

**Application by Upper Heyford LP for Full planning permission for the use of the eastern part of the southern taxiway and the adjacent Hush House building for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period at Upper Heyford, Oxfordshire, OX25 5HD.**

## **Landscape and Visual Statement.**

On behalf of Upper Heyford LP.

Date: 6<sup>th</sup> October 2023 | Pegasus Ref: P23-1738EN

Author: Alison Smith CMLI

---



## Document Management.

Version	Date	Author	Checked/ Approved by:	Reason revision for
First Issue	05.10.2023	Alison Smith	Alison Smith	-
V2	06.10.2023	Alison Smith	Alison Smith	Client comments



# Contents.

1. INTRODUCTION.....	3
2. SITE CONTEXT.....	5
3. DESCRIPTION OF THE PROPOSALS.....	9
4. LANDSCAPE CONTEXT.....	10
5. VISUAL CONTEXT.....	18
6. SUMMARY AND CONCLUSIONS.....	22

# Appendices

Appendix 1: Methodology

# Figures.

Figure 1: Site and Viewpoint Location Plan

Figure 2: Environmental Designation Plan

Figure 3: Landscape Character Areas

Figure 4: Context Baseline Viewpoints 1 –6



# 1. INTRODUCTION

- 1.1. This Landscape and Visual Statement has been prepared on behalf of Upper Heyford LP for Full planning permission for the use of the eastern part of the southern taxiway and the adjacent Hush House building for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period at Heyford Park, Upper Heyford, Oxfordshire, OX25 5HD (the 'Application Site') shown at **Figure 1: Site and Viewpoint Location Plan**.
- 1.2. This Landscape Statement sets out the landscape and visual baseline considerations which should inform the determination of the planning application relating to design and potential effects of the proposed temporary uses.
- 1.3. Land within the Application Site falls within Cherwell District Council (CDC) Local Planning Authority area. The Application Site occupies an area to the south of the Flying Field that lies within the wider c.520ha former Upper Heyford Air Base.
- 1.4. To inform this Landscape Statement, a desk top study was carried out to review a range of published information concerning the Application Site, including a review of OS Maps, aerial photography, the DEFRA Multi- Agency Geographic Information for the Countryside (MAGIC), the Local Plan policies map, Natural England National Character Area profiles, and Oxfordshire Wildlife and Landscape Study (OWLS).
- 1.5. A summary of the detailed and complex planning history associated with both the Application Site and wider Heyford Park site is provided. The use of part of the wider Heyford Park site for car processing, including a series of consents that have previously been granted for use of the Application Site for car processing on a temporary basis.
- 1.6. A site visit was carried out on 5th September 2023, the weather was dry and bright with good near, middle and long-distance visibility.
- 1.7. The LVIA has been undertaken with regard to current best practice. The most relevant is the 'Guidelines for Landscape and Visual Impact Assessment, Third Edition' (GLVIA3) published in April 2013 by the Landscape Institute and the Institute of Environmental Management and Assessment (see **Appendix 1**). This Landscape Statement has been prepared by a Chartered Member of the Landscape Institute.



1.8. This Landscape Statement is supported by the following illustrative material:

- Figure 1: Site and Viewpoint Location Plan
- Figure 2: Environmental Designation Plan
- Figure 3: Landscape Character Areas
- Figure 4: Context Baseline Viewpoints 1 – 6



## 2. SITE CONTEXT

### Site Context

- 2.1. The former Upper Heyford Air Base Flying Field comprises an area of open grassland bisected by defunct runways, taxiways and hard standing. Around the periphery of this open area are Hardened Aircraft Shelters (HASs) and other buildings relating to the Air Base's former use as a strategically important site during the Cold War.
- 2.2. A number of commercial and business uses operate from the former military buildings and taxiways including a Police training centre, and industrial and miscellaneous storage. Existing car processing operations occupy the central section of the southern taxiway, to the west of the Application Site.
- 2.3. Existing residential areas lie to the south of the southern taxiway in the southern part of the Air Base. Future phased residential and commercial areas to the south of this taxiway, and commercial and education uses to the north of the taxiway have been granted planning permission in accordance with the Composite Parameter Plan in accordance with planning permission 18/00825/HYBRID.
- 2.4. The former Air Base is enclosed by chain link security fencing, with no public access to the Flying Field. One public right of way (PROW) known as Port Way has been reinstated in a fenced corridor across the western end of the runway. The Composite Parameter Plan relating to 18/00825/HYBRID shows the PROW known as Aves Ditch as a footpath/ bridleway route.
- 2.5. The Application Site is not subject to any statutory landscape designations. The Application Site is located within the bounds of the former RAF Upper Heyford Conservation Area. Whilst there are a number of Listed Buildings and Scheduled Monuments within the Conservation Area boundary, i.e. the demise of the former RAF Base, the designated buildings and monuments are not within close proximity to the Application Site. An area of grassland at the eastern end of the Flying Field is subject to non-designation as a Local Wildlife Site (LWS).

### The Application Site

- 2.6. The Application Site is located in the eastern part of the Flying Field and occupies part of the tarmac and concrete southern taxiway. The taxiway comprises a relatively flat, linear hard standing c.50m wide in a southwest – northeast orientation (length c.140m) east of building

366 before it turns west-southwest – east-northeast (length c.670m), total length approximately 810m. Included in the Application Site are two crescent-shaped hard standings south of the taxiway toward the eastern end, each enclosing a small lens of amenity grassland between it and the taxiway; the grass areas are excluded from the Application Site. A further area of hard standing lying between buildings 3041/3042 and 3036 (Southeast HASs) is also included within the Application Site to the south of and contiguous with the taxiway, opposite the change in taxiway alignment. Building 1368 (known as the Hush House), falls within the Application Site.

- 2.7. Until recently, existing c.1 metre high, closely spaced concrete drainage rings set vertically and filled with ballast provided security for the previous temporary car processing activities along the northern edge and eastern end of the southern taxiway. Some self-set shrubs have rooted into the concrete drainage rings or grassed areas adjacent to them, otherwise there is no woody vegetation associated with this part of the Flying Field. There are no wetland habitats.

#### **Planning History**

- 2.8. There is a detailed and complex planning history associated with both the Application Site and wider Heyford Park site as a whole which is summarised below.
- 2.9. The use of part of the wider Heyford Park site for car processing was first granted permanent consent by the Secretary of State following a detailed Public Inquiry in January 2010 (LPA reference O8/00716/OUT, Appeal reference APP/C3105/E/O8/2080594 and others).
- 2.10. The Planning Permission and associated Conservation Area Consents authorised the use of 17 hectares of the former Flying Field, mainly hardstanding, consisting of the former runways and taxiing areas with specified buildings for car processing. Car processing was itself defined within the decision as the ***'inspection, valeting, washing, repairing, tyre replacement, processing and delivery of cars and other processing activities that may be required from time to time.'***
- 2.11. Within their detailed decision letter, the Inspector concluded that subject to constraints in relation to the western part of the vehicle processing area as then defined, the appeal proposals would provide a balanced and lasting solution of the former Air Base that was consistent with the relevant policy framework at the time, recommending that Planning Permission be granted.



- 2.12. The Secretary of State, in approving the Planning Permission and associated Conservation Area Consents undertook the same assessment, balancing the relevant considerations.
- 2.13. The resulting permission confirmed the acceptability of the use of part of the wider Flying Field for car processing activities as part of the lasting arrangement of Heyford Park as a whole.
- 2.14. Following the approval of the 2008 application, a further application was submitted in 2010 (LPA reference 10/O1642/OUT) which secured consent for the new settlement area to the south of the former Flying Field.
- 2.15. The whole former Air Base was subject to a further masterplan application in 2018 (LPA reference 18/OO825/HYBRID) which granted consent for the further redevelopment of the former Air Base in accordance with a Composite Parameter Plan, and again approved the use of part of the site for car processing activities.
- 2.16. With specific reference to the Application Site, a series of consents have previously been granted for its use for car processing on a temporary basis as follows:
- Application reference 12/OO040/F – Change of use granted to allow the continued use of land, buildings and other structures and continued retention of security trench, concrete rings and temporary lamp posts until 1st April 2014.
  - Application reference 13/O1599/F – Change of use of the eastern part of the southern taxiway in connection with established and lawful car processing operations until 16th May 2019.
  - Application reference 18/O2169/F – Temporary change of use of the eastern part of the southern taxiway for use in connection with established and lawful car processing operations until 31st December 2021.
  - Application reference 20/O3638/F – Variation of condition 1 (time limit) of 18/O2169/F – proposed extension of temporary use of eastern part of southern taxiway for car processing until 30th April 2023.
- 2.17. During consideration of the latest application for temporary use of the Application Site (LPA reference 18/O2169/F) officers set out a detailed delegated report. The Council's Conservation Officer confirmed that they had no objections to the principle of the temporary extension of the use of the site for car processing activities until such time as the latest masterplan was resolved as '**no additional harm would be caused to the asset of RAF Heyford**'. They also noted that the car processing use was granted at Appeal and thus the use within the Application Site was established.



2.18. Officers confirmed at paragraph 9.24 of their delegated report that:

***“Previously a series of concrete rings were placed on the boundary of the site as a temporary screening measure. These remain in place and have now weathered with a mixture of grasses and lichen growing on them. These has almost blended into the surrounding grassland and have the benefit of screening the cars whilst not being so intrusive visually or in terms of land encroachment to the County Wildlife Site.”***

2.19. They concluded at paragraph 9.27 with regards to heritage considerations that:

***“All in all, and having regard to Section 66 and 72(10 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), Officers are satisfied that the impact on designated heritage assets is acceptable and any harm is mitigated by the temporary nature of the permission being sought and the economic benefits”.***

2.20. Overall, the proposed car processing use is well established as being, on balance, acceptable within the wider Heyford Park site, and on a temporary basis acceptable within the Application Site.

### 3. DESCRIPTION OF THE PROPOSALS

- 3.1. The application by Upper Heyford LP is for Full planning permission for the use of the eastern part of the southern taxiway and the adjacent Hush House building for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period The proposals seek full planning permission for the temporary use of the eastern length. The same area was formerly used for car processing and has been subject to three previous temporary planning permissions; current lawful car processing use occurs to the west of the Application Site. The **Planning Statement** that accompanies the planning application describes the previous and current car processing permissions.
- 3.2. Building 1368 (Hush House) lies within the Application Site but all other buildings are excluded. The Application Site area encompasses the eastern part of the southern taxiway from east of building 366 to the west of building 1614 (Southern Bomb Stores), hardstanding between buildings 3041/3042 and 3036 south of the taxiway as shown on **Figure 1: Site and Viewpoint Location Plan** which would be used primarily for temporary car storage pending processing.
- 3.3. The use will not involve any change to existing hard-standing areas. Three portacabins (each between c.10.3m to 12.5m long, 3.3m to 4.1m wide, and 2.6m to 3.0m high) would be sited to the southeast of building 1368 to provide two offices and a welfare facility. Self-contained valet/washing facilities (with water recycling unit) would be sited to the south of building 366. This building cluster would be the focus for car processing operations and activity.
- 3.4. Existing ballast-filled concrete rings would be retained along the northern, eastern and southern boundaries.
- 3.5. Mobile CCTV security camera and lighting towers (height c.2.4 to 2.6m AGL) would be located along the centre of the Application Site, as indicated on **Figure 1**.
- 3.6. The Application Site would be used to process vehicles of up to 2m in height.

## 4. LANDSCAPE CONTEXT

### Landscape Context

#### Topography and Water

- 4.1. The Flying Field occupies a plateau east of the Cherwell Valley and comprises convex high ground, with landform falling away locally to the north and south. Topographically there are subtle variations in levels across the Flying Field, undulating locally to the north, south, east and west, although the former runway is slightly elevated above neighbouring land uses for much of its c.3km length at between 135m AOD and 130m AOD (the western end slopes down to c.112m at Somerton Road). The northern part of the Flying Field reaches approximately 130m to 135m Above Ordnance Datum (AOD) and gently slopes to the south at Camp Road which lies at c.125m AOD toward the western edge of the Application Site, and at c. 120m AOD at Chilgrove Drive junction. The Application Site occupies generally level land within the Flying Field at c. 126m AOD.
- 4.2. Several man-made water storage and drainage features are present within the Flying Field, historically used during the Air Base operation for firefighting, however, none of these lie within the Application Site.

#### Land Use, Built Form, and Infrastructure

- 4.3. The former Flying Field is not publicly accessible, but many of the former Air Base buildings being in employment use. An area of the southern taxiway is currently used for car processing and preparation. Land use between and around the buildings north of Camp Road is dominated by the former runway and taxiways, and extensive areas of hard standing which have been the subject of temporary planning permissions for vehicle processing uses.
- 4.4. Built form in the vicinity of the Application Site is complex and large scale, comprising utilitarian military structures of the former Flying Field and technical areas. However, domestic scale built form also occurs, including recent residential development as part of the Composite Parameter Plan implementation, Heyford Park Free School, and residential properties off Larsen Road and Soden Road.

### **Green Infrastructure**

- 4.5. Green infrastructure within the Application Site is limited to two small areas of grassland to the south of the taxiway at its eastern end, and a few small self-set shrubs within the ballast-filled concrete pipes that define the edge of the taxiway.
- 4.6. In the wider context of the Application Site, notable vegetation includes tree, hedgerow and/or shrub planting along the south-western and north-western boundary of the Flying Field, the southern boundary of the Southern Bomb Stores, and flanking Chilgrove Drive. A dense tree belt lies outside of but adjacent to the northern boundary of the Flying Field. Extensive areas of rough grassland between buildings and hard standings are a characteristic of the Flying Field.
- 4.7. The high chain link security fencing that surrounds the former Air Base remains in place and therefore this defines and encloses much of the external boundaries (and occasional internal boundaries) of the Application Site.
- 4.8. Several footpaths and bridleways terminated at or followed the Flying Field boundary, having been severed or diverted by construction of the former Air Base. Notably, these included two historic long-distance routes comprising Aves Ditch at the east along Chilgrove Drive, and Port Way to the west of the former runway. Port Way has now been reinstated as a public footpath across the western end of the former runway. The Composite Parameter Plan relating to 18/00825/HYBRID shows the PROW known as Aves Ditch as a footpath/ bridleway route.

### **Environmental Designations**

- 4.9. There are no statutory landscape designations covering the Flying Field or the Application Site.
- 4.10. The Application Site is located within the RAF Upper Heyford Conservation Area. The RAF Upper Heyford Conservation Area was designated in April 2006. A Conservation Area Appraisal (CAA) was produced for the Air Base and adopted by the Council in April 2006. The CAA includes the historic significance of the site, analyses its character and heritage assets, assesses the special interest of the Air Base. It is considered that the Air Base has heritage value because:

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

## **Published Landscape Character Assessments**

4.11. The landscape character assessment approach is a descriptive approach that seeks to identify and define the distinct character of landscapes that make up the countryside. This approach recognises the intrinsic value of all landscapes, not just 'special' landscapes, as contributing factors in people's quality of life, in accordance with the European Landscape Convention. It also ensures that account is taken of the different roles and character of different areas, in accordance with the National Planning Policy Framework (NPPF) Core Principles.

4.12. The description of each landscape is used as a basis for evaluation in order to make judgements to guide, for example, development or landscape management.

### **National Landscape Character**

4.13. England has been divided into 159 areas, which are called National Character Areas (NCAs); previously known as Joint Character Areas (JCAs). This mapping, sometimes described as 'The Character of England Map', and the associated descriptions provide a picture of the differences in landscape character at the national scale. It is considered that whilst the NCAs provide a recognised, national, spatial framework the scale of the mapping and information makes it of limited use as a local planning tool. The national level landscape character assessment is a 'broad brush' strategic approach and therefore was not considered appropriate for the purpose of this assessment.

4.14. There are no statutory landscape designations covering the Application Site and therefore this is not considered further within this assessment.

### **Oxfordshire Wildlife and Landscape Study (undated)**

4.15. The current Landscape Character Assessment (LCA) for Oxfordshire is the undated Oxfordshire Wildlife and Landscape Study (OWLS), which is available at [www.owls.oxfordshire.gov.uk](http://www.owls.oxfordshire.gov.uk) (accessed October 2023).

4.16. As shown on **Figure 3: Landscape Character Assessment**, the Application Site falls within the OWLS assessment 'Farmland Plateau' landscape character type (LCT) and is buffered from neighbouring landscape types being enveloped by the former Air Base and associated built form.

4.17. Key characteristics of the Farmland Plateau LCT are listed as:

- ***"Level or gently rolling open ridges dissected by narrow valleys and broader vales.***
- ***Large, regular arable fields enclosed by low thorn hedges and limestone walls.***
- ***Rectilinear plantations and shelterbelts.***
- ***Sparsely settled landscape with a few nucleated settlements.***
- ***Long, straight roads running along the ridge summits."***

4.18. The former Air Base is referenced under 'forces for change', which states:

***"...The open plateau landscapes are very exposed and agricultural buildings and other large structures, such as the industrial units at Enstone Airfield, are particularly prominent. Similarly, the structures associated with Upper Heyford airfield are very visible across the Cherwell Valley..."***

4.19. In response to the 'forces for change', a number of Landscape Strategy guidelines are noted to ***"conserve the open and remote character of the landscape, and maintain the large-scale field pattern."***

4.20. Relevant guidelines include:

***"Conserve the open, spacious character of the landscape by limiting woodland planting on the more exposed ridge tops. Locate new planting in the dips and folds of the landscape and establish tree belts around airfields, quarries and other large structures to reduce their visual impact using locally characteristic native tree and shrub species such as ash, oak and beech.***

***Strengthen the field pattern by planting up gappy hedges using locally characteristic species such as hawthorn and blackthorn.***

***Promote environmentally-sensitive maintenance of hedgerows, including coppicing and layering when necessary, to maintain a height and width appropriate to the landscape type...***

***Maintain the sparsely settled rural character of the landscape by concentrating new development in and around existing settlements. The***

***exposed character of the plateau is particularly sensitive to visually intrusive development, large buildings and communication masts...***

4.21. Key Recommendations are made in conclusion to the Farmland Plateau landscape character description, as follows:

***“Safeguard and enhance the open, sparsely settled character of the landscape whilst maintaining and strengthening its pattern of hedgerows, stone walls, small woodlands and tree belts.”***

4.22. It is proposed that vehicles would be up to 2m height and so would have a negligible effect on openness. The planning application seeks temporary permission for car processing operations for a period of 5 years. For such a short operational life, it would not be effective or appropriate to introduce landscape mitigation measures as set out in the Landscape Strategy in the form of tree or shrub planting.

#### **Cherwell District Landscape Assessment (1995)**

4.23. The OWLS assessment notes that it should be used in conjunction with landscape character assessments available at a district level, which comprises the Cherwell District Landscape Assessment (1995). However, subsequent to the Cherwell District Landscape Assessment published in November 1995, the former Air Base has been designated as RAF Upper Heyford Conservation Area, and some areas and buildings within it have been designated as Scheduled Monuments. Committed future changes to the prevailing landscape character will also occur with committed development in accordance with the approved Composite Parameter Plan.

4.24. The Application Site is located in the centre of the Upper Heyford Plateau area of the Cherwell District landscape assessment (1995).

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

4.25. The RAF Upper Heyford Conservation Area Appraisal (2006) at Appendix 7 provides a more detailed analysis of the character of the Air Base. The proposed car processing area would lie predominantly within Runway East Terminal (character area 3) but would also incorporate small parts of the South Aircraft Shelters (character area 1D) and Southeast Hardened Aircraft Shelters (HAS) (character area 6).

4.26. The Runway East Terminal is described as follows:

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

4.27. The South Aircraft Shelters area is described as follows:

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

4.28. The Southeast HAS is described as:

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

4.29. The RAF Upper Heyford Comprehensive Planning Brief (2007) at drawing ref. 10 assigns a level of significance (International, National, Regional, and Local) to each identified character area.

4.30. Existing car processing uses currently occupy parts of the Central Runway (character area 1A, National significance), South Aircraft Shelters (character area 1D, Regional significance), and Southwest HASs (character area 1E, National significance). Whereas the Application Site falls within areas of lower significance i.e., Runway East Terminal (character area 3, Local significance), South Aircraft Shelters (character area 1D, Regional significance) and Southeast HASs (character area 6, Regional/Local significance).

## **Preliminary Comments on Landscape Character Issues**

4.31. The Application Site lies within the heart of the Upper Heyford Farmland Plateau character area and is enveloped by the former Air Base on the southeast part of the former Flying Field. Vehicles within the proposed car process/storage area would be limited to 2 metres in height and proposed temporary structures (portacabins, fencing, and lighting/CCTV masts) would be less than 3m in height. As a consequence, the proposed uses would be low-level and follow the existing topography and would be seen in the context of other vehicles parked



within the existing car processing area to the west and employment uses occupying former military buildings to the south.

- 4.32. Existing ballast-filled concrete drainage rings that demarcate the northern, eastern, and southern edges of the southern taxiway, and hence the Application Site, would be retained. Temporary Heras-style fencing, similar to that used around the existing car processing operation would be introduced but it would be limited to necessary use only.
- 4.33. The proposed car processing use would not introduce any new elements into the South Aircraft Shelters, and only limited encroachment into the Southeast HASs character area. As a consequence, the landscape character of these areas would not change, or change would be limited. As noted in 4.27 the South Aircraft Shelters lack the dominant presence of the HASs, and the area lacks any defining characteristics. With regard to landscape character, as described in 4.28, the Southeast HASs lack the simplicity and openness of character area 1A (Central Runway) and the visual link with a major part of the Landscape of Flexible Response is poor.
- 4.34. The Proposed Development would result in temporary occupation of character areas considered to be of Regional and/or Local significance, to the east of existing car processing uses occupying character areas of greater sensitivity, namely National and Regional significance.
- 4.35. With regard to the character of the overall RAF Heyford Conservation Area the proposed car processing area lies outside the Core Area of National Significance and away from the Scheduled and Listed buildings. It is important to note that approved lawful use for car processing, which is currently operational, exists in part in the areas of National significance and Regional significance to the west of the Application Site. In determining the Appeal (see 2.9 above) the Secretary of State concluded that the original proposal minimised the visual impact of the parked vehicles by “using the least sensitive part of the site” (para. 26). The current proposals are in part located in an area of Regional Significance accepted by the Secretary of State, but the majority of the site is located in an area of lesser local significance in terms of the character of the Conservation Area.
- 4.36. Due to the low lying nature of the proposals (up to 3m), the gently convex topography in combination with the existing built form and land uses limits the visual influence and effects of the Application Site. The positioning of the Application Site ensures that views of the



development as a whole would not be gained from any single vantage point and would not be visible from the wider landscape beyond the former Air Base boundaries.

- 4.37. In terms of sensory and perceptual qualities of the Farmland Plateau landscape, these would remain largely unchanged during the short term (up to 5 years) temporary operation of the car processing operations. Most importantly the key characteristics identified in the published assessments at the local level, would not be redefined and would continue to characterise the local landscape.

## 5. VISUAL CONTEXT

- 5.1. A visual appraisal has been carried out to determine how the proposed car processing would have a bearing on the visual amenity of receptors in the surrounding landscape. This assessment was undertaken in September 2023.
- 5.2. Field work has established that there are no off site public views of the proposed Application Site and associated car processing operations.
- 5.3. A range of viewpoint locations within RAF Upper Heyford have been selected in order to illustrate the potential visual effect of the proposed car processing/storage area (**Figure 1: Site and Viewpoint Location Plan** and **Figure 4: Context Baseline Viewpoints 1 – 6**).
- 5.4. The following representative viewpoints have therefore been subject to detailed visual assessment (**Table 1**, and **Figure 1: Site and Viewpoint Location Plan**):

**Table 1: Summary of Views and Sensitivity**

Ref.	Potential View/ Viewpoint Name and distance to Application Site	Receptors	Sensitivity
1	Portway at the centreline of the runway	PROW Users	Medium
2	Portway at the elevated public viewing platform	PROW Users	Medium
3	Southwest HAS area of National significance	Visitors Workers	High Low
4	Southern taxiway south of the Southwest HASs area of Regional significance	Visitors Workers	High Low
5	New housing at Lally Drive/Nash Road, south Nose Docks	Residents	Medium

Ref.	Potential View/ Viewpoint Name and distance to Application Site	Receptors	Sensitivity
6	Southern taxiway, representative of views from realigned Aves Ditch	PROW Users	Medium

Photoview 1 – PROW – Portway at the elevated public viewing platform (1.51km)

5.5. Photoview 1 is from Portway at the centreline of the runway. As PROW users in this location experience views of existing employment uses within the Flying Field, they are considered to have no more than medium sensitivity. Looking through the bounding chain link fence, the Application Site would occupy a very small proportion of the panorama, which is dominated by foreground HASs and existing car processing operations and storage north of building 292. Low level car storage within the Application Site would not be visible due to the intervening convex landform of the Flying Field. With a medium receptor sensitivity due to the existing visual context and no to negligible magnitude of change the visual effect would be negligible to no change, experienced in the context of existing land uses to the south of the runway and housing along Camp Road.

Photoview 2 – PROW – Portway at the centreline of the runway (1.47km)

5.6. Photoview 2 is from Portway at the elevated public viewing platform at the eastern end of the runway. As PROW users in this location experience views of existing employment uses within the Flying Field, they are considered to have no more than medium sensitivity. At a distance of almost 1.5km the proposed cars process/storage area would be seen as relatively small part of a wide panorama, partly obscured by intervening convex landform. With a medium receptor sensitivity and negligible magnitude of change the visual effect would be negligible adverse and is considered to be acceptable in the context of existing land uses to the south of the runway and housing along Camp Road.

Photoview 3 – Visitors/Workers – Southwest HAS area of National significance (935m)

5.7. Photoview 3 is from the Southwest HAS area of Regional significance, north of the existing car processing area. Visitors to the Flying Field are considered to have high sensitivity due to interest in the historic Air base; workers are considered to have low sensitivity due to focus on work activity. Views toward the Application Site are screened by existing buildings so

there would be no change. With a high receptor sensitivity for visitors and a low sensitivity for workers, with a magnitude of no change, the visual effect for both groups would be neutral.

Photoview 4 – Visitors/Workers – Southern taxiway south of the Southwest HASs area of Regional significance (775m)

- 5.8. Photoview 4 is from the southern taxiway south of the Southwest HASs and west of the Application Site. Visitors to the Flying Field are considered to have high sensitivity due to interest in the historic Air base; workers are considered to have low sensitivity due to focus on work activity. Looking west, part of the existing car processing area occupies the foreground, enclosed by Heras-type fencing and a temporary CCTV/lighting pole visible on its southern edge, appearing to the left of Camp Road Telecoms Tower. Looking northeast, a further part of the existing car processing area occupies the foreground to the south of the Control Tower. Again, this area is enclosed by temporary Heras-type fencing with multiple strategically placed CCTV/lighting poles visible and is similar in appearance to the proposed car processing area. The Application Site would be partly obscured by foreground car storage, with the proposed portacabins just visible above and to the left, at the northern edge of the taxiway. With a high receptor sensitivity for visitors and a low sensitivity for workers, with a negligible magnitude of change, the visual effect for both groups would be negligible.

Photoview 5 – Residents – Southwest HAS area of National significance (1.02km)

- 5.9. Photoview 5 represents views gained by recently constructed housing toward the Flying Field. As these properties have been recently constructed with views of existing employment uses within the Flying Field, they are considered to have no more than medium sensitivity. The existing car processing area south of the Southwest HASs is visible in the middle distance. The Application Site is not visible as it is screened by existing buildings so there would be no change. With a medium receptor sensitivity and a magnitude of no change, the visual effect would be neutral.

Photoview 6 – PROW – Southern taxiway, representative of views from realigned Aves Ditch (20m)

- 5.10. Photoview 6 is from the eastern edge of the Application Site looking west-southwest along the southern taxiway. As PROW users to the east of this location experience views of existing employment uses within the Flying Field, they are considered to have no more than medium sensitivity. The taxiway changes direction (turning southwest) to the east of Building 366, which, as a result appears central to the taxiway. Ballast-filled concrete drainage rings demarcate the limit of hardstandings around the crescent-shaped aprons to the south (left)

of the taxiway and along its northern edge (right); the proposed car storage element and access routes within the Application Site would wholly occupy these hardstandings. Multiple strategically placed CCTV/lighting poles would be visible at intervals set within the parked vehicles. With a medium receptor sensitivity and medium magnitude of change the visual effect would be moderate adverse but is considered to be acceptable in the context of existing land uses and temporary short-term nature of the proposed car processing operations.

**Table 2: Visual Effects Summary**

Viewpoint reference	Receptor type and sensitivity	Magnitude of change	Scale of Visual Effect
		Years 1 - 5	Years 1 - 5
1	PROW Users/Medium	Negligible	Negligible
2	PROW Users/ Medium	Negligible	Negligible
3	Visitors/High Workers/Low	No Change	Neutral
4	Visitors/High Workers/Low	Negligible	Negligible
5	Residents/ Medium	No Change	Neutral
6	PROW Users/ Medium	Medium	Moderate



## 6. SUMMARY AND CONCLUSIONS

- 6.1. The application by Upper Heyford LP is for Full planning permission for the use of the eastern part of the southern taxiway and the adjacent Hush House building for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period. This assessment demonstrates that the Proposed Development could be successfully accommodated within the existing landscape pattern with only limited temporary, reversible and short term (5 years) landscape and visual effects arising
- 6.2. No off-site public views would be gained toward the Application Site and proposed car processing operations.
- 6.3. There would be no significant effect on views from the realigned Port Way public right of way. There would be no significant effect on views associated with the PROW known as Aves Ditch shown as a footpath/ bridleway route on the Composite Parameter Plan relating to 18/OO825/HYBRID shows.
- 6.4. The overall effect on the landscape character of the RAF Heyford Conservation Area can be shown to be acceptable since the proposed car processing area uses the least sensitive part comprising Regional and/or Local significance, therefore having a lesser impact than that previously approved by the Secretary of State. Further, it would be seen in the context of existing car processing uses within the Nationally important area to the west.
- 6.5. No woody vegetation or wetland habitats occur within the Application Site. Buildings within or adjacent to the Application Site and/or areas of hardstanding would not be physically altered by the proposal, leading to a neutral effect. A localised, minor temporary landscape and visual effect would arise from introduction of portable structures including portacabins and associated infrastructure, Heras-type fencing and CCTV/lighting poles; these would be in keeping with existing features in the context of the Application Site.
- 6.6. As noted by Council Officer's in relation to a previous application for car processing uses at the Application Site, retention of the existing concrete drainage rings would have a minor beneficial effect on views and landscape character as they have weathered to blend in with surrounding grassland and hardstandings. Further, they provide a partial solid screen to temporary car storage whilst preventing vehicle encroachment into the neighbouring Local Wildlife Site.



- 6.7. This report therefore demonstrates that the proposed short-term temporary car processing uses on the eastern part of the southern taxiway would be acceptable in terms of the visual amenity, landscape character, and landscape features of the Upper Heyford Air Base and Flying Field.





# Appendix 1: Methodology

## **1. LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY**

- 1.1 The Analysis is based on this methodology which has been undertaken with regards to best practice as outlined within the following publications:
- Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013) - Landscape Institute / Institute of Environmental Management and Assessment;
  - Visual Representation of Development Proposals (2019) - Landscape Institute Technical Guidance Note 06/19;
  - An Approach to Landscape Character Assessment (2014) - Natural England;
  - An Approach to Landscape Sensitivity Assessment - To Inform Spatial Planning and Land Management (2019) - Natural England.
  - Reviewing Landscape Visual Impact Assessments (LVIAs and Landscape and Visual appraisals (LVAs) Technical Guidance Note 1/20 Landscape Institute.
- 1.2 GLVIA3 states within paragraph 1.1 that "Landscape and Visual Impact Assessment (LVIA) is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people's views and visual amenity."<sup>1</sup>
- 1.3 GLVIA3 also states within paragraph 1.17 that when identifying landscape and visual effects there is a "need for an approach that is in proportion to the scale of the project that is being assessed and the nature of the likely effects. Judgement needs to be exercised at all stages in terms of the scale of investigation that is appropriate and proportional."<sup>2</sup>
- 1.4 GLVIA3 recognises within paragraph 2.23 that "professional judgement is a very important part of LVIA. While there is some scope for quantitative measurement of some relatively objective matters much of the assessment must rely on qualitative judgements"<sup>3</sup> undertaken by a landscape consultant or a Chartered Member of the Landscape Institute (CMLI).
- 1.5 GLVIA3 notes in paragraph 1.3 that "LVIA may be carried out either formally, as part of an Environmental Impact Assessment (EIA), or informally, as a contribution to the 'appraisal' of development proposals and planning applications."<sup>4</sup> Although the proposed development is not subject to an EIA requiring an assessment of the

---

<sup>1</sup> Para 1.1, Page 4, GLVIA, 3<sup>rd</sup> Edition

<sup>2</sup> Para 1.17, Page 9, GLVIA, 3<sup>rd</sup> Edition

<sup>3</sup> Para 2.23, Page 21, GLVIA, 3<sup>rd</sup> Edition

<sup>4</sup> Para 1.3, Page 4, GLVIA, 3<sup>rd</sup> Edition

likely significance of effects, this assessment is also titled as an LVIA rather than an 'appraisal' in the interests of common understanding with other planning consultants.

1.6 The effects on cultural heritage and ecology are not considered within this LVIA.

Study Area

1.7 The study area for this LVIA covers a 3km radius from the site. However, the main focus of the assessment was taken as a radius of 1km from the site as it is considered that even with clear visibility the proposals would not be perceptible in the landscape beyond this distance.

Effects Assessed

1.8 Landscape and visual effects are assessed through professional judgements on the sensitivity of landscape elements, character and visual receptors combined with the predicted magnitude of change arising from the proposals. The landscape and visual effects have been assessed in the following sections:

- Effects on landscape elements;
- Effects on landscape character; and
- Effects on visual amenity.

1.9 Sensitivity is defined in GLVIA3 as "a term applied to specific receptors, combining judgments of susceptibility of the receptor to a specific type of change or development proposed and the value related to that receptor."<sup>5</sup> Various factors in relation to the value and susceptibility of landscape elements, character, visual receptors or representative viewpoints are considered below and cross referenced to determine the overall sensitivity as shown in Table 1:

<b>Table 1, Overall sensitivity of landscape and visual receptors</b>				
	<b>VALUE</b>			
		<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>
<b>SUSCEPTIBILITY</b>	<b>HIGH</b>	High	High	Medium
	<b>MEDIUM</b>	High	Medium	Medium
	<b>LOW</b>	Medium	Medium	Low

<sup>5</sup> Glossary, Page 158, GLVIA, 3<sup>rd</sup> Edition

1.10 Magnitude of change is defined in GLVIA3 as “a term that combines judgements about the size and scale of the effect, the extent over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration.”<sup>6</sup> Various factors contribute to the magnitude of change on landscape elements, character, visual receptors and representative viewpoints.

1.11 The sensitivity of the landscape and visual receptor and the magnitude of change arising from the proposals are cross referenced in Table 11 to determine the overall degree of landscape and visual effects.

**2. EFFECTS ON LANDSCAPE ELEMENTS**

2.1 The effects on landscape elements includes the direct physical change to the fabric of the land, such as the removal of woodland, hedgerows or grassland to allow for the proposals.

Sensitivity of Landscape Elements

2.2 Sensitivity is determined by a combination of the value that is attached to a landscape element and the susceptibility of the landscape element to changes that would arise as a result of the proposals – see pages 88-90 of GLVIA3. Both value and susceptibility are assessed on a scale of high, medium or low.

2.3 The criteria for assessing the value of landscape elements and landscape character is shown in Table 2:

<b>Table 2, Criteria for assessing the value of landscape elements and landscape character</b>	
<b>HIGH</b>	<p>Designated landscape including but not limited to World Heritage Sites, National Parks, Areas of Outstanding Natural Beauty considered to be an important component of the country’s character or non-designated landscape of a similar character and quality.</p> <p>Landscape condition is good and components are generally maintained to a high standard.</p> <p>In terms of seclusion, enclosure by land use, traffic and movement, light pollution and absence of major built infrastructure, the landscape has an elevated level of tranquillity.</p> <p>Rare or distinctive landscape elements and features are key components that contribute to the landscape character of the area.</p>

<sup>6</sup> Glossary, Page 158, GLVIA, 3<sup>rd</sup> Edition

<b>MEDIUM</b>	<p>Undesignated landscape including urban fringe and rural countryside considered to be a distinctive component of the national or local landscape character.</p> <p>Landscape condition is fair and components are generally well maintained.</p> <p>In terms of seclusion, enclosure by land use, traffic and movement, light pollution and some major built infrastructure, the landscape has a moderate level of tranquillity.</p> <p>Rare or distinctive landscape elements and features are notable components that contribute to the character of the area.</p>
<b>LOW</b>	<p>Undesignated landscape including urban fringe and rural countryside considered to be of unremarkable character. Landscape condition may be poor and components poorly maintained or damaged.</p> <p>In terms of seclusion, enclosure by land use, traffic and movement, light pollution and significant major built infrastructure, the landscape has limited levels of tranquillity.</p> <p>Rare or distinctive elements and features are not notable components that contribute to the landscape character of the area.</p>

2.4 The criteria for assessing the susceptibility of landscape elements and landscape character is shown in Table 3:

<b>Table 3, Criteria for assessing landscape susceptibility</b>	
<b>HIGH</b>	<p>Scale of enclosure – landscapes with a low capacity to accommodate the type of development being proposed owing to the interactions of topography, vegetation cover, built form, etc.</p> <p>Nature of land use – landscapes with no or little existing reference or context to the type of development being proposed.</p> <p>Nature of existing elements – landscapes with components that are not easily replaced or substituted (e.g. ancient woodland, mature trees, historic parkland, etc).</p> <p>Nature of existing features – landscapes where detracting features, major infrastructure or industry is not present or where present has a limited influence on landscape character.</p>
<b>MEDIUM</b>	<p>Scale of enclosure – landscapes with a medium capacity to accommodate the type of development being proposed owing to the interactions of topography, vegetation cover, built form, etc.</p> <p>Nature of land use – landscapes with some existing reference or context to the type of development being proposed.</p>

	<p>Nature of existing elements – landscapes with components that are easily replaced or substituted.</p> <p>Nature of existing features – landscapes where detracting features, major infrastructure or industry is present and has a noticeable influence on landscape character.</p>
<b>LOW</b>	<p>Scale of enclosure – landscapes with a high capacity to accommodate the type of development being proposed owing to the interactions of topography, vegetation cover, built form, etc.</p> <p>Nature of land use – landscapes with extensive existing reference or context to the type of development being proposed.</p> <p>Nature of existing features – landscapes where detracting features or major infrastructure is present and has a dominating influence on the landscape.</p>

2.5 Various factors in relation to the value and susceptibility of landscape elements are assessed and cross referenced to determine the overall sensitivity as shown in Table 1.

2.6 Sensitivity is defined in GLVIA3 as “a term applied to specific receptors, combining judgments of susceptibility of the receptor to a specific type of change or development proposed and the value related to that receptor.”<sup>7</sup> The definitions for high, medium, low landscape sensitivity are shown in Table 4:

<b>Table 4, Criteria for assessing landscape sensitivity</b>	
<b>HIGH</b>	<p>Landscape element or character area defined as being of high value combined with a high or medium susceptibility to change.</p> <p>Landscape element or character area defined as being of medium value combined with a high susceptibility to change.</p>
<b>MEDIUM</b>	<p>Landscape element or character area defined as being of high value combined with a low susceptibility to change.</p> <p>Landscape element or character area defined as being of medium value combined with a medium or low susceptibility to change.</p> <p>Landscape element or character area defined as being of low value combined with a high or medium susceptibility to change.</p>

<sup>7</sup> Glossary, Page 158, GLVIA, 3<sup>rd</sup> Edition

<b>LOW</b>	Landscape element or character area defined as being of low value combined with a low susceptibility to change.
------------	---

Magnitude of Change on Landscape Elements

2.7 Professional judgement has been used to determine the magnitude of change on individual landscape elements within the site as shown in Table 5:

<b>Table 5, Criteria for assessing magnitude of change for landscape elements</b>	
<b>HIGH</b>	Substantial loss/gain of a landscape element.
<b>MEDIUM</b>	Partial loss/gain or alteration to part of a landscape element.
<b>LOW</b>	Minor loss/gain or alteration to part of a landscape element.
<b>NEGLIGIBLE</b>	No loss/gain or very limited alteration to part of a landscape element.

**3. EFFECTS ON LANDSCAPE CHARACTER**

3.1 Landscape character is defined as the “distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.”<sup>8</sup>

3.2 The assessment of effects on landscape character considers how the introduction of new landscape elements physically alters the landform, landcover, landscape pattern and perceptual attributes of the site or how visibility of the proposals changes the way in which the landscape character is perceived.

Sensitivity of Landscape Character

3.3 Sensitivity is determined by a combination of the value that is attached to a landscape and the susceptibility of the landscape to changes that would arise as a result of the proposals – see pages 88-90 of GLVIA3. Both value and susceptibility are assessed on a scale of high, medium or low.

3.4 The criteria for assessing the value of landscape character is shown in Table 2.

<sup>8</sup> Glossary, Page 157, GLVIA, 3<sup>rd</sup> Edition

3.5 The criteria for assessing the susceptibility of landscape character is shown in Table 3.

3.6 The overall sensitivity is determined through cross referencing the value and susceptibility of landscape character as shown in Table 1.

Magnitude of Change on Landscape Character

3.7 Professional judgement has been used to determine the magnitude of change on landscape character as shown in Table 6:

<b>HIGH</b>	Introduction of major new elements into the landscape or some major change to the scale, landform, landcover or pattern of the landscape.
<b>MEDIUM</b>	Introduction of some notable new elements into the landscape or some notable change to the scale, landform, landcover or pattern of the landscape.
<b>LOW</b>	Introduction of minor new elements into the landscape or some minor change to the scale, landform, landcover or pattern of the landscape.
<b>NEGLIGIBLE</b>	No notable or appreciable introduction of new elements into the landscape or change to the scale, landform, landcover or pattern of the landscape.

#### **4. EFFECTS ON VISUAL AMENITY**

4.1 Visual amenity is defined within GLVIA3 as the “overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.”<sup>9</sup>

4.2 The effects on visual amenity considers the changes in views arising from the proposals in relation to visual receptors including settlements, residential properties, transport routes, recreational facilities and attractions; and

---

<sup>9</sup> Page 158, Glossary, GLVIA3



representative viewpoints or specific locations within the study area as agreed with the Local Planning Authority.

#### Sensitivity of Visual Receptors

4.3 Sensitivity is determined by a combination of the value that is attached to a view and the susceptibility of the visual receptor to changes in that view that would arise as a result of the proposals – see pages 113-114 of GLVIA3. Both value and susceptibility are assessed on a scale of high, medium or low.

4.4 The criteria for assessing the value of views are shown in Table 7:

<b>Table 7, Criteria for assessing the value of views</b>	
<b>HIGH</b>	Views with high scenic value within designated landscapes including but not limited to World Heritage Sites, National Parks, Areas of Outstanding Natural Beauty, etc. Likely to include key viewpoints on OS maps or reference within guidebooks, provision of facilities, presence of interpretation boards, etc.
<b>MEDIUM</b>	Views with moderate scenic value within undesignated landscape including urban fringe and rural countryside.
<b>LOW</b>	Views with unremarkable scenic value within undesignated landscape with partly degraded visual quality and detractors.

4.5 The criteria for assessing the susceptibility of views are shown in Table 8:

<b>Table 8, Criteria for assessing visual susceptibility</b>	
<b>HIGH</b>	Includes occupiers of residential properties and people engaged in recreational activities in the countryside using public rights of way (PROW).
<b>MEDIUM</b>	Includes people engaged in outdoor sporting activities and people travelling through the landscape on minor roads and trains.
<b>LOW</b>	Includes people at places of work e.g. industrial and commercial premises and people travelling through the landscape on major roads and motorways.

4.6 Sensitivity is defined in GLVIA3 as “a term applied to specific receptors, combining judgments of susceptibility of the receptor to a specific type of change or development proposed and the value related to that receptor.”<sup>10</sup> The definitions for high, medium, low visual sensitivity are shown in Table 9:

<b>Table 9, Criteria for assessing visual sensitivity</b>	
<b>HIGH</b>	Visual receptor defined as being of high value combined with a high or medium susceptibility to change.
	Visual receptor defined as being of medium value combined with a high susceptibility to change.
<b>MEDIUM</b>	Visual receptor defined as being of high value combined with a low susceptibility to change.
	Visual receptor defined as being of medium value combined with a medium or low susceptibility to change.
	Visual receptor defined as being of low value combined with a high or medium susceptibility to change.
<b>LOW</b>	Visual receptor defined as being of low value combined with a low susceptibility to change.

Magnitude of Change on Visual Receptors

4.7 Professional judgement has been used to determine the magnitude of change on visual receptors as shown in Table 10:

<b>Table 10, Criteria for assessing magnitude of change for visual receptors</b>	
<b>HIGH</b>	Major change in the view that has a substantial influence on the overall view.
<b>MEDIUM</b>	Some change in the view that is clearly visible and forms an important but not defining element in the view.
<b>LOW</b>	Some change in the view that is appreciable with few visual receptors affected.
<b>NEGLIGIBLE</b>	No notable change in the view.

<sup>10</sup> Glossary, Page 158, GLVIA, 3<sup>rd</sup> Edition

## 5. SIGNIFICANCE OF LANDSCAPE AND VISUAL EFFECTS

- 5.1 The likely significance of effects is dependent on all of the factors considered in the sensitivity and the magnitude of change upon the relevant landscape and visual receptors. These factors are assimilated to assess whether or not the proposed development will have a likely significant or not significant effect. The variables considered in the evaluation of the sensitivity and the magnitude of change is reviewed holistically to inform the professional judgement of significance.
- 5.2 A likely **significant** effect will occur where the combination of the variables results in the proposed development having a definitive effect on the view. A **not significant** effect will occur where the appearance of the proposed development is not definitive, and the effect continues to be defined principally by its baseline condition.
- 5.3 Within Table 11 below, the major effects highlighted in grey are considered to be significant in terms of the EIA Regulations. It should be noted that whilst an individual effect may be significant, it does not necessarily follow that the proposed development would be unacceptable in the planning balance. The cross referencing of the sensitivity and magnitude of change on the landscape and visual receptor determines the significance of effect as shown in Table 11:

<b>Table 11, Significance of landscape and visual effects</b>				
		<b>Sensitivity</b>		
		<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>
<b>Magnitude of Change</b>	<b>HIGH</b>	Major	Major	Moderate
	<b>MEDIUM</b>	Major	Moderate	Minor
	<b>LOW</b>	Moderate	Minor	Minor
	<b>NEGLIGIBLE</b>	Negligible	Negligible	Negligible

## 6. TYPICAL DESCRIPTORS OF LANDSCAPE EFFECTS

6.1 The typical descriptors of the landscape effects are detailed within Table 12:

<b>Table 12, Typical Descriptors of Landscape Effects</b>	
<b>MAJOR BENEFICIAL</b>	<p>Substantially:</p> <ul style="list-style-type: none"> <li>- enhance the character (including value) of the landscape;</li> <li>- enhance the restoration of characteristic features and elements lost as a result of changes from inappropriate management or development;</li> <li>- enable a sense of place to be enhanced.</li> </ul>
<b>MODERATE BENEFICIAL</b>	<p>Moderately:</p> <ul style="list-style-type: none"> <li>- enhance the character (including value) of the landscape;</li> <li>- enable the restoration of characteristic features and elements partially lost or diminished as a result of changes from inappropriate management or development;</li> <li>- enable a sense of place to be restored.</li> </ul>
<b>MINOR BENEFICIAL</b>	<p>Slightly:</p> <ul style="list-style-type: none"> <li>- complement the character (including value) of the landscape;</li> <li>- maintain or enhance characteristic features or elements;</li> <li>- enable some sense of place to be restored.</li> </ul>
<b>NEGLIGIBLE</b>	<p>The proposed changes would (on balance) maintain the character (including value) of the landscape and would:</p> <ul style="list-style-type: none"> <li>- be in keeping with landscape character and blend in with characteristic features and elements;</li> <li>- Enable a sense of place to be maintained.</li> </ul>
<b>NO CHANGE</b>	<p>The proposed changes would not be visible and there would be no change to landscape character.</p>
<b>MINOR ADVERSE</b>	<p>Slightly:</p> <ul style="list-style-type: none"> <li>- not quite fit the character (including value) of the landscape;</li> <li>- be a variance with characteristic features and elements;</li> <li>- detract from sense of place.</li> </ul>
<b>MODERATE ADVERSE</b>	<p>Moderately:</p> <ul style="list-style-type: none"> <li>- conflict with the character (including value) of the landscape;</li> <li>- have an adverse effect on characteristic features or elements;</li> <li>- diminish a sense of place.</li> </ul>
<b>MAJOR ADVERSE</b>	<p>Substantially:</p> <ul style="list-style-type: none"> <li>- be at variance with the character (including value) of the landscape;</li> <li>- degrade or diminish the integrity of a range of characteristic features and elements or cause them to be lost;</li> <li>- change a sense of place.</li> </ul>

## 7. TYPICAL DESCRIPTORS OF VISUAL EFFECTS

7.1 The typical descriptors of the visual effects are detailed within Table 13:

<b>MAJOR BENEFICIAL</b>	Proposals would result in a major improvement in the view.
<b>MODERATE BENEFICIAL</b>	Proposals would result in a clear improvement in the view.
<b>MINOR BENEFICIAL</b>	Proposals would result in a slight improvement in the view.
<b>NEGLIGIBLE</b>	The proposed changes would be in keeping with, and would maintain, the existing view or where (on balance) the proposed changes would maintain the general appearance of the view (which may include adverse effects which are offset by beneficial effects for the same receptor) or due to distance from the receptor, the proposed change would be barely perceptible to the naked eye.
<b>NO CHANGE</b>	The proposed changes would not be visible and there would be no change to the view.
<b>MINOR ADVERSE</b>	Proposals would result in a slight deterioration in the view.
<b>MODERATE ADVERSE</b>	Proposals would result in a clear deterioration in the view.
<b>MAJOR ADVERSE</b>	Proposals would result in a major deterioration in the view.

## 8. NATURE OF EFFECTS

8.1 GLVIA3 includes an entry that states "*effects can be described as positive or negative (or in some cases neutral) in their consequences for views and visual amenity.*"<sup>11</sup> GLVIA3 does not, however, state how negative or positive effects should be assessed, and this therefore becomes a matter of professional judgement supported by site specific justification within the LVIA.

---

<sup>11</sup> Para 6.29, Page 113, GLVIA 3<sup>rd</sup> Edition



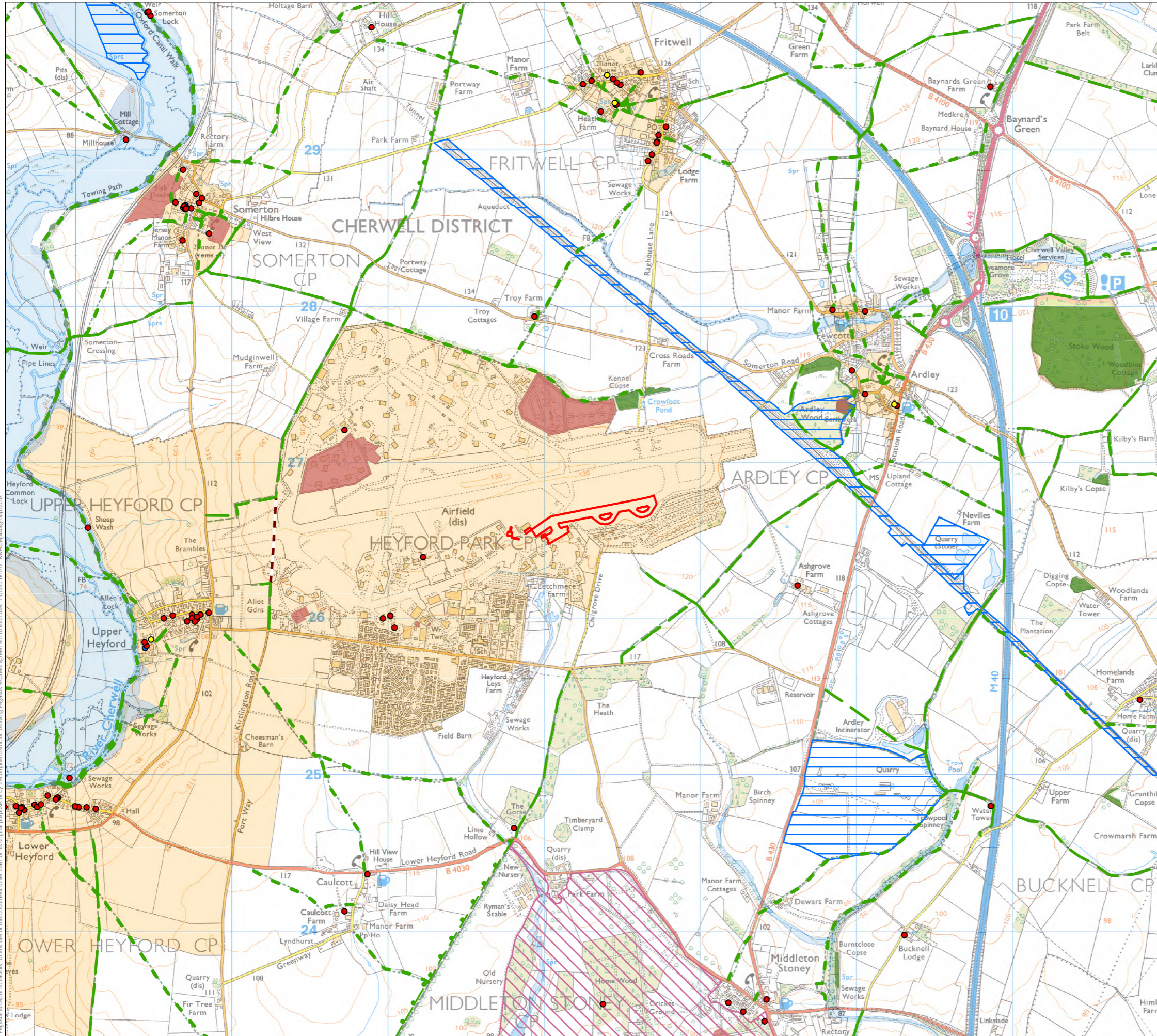
## Figure 1: Site and Viewpoint Location Plan





## Figure 2: Environmental Designations Plan





**KEY**

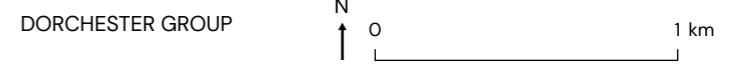
- Site Boundary
  - Public Footpaths
  - Public Bridleways
  - Restricted Byway
  - Portway
- Listed Building Grade
- I
  - II\*
  - II
- CRoW Access Land
  - Registered Parks and Gardens
  - Sites of Special Scientific Interest
  - Scheduled Monuments
  - Ancient Woodland
  - Conservation Area
  - EA Flood Zone 2
  - EA Flood Zone 3

**NOTES:**

REVISIONS:

**ENVIRONMENTAL DESIGNATIONS PLAN**

HEYFORD PARK – PROPOSED CAR PROCESSING AREA



DATE	SCALE	TEAM	APPROVED
04/10/2023	1:25,000@A3	EH	AS

SHEET	REVISION
-	-

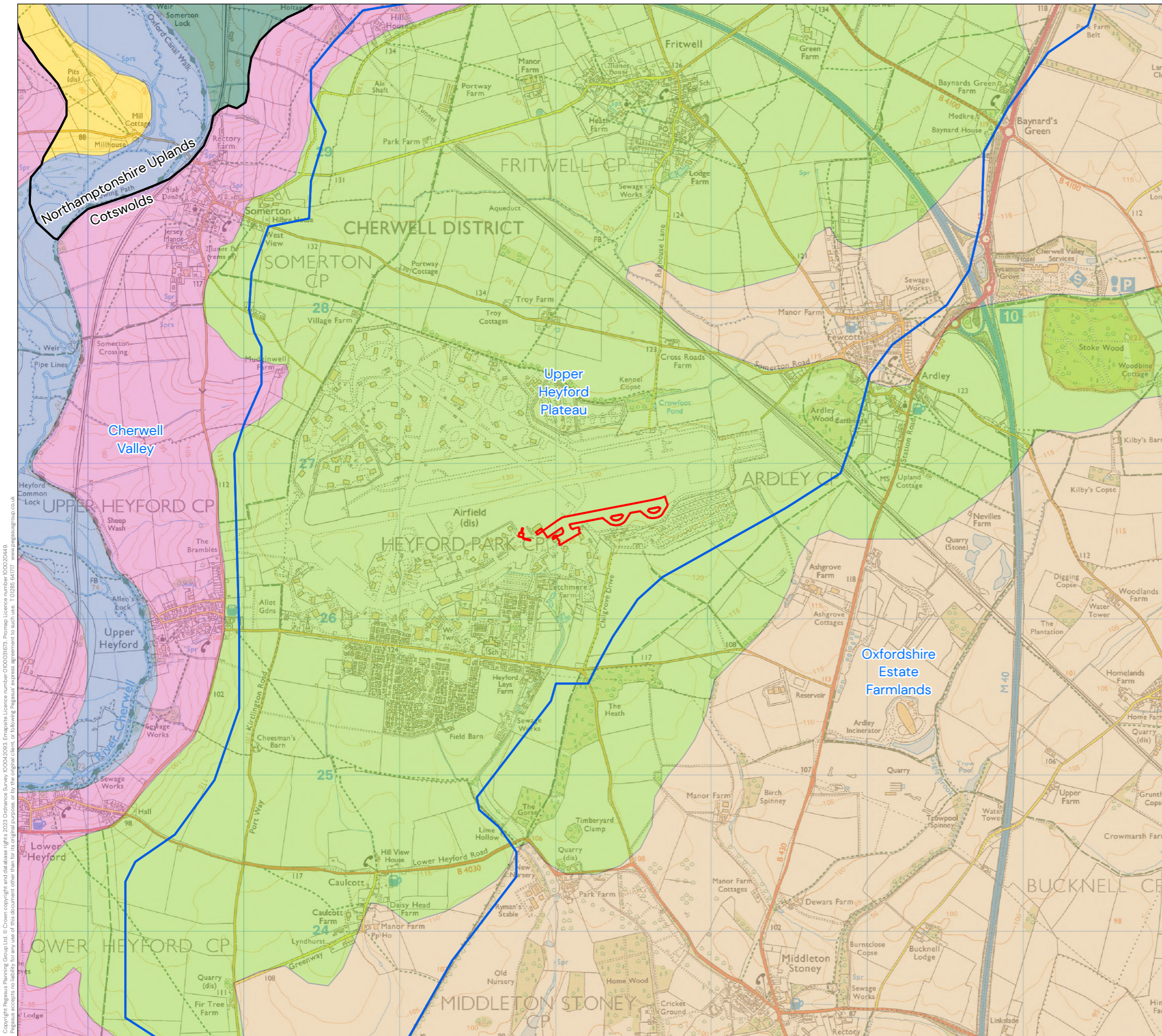
DRAWING NUMBER  
P23\_1738\_EN\_04



Copyright Pegasus Planning Group Ltd. © Crown copyright and database rights 2023. Ordnance Survey 100042093. Esri/Mapbox/AerialSatellite Imagery © 2023. Ordnance Survey 100042093. Promap Licence number 1002020419. All rights reserved. No part of this document or any data contained herein may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Pegasus Planning Group Ltd. For more information, please contact us at 01285 847777. www.pegasusgroup.co.uk



## Figure 3: Landscape Character Areas



Copyright Pegasus Planning Group Ltd. © Crown copyright and database rights 2023. Ordnance Survey 100042093. Emaprise Licence number 0100303873. Promap Licence number 00020449. Pegasus accepts no liability for any use of this document other than for its original purpose, or by the original client, or following Pegasus express agreement to such use. T 01285 84777. www.pegasusgroup.co.uk

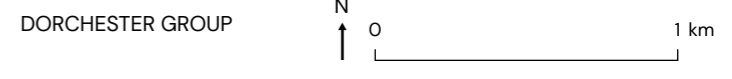
**KEY**

- Site Boundary
- Cherwell Landscape Assessment (1998)
- Landscape Character Areas
- Oxfordshire Wildlife & Landscape Study (OWLS, 2004)
- Regional Character Areas
- Landscape Character Types
- Vale Farmland
- River Meadowlands
- Farmland Slopes and Valley Sides
- Farmland Plateau
- Clay Vale
- Wooded Estatelands

NOTES: The site falls entirely within the Cotswold's National Character Area  
 REVISIONS:

**LANDSCAPE CHARACTER ASSESSMENT**

HEYFORD PARK – PROPOSED CAR PROCESSING AREA



DATE	SCALE	TEAM	APPROVED
03/10/2023	1:25,000@A3	EH	AS

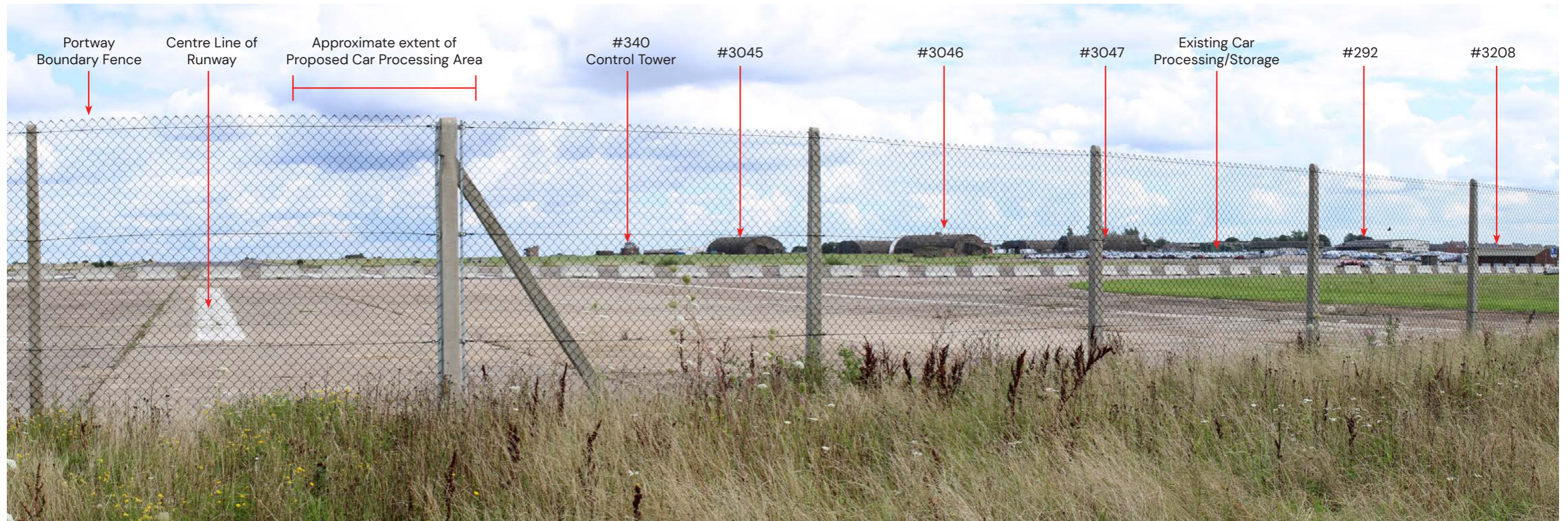
SHEET	REVISION
-	-

DRAWING NUMBER  
 P23\_1738\_EN\_05

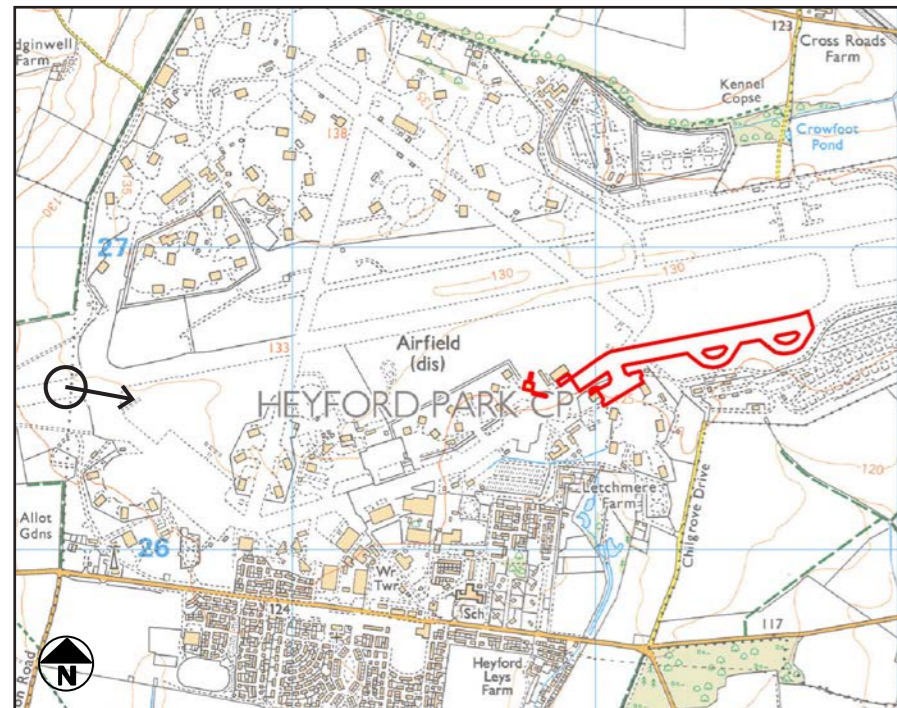




## Figure 4: Context Baseline Viewpoints 1 – 6



VIEWPOINT 1A

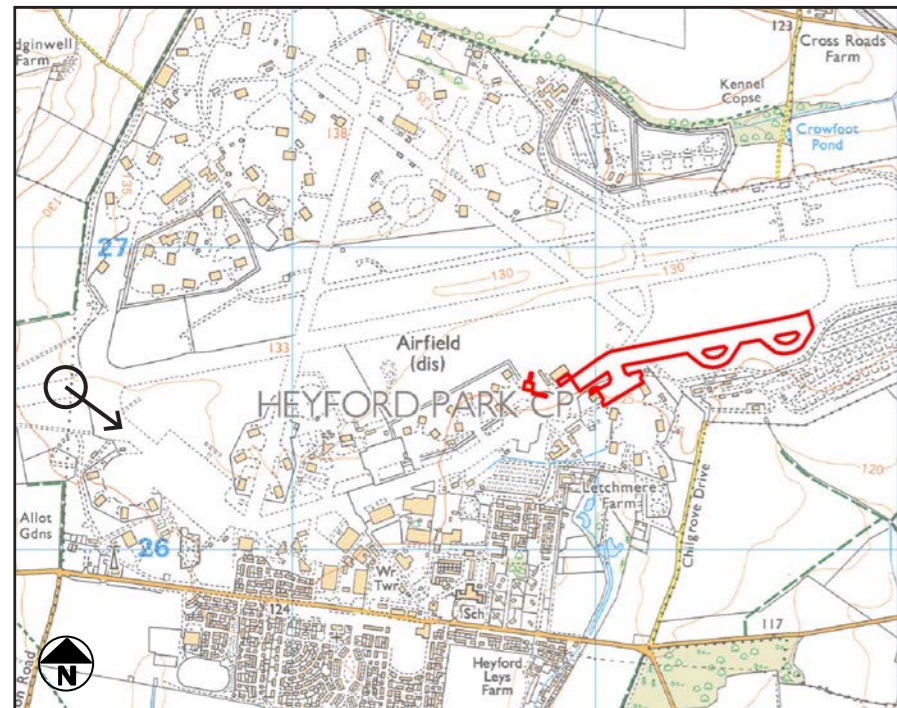


Camera make & model - Canon EOS 2000D  
 Date & time of photograph - 15/08/2023 @ 13:59  
 OS grid reference - 450251, 226529  
 Viewpoint height (AOD) - 128m  
 Distance from site - 1510m





VIEWPOINT 1B

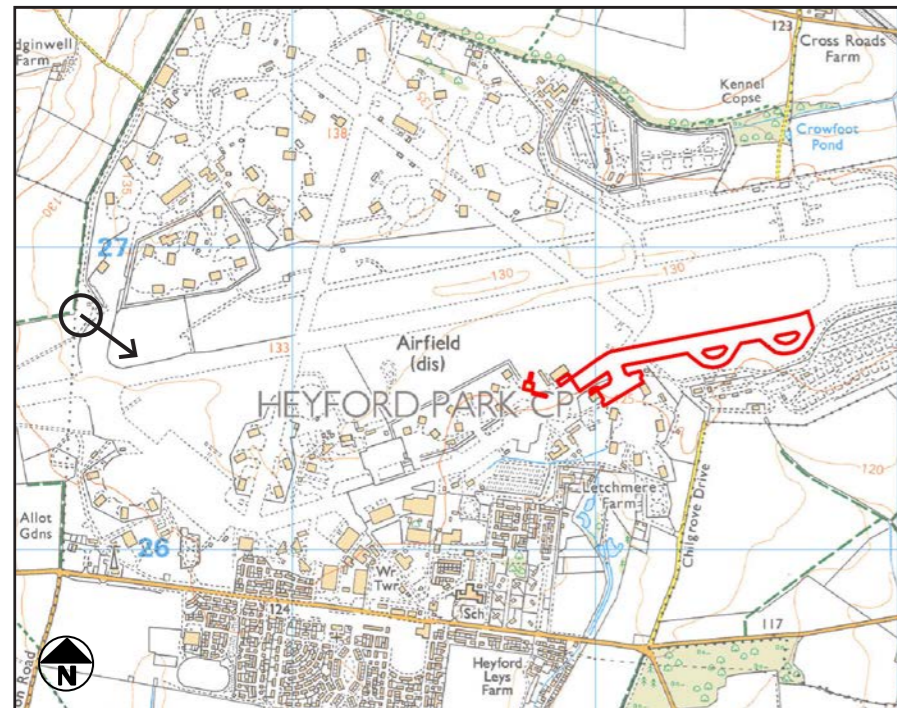


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 128m
Date & time of photograph	- 15/08/2023 @ 13:59	Distance from site	- 1510m
OS grid reference	- 450251, 226529		



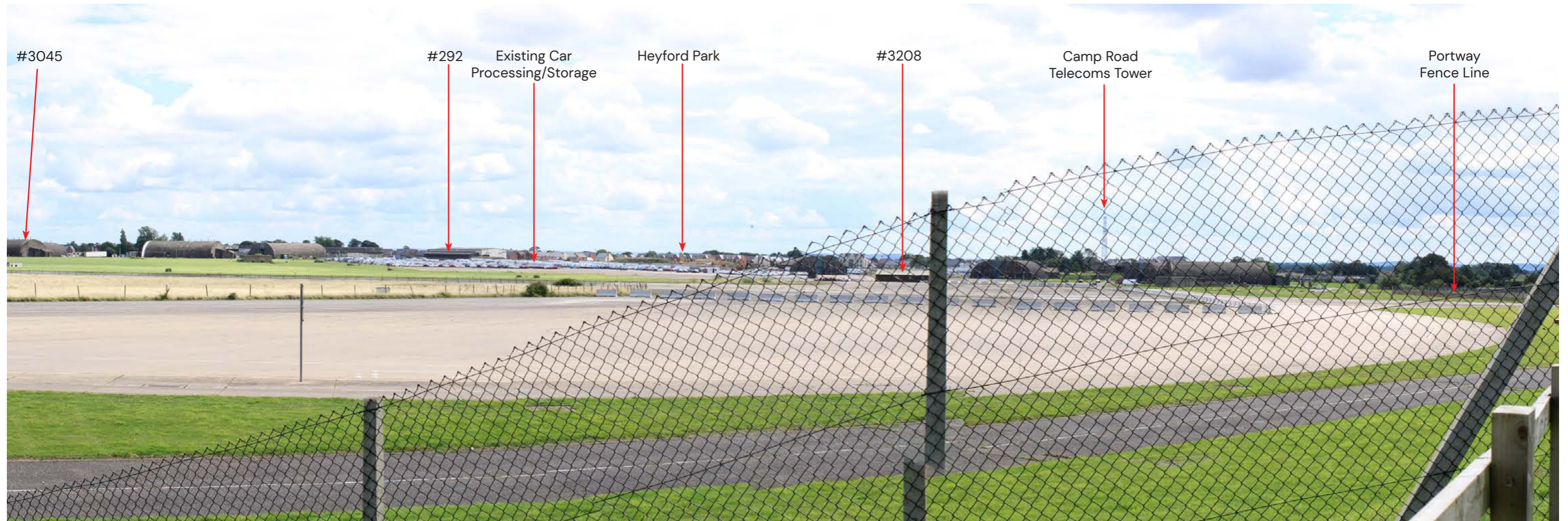


VIEWPOINT 2A

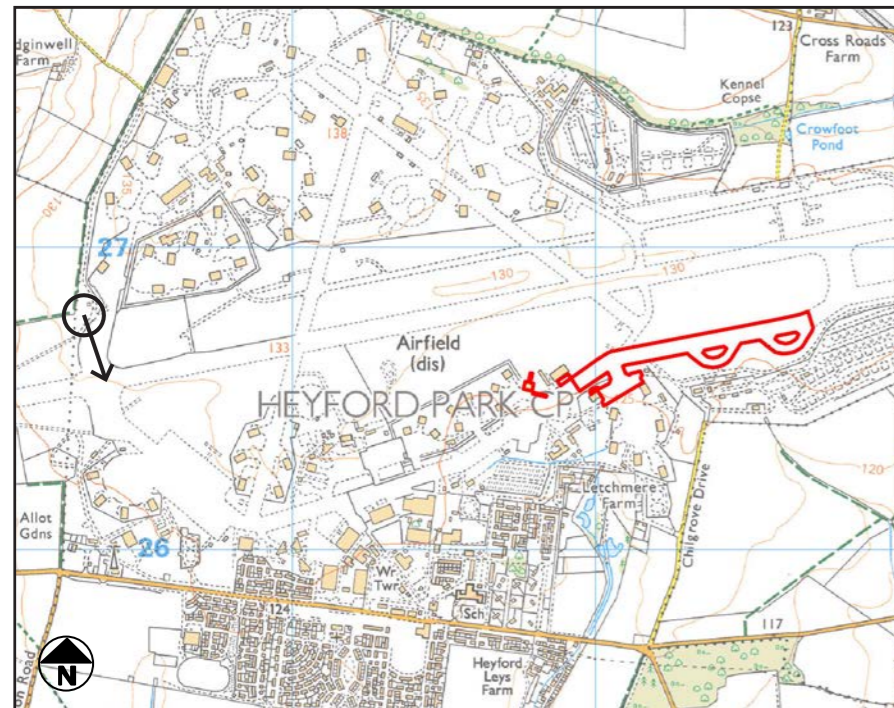


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 134m
Date & time of photograph	- 15/08/2023 @ 14:04	Distance from site	- 1475m
OS grid reference	- 450309, 226777		





VIEWPOINT 2B



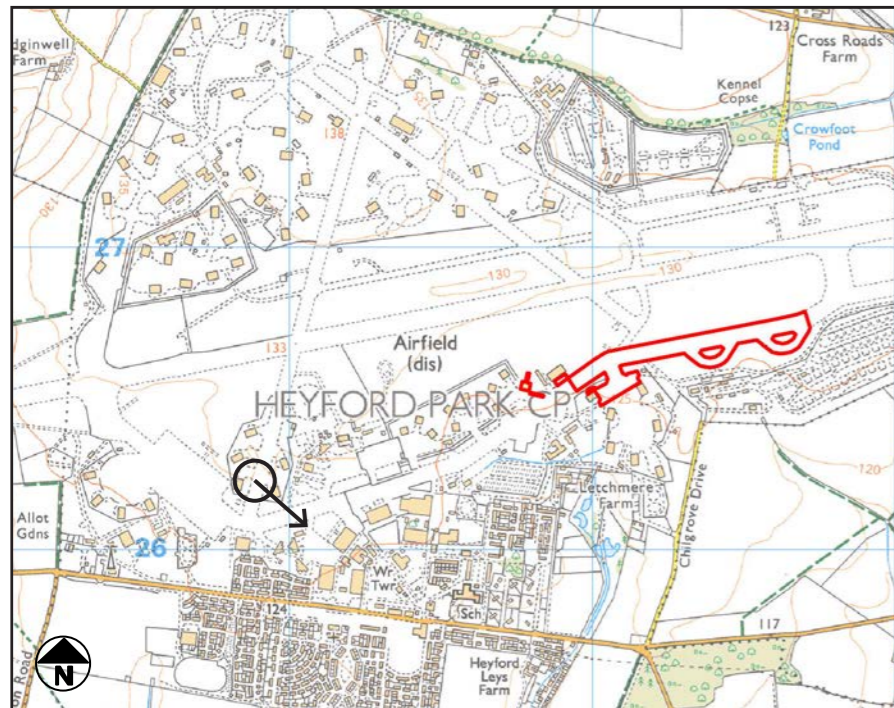
Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 134m
Date & time of photograph	- 15/08/2023 @ 14:04	Distance from site	- 1475m
OS grid reference	- 450309, 226777		







VIEWPOINT 3A

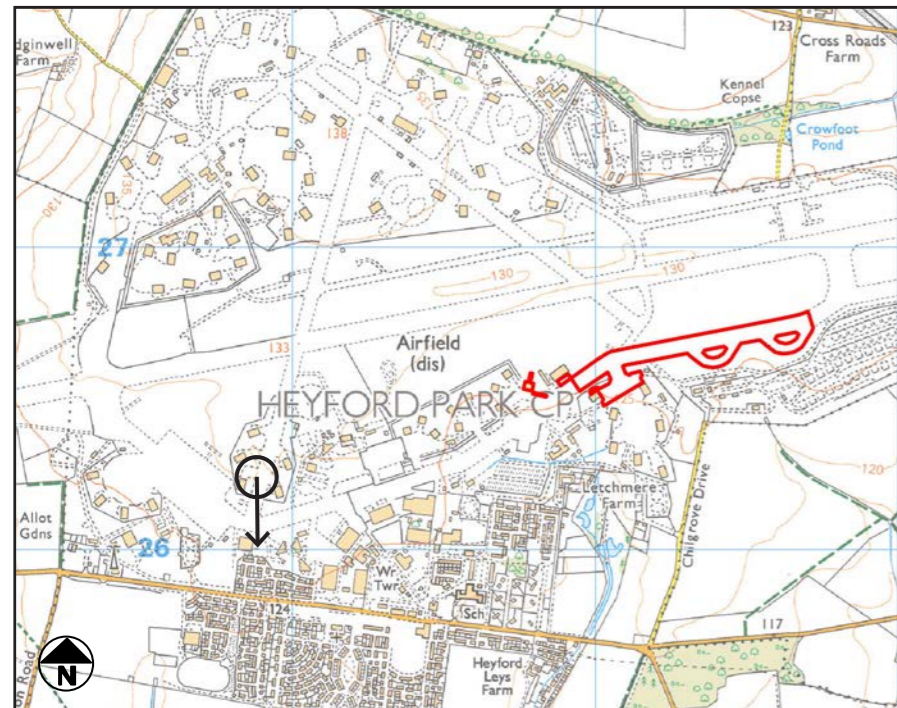


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 129m
Date & time of photograph	- 15/08/2023 @ 12:44	Distance from site	- 935m
OS grid reference	- 450879, 226227		





VIEWPOINT 3B

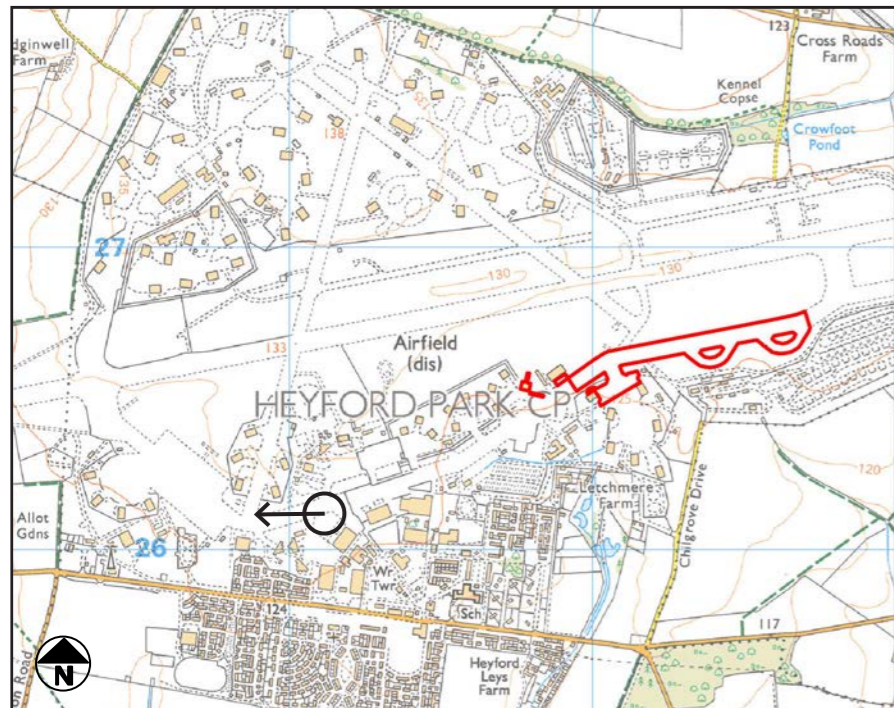


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 129m
Date & time of photograph	- 15/08/2023 @ 12:44	Distance from site	- 935m
OS grid reference	- 450879, 226227		





VIEWPOINT 4A

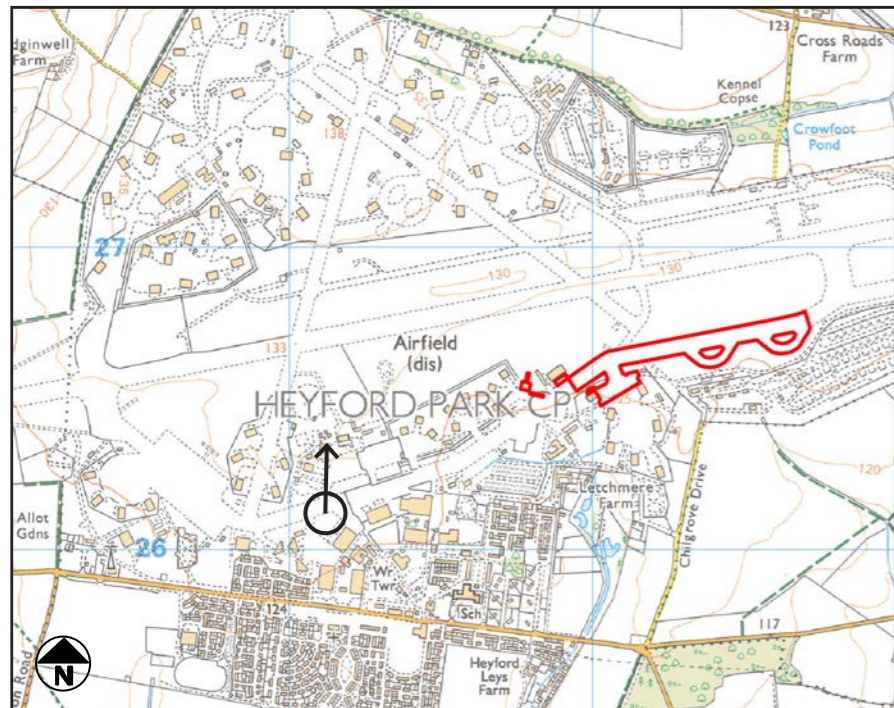


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 128m
Date & time of photograph	- 15/08/2023 @ 13:01	Distance from site	- 775m
OS grid reference	- 451108, 226117		





VIEWPOINT 4B

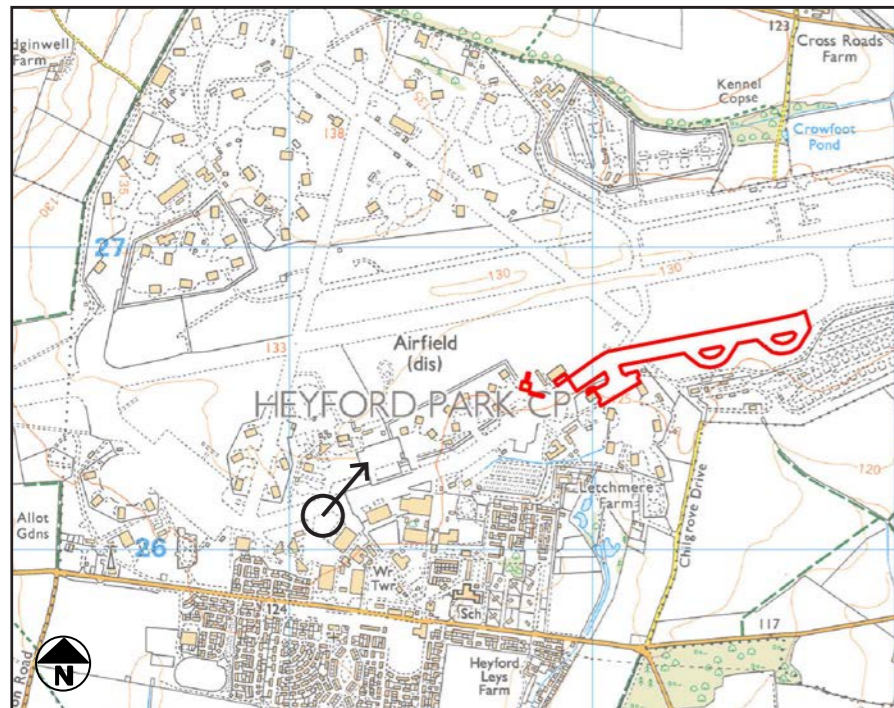


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 128m
Date & time of photograph	- 15/08/2023 @ 13:01	Distance from site	- 775m
OS grid reference	- 451108, 226117		





VIEWPOINT 4C

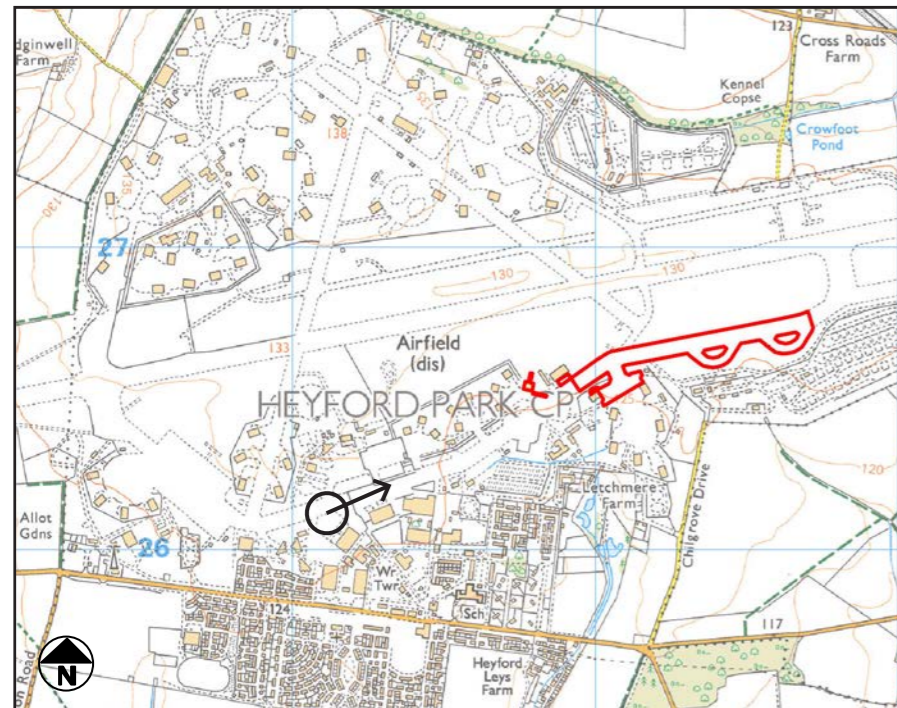


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 128m
Date & time of photograph	- 15/08/2023 @ 13:01	Distance from site	- 775m
OS grid reference	- 451108, 226117		





VIEWPOINT 4D

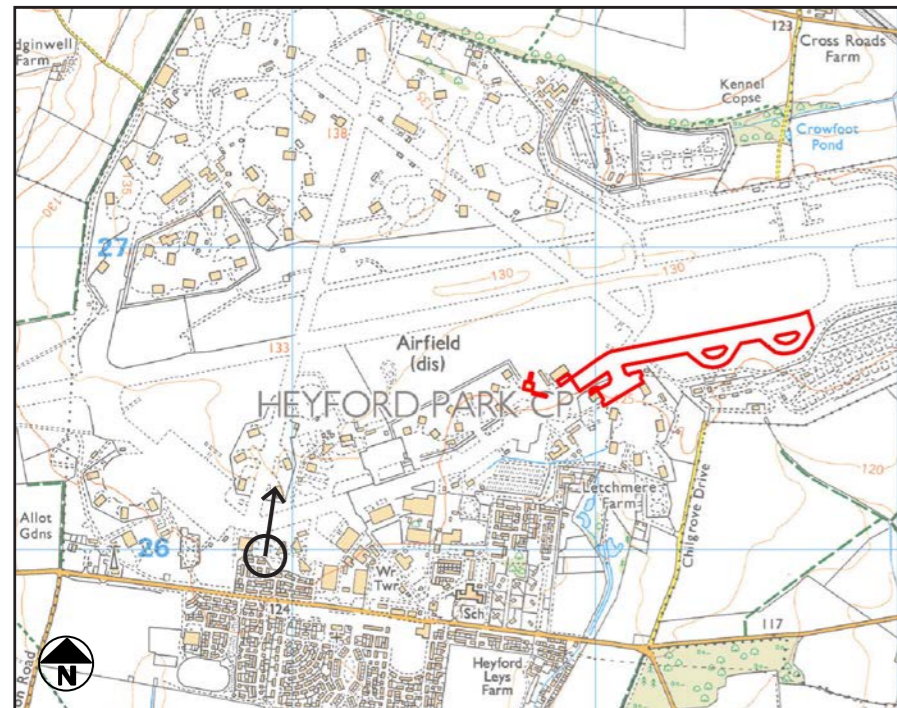


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 128m
Date & time of photograph	- 15/08/2023 @ 13:01	Distance from site	- 775m
OS grid reference	- 451108, 226117		





VIEWPOINT 5A

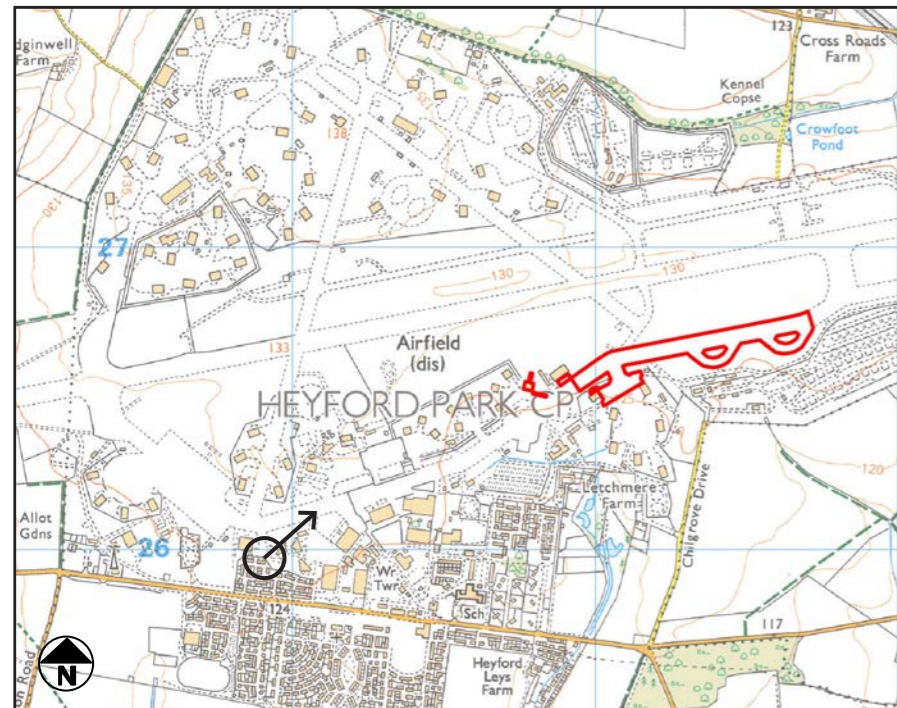


Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 126m
Date & time of photograph	- 15/08/2023 @ 13:14	Distance from site	- 1015m
OS grid reference	- 450912, 225975		





VIEWPOINT 5B



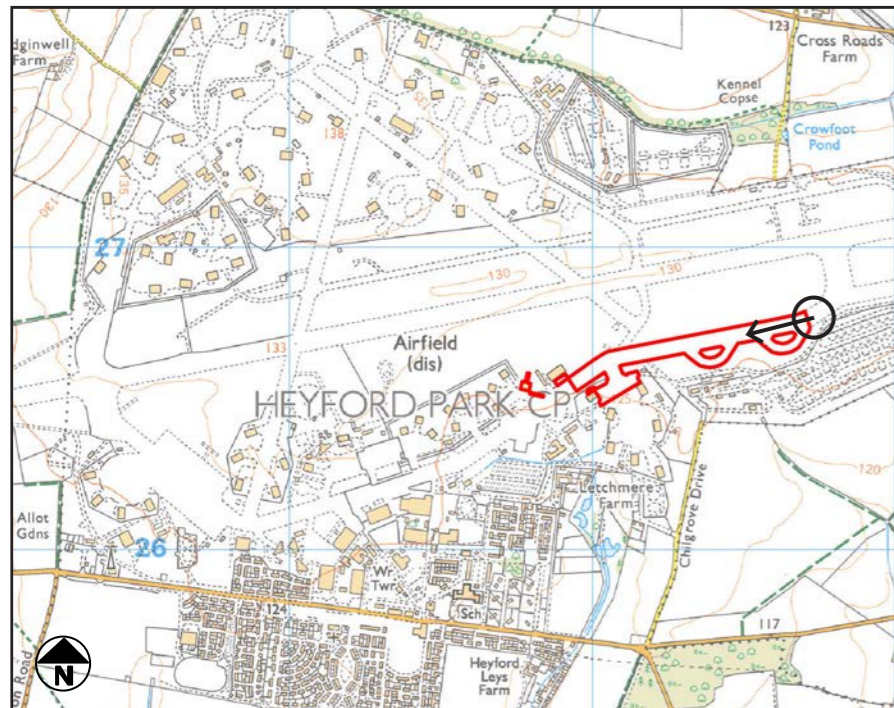
Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 126m
Date & time of photograph	- 15/08/2023 @ 13:14	Distance from site	- 1015m
OS grid reference	- 450912, 225975		







VIEWPOINT 6A



Camera make & model	- Canon EOS 2000D	Viewpoint height (AOD)	- 127m
Date & time of photograph	- 15/08/2023 @ 12:13	Distance from site	- 20m
OS grid reference	- 452731, 226757		



# Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE



All paper sourced from sustainably managed forests

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

Registered office: 33 Sheep Street, Cirencester, Gloucestershire, GL7 1RQ

We are ISO certified 9001, 14001, 45001



Pegasus\_Group



pegasusgroup



Pegasus\_Group

**PEGASUSGROUP.CO.UK**