below.

Group A Road Users

5.2.3 Users of the M40 (Representative viewpoints VP14, VP15 and VP16) experience transient views towards the site when approaching from the north. Views are limited by adjoining established vegetation but open views become available approaching junction 11. Frontier Park employment land now forms a prominent focal point that obscures views towards the mid and southern area of the site. The rising eastern margin of the site forms a distinct skyline which the built form of Frontier Park is seen to sit below.

- 5.2.4 Motorway users are assessed to have medium susceptibility and experience medium low value views in this location. Overall, they are assessed to have medium -medium low sensitivity.
- 5.2.5 Road users of the A361 (Representative viewpoints VP1 and VP2) have transient but clear views into the site as they pass adjacent and approach from the north. The site is seen as part of the wider rural landscape but immediately adjoining the urban edge and employment land. The highway in this location is approaching the motorway junction J.11 and the gateway to Banbury from the motorway and the east.
- 5.2.6 Road users are assessed to have medium susceptibility and experience medium value views in this location. Overall, they are assessed to have medium sensitivity.
- 5.2.7 Users of the A422 (Representative viewpoint VP9) also have transient views into the site from the dual carriageway. Views are partly screened and partly open according to the extent of roadside vegetation. The focus of travellers is generally contained within an east west corridor and when approaching from the east is focused towards the Banbury and the motorway junction. On travelling east views quickly diminish past and become obscured.
- 5.2.8 Road users are assessed to have medium susceptibility and experience medium value views in this location. Overall, they are assessed to have medium sensitivity.
- 5.2.9 Users of the Banbury Road (Representative viewpoint VP4) between Chacombe and the A361 generally experience rural views. On approaching the A361 the new built form of Frontier Park becomes identifiable within views to the south west. The overall setting remains rural but the sense of approach to the main urban area increases, the closer to the A361 road users travel. Road users have generally quite clear views to the south and the site over local hedges. Although established vegetation does create some localised screening views are generally open over the site.
- 5.2.10 Road users are assessed to have medium susceptibility and experience medium value views in this location. Overall, they are assessed to have medium sensitivity.

5.2.11 Users of the motorway junction J.11 (Representative viewpoints VP17) are generally focused on direction of travel. A partly clear view into the site is obtained leaving the roundabout onto the A361. The roundabout forms a gateway between urban Banbury and the present open countryside but is now influenced by the close proximity of the Frontier Park employment land.

5.2.12 Road users are assessed to have medium susceptibility and experience medium low value views in this location. Overall, they are assessed to have medium, medium low sensitivity.

Group B Users of Public Rights of Way

5.2.13 Users of PRoW AD22 (Representative viewpoints VP3). Views into the site from public right of way AD22 are generally well screened by foreground vegetation and the engineering of the motorway. Views are generally rural in character but influenced by the audible activity associated with the motorway. Slight glimpses through vegetation of the Frontier Park employment buildings are seen from the footpath.

5.2.14 Footpath users are assessed to have high susceptibility and experience medium value views in this location. Overall, they are assessed to have medium high sensitivity.

5.2.15 Users of PRoW AD11 (Representative viewpoints VP5) generally experience rural views with occasional glimpses of the taller part of the Frontier Park employment structures seen through and over foreground vegetation.

5.2.16 Footpath users are assessed to have high susceptibility and experience medium value views in this location. Overall, they are assessed to have medium high sensitivity.

5.2.17 Users of PRoW AU29 (Representative viewpoint VP7) experience rural views but because of the topography do not obtain views into the site.

5.2.18 Footpath users are assessed to have high susceptibility and experience medium value views in this location. Overall, they are assessed to have medium high sensitivity.

5.2.19 Users of PRow to Seale's Farm (Representative viewpoint VP6) generally have views into the site that are screened by topography. On reaching the farm there is an elevated view of the northern margin of the site, seen in the context of Banbury.

5.2.20 Footpath users are assessed to have high susceptibility and experience medium value views in this location. Overall, they are assessed to have medium high sensitivity.

Group C Other within the urban context

5.2.21 Users of the Frontier Park employment land (Representative viewpoints VP1 and VP2) will have limited views from employment land buildings but a clear and direct view into the site from the park entrance.

5.2.22 Users are assessed to have low susceptibility and experience low value views in this location. Overall, they are assessed to have low sensitivity.

5.2.23 Users of the industrial estate north of Hennef Way (Representative viewpoint VP12) have limited potential views into part of the site seen between foreground buildings and the structures of Frontier Park. There is no strong sense of the rural edge and users will be focused on the immediate land use.

5.2.24 Users are assessed to have low susceptibility and experience low value views in this location. Overall, they are assessed to have low sensitivity.

Group D Others within the rural context

5.2.25 Road and footpath users at Nethercote and Overthorpe (Representative viewpoints VP10 and VP11). These potential receptors are representative of the small scale settlement area south of the A422. Local views are generally rural in nature and seen to be limited by foreground vegetation and built form. There is a limited potential for views towards the site over foreground vegetation but generally there are limited opportunities for clear views towards the site.

- 5.2.26 Local road and footpath users are assessed to have high susceptibility and experience medium value views in this location. Overall, they are assessed to have medium high sensitivity.
- 5.2.27 Rail users have a potential visual sensitivity to views from the train north of the site. These views are likely to be limited due to potential alignment of the track through cutting east of the motorway. If views are available they will be transient and fleeting as the train approaches the urban area of Banbury.
- 5.2.28 Rail users are assessed to have medium susceptibility and experience medium value views in this location. Overall, they are assessed to have medium sensitivity.
- 5.2.29 Footpath users of Oxford Canal Walk and users of the country park north of the M40 have potential views where ground is raised or gaps in local vegetation exist. Users of both resources are assessed to have high susceptibility but to enjoy medium value views. Overall they are assessed to have medium high sensitivity.

5.3 Summary of Visual Baseline Analysis

- 5.3.1 As confirmed in the CDLSCA potential visual receptors with clear views into or towards the site are predominately limited to road users to the north, west and south of the site. All receptors will be transient and generally focused on the direction of travel. Potential views are available from some areas on local public rights of way but these are screened in places by foreground vegetation. The topography of the land and limited visual receptors limits views into the site from within the site and from the higher land to the east of the site.
- 5.3.2 Views from south of the A422 are almost all screened by intervening vegetation and built form.
- 5.3.3 From the local highway corridors, there are clear but transient views from the motorway heading southbound but limited potential when travelling northbound due to landform including highway engineering and established vegetation.

5.3.4 From west of the motorway and the main civic areas of Banbury, views are almost all screened by the larger scale built form associated with the employment land to the west of the site.

5.3.5 The sensitivity of potential visual receptors is assessed by considering their susceptibility and the value of views experienced. The sensitivity of the confirmed visual receptors are given below:

Visual Sensitivity			
Visual receptor	Susceptibility	Value	Overall sensitivity
Group A Road users			
M40 motorway users	Medium	Medium low	Medium medium low
A361 users	Medium	Medium	Medium
A422 users	Medium	Medium	Medium
Banbury Road users	Medium	Medium	Medium
Junction J.11 users	Medium	Medium low	Medium medium low
Group B Footpath users			
PRoW users footpath AD22	High	Medium	Medium high
PRoW users footpath AD11	High	Medium	Medium high
PRoW to Seale's Farm	High	Medium	Medium high
PRoW AU29 users	High	Medium	Medium high
Group C Others within the urban context			
Users of Frontier Park	Low	Low	Low
Users of industrial park north of Hennef Way	Low	Low	Low
Group D Others within the rural context			
Road and footpath users Nethercote and Overthorpe	High	Medium	Medium high
Rail users north of the site	Medium	Medium	Medium

Users of Banbury Country Park	High	Medium	Medium high
Users of the Oxfordshire Canal north west of the site	High	Medium	Medium high

6 GREEN INFRASTRUCTURE, MITIGATION AND ENHANCEMENTS

6.1.1 There are notable opportunities for mitigation which is recognised in the CDLSCA assessment of land parcel 101. Although woodland is not a characteristic feature within the landscape of the vale, the layering effect of hedgerows creates a well treed character within the vale farmland. The introduction of new green infrastructure provides an opportunity for landscape enhancement. This is also recognised within the CDLSCA assessment of land parcel 101 particularly with reference to the strengthening of boundary vegetation adjoining the A422 and A361.

6.1.2 Measures to limit or remove potential landscape and visual effects will comprise of both inherent mitigation and proposed mitigation measures. Inherent mitigation is incorporated into the design proposals and are likely to be effective from the commencement of operational phase of the development. Proposed mitigation is in addition to inherent mitigation and is intended to provide new green infrastructure that reduces potential landscape and visual effects as it establishes.

Inherent Mitigation

6.1.3 Inherent mitigation measures incorporated into the design strategy to reduce or eliminate landscape and visual effects will include:

- Retention of site trees and hedgerows where practical to maintain existing green infrastructure and the corridors through the site that they create. Existing trees retained within the site have the potential to reduce the prominence of new built form and maintain a correlation with the rural agricultural landscape adjoining to the east and the north. Although the character of the development site will no longer be rural, the site character can still reflect rural elements of the adjoining rural

landscape. This will assist with softening the extent to which the site will become urbanised by the built form and activities that will be introduced.

- The retention of trees and hedgerows and their contribution to creating green corridors through the site will assist with diffusing the mass of the new built form so that parcels of development within a framework of new and existing green infrastructure softens the urban characteristics and maintains a correlation with the adjoining countryside.
- The retention of boundary hedgerows and associated trees is assessed as being an important element in reducing visual effects on road users. Changes to the management of these boundary hedgerows provides an opportunity to achieve additional height and width to hedges and encourage development of sapling trees so achieving greater potential screening of new built form in a short period of time when compared to new planting. This is assessed to be particularly valuable to reducing visual effects on road users along the A361 due to the well trimmed nature of the current field hedge.
- Retaining development footprint to the vale area of the site and avoiding the ascending hill side landscape which has greater visual prominence in local views reduces potential visual effects from the outset.
- Maintaining the proposed building footprint away from boundaries and established internal green corridors allows space for mitigation planting as part of a meaningful green infrastructure strategy.
- Limiting lower height new built form to the site margins adjoining open agricultural land will assist with screening or filtering views of those buildings from adjoining potentially sensitive visual receptors. Keeping taller proposed structures to mid site areas will allow built form on site margins to create much of the screening for the larger structures. Although larger structures may still be seen, they will be less prominent in views from adjoining areas.

Mitigation measures

6.1.4 New mitigation measures to reduce or eliminate landscape and visual effects will include:

- New native tree planting to margins to achieve improved site screening both to conserve local visual amenity and conserve the rural character of the undeveloped land to the north and east.
- Strengthen retained green corridors through the site with new hedge and tree planting and establishment of improved diverse species grass swards.
- Tree planting within the development green corridors to soften visual prominence of new built form and achieve compartmentalising of future employment areas so reducing sense of scale and massing.
- Building materials particularly adjoining boundaries of the site can contribute to mitigating effects on adjoining landscape character and visual amenity where darker and textured tones are incorporated. This mitigation is assessed to be effective in conjunction with boundary tree planting.

6.1.5 Potential landscape enhancements are identified as follows:

- Incorporating new SuDS basins into green infrastructure corridors can assist with broadening the range of habitats maintained and added to the site.
- Introducing new structural tree planting to contain highway corridors.
- New tree planting to provide long term replacement of existing tree structure.
- Introducing greater species diversity to retained and new grassland.
- Long term management of retained undeveloped land for landscape character and ecological benefits.

7 LANDSCAPE AND VISUAL EFFECTS

7.1 Effects on Landscape Receptors

7.1.1 Effects on confirmed landscape receptors will vary from onset of construction to the period of establishment of mitigation measures post operational phase. Although construction phase effects may be prominent and detrimental, they are generally temporary.

7.1.2 Effects on confirmed landscape receptors at the onset of the operation phase will incorporate inherent mitigation measures that will assist with reducing potential landscape effects. The significance of these effects are identified at Year 1 in the summary table of landscape assessment. Landscape effects may be at their most detrimental at this stage but may reduce as mitigation measures begin to establish such as new tree and hedge planting.

7.1.3 Effects on confirmed landscape receptors after establishment of mitigation measures will be the residual effects of the development. The significance of these residual effects are identified in the summary table of the landscape assessment. The length of period required to achieve establishment is variable according to microclimate, soils, climate pattern, size of planting material and quality of maintenance and management during the establishment period. For this site where trees are required to achieve height for screening or partial screening, the establishment period is assessed to extend to 10 years from the onset of the operation phase.

7.2 Construction Phase Landscape Effects

7.2.1 Construction phase landscape effects will be influenced by the following:

- Extent, size, height, area and screening of the main works compound.
- Use of heavy machinery including lifting equipment such as cranes and platforms
- Use of heavy machinery or operations that may introduce noise and activity that is prominent
- Site deliveries and movement of site workers
- Order of the works

7.2.2 Mitigation measures that may be used to control construction phase landscape effects may include:

- Location of site compound away from visually prominent areas of the site.
- Early implementation of access infrastructure
- Tree and hedge protection measures
- Implementation of screening to active works area.
- Limitations imposed on works through construction management plan

7.2.3 The extent of potential detrimental effects through construction activities on landscape receptors is assessed to be similar to that construction of Frontier Park adjoining. Direct access from the A361 and availability of space allows sensitive location of site compound which can limit impacts to a reduced area of the site. Although construction activities may be prominent, they will be experienced in the context of the active highway network and limited and retained to the site.

7.2.4 Construction phase effects on landscape receptors are set out in **Table 1 Appendix A**.

7.3 Operational Phase Landscape Effects

7.3.1 Operational phase landscape effects have been assessed as follows:

NCA 95 Northamptonshire Uplands					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Low	Permanent	Indirect	Slight adverse	Slight adverse
Overall Significance	Not significant				

7.3.2 The development proposals in the context of the scale of the national character area and the character of the urban area adjoining, results in a low magnitude of change on the Northamptonshire Uplands NCA. The development would result in a slight adverse landscape effect that is permanent arising from the loss of open pasture.

Clay Vales LCT					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Low	Permanent	Indirect	Slight adverse	Slight adverse
Overall Significance	Not Significant				

7.3.3 The development proposals in the context of the scale of the landscape character type, its association with the existing employment land and wider urban area of Banbury results in a low magnitude of change on the Clay vales LCT. The development would result in a slight adverse landscape effect that is permanent arising from the loss of open pasture.

Upstanding Village Farmlands LCT					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Low	Permanent	Indirect	Slight adverse	Slight adverse
Overall Significance	Not Significant				

7.3.4 The development proposals in the context of the scale of the landscape character type and the inherent mitigation to avoid development within this character area results in a low magnitude of change to the Upstanding Village Farmlands. The development would result in slight adverse landscape effect that is permanent arising from the loss of adjoining open rural countryside.

Local Landscape Character					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Medium	Permanent	Indirect	Moderate adverse	Moderate adverse

Overall Significance	Not Significant
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7.3.5 The development proposals would result in a loss of open countryside and extension of the employment land that forms the urban edge in this location. The existing local landscape character is affected by urbanising features including highway features which already have a detrimental effect on local character. As such the magnitude of change is assessed to be medium, resulting in a moderate slight adverse and permanent landscape effect.

Wider contextual agricultural landscape					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Medium Low	Permanent	Indirect	Moderate Slight adverse	Moderate Slight adverse
Overall Significance	Not significant				

7.3.6 The development proposals will remove an area of the existing agricultural landscape which cannot be mitigated. The character of this agricultural landscape is influenced by the existing urban edge and highway infrastructure which contains the site to the south and the west. In the context of the scale of the wider agricultural landscape to the north and east, the magnitude of change is assessed to be medium low. This results in a moderate to slight adverse landscape effect that is permanent.

Urban employment land					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Low	Low	Permanent	Indirect	Slight adverse	Slight adverse
Overall Significance	Not Significant				

7.3.7 The development proposals extend the area of employment land to the east and remove part of the existing open agricultural setting. The adjoining employment land has limited visual connectivity with the site other than travelling to or from the employment land. As such the magnitude of change is assessed to be low, resulting in a slight adverse and permanent landscape effect.

Motorway corridor and junction					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Low	Low	Permanent	Indirect	Slight adverse	Slight adverse
Overall Significance	Not Significant				

7.3.8 The motorway corridor has limited correlation with the site and development would result in a negligible magnitude of change on the character of the highway and its corridor. The motorway junction has a greater correlation with the site but remains generally unchanged by the development proposals in terms of character. The development proposals are assessed to result in a low magnitude of change which results in a slight adverse and permanent landscape effect.

Wider Banbury settlement area					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Low	Low	Permanent	Indirect	Slight adverse	Slight adverse
Overall Significance	Not Significant				

7.3.9 The development proposals removes an area of open countryside from the eastern margin of the wider settlement area which part informs the wider rural setting of the town. In the context of the size of land lost to development and the scale of the wider surrounding countryside this loss is assessed to give rise to a low magnitude of change. This is assessed to result in a slight adverse and permanent landscape effect.

Site					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	High	Permanent	Direct	Substantial adverse	Moderate adverse
Overall Significance	Not Significant				

7.3.10 The development proposals will displace the open agricultural fields of the present site and replace with large scale structures in employment land use. This creates a notable change that cannot be fully mitigated but can be contained through the retention and extension of new green infrastructure. The development will result in a high magnitude of change, resulting in a substantial adverse landscape effect that mitigates to a moderate landscape effect with establishment of mitigation measures.

Site features					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
High	Medium	Permanent	Direct	Moderate adverse	Slight adverse / Negligible
Overall Significance	Not Significant				

7.3.11 The development proposals retain many of the existing trees and some of the existing hedges including boundary hedges. Where trees and hedge are lost through the need to achieve a practical development a strategy of maintaining green corridors reinforced with new planting maintains both key natural features and their setting. It is accepted that some losses of site features will occur resulting in a medium magnitude of change. This results in a moderate adverse effect at outset of the operational stage but with mitigation establishing would result in a residual slight adverse or negligible landscape effect.

7.3.12 A summary of operational phase landscape effects is provided in **Table 3 Appendix A**.

7.4 Construction Phase Effects on Visual Receptors

7.4.1 Construction phase visual effects will be influenced by the following:

- Extent, size, height, area and screening of the main works compound.
- Use of heavy machinery including lifting equipment such as cranes and platforms
- Use of heavy machinery or operations that may introduce noise and activity that is prominent
- Site deliveries and movement of site workers
- Order of the works

7.4.2 Mitigation measures that may be used to control construction phase visual effects may include:

- Location of site compound away from visually prominent areas of the site.
- Early implementation of access infrastructure
- Implementation of screening to active works area.
- Limitations imposed on works through construction management plan

7.4.3 The extent of potential detrimental effects through construction activities on visual receptors is assessed to be similar to those experienced with the construction of Frontier Park employment land adjoining. Direct access from the A361 and availability of space allows sensitive location of site compound which can limit impacts to a reduced area of the site. Although construction activities may be visually prominent, they will be experienced in the context of the active highway network and limited and retained to the site.

7.4.4 Construction phase effects on visual receptors are set out in **Table 2 Appendix A**.

7.5 Operational Phase Effects on Visual Receptors

7.5.1 Operational phase visual effects have been assessed as follows:

M40 motorway users (Represented by Viewpoint photographs VP14, 15 and 16)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect

Medium medium low	Low	Permanent	Direct	Slight adverse	Slight adverse
Overall Significance	Not Significant				

7.5.2 Views from the motorway are transient and generally well screened by foreground vegetation established to the eastern margin of the motorway corridor. Approaching from the north the site is generally screened by this vegetation and the built form of Frontier Park. In closer proximity to Frontier Park a view opens up to the south east where built form of the proposed development would be seen to extend from the existing employment land. New built form along the northern margin of the site would be seen until mitigation planting becomes established. Even with mitigation there are likely to remain glimpses of filtered views of the northern margin of the development proposals. Mitigation planting will be effective as it will be seen in conjunction with existing foreground vegetation seen in the views from the motorway, notably reducing the magnitude of change that would be experienced.

A361 users (Represented by Viewpoint photographs VP1 and VP2)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	High	Permanent	Direct	Substantial adverse	Moderate adverse
Overall Significance	Not Significant				

7.5.3 Views from the A361 are transient but open into the site over low trimmed roadside hedges. The development of the site would introduce built form and landscaping close to the visual receptors causing loss of views across and over the site. The magnitude of change would be high due to this level of change. Road users already experience employment land features associated with Frontier Park in close association with the motorway network, motorway junction and engineered highways which extend off of the junction. The character of the views is therefore already influenced by these urbanising features. Mitigation planting along the western margin of the proposed development will soften views of built form but clear views into the development will be created at access points with the A361. Although the

value of views is medium, the high magnitude of change results in a substantial adverse visual effect before mitigation is established along the western margin. When established the residual visual effect is assessed to be moderate adverse.

A422 users (Represented by Viewpoint photograph VP9)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Medium	Permanent	Indirect	Moderate adverse	Slight adverse
Overall Significance	Not Significant				

7.5.4 Road users generally have limited views into the site due to vegetation and topography until approaching the motorway junction. Similarly open views are experienced by road users leaving the junction heading eastwards over areas of well trimmed boundary hedge. Clear views of new built form will be seen to the north displacing the open countryside. The built form of Frontier Park is clearly identifiable and new built form will be seen as an extension of this employment land. Mitigation planting along the southern margin of the proposed development will notably assist in reducing detrimental effects as will the land which is retained free from development which adjoins the A422 and limits the actual interface of the development with the highway. Overall, the development proposals would result in a moderate adverse visual effect until mitigation planting has established. The residual visual effect is assessed to be slight adverse and permanent due to the loss of openness in current views which cannot be mitigated.

Banbury Road users (Represented by Viewpoint photograph VP4)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Medium	Permanent	Indirect	Moderate adverse	Slight adverse
Overall Significance	Not Significant				

7.5.5 Views from the Banbury Road are generally focussed to the west but indirect and transient views can be experienced towards the site through and over intervening vegetation. The built

form of Frontier Park can be seen and provides a 'yardstick' to judge potential visibility of new built form located on the northern margin of the site. Mitigation planting will be effective in reducing potential views and will filter to an extent that the new built form is not a dominant feature in the landscape. Overall, the magnitude of change is assessed to be medium resulting in a moderate adverse visual effect which reduces to a slight adverse residual visual effect on establishment of the mitigation planting.

Junction 11 users (Represented by Viewpoint photograph VP17)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Medium	Permanent	Indirect	Moderate adverse	Slight adverse
Overall Significance	Not Significant				

7.5.6 Users of this motorway junction are generally focussed on the highway but a clear view into the site is obtained on approach to the A361. New built form will be seen in the view along with the new green infrastructure which will mitigate the prominence of the built form. Built form of Frontier Park are already seen in this context. The magnitude of change is assessed to be medium resulting in a moderate adverse visual effect which reduces to slight adverse on the establishment of the mitigation planting.

PRoW ADD22 users (Represented by Viewpoint photograph VP3)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium high	Low	Permanent	Indirect	Slight adverse	Slight adverse/negligible
Overall Significance	Not Significant				

7.5.7 Footpath users are generally focused on the immediate route of the path which has only limited visual connectivity with the site. The built form of Frontier Park is seen and glimpses of new built form of the proposed development would be experienced in this context.

Footpath users already experience the urban margin and motorway corridor which influences the character of local views. Mitigation planting along the western and northern margins of the proposed development will assist with adding to the screen of existing vegetation that generally maintains a sense of separation from the site. The magnitude of change is therefore assessed to be low resulting in a residual slight adverse/ negligible visual effect.

PRoW AD11 users (Represented by Viewpoint photographs VP4 and VP5))					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium high	Medium/ Low	Permanent	Indirect	Moderate adverse	Slight adverse
Overall Significance	Not Significant				

7.5.8 Footpath users can have open views across the flatter vale landscape but these views are frequently limited by layering of established field vegetation. From the footpath views are limited by screening but the built form of Frontier Park can be seen where gaps exist. The scale and form of the Frontier Park structures provide a good illustration of how the proposed built form would be seen without mitigation measures established. New built form within the site would be part screened but upper areas of the new structures are likely to be identifiable and appear as an extension of the existing employment land. These would be seen at distance resulting in a medium/ low magnitude of change that would reduce to slight adverse with the establishment of mitigation planting.

PRoW at Seale’s Farm (Represented by Viewpoint photograph VP6)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium high	Medium	Permanent	Indirect	Moderate adverse	Moderate adverse
Overall Significance	Not Significant				

7.5.9 Generally, footpath users of the PRoW to Seales Farm will have views towards the site fully obscured by a combination of vegetation and topography. At the farm there is a limited but

open view across Banbury including the immediately adjoining employment land and the northern area of the site. New built form will be clearly seen in this view and can only be partly mitigated. There would be a loss of openness/agricultural land seen in the middle landscape but the character of the view would remain relatively unchanged being a view of the urban edge at the interface with the agricultural landscape. The magnitude of change is therefore assessed to be medium resulting in a moderate adverse visual effect that cannot be effectively mitigated.

PRoW AU29 users (Represented by Viewpoint photograph VP7)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium high	Negligible	Permanent	Indirect	Not Significant	Not Significant
Overall Significance	Not Significant				

7.5.10 Footpath users experience rural views without influence from the urban edge of highway networks. As such they are tranquil and rural in quality. The footpath is located away from the hillside which permits the view from Seale's Farm towards Banbury so the skyline is created by the crest of the elevated landscape and no views of Banbury or the site are observed.

Users of Frontier Park					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Low	High	Permanent	Indirect	Moderate adverse	Moderate adverse
Overall Significance	Not Significant				

7.5.11 Users of Frontier Park generally do not have open views into the site other than when entering or leaving the employment land. Users will be focused on their work activities so are assessed to have a low sensitivity to change but will experience a high magnitude of change as the agricultural setting of the park entrance becomes urbanised. This results in a moderate adverse visual effect that cannot be effectively mitigated.

Users of Industrial Estate north of Hennef Way (Represented by Viewpoint photograph VP12)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Low	Low	Permanent	Indirect	Slight adverse	Not Significant
Overall Significance	Not Significant				

7.5.12 Users within the employment land to the west of the motorway are generally well separated from the site and experience the urban character of the town. There are potential glimpsed views over the site and towards the ascending land to the east of the site which maybe incidentally experienced. Views generally have now been screened by the Frontier Park development. Overall, the magnitude of change is assessed to be low resulting in a slight adverse effect that is likely to reduce to Not Significant with establishment of mitigation planting.

Road and footpath users Nethercote and Overthorpe (Represented by Viewpoint photographs VP8 and 13)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium high	Low	Permanent	Indirect	Slight adverse	Slight adverse/ Not Significant
Overall Significance	Not Significant				

7.5.13 Potentially higher sensitivity visual receptors have been assessed but represent a wider area of dispersed settlement to the south of the A422. Views were identified in the ZTV but in reality almost all views are screened by intervening established vegetation. An elevated view from the motorway bridge west of Overthorpe to illustrate the level of existing screening. There is potential for some limited and glimpsed views of the taller parts of new built form to

be seen from south of the A422. However, the magnitude of change is assessed to be low resulting in a residual slight adverse/ not significant visual effect.

Rail users (Views not represented)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium	Low	Permanent	Indirect	Slight adverse	Not Significant
Overall Significance	Not Significant				

7.5.14 Open and prominent views from the railway line are not predicted due to established intervening vegetation and localised containment of the line itself. However, the scale of the proposed new built form has potential to be seen over this vegetation. Although views are not predicted to be prominent it is assessed that rail users may experience a new built form as an extension to the existing employment land at what forms a gateway to Banbury. The magnitude of change is assessed to be low resulting in a slight adverse visual effect that will reduce to not significant on the establishment of landscape mitigation along the northern margin of the site.

Users of Banbury Country Park (Represented by viewpoint photographs AVP1 to AVP5)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium high	Low	Permanent	Indirect	Slight adverse	Not Significant
Overall Significance	Not Significant				

7.5.15 Users of the country park will experience a rural setting which are partly influenced by elements of the existing settlement edge. Views towards the site are limited in many places by established vegetation in the intervening landscape. Views of part of the built form of Fronter Park employment land maybe seen and in a similar vein, the upper part of the northern margin of new built form on the site may be seen above or through established vegetation. However, these glimpses are unlikely to be prominent and will be seen as part of

the urban edge that already influences the character of the open space. As a result, the magnitude of change is assessed to be low resulting in a potential for a slight adverse visual effect that reduces to not significant with the establishment of landscape mitigation on the northern edge of the development.

Users of the Oxfordshire Canal (Represented by viewpoint photographs AVP1 to AVP5)					
Sensitivity	Magnitude of change	Permanent or temporary	Direct or indirect	Beneficial adverse	Residual effect
Medium high	Low	Permanent	Indirect	Slight adverse	Not Significant
Overall Significance	Not Significant				

7.5.16 Views from the canal are generally screened by intervening established vegetation and in particular by the canal side hedgerow. To the west of the motorway views will be screened by the engineered form of the motorway, built form within the local employment land and further vegetation. A limited number of potential views were identified on locally raised land and where gaps in canal side vegetation exist. These locations give rise to potential long distance views of the northern edge of the proposed development. There is therefore a potential to see upper parts of new built form through and over local vegetation. Where seen these views would be indirect and limited. The magnitude of change is assessed to be low due to screening and existing employment built form in the view. This results in a slight adverse visual effect which reduces to not significant with establishment of mitigation planting.

7.5.17 A summary of operational phase visual effects is provided in **Table 4 Appendix A**.

8 CUMULATIVE AND IN-COMBINATION EFFECTS

- 8.1.1 The development proposal is contained by a combination of settlement edge, highway infrastructure and topography which separates and distinguishes the site from other local areas of potential development.
- 8.1.2 The existing employment land forms part of a distinct pattern of settlement that has a strong correlation with the M40 motorway and its access at junction J.11. This has resulted in a distinct band of employment land along the eastern margin of the wider settlement, adjoining the motorway corridor. It would not be unreasonable to assume that regular development and redevelopment may occur within this eastern belt of employment land and if such development occurred at the same time as the proposed development of the study site, in landscape and visual terms it is very unlikely that there would be any notable landscape or visual effects to shared receptors.
- 8.1.3 The development of the site will be experienced as an extension of this employment land because of the strong visual connectivity and distinctiveness of employment land built form. This is beneficial in that it reduces the magnitude of change to visual receptors but more detrimental to landscape receptors which experience a spread of the urban characteristics and loss of rural characteristics. This becomes less acceptable where the rural landscape makes a significant contribution to the setting of the settlement. In the location east of the motorway, the rural setting plays a lesser role in the immediate setting of the urban area as it has been dissected by the motorway corridor and established employment land. As such the extension of the existing employment land does result in some landscape harm but harm that is not significant in terms of harm to the wider setting of the settlement.
- 8.1.4 It is assessed that the development of the site would not give rise to cumulative effects on shared receptors of similar development. The development of the site would result in in-combination landscape and visual effects with the employment land development at Frontier Park but this is assessed to be overall beneficial to anchoring the development into the established pattern of settlement found along the motorway corridor east of the wider settlement.

9 SIGNIFICANCE OF LANDSCAPE AND VISUAL EFFECTS

Significance of Landscape effects

- 9.1.1 The landscape in which the site is located is undesignated at both national and local level. The landscape is not identified as a 'Valued' landscape with reference to NPPF paragraph 174. The site features contribute to the desirable characteristics as identified in published landscape character assessment and is assessed to have generally medium sensitivity as confirmed in the Cherwell District Council Banbury Landscape Sensitivity and Capacity Assessment (Assessment Addendum 18/08/2014) which was assessed and published prior to the construction of the Frontier Park employment land.
- 9.1.2 Taking the above into consideration the threshold for significant landscape harm is higher than if the land were designated or formed part of a 'Valued' landscape. In this context, moderate adverse harm falls below the threshold of significant harm particularly when considered in the context of the proximity and influence of the urban edge and the extensive highway and communications routes.
- 9.1.3 When the landscape effects assessed in Tables 1 and 3 Appendix A are considered against the threshold of significant harm, it is clear that significant harm is identified from the loss of site character at onset of operational phase which reduces to less than significant harm with the establishment of mitigation measures. This harm is contained to the site for a period of up to 10 years. No other significant harm is assessed to confirmed landscape receptors at the onset of the operational phase.
- 9.1.4 Overall, with the establishment of mitigation measures, no significant residual harm has been assessed.

Significance of Visual effects

- 9.1.5 Views are generally not recognised to be of high value within the contextual area of the site. Although walkers using country public rights of way may have high susceptibility to changes in views, the views they experience in close proximity to the site are generally influenced by

the wider highway and urban features. As such, the threshold for significant harm to views is assessed to be substantial.

- 9.1.6 The Cherwell District Council Banbury Landscape Sensitivity and Capacity Assessment (Assessment Addendum 18/08/2014) which was assessed and published prior to the construction of the Frontier Park employment land, identified that the site (parcel 101) was visually prominent and had high visual sensitivity in the wider context but as it had no public access, locally it was assessed to have lower visual sensitivity. This has changed with the construction of the Frontier Park employment land development which has created a robust screen between the wider urban area and the site. The study identified that the site was predominately viewed from local highways and this remains true with the exception of the M40 where views have been reduced by Frontier Park built form.
- 9.1.7 Taking these into consideration, the visual prominence of the siter has been reduced and the nature of views reduced in value due to the presence of new employment built form. In this context the threshold for significant visual harm is accessed to be substantial adverse.
- 9.1.8 When the visual effects assessed in Tables 2 and 4 Appendix A are considered against the threshold of significant harm, it is clear that significant harm is identified from the loss of the rural site character at onset of operational phase which reduces to less than significant harm with the establishment of mitigation measures. This harm is limited to users of the A361 in views immediately adjacent to the site. With mitigation establishing along the eastern side of the road, a rural character is partly re-established. As mitigation can be achieved partly through a change of management to the existing clipped field hedge and new tree planting immediately adjoining potential visual receptors, it is assessed that mitigation would be effective at reducing visual harm within 5 years. No other significant harm is assessed to confirmed visual receptors at the onset of the operational phase.
- 9.1.9 Overall, with the establishment of mitigation measures, no significant residual visual harm has been assessed.

Summary of Significance

9.1.10 In summary, no significant residual landscape or visual harm is identified arising from the development proposals.

9.1.11 Landscape and visual harm is limited to the site and local receptors due to the nature of inherent mitigation provided through the existing topography, established vegetation, existing employment land built form and location of potentially sensitive receptors.

9.1.12 The development of any green field land will give rise to some landscape and visual harm but this assessment has identified that this harm is less than proportionate to the scale of the development proposals. National and local landscape policy relevant to the site are not nil harm policies so harm should be considered in the wider planning balance.

10 CONCLUSION AND RECOMENDATIONS

10.1.1 The site consists of open, agricultural land with field hedges and trees that contribute to its rural character. The land has not rare or valuable attributes and does not form part of a valued landscape with reference to NPPF paragraph 174. The change in topography from west to east is a feature of the site and marks a transition from the settled vale adjoining Banbury to the more deeply rural landscape to the east. The landscape of the site reflects published characteristics of the local landscape character types but the immediately adjoining urban edge, employment land and highway infrastructure are also key features of the local landscape, reflecting the site location on the edge of the wider urban area. The site creates a transitional area of land between the present urban edge and this more deeply rural landscape to the east.

10.1.2 The sensitivity of the site has been assessed in the Cherwell District Council Banbury Landscape Sensitivity Assessment prior to the construction of the Frontier Park employment land to the immediate west of the site. The assessment identified a generally medium sensitivity to the landscape and medium high sensitivity to the visual sensitivity. This baseline has now been changed due to the influence of the adjoining employment development. The belt of employment land extends along the western margin of the M40 motorway and now extends north of junction J.11 through the construction of Frontier Park. This has had a notable urbanising effect on the site which is exacerbated by the layout, scale and character of the highway corridors adjoining the site.

10.1.3 When considered in the context of Banbury, the site forms an area of transition from urban to rural which contributes to the broader setting of the settlement. This is reflected in the medium landscape sensitivity assessed for the site generally. However, it is clear that the western and southern margins of the site have lower landscape sensitivity than the northern and eastern areas which adjoin the undeveloped agricultural landscape.

10.1.4 Even without this change in baseline, the assessment found capacity for employment development. This published assessment has been confirmed by this landscape and visual impact assessment.

- 10.1.5 The development proposals are in outline and consist of a number of large scale built forms to accommodate employment uses. These are set within a layout that retains structural hedgerows and trees and avoid the ascending landform found to the east of the land parcel. This approach incorporates inherent mitigation that assists with limiting the potential for significant landscape and visual harm.
- 10.1.6 The landscape strategy uses these retained natural features to create corridors of green infrastructure which contribute to both landscape and visual mitigation as well as provide a distinct sense of place to the future development. The green corridors also conserve existing habitat and provide an opportunity for expansion of this habitat. In landscape and visual terms both the inherent and proposed mitigation measures reduce the scale and massing of the development structures and reduce visual prominence of new built form from confirmed visual receptors.
- 10.1.7 The introduction of the Frontier Park employment land development has reduced potential views from the wider Banbury area and limited views towards the site from the motorway corridor. Where views remain the new built form of the development has potential to be seen over and through foreground vegetation but where seen it will generally appear as an extension of the existing employment land. This reduces the potential magnitude of change that will be seen in views from confirmed visual receptors. As the value of local views is generally lower because of the influence of the urban edge and highway infrastructure, effects on views are assessed to be limited and less than significant. A significant effect is identified to users of the A361 immediately adjacent to the site before mitigation measures are established.
- 10.1.8 The introduction of the Frontier Park employment land in association with the existing highway infrastructure and urban edge similarly inform the local landscape character. Whilst the development proposals have been assessed to have a detrimental effect on landscape receptors, these effects are limited in the context of the scale of development. A substantial adverse landscape effect is assessed on the site character itself due to the high magnitude of change that development would cause. However, with mitigation measures established this landscape harm is reduced to moderate.

10.1.9 Overall, the residual landscape and visual harm arising from the development is assessed to be less than significant due to the landscape strategy for mitigation and its potential to contain detrimental effects to the site.

10.1.10 Landscape policy at both national and local level are not 'nil harm' policies due to the undesignated status of the site. Any development in a green field site is likely to give rise to some landscape and visual harm and the development proposals are assessed to give rise to harm which is localised and contained. As such landscape and visual harm does not conflict with national and local policies but must be considered in the overall planning balance.

10.1.11 The Cherwell District Council Banbury Landscape Sensitivity and Capacity Study found that the site has capacity for employment development. This has now been confirmed by this assessment which identified that the harm arising from the development proposals is less than proportionate with the scale and nature of the development proposals. As such the harm that has been assessed in this landscape and visual impact assessment should not carry great weight against the proposal when considered in the full planning balance.

Land East of Junction 11, M40, Banbury

Appendix A – Summary Assessment Tables 1, 2, 3 and 4

Table 1: Summary of construction phase landscape assessment

Landscape effects								Significance of effect	
Landscape receptor	Susceptibility /vulnerability to change	Value	Overall Sensitivity	Scale of effect	Geographical Extent	Duration and reversibility	Overall Magnitude of effect	Construction Phase	With mitigation
NCA 95 Northampton shire Uplands	Medium	Medium	Medium	Very limited scale of effect and geographical area. Temporary.			Low	Not Significant	N/a
Clay vales LCT	Medium	Medium	Medium	Limited scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Upstanding Village Farmlands	Medium	Medium	Medium	Limited scale of effect and geographical area. Temporary.			Low	Not Significant	N/a
Local Landscape Character	Medium	Medium	Medium	Locally identifiable scale of effect and geographical area. Temporary.			Medium	Moderate adverse	Moderate adverse
Wider contextual agricultural landscape	Medium	Medium	Medium	Limited scale of effect and geographical area. Temporary.			Medium Low	Moderate adverse	Moderate adverse
Urban employment land	Low	Low	Low	Locally identifiable scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Motorway corridor and junction	Low	Low	Low	Locally identifiable scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Wider Banbury settlement	Low	Low	Low	Limited scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Site	Medium	Medium	Medium	Large scale of effect. Temporary			High	Substantial adverse	Moderate adverse

Site features	High	Medium	Medium High	Large scale of effect. Temporary.	Medium	Slight adverse	Slight adverse
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Table 2: Summary of construction phase visual assessment

Visual effects								Significance of effect	
Visual receptor	Susceptibility /vulnerability to change	Value	Overall Sensitivity	Scale of effect	Geographical Extent	Duration and reversibility	Overall Magnitude of effect	Construction Phase	With mitigation
M40 motorway users	Medium	Medium low	Medium medium low	Limited scale and geographical extent generally contained to north of site. Temporary.			Low	Slight adverse	Slight adverse
A361 users	Medium	Medium	Medium	Large scale effect and extent coinciding with site boundary with highway. Temporary.			High	Substantial adverse	Moderate adverse
A422 users	Medium	Medium	Medium	Limited scale of effect but identifiable extent but limited geographical boundary with site. Temporary.			Medium	Slight adverse	Slight adverse
Banbury Road users	Medium	Medium	Medium	Limited scale and extent extending to road that lies adjacent to northern site boundary. Temporary.			Medium	Slight adverse	Slight adverse
Junction J.11 users	Medium	Medium low	Medium medium low	Limited scale and extent adjoining eastern edge of junction. Temporary.			Medium	Slight adverse	Slight adverse
PRoW AD22 users	High	Medium	Medium high	Very limited scale of effect and geographical extent of path. Temporary.			Low	Slight adverse	Slight adverse
PRoW AD11 users	High	Medium	Medium high	Very limited scale of effect and geographical extent of path. Temporary.			Medium/ Low	Slight adverse	Slight adverse
PRoW Seales Farm	High	Medium	Medium high	Very limited scale of effect and geographical extent of path. Temporary.			Medium	Moderate adverse	Moderate adverse

PRoW AU29	High	Medium	Medium high	No scale of effect.	Negligible	Not Significant	Not Significant
Users of Frontier Park	Low	Low	Low	Large scale effect and extent coinciding with site boundary with highway. Temporary.	High	Moderate adverse	Moderate adverse
Users of Ind Estate of Hennef Way	Low	Low	Low	Low scale of effect and geographical extent. Temporary.	Low	Not Significant	Not Significant
Road and footpath users Nethercote and Overthorpe	High	Medium	Medium high	Very limited scale of effect and extent. Temporary.	Low	Slight adverse	Slight adverse/ Not Significant
Rail users	Medium	Medium	Medium	Low scale of effect and geographical extent. Temporary.	Low	Not Significant	Not Significant
Users of Banbury Country Park	High	Medium	Medium high	Very limited scale of effect and extent. Temporary.	Low	Slight adverse	Slight adverse
Users of the Oxfordshire Canal	High	Medium	Medium high	Very limited scale of effect and extent. Temporary.	Low	Not Significant	Not Significant

Table 3: Summary of operational phase landscape assessment

Landscape effects								Significance of effect	
Landscape receptor	Susceptibility /vulnerability to change	Value	Overall Sensitivity	Scale of effect	Geographical Extent	Duration and reversibility	Overall Magnitude of effect	Significance of effects at Year 1	Significance of effects at establishment (of mitigation planting*)
NCA 95 Northampton shire Uplands	Medium	Medium	Medium	Very limited scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Clay vales LCT	Medium	Medium	Medium	Limited scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Upstanding Village Farmlands	Medium	Medium	Medium	Limited scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Local Landscape Character	Medium	Medium	Medium	Locally identifiable scale of effect and geographical area. Temporary.			Medium	Moderate adverse	Moderate adverse
Wider contextual agricultural landscape	Medium	Medium	Medium Low	Limited scale of effect and geographical area. Temporary.			Medium Low	Moderate adverse	Slight adverse
Urban employment land	Low	Low	Low	Locally identifiable scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Motorway corridor and junction	Low	Low	Low	Locally identifiable scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Wider Banbury settlement	Low	Low	Low	Limited scale of effect and geographical area. Temporary.			Low	Slight adverse	Slight adverse
Site	Medium	Medium	Medium	Large scale of effect. Temporary			High	Substantial adverse	Moderate adverse

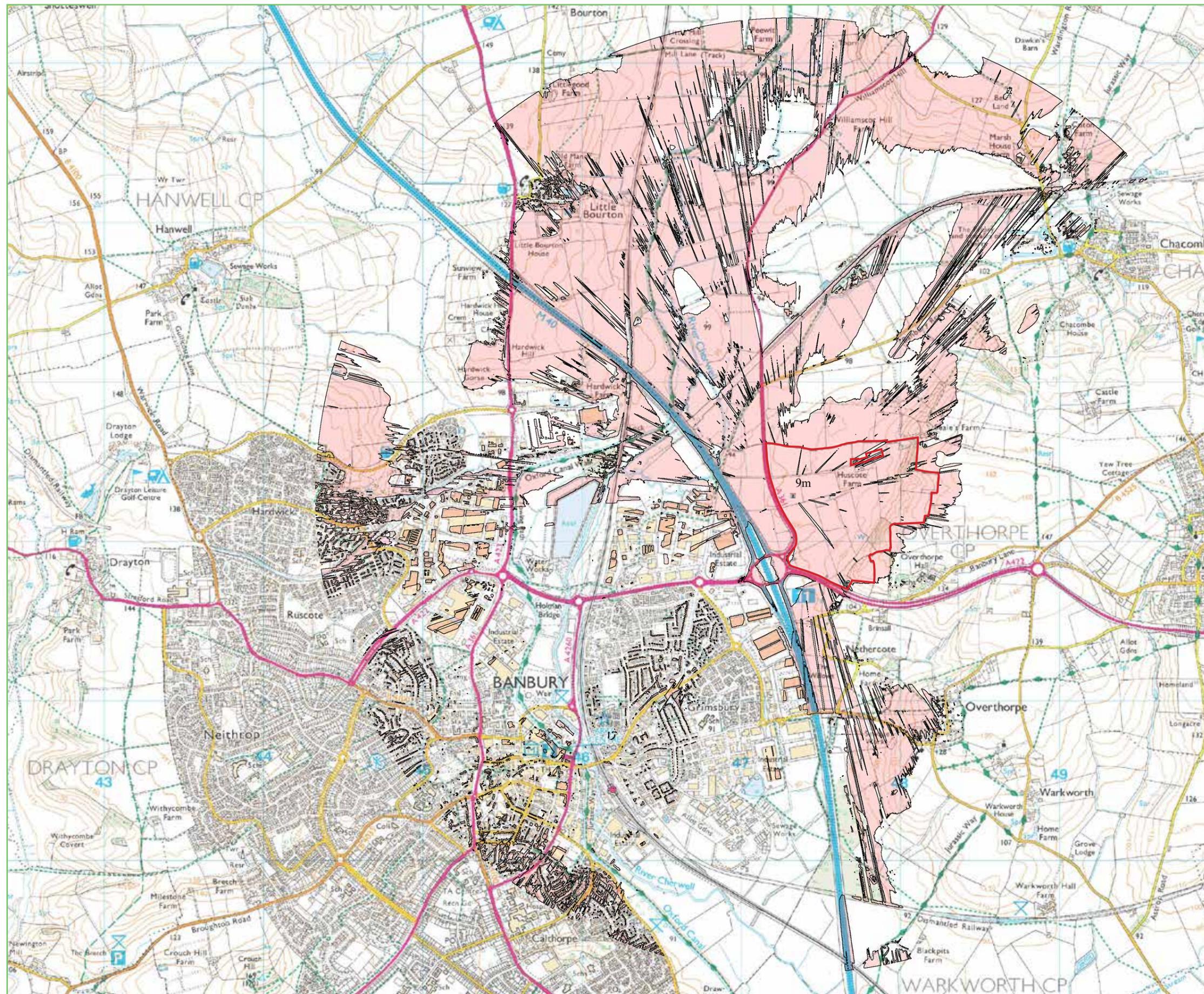
Site features	High/ Medium	Medium	Medium	Large scale of effect. Temporary.	Medium	Moderate adverse	Slight adverse/ Negligible
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Table 4: Summary of operational phase visual assessment

Visual effects								Significance of effect	
Visual receptor	Susceptibility /vulnerability to change	Value	Overall Sensitivity	Scale of effect	Geographical Extent	Duration and reversibility	Overall Magnitude of effect	Significance of effects at Year 1	Significance of effects at establishment (of mitigation planting*)
M40 motorway users	Medium	Medium low	Medium medium low	Limited scale and geographical extent generally contained to north of site. Permanent.			Low	Slight adverse	Slight adverse
A361 users	Medium	Medium	Medium	Large scale effect and extent coinciding with site boundary with highway. Permanent			High	Substantial adverse	Moderate adverse
A422 users	Medium	Medium	Medium	Limited scale of effect but identifiable extent but limited geographical boundary with site. Permanent.			Medium	Moderate adverse	Slight adverse
Banbury Road users	Medium	Medium	Medium	Limited scale and extent extending to road that lies adjacent to northern site boundary. Permanent.			Medium	Moderate adverse	Slight adverse
Junction J.11 users	Medium	Medium low	Medium medium low	Limited scale and extent adjoining eastern edge of junction. Permanent.			Medium	Moderate adverse	Slight adverse
PRoW AD22 users	High	Medium	Medium high	Very limited scale of effect and geographical extent of path. Permanent.			Low	Slight adverse	Slight adverse/ Not significant
PRoW AD11 users	High	Medium	Medium high	Very limited scale of effect and geographical extent of path. Permanent.			Medium/ Low	Moderate adverse	Slight adverse
PRoW Seales Farm	High	Medium	Medium high	Very limited scale of effect and geographical extent of path. Permanent.			Medium	Moderate adverse	Moderate adverse

PRoW AU29	High	Medium	Medium high	No scale of effect.	Negligible	Not Significant	Not Significant
Users of Frontier Park	Low	Low	Low	Large scale effect and extent coinciding with site boundary with highway. Permanent	High	Moderate adverse	Moderate adverse
Users of Ind Estate of Hennef Way	Low	Low	Low	Low scale of effect and geographical extent. Permanent.	Low	Slight adverse	Not Significant
Road and footpath users Nethercote and Overthorpe	High	Medium	Medium high	Very limited scale of effect and extent. Permanent.	Low	Slight adverse	Not Significant
Rail users	Medium	Medium	Medium	Low scale of effect and geographical extent. Permanent.	Low	Slight adverse	Not Significant
Users of Banbury Country Park	High	Medium	Medium high	Very limited scale of effect and extent. Permanent.	Low	Slight adverse	Not Significant
Users of the Oxfordshire Canal	High	Medium	Medium high	Very limited scale of effect and extent. Permanent.	Low	Slight adverse	Not Significant

*Establishment in this case means primary mitigation measures are achieving their objectives.



KEY



Study Site



Area of Theoretical Visibility

Zone of Theoretical Visibility illustrates the extent to which the site (modelled at 9m Ht.) as a whole is potentially visible from the surrounding area when viewed from at a 1.6m high receptor.

This plan has been prepared using GIS Software (Global Mapper) and Ordnance Survey Landform Profile DSM data.

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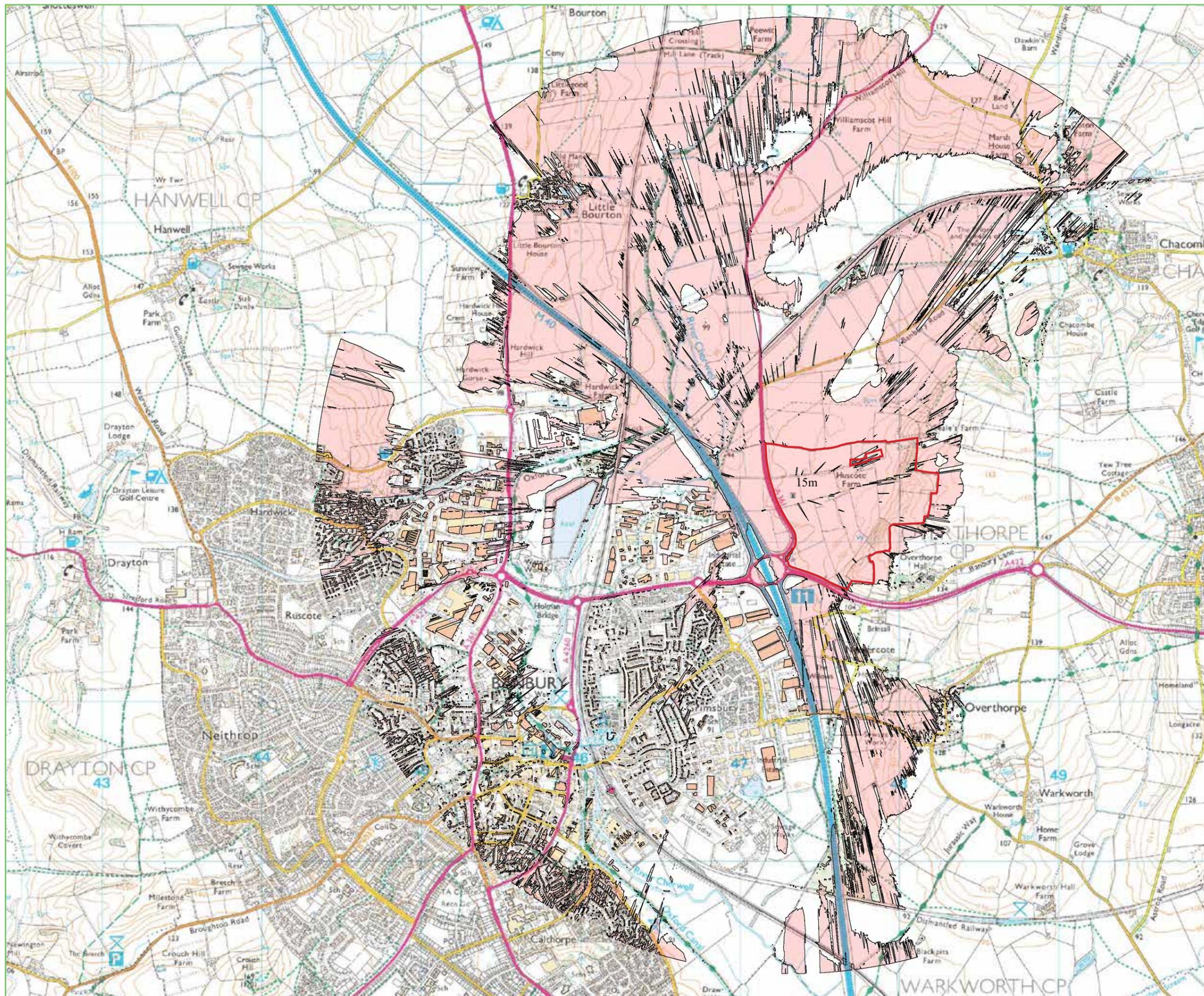
SCALE: NTS

Project Name:
Land East of Junction 11, M40, Banbury

MHP Reference:
21340

Revision: Status: Date:
V3 09/05/2022

Figure 2 Zone of Theoretical Visibility 1 - 9m Ht structure
21340 Land East of Junction 11, M40, Banbury



KEY



Study Site



Area of Theoretical Visibility

Zone of Theoretical Visibility illustrates the extent to which the site (modelled at 15m Ht.) as a whole is potentially visible from the surrounding area when viewed from at a 1.6m high receptor.

This plan has been prepared using GIS Software (Global Mapper) and Ordnance Survey Landform Profile DSM data.

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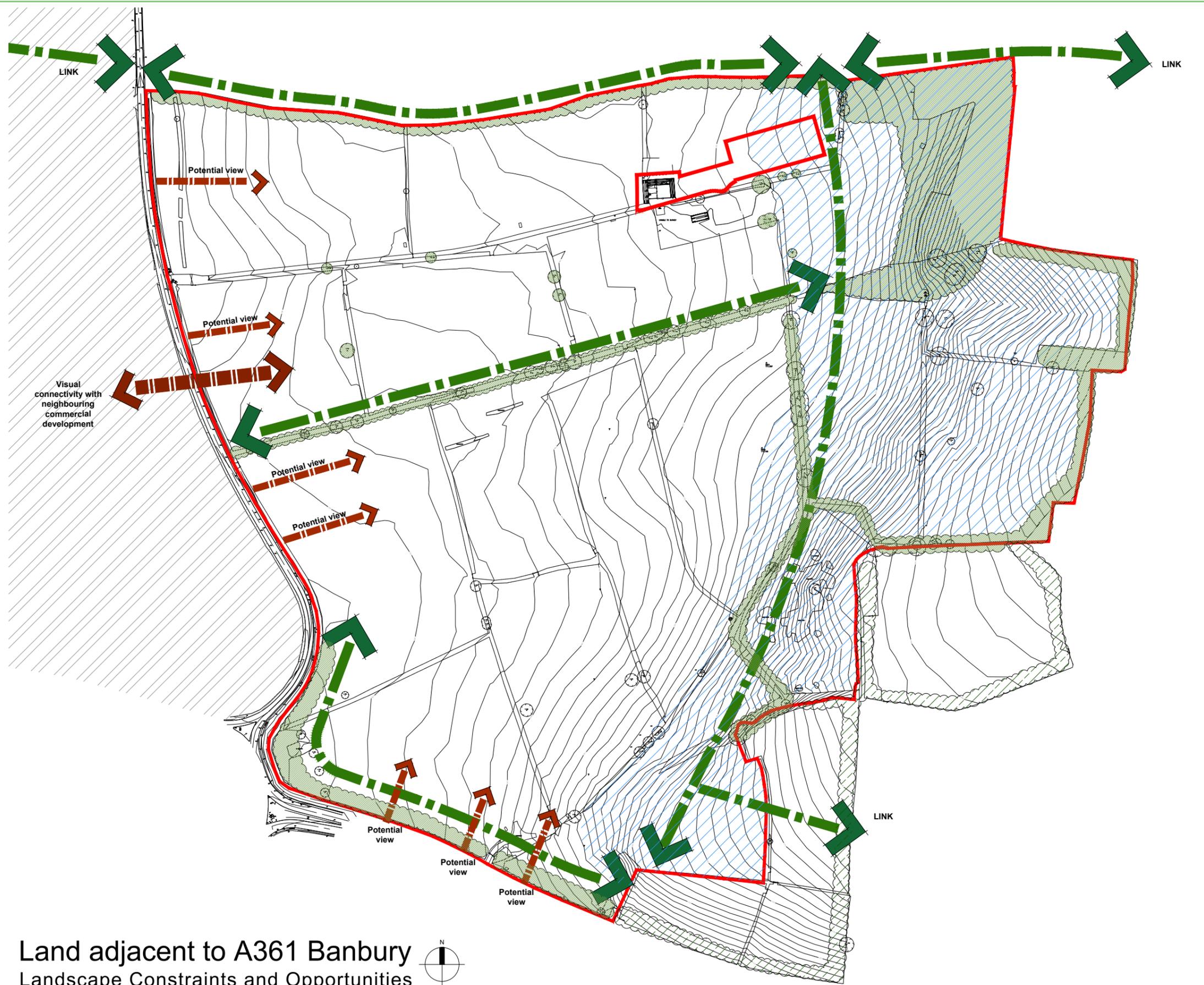
SCALE: NTS

Project Name:
Land East of Junction 11, M40, Banbury

MHP Reference:
21340

Revision: Status: Date:
V3 09/05/2022

Figure 3 Zone of Theoretical Visibility 1 - 15m Ht structure
21340 Land East of Junction 11, M40, Banbury



- KEY**
-  Study site
 -  Potential for strategic green infrastructure corridor
 -  New commercial development provides potential to 'anchor' development to existing urban edge
 -  Area of greater site landscape sensitivity
 -  Area of site green infrastructure of potential greater importance
 -  Area of strategic offsite green infrastructure
 -  Potential views

Land adjacent to A361 Banbury
 Landscape Constraints and Opportunities

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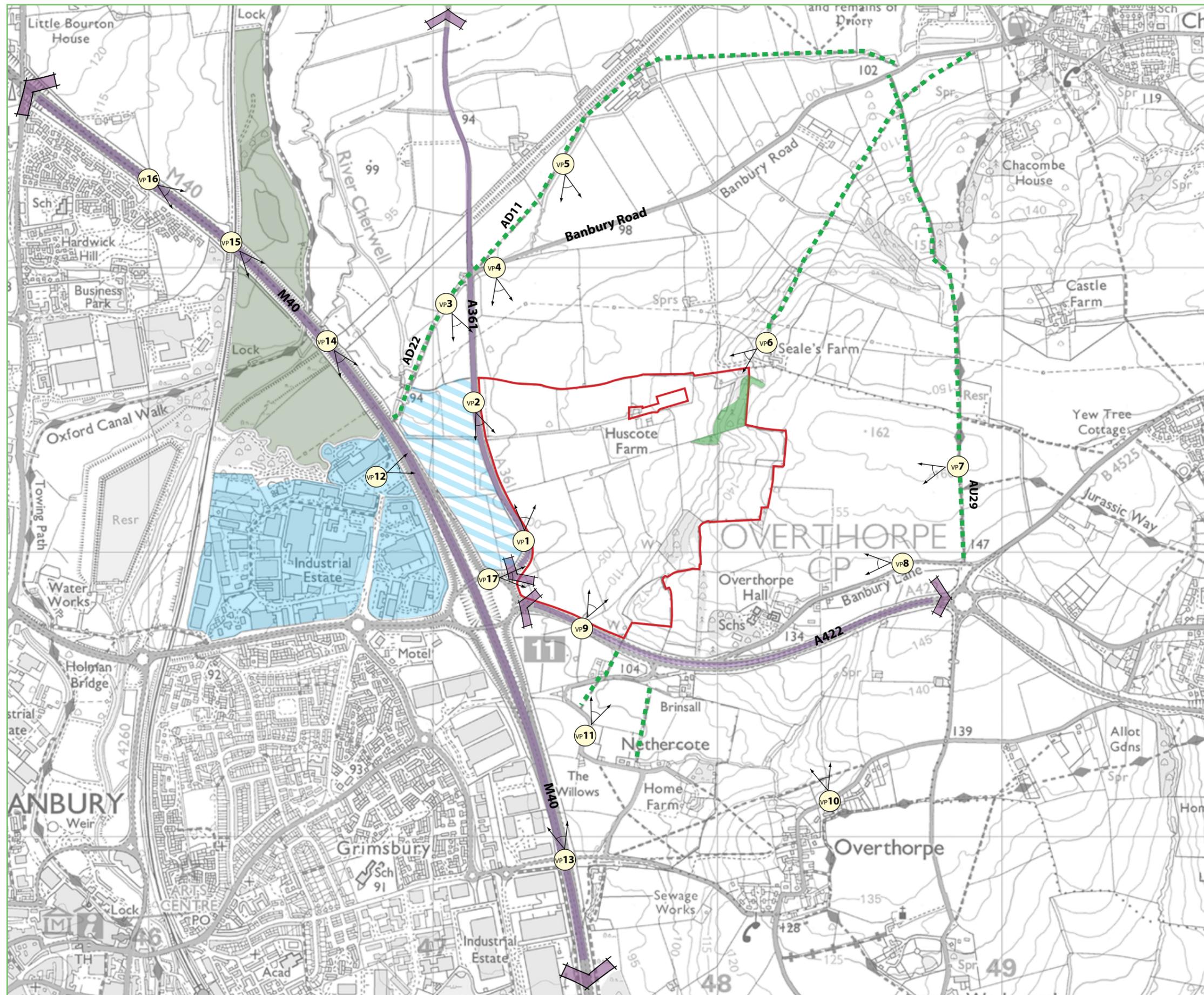
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MHP Reference:
21340

Revision: V3 Status: V3 Date: 09/05/2022

Figure 5 Landscape Constraints
 21340 Land East of Junction 11, M40, Banbury



- KEY**
- Study Site
 - AD22 Public Rights of Way
 - NERC Act S41 Habitats
 - New Employment Sites
 - Existing Employment Site (SLE 1)
 - New Green Space/Parks
 - ▲ Listed Building
 - Key Route / Main road
 - VP1 Viewpoint Location/Direction

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Project Name:
Land East of Junction 11, M40, Banbury

MHP Reference:
21340

Revision: Status: Date:
 V3 09/05/2022

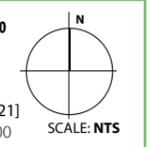


Figure 6 Site Location, Designations, Context and Viewpoint Photograph Locations
21340 Land East of Junction 11, M40, Banbury

Study Site



Figure 7 Viewpoint Photograph 1 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking north east**



Extent of Single Frame View

Figure 8 Viewpoint Photograph 1 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking north east**



Figure 9 Viewpoint Photograph 2 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking south east**



Extent of Single Frame View

Figure 10 Viewpoint Photograph 2 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking south east**

Study site



Figure 11 Viewpoint Photograph 3 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking south east**



Extent of Single Frame View

Figure 12 Viewpoint Photograph 3- Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking south east**

Study Site



Figure 13 Viewpoint Photograph 4 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking south**



Extent of Single Frame View

Figure 14 Viewpoint Photograph 4 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking south**



Figure 15 Viewpoint Photograph 5 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking south**



Extent of Single Frame View

Figure 16 Viewpoint Photograph 5 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking south**



Figure 17 Viewpoint Photograph 6 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **39.6°**
Direction of view: **Looking south west**

Study Site - partially visible.
Obscured in part by landform



Extent of Single Frame View

Figure 18 Viewpoint Photograph 6 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking south west**

Study Site - entirely obscured by
landform and intervening vegetation



Figure 19 Viewpoint Photograph 7 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking west**

Study Site - entirely obscured by
landform and intervening vegetation



Extent of Single Frame View

Figure 20 Viewpoint Photograph 7 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **N/A**
Direction of view: **Looking west**

Study Site - entirely obscured
by intervening vegetation



Figure 21 Viewpoint Photograph 8 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFOV: **39.6°**
Direction of view: **Looking west**



Extent of Single Frame View

Figure 22 Viewpoint Photograph 8 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **N/A**
Direction of view: **Looking west**



Figure 23 Viewpoint Photograph 9 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking north**



Extent of Single Frame View

Figure 24 Viewpoint Photograph 9 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking north**



Figure 25 Viewpoint Photograph 10 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking north**



Extent of Single Frame View

Figure 26 Viewpoint Photograph 10 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking north**

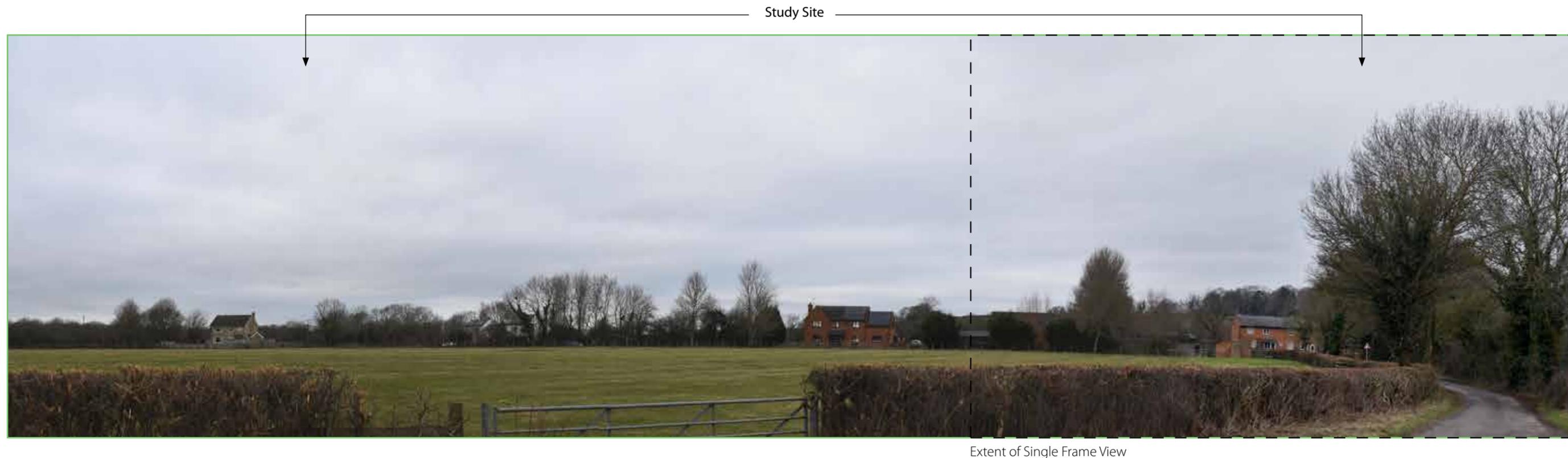
Study Site



Figure 27 Viewpoint Photograph 11 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking north**



Extent of Single Frame View

Figure 28 Viewpoint Photograph 11 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **N/A**
Direction of view: **Looking north**

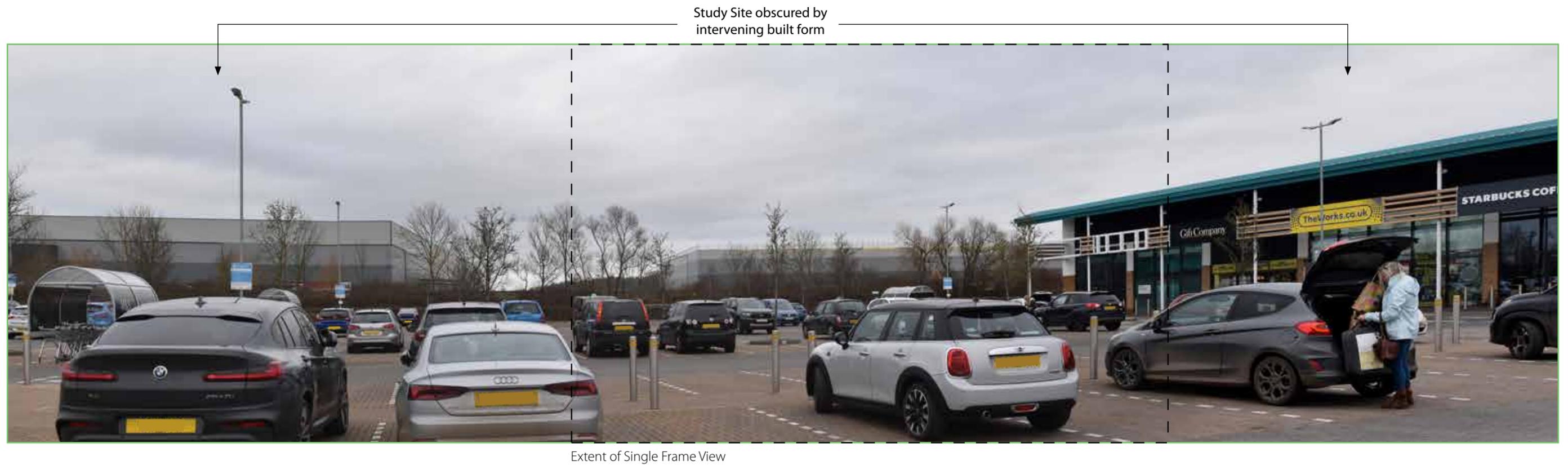
Study Site
obscured by
intervening built
form



Figure 29 Viewpoint Photograph 12 - Single Frame View
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HfOV: **39.6°**
Direction of view: **Looking east**



Extent of Single Frame View

Figure 30 Viewpoint Photograph 12 - Panoramic View for Context
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: **Type 1**
Projection: **Planar**
Enlargement factor: **100% @A3**
Image captured: **8/02/2022**

Camera Make/Model: **Nikon D7200**
Camera Lens: **Nikon DXPrime 35mm**
HFoV: **N/A**
Direction of view: **Looking east**



Figure 31 Viewpoint Photograph 13 - Google Streetview capture
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: -
Projection: -
Enlargement factor: -
Image captured: -

Camera Make/Model: -
Camera Lens: -
HfOV: -
Direction of view: Looking north



Figure 32 Viewpoint Photograph 14 - Google Streetview capture
21340 Land East of Junction 11, M40, Banbury

Visualisation Type: -
Projection: -
Enlargement factor: -
Image captured: -

Camera Make/Model: -
Camera Lens: -
HFOV: -
Direction of view: Looking south-east