

Bicester Motion : SPY LVIA Addendum

February 2024

**LVIA Addendum
1395-G513**

Revision	Issue	Date	Author	Checked by
A	For Planning	08.02.2024	JP	JP
B	For Planning	09.02.2024	AL	JC

Project Team

Client	Bicester Motion
Project Manager	IKS Consulting
Cost Consultant	IKS Consulting
Architect	3D Reid
Planning Consultant	Edgars
Landscape Architect	Macgregor Smith
Structural Engineers	Hydrock
MEP Engineers	Hydrock
Transport Consultant	Mode Transport
Fire Engineer	Hydrock
Environmental & Ecology	Ecology Solutions
Power	UKPS

Macgregor Smith
Christopher House
11-12 High Street
Bath, BA1 5AQ
01225 464 690

enquiries@macgregorsmith.co.uk
<http://www.macgregorsmith.co.uk>

Macgregor Smith

Executive Summary

The proposals for the SPY scheme, in parallel with the ambitious proposals for the wider site, support Policy 8 Section C – Policies for ‘Cherwell’s Places’ in the Cherwell Local Plan 2011–2031 – Adopted 2015, which advises that the Council will encourage conservation-led proposals to secure a long-lasting, economically viable future for the Former RAF Bicester technical site and flying field. The proposals for this scheme will both ‘maintain and enhance the character and appearance of the conservation area, protect listed, scheduled and other important buildings, their setting, and protect the sensitive historic fabric of the buildings and preserve the openness of the airfield (of the RAF Bicester Conservation Area). As part of the wider proposals, the SPY scheme will make a very positive contribution to the long-term economic viability of the former RAF Bicester site in the heart of Motorsport Valley in Oxfordshire, as part of the wider conservation-led masterplan.

In line with Policy ESD 13: Local Landscape Protection and Enhancement – the SPY landscape proposals, which include for significant planting of native trees and woodland, as well as hedge and swale planting, will ‘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’. The new planting to Skimmingdish Lane will create a more attractive backdrop to both the roadscape of Skimmingdish Lane, looking towards the site from the south, and a more robust backdrop to the airfield in views looking south, softening the transition from the airfield to the residential suburbs to the south, in line with Policy ESD13.

In terms of the impact of the revised scheme on landscape character, the proposals for 3 linked buildings, are seen as a minor variation on the previously approved scheme of 7 separate pavilions arranged in an organic and sinuous line facing the SAM and wider airfield, with parking areas and the Skimmingdish Lane hedge behind. The 3 linked buildings follow the same alignment as the previous 3 separate buildings, with the same height and materiality as that previously approved.

As with the previous approved scheme, the scale of the linked buildings is complimentary to the scale of the Heritage/ Technical site, and it could be considered that new buildings in this location, help to transition from the wider airfield to the large-scale buildings of the Longlands Road industrial estate to the southeast boundary of the IQ site. Although, these benefits will not all be immediately apparent through the development of the SPY site, which is limited in its extent, as future phases come forward, the benefit of the SPY development in the context of the wider IQ site will become more apparent.

Furthermore, the provision of extensive buffer planting to the Skimmingdish Lane boundary is considered to be a positive contribution to the setting of the road, and to be valuable in integrating the wider site with its immediately adjacent land uses, and boundary vegetation.

In addition, the SPY scheme will deliver a net gain in biodiversity in accordance with Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment, through the provision of a variety of landscape typologies, including reinforced native hedgerow planting, heritage tree planting, swale planting and wildflower sward creation, while a monitoring and management plan will be provided for all new biodiversity features to ensure their long-term suitable management.

In accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) the SPY development will use sustainable drainage systems (SuDS) for the management of surface water run-off in the form of swales and permeable parking areas.

To conclude, the landscape effects of the SPY proposals on the various landscape receptors, identified as part of the baseline studies, are considered overall to be negligible to low.

The baseline studies identified a number of visual receptors, including various locations within the wider airfield, outlying areas of the Heritage/Technical site, and a variety of viewpoints from the Buckingham Road and Skimmingdish Road, and its associated foot/cycleway. Remote views identified by ASA in the LVIA Addendum 2023, were reevaluated through the preparation of a ZTV, and checked on site in January 2024.

However, evaluation of these viewpoints indicated that the visual impacts of the SPY scheme are likely to be negligible to low on the basis of the combination of the visual relationships with adjacent commercial development, the character and built form of the existing Heritage/Technical site, and the limited locations where visual effects will occur. In addition, the intervention of the SPY buildings and future phases of the IQ masterplan, aligned on a curve in front of the Longlands Road industrial estate, could be seen to be a positive intervention which will help to screen the larger commercial buildings beyond the eastern boundary, and to ‘bookend’ the wider site in this location.

Overall, the proposed scheme, which is a minor variation on a previously approved scheme in terms of location, layout, scale, materiality and landscape, is seen as having negligible to low visual and landscape impacts, on the Bicester Heritage site, and on wider views and landscape beyond the airfield.

Contents

- 1.0 Introduction
- 2.0 Planning Policy Context
- 3.0 Landscape Baseline Conditions
- 4.0 Visual Baseline Conditions
- 5.0 Proposed Development – Design and Mitigation
- 6.0 Residual Impacts during Construction
- 7.0 Residual Impacts during Operation
- 8.0 Cumulative Impacts during Construction and Operation
- 9.0 Conclusions

This document should be read in conjunction with the following figures and the wider package of documentation submitted with this application:

FIGURES

Figure	1.0	The SPY Masterplan
Figure	2.0	The Evolution of the Scheme
Figure	3.0	Site Location
Figure	4.0	Landscape Designations
Figure	5.0	Topography
Figure	6.0	Landuse
Figure	7.0	Public Rights of Way
Figure	8.0	Vegetation
Figure	9.0	Heritage Assets
Figure	10.0	Zone of Theoretical Sensitivity
Figure	11.0	Viewpoint Location Plan 1
Figure	12.0i-xxvi	Views 1-15
Figure	13.0	Viewpoint Location Plan 2
Figure	14.0i-xvi	Views 16-42
Figure	15.0	Viewpoint Location Plan 3
Figures	16.0i-v	Remote Viewpoints RVP 1-5
Figure	17.0	SPY Masterplan Proposals
Figures	18.0	Long Sectional Elevation
Figure	19.0	Site Cross Sections
Figure	20.0	Landscape Masterplan
Figure	21.0	Landscape Parcel Sensitivity (ASA Addendum)

APPENDIX A

Verified Views Study – SPY Bicester Motion
Rendered Image Ltd

1.0 Introduction

- 1.1. This addendum report has been prepared by Macgregor Smith Landscape Architects on behalf of Bicester Motion.
- 1.2. The report considers the landscape and visual impact of a Reserved Matters application for the appearance, landscaping, layout and scale pursuant to outline permission 23/O1941/F for a mixed-use HQ building (Classes E(g), B2 and B8– referred to throughout this document as the SPY scheme).

See Figure 1.0 – The SPY Masterplan

- 1.3. Macgregor Smith have been appointed to update the LVIA Addendum prepared by ASA in July 2023 – document reference ASA-704-RP-901 D3, which ASA prepared to support a Section 73 Application to vary parameter plans provided in support of the application 19/O2708/OUT for the development of 7 pavilion buildings along the southeastern boundary of the Bicester Airfield site, adjacent to Skimmingdish Road, the A4421.
- 1.4. Since the ASA LVIA study was undertaken and the Section 73 application was approved October 2023, the team has been asked to develop a Reserved Matters application for a mixed-use HQ building which will be sited in a similar location to Buildings 401, 402 and 403 as shown on the approved indicative layout drawing.

See Figure 2.0 – The Evolution of the Site Proposals

- 1.5. This LVIA Addendum in respect of the SPY proposals has resulted from a combination of desktop study, site appraisal and analysis in accordance with the current guidelines of the Landscape Institute and Institute of Environmental Assessment, as well as a review of the ASA Addendum information. The methodology for the LVIA set down in ASA’s Addendum Appendix document reference ASA-704-RP-901 D3 remains valid and has been followed in preparing this addendum.
- 1.6. The proposed SPY development site is located at the western end of the IQ development area, which itself is located along the furthest southeast boundary of the overall RAF Bicester Airfield site and Conservation Area, with Skimmingdish Lane forming the southern boundary, existing large-scale commercial development forming the boundary to the immediate southeast of the site (the Longlands Road Industrial Estate), and the Heritage/Technical Site providing the backdrop to the immediate west of the development site area, with Hangar 137 forming the north western boundary.
- 1.7. There is a new substation to the south of Skimmingdish Lane with the residential edge of northern Bicester beyond, set behind a swathe of regenerating scrub and tree planting. There is a care home site and sports field also south of Skimmingdish Lane.
- 1.8. Immediately north of the SPY and IQ sites lies a Scheduled Ancient Monument (SAM), which forms a buffer zone to the wider airfield itself and perimeter runway, which form part of the wider RAF Bicester Conservation Area.

- 1.9. The western boundary of the overall airfield site is formed by the A 4421 Buckingham Road, with the low-density residential area of Caversfield beyond. The boundary of the airfield to the road edge in this location is formed by a mix of mature hedge and hedgerow trees, with low managed hedge in part. The landscape is semi-rural in character in this location – setting the backdrop to the airfield when viewed from the proposed development site area.
- 1.10. The north and northeast of the site, the backdrop to the airfield and as seen from the proposed development site, is largely scrub and emerging woodland, with agricultural and rural landscape beyond. This area formed part of the historic Stratton Audley quarry, now disused, and falls within the overall ownership boundary of the Bicester Heritage airfield as a whole. It has been designated as an SSSI and has very limited access. This well vegetated backdrop provides a distinctly rural outlook when viewed from the SPY site when looking north.
- 1.11. The site lies on the periphery of the airfield adjacent to the airfield’s southern boundary, well outside the perimeter track. The latter defines the actual operational flying field and the openness of this is a key characteristic of the site as a whole.
- 1.12. The eastern edge of the airfield is defined by a mix of generating scrub and copse, and enclosures to historic bomb storage areas and the large-scale warehouses associated with the Bakel Bakery and Longlands Road Industrial Estate, which dominant the view in the immediate vicinity of the eastern edge of the IQ site, within which the SPY site sits.
- 1.13. The design team has worked collaboratively to evolve the design to an agreed scale, mass, form and height. The proposed buildings within the SPY scheme have been developed in accordance with the approved parameter plans, and continue to form a cohesive grouping, in keeping with the current IQ proposals and consistent in terms of heights and design. The buildings are approximately 10.5m high, which is below the height of hangers on the Heritage/Technical Site and the roof height of the Longlands Road Industrial Estate units and associated commercial buildings to the southeastern boundary of the site. The sinuous layout of the IQ scheme, approved, is maintained with the 3 linked buildings following the same alignment, and maintaining the primary access road, servicing and parking to the rear.
- 1.14. The planting proposals which supported the Outline Scheme, approved October 2023, will continue to be delivered, including enhancements to the boundary planting along Skimmingdish Lane, swale planting, large scale heritage and native tree planting and wildflower swards to the SAM site on the northern edge of the development.

Scope of this Study

- 1.15. The purpose of this LVIA Addendum is to assess the landscape and visual impact of the proposed SPY proposals for 3 linked buildings, which are proposed in lieu of the previously approved 3 separate buildings – 401, 402 and 403, within the context of the current approved proposals for the IQ scheme – buildings 401-407.

- 1.16. The purpose of a Landscape and Visual Impact Assessment (LVIA) is to inform and assess the impact of a development proposal on two aspects related to landscape and the public's enjoyment of it. These aspects are firstly the landscape itself and second the visual impact of the proposed development on the surrounding areas from which views might be possible.
- 1.17. This LVIA considers two separate but inter-linked topics: Landscape Effects and Visual Effects.
- 1.18. Landscape Effects relates to changes in the fabric, character and quality of the landscape. These include direct impacts such as loss of vegetation or indirect impacts such as changes to tranquillity.
- 1.19. Visual Effects relate to specific changes in views and the effects on visual receptors, such as residents, users of public rights of way or recreational facilities. Changes to the visual setting of protected cultural or heritage features are also considered, such as Scheduled Ancient Monuments, Listed Buildings and/or Conservation Areas.
- 1.20. A separate assessment of the significance of the Heritage assets has been prepared in respect of this development by Worledge Associates, 2019.
- 1.21. Landscape and visual sensitivity are described using a scale from low to high which reflects the following parameters:

Landscape Sensitivity

- 1.22. Low Sensitivity – The receptor is not considered of high value, therefore lacking distinctiveness or unique qualities. It is also characterised by a low susceptibility to change whereby the baseline condition would not be altered by the proposed development.
- 1.23. Medium sensitivity – the receptor is of moderated value as including some elements of distinctive quality and importance, but lacking consistency or uniformity; albeit capable of accommodating the proposed development, and/or changes to the baseline condition are expected, and therefore the receptor would be characterised by some susceptibility to change.
- 1.24. High Sensitivity – the receptor is considered of high value due to its distinctive qualities and uniqueness; the proposed development is likely to unduly alter the baseline condition resulting in a high susceptibility to change of the receptor.

Visual Sensitivity

- 1.25. Low sensitivity – the view is of limited value, with low aesthetic qualities and detracting elements; the receptors are engaging in activities that would not involve or are not dependant on the appreciation of views of the surrounding landscape, therefore susceptibility is low.

- 1.26. Medium Sensitivity – the view is valued at local level and reasonably attractive, but otherwise unremarkable with some detracting features; the receptors are engaging with activities where appreciation of the contextual landscape is not the primary focus (i.e. cyclists on roads or travellers on rail) but it contributes to the setting of the route. In residential visual amenity terms, it is a secondary/periphery view.
- 1.27. High Sensitivity – the view is valued for its high scenic qualities and /or protected by planning designations, it is a distinctive view, visually intact and coherent with no detracting/deteriorating features; the receptors are engaging in activities where awareness of the contextual landscape is likely to be high (i.e. ramblers on public footpaths). In residential amenity terms, it is a primary /main view.
- 1.28. Landscape effects will be considered for a set of receptors, identified following a review of the baseline conditions, relevant to the site and the study area's character.
- 1.29. Similarly, an appraisal of the visual effects will be carried out for relevant visual receptors, identified following a review of the baseline conditions, and establishment of a Zone of Theoretical Visibility ZTV.
- 1.30. Within this context, this LVIA Addendum takes into account the immediate context of the proposals; that is, the historic airfield and Heritage/Technical site, the local context; that is, the immediately adjacent residential areas to the south of the IQ and SPY sites, Skimmingdish Lane and associated cycle/footway, residential areas to Caversfield to the north west, and the wider rural context, where more remote views of the proposals for both the SPY and IQ sites might be possible.

Methodology

- 1.31. The methodology for the LVIA as previously prepared by ASA remains valid; that is the methodology derived from the Landscape Institute Guidance for Landscape and Visual Impact Assessment 3rd Edition 2013, and the Landscape Character Assessment – Guidance for England and Scotland Swanwick C and LUC 2002. Details of the methodology are provided in the Appendix B of the ASA LVIA document reference ASA-704-RP-901 D3.
- 1.32. However, in order to ensure that this addendum, prepared in respect of the SPY proposals is robust, additional site visits have been made to verify existing baseline conditions, while photographs from the same or similar viewpoints to the ASA LVIA study have been taken to pick up any changes in vegetation, landscape and visibility of the site, which may have arisen since the ASA visual appraisal photographs were taken in 2018 and 2019 – both summer and winter views.
- 1.33. The updated photographs, together with additional photographs, where Macgregor Smith felt that there might be a requirement for additional assessment in respect of the SPY proposals, were taken on 16 January 2024, using a 50mm lens.

1.34. The baseline studies which follow below, provide the basis for understanding the value in landscape and visual terms of the receptors that will be affected by the proposed development. This is combined with the susceptibility to change to establish the relative sensitivities.

The Study Area

1.35. The study area covered by the ASA Addendum dated July 2023, remains unchanged and is confirmed following MacgregorSmith's own assessment and site visit observations. The study area for this addendum encompasses the wider RAF Bicester Airfield site, those heritage assets which overlook the SPY and IQ sites – including Hangar 137, the area of the Scheduled Ancient Monument (SAM) immediately north of the SPY and IQ sites, the northern section of the A4421 Buckingham Road from which the wider airfield site can be seen, Skimmingdish Lane and associated sections of cycle/footway, adjacent residential development to the south, and to the north west (Caversfield), and a series of remote viewpoints to the north of the airfield which may have views south to the proposed development areas. It is anticipated that most visual effects will be experienced within the site's vicinity, however, it is also anticipated that the proposals for both the SPY and IQ sites might extend beyond this immediate context. Visibility of the proposal has therefore been tested for visual receptors further afield through a combination of desk top study, and the generation of a Zone of Theoretical Visibility (ZTV) map.

Fig 1.0 The SPY Masterplan - 3D Reid



— Bicester Motion Innovation Quarter - Spy Planning Application Boundary

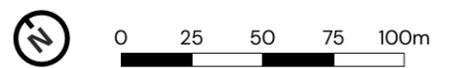
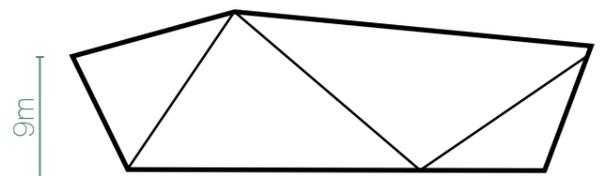
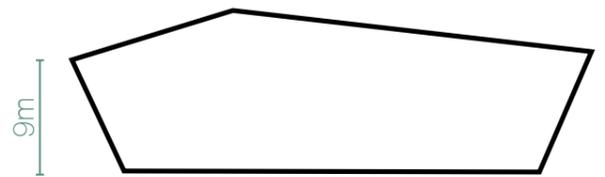
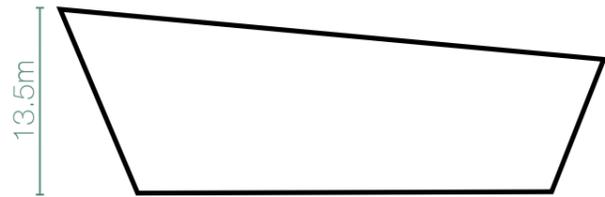


Fig 2.0 Evolution of the Scheme - 3D Reid



AIRFIELD VIEWS



2019 June | Ridge scheme - Outline Planning

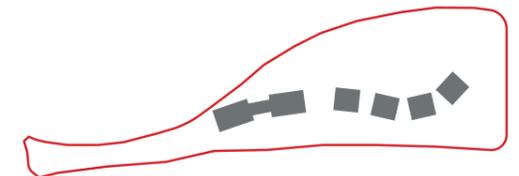
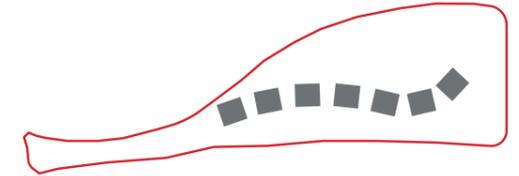
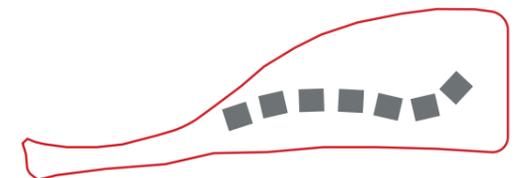
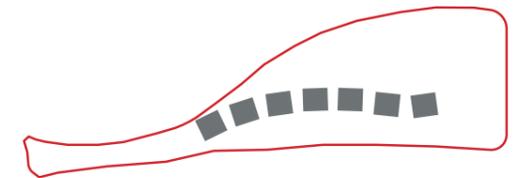
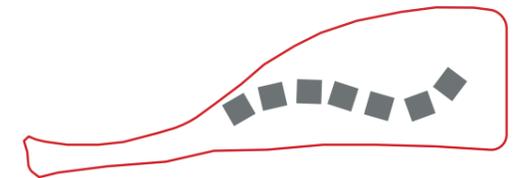
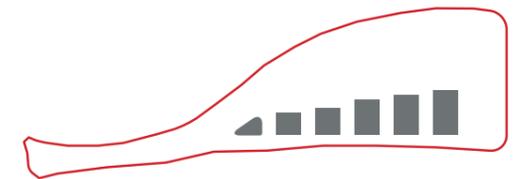
2023 March | 3DReid takes on the project. Initial thoughts

2023 April | Pre-Application: Exploring a crisp angled roof

2023 June | Faceted facade design proposal

2023 October | Approved Section 73 Proposal

2024 December | Linking buildings 401 & 402



2.0 Planning Policy Context

- 2.1. In reviewing the ASA Addendum document, it is confirmed that there is no material change to the planning policy context which was described in the ASA LVIA Addendum – document reference ASA-704-RP-901 D3. Please refer to this ASA document for further information.

3.0 Landscape Baseline Conditions

Site Location

- 3.1. The SPY site sits within the IQ (Innovation Quarter) site. The SPY site falls within IQ site which is part of the former RAF Bicester Airfield, for which a wider and ambitious masterplan has been developed to make provision for future enhancement and intervention across the wider site area. As well as development of the Innovation Quarter, future proposals include for the development of a Hotel in the location of Hangar 79 on the edge of the Heritage/Technical site, and the development of an Experience Quarter to the north west corner of the site adjacent to the Buckingham Road, and opposite the residential area of Caversfield.. The wider site continues to operate as an active airfield for small aircraft with associated historic and repurposed hangars, the historic Heritage /Technical site and various ancillary buildings in which many diverse commercial enterprises/ organisations have now been established.

See Figure 3.0 – Site Location

- 3.2. The baseline conditions remain broadly similar to the ASA LVIA description, with additional commentary as follows:
- 3.3. Skimmingdish Lane forms the southern boundary of the IQ and SPY sites, with residential development beyond; a sports field and care home are located to the western end of the road, a large electricity substation, pumping station and new housing to the eastern end. The eastern boundary is formed by commercial development associated with the Longlands Road industrial estate Bakel Bakery, which is very dominant in views from the site, from the airfield, Skimmingdish Lane, and the A4421 Buckingham Road to the northwest of the airfield. The immediate context of the site to the southeast is therefore predominantly suburban/commercial/industrial, with the expanse of the wider airfield and associated Heritage /Technical site informing the landscape character to the north.
- 3.4. The western edge of the IQ and SPY sites is formed by the Heritage/Technical site, which is characterised by a series of heritage offices, ancillary buildings, and hangars, set within a landscape of informal lawns and mature trees.
- 3.5. The residential area of Caversfield lies beyond the Heritage/Technical site and forms the backdrop in the northern section of the A4421 – Buckingham Road – where this forms the boundary to the northern areas of the wider airfield site.
- 3.6. The historic village of Stratton Audley lies 2.44km to the north, with Launton lying 1.2km to the southeast.
- 3.7. In views looking from the northern and western boundaries of the airfield back towards the IQ and SPY sites, commercial development beyond the Bakel Bakery and Longlands Road industrial estate site, to the east and southeast of Bicester is very evident in views, impacting upon an otherwise largely open and rural aspect.
- 3.8. Other than the northern edge of Bicester and suburb of Caversfield to the west, there is very little development

in the surrounding countryside to the north and east of the wider airfield site other than scattered villages noted above, and isolated farmsteads and houses.

- 3.9. Forming the northern backdrop to the airfield lies the disused Stratton Audley Quarry which is now in parts designated as a geological Site of Special Scientific Interest (SSSI) and a Local Wildlife Site. Regenerating vegetation in this area forms a natural buffer to neighbouring land, and countryside, in views looking north and northeast from the wider airfield.

Landscape Designations

- 3.10. The Statutory and Non-Statutory Designations context remain as previously set out in the ASA LVIA Addendum Document Reference document reference ASA-704-RP-901 D3. An additional baseline drawing has been prepared to support this addendum for completeness.
- 3.11. The entire airfield and associated heritage buildings and features are designated a Conservation Area which contains eleven areas of Scheduled Ancient Monuments and nineteen Grade II Listed buildings.
- 3.12. The conservation area covers the entirety of the former aerodrome and is designated for its special character and appearance and its historic interest which derives from its pre 1930s layout and many surviving buildings from this period.
- 3.13. It represents the best-preserved bomber airfield built as part of Sir Hugh Trenchards 1920s Home Defence Expansion Scheme (Cherwell District Council, 2008). within the RAF Bicester Conservation Area designated a scheduled monument (OA 39). These consist of the southern bomb stores located along the eastern boundary of the aerodrome and a series of airfield defence structures which are located immediately north and northeast of the SPY and IQ sites.

See Figure 4.0 – Landscape Designations

Topography

- 3.14. The wider airfield site lies on relatively low-lying ground, falling from around 83m AOD on its northwestern boundary close to the A4421 Buckingham Road, over the extent of the airfield to approximately 75m in the southeast corner, where the IQ and SPY sites are located. The IQ site, within which the SPY site sits, gently falls from 76m AOD to 74.3m, falling west to east.
- 3.15. Land to the north and northeast rises beyond Stratton Audley (80m AOD) to Stratton Audley Park at 110m AOD and Poundon village at 116m AOD, providing some remote views back towards the wider site from the countryside 2.5km away. To the south there are local high points such as Graven Hill which rises to 113m AOD near Abrosden 4km to the southwest, and which is very distinctive in views from the north looking southeast over Bicester. Upper Arnott which rises to 108m AOD, 7km away is visible from within the site above

the boundary tree line. Considerably further away to the south Muswell Hill 9–10km away rises to 197m AOD forming a very distinctive feature and landmark in local views from within the site, and from land to the north.

Land Use

- 3.16. The IQ site, in which the SPY site sits, lies within an area of rough grassland which runs parallel to Skimmingdish Lane and extends from the Heritage /Technical site to the Longlands Road industrial estate and Bakel Bakery commercial buildings. Access is from Bicester Heritage Gate 8 at the western end of the IQ site and passing in front of Hangar 137.
- 3.17. Immediately to the north of the IQ and SPY site lies an area of land designated as a Scheduled Ancient Monument which includes a series of seagull trenches, mushroom and octagonal pill boxes. A little distance beyond this, and adjacent to the eastern boundary of the wider airfield site, lies another SAM, consisting of a series of bomb stores. For further details on the SAM please refer to the New Technical Site at Bicester Heritage, Buckingham Road, Bicester, Oxfordshire Archaeological Desk Based Assessment – Oxford Archaeology 2018, and the Heritage Impact Report prepared by Worlledge Associates 2019. For further details on the SAM please refer to the New Technical Site at Bicester Heritage, Buckingham Road, Bicester, Oxfordshire Archaeological Desk Based Assessment – Oxford Archaeology 2018, and the Heritage Impact Report prepared by Worlledge Associates 2019, and the Heritage Impact Assessment Addendum submitted in support of this application.
- 3.18. The Heritage/Technical Site abuts the western edge of the IQ site, in which the SPY site sits. The historic hangars and watch tower are distinctive and attractive features in the landscape in this area and form a physical and visual buffer to the Caversfield residential area beyond. In total there are a total of 19 grade II listed buildings within the wider Bicester airfield, and Heritage/Technical sites.
- 3.19. To the south of the IQ and SPY sites and beyond Skimmingdish Lane lies an area of residential development, a care home, and sports field. These areas are largely separated from Skimmingdish Lane by regenerating vegetation and an acoustic/screen fence, primarily in the section that is parallel to the IQ and SPY sites.
- 3.20. Commercial/ Industrial development to the southeast and east of Bicester is very dominant in these areas, and in wider views. The Bakel Bakery Factory units and Longlands Road industrial estate dominate the southeastern corner of the wider airfield and IQ sites.
- 3.21. A small section of land to the south of Skimmingdish Lane (where it passes the site) is dominated by a large electricity substation, with a pumping station close by. These structures sit between the site and the residential area to the south.

See Figure 6.0 – Land Use

Public Rights of Way

- 3.22. There are no public rights of way over the wider airfield site or the IQ and SPY site areas.
- 3.23. To the south of Skimmingdish Lane there is a cycle and pedestrian route which runs adjacent to the road at the eastern and western ends (between roundabouts) but diverts behind an acoustic/screen fence (and in part regenerating vegetation associated with the old Skimmingdish Lane) in the central section which is closest in proximity to both the IQ and SPY sites.
- 3.24. A few footpaths in close proximity to the airfield site are marked on the OS maps and Oxfordshire Rights of Way maps. However, there is no evidence of these on the ground (site visit 16 January 2024).
- 3.25. A number of public footpaths criss cross the open and rural landscape to the north and northeast of the site. These do not appear to be particularly well used, and again, some of the public rights of way could not be found on the site visit of 16 January 2024. The two public rights of way which were accessible when the January 2024 site visit was undertaken, included footpath 371/3/10 which connects with the A4471 Buckingham Road to Poundon village lane, and the Cross Bucks Way which crosses the lane between Poundon and Launton – Station Road.
- 3.26. There is a footway to the right-hand side of the A4421 Bedford Road adjacent to Caversfield. This footpath terminates at the northern edge of the residential development in this area.

See Figure 7.0 Public Rights of Way

Vegetation

- 3.27. The IQ site area in which the SPY site sits is currently covered with rough grassland, with a few scattered hawthorn trees.
- 3.28. The perimeter of the wider airfield in which the IQ and SPY sites sit, is predominantly rough grassland. The central airfield area is closely mown grass.
- 3.29. The southern edge of the IQ site, in which the SPY site sits, is formed by an intermittent hedge of mixed trees and shrubs, running the length of the Skimmingdish Lane in this location. There are no legacy or heritage trees of merit in this hedge.
- 3.30. The vegetation within the Heritage/Technical site is predominantly mature trees of various species set within close mown grass lawns.
- 3.31. The northern boundaries of the wider airfield site are formed by regenerating and mixed vegetation, forming part of the Stratton Audley Quarry SSSI, and Local Wildlife Site. This area of vegetation provides a distinctive

and robust backdrop in views from the SPY site, and equally forms a buffer to views from the areas beyond the northern site boundary looking back towards the site, and wider airfield from the rural lane which connects Stratton Audley Lane to the A4421 Buckingham Road.

- 3.32. There is an unmanaged native hedge which forms the boundary of the site to the A4421/Caversfield edge, which is dense to the northern and southern ends of this boundary, but which is more open in the central section around the Bicester Heritage Gate 3 giving views into the site and glimpsed views of the IQ and potentially the SPY site at the southernmost edge of the airfield beyond Hangar 113.
- 3.33. In the rural areas to the north of the site, agricultural fields and pastures are bordered by both managed and unmanaged hedgerows, with scattered copses and woodlands, and mature native trees.
- 3.34. The village of Stratton Audley to the north of the wider airfield site is distinguished by its framework of mature trees, which mark the location of the village very clearly in views looking back to the site from the rising landforms to the north.

See Figure 8.0 – Vegetation

Heritage

- 3.35. The heritage assets are described in detail in the Heritage Impact Assessment prepared by Worlledge Associates 2019. The impact of the proposals on these heritage assets is covered in this report, and the Heritage Impact Assessment Addendum submitted in support of this application. A site plan showing these assets is included here for completeness given their proximity to the development areas of both the SPY and IQ development sites.
- 3.36. There are two Scheduled Ancient Monument sites north of the SPY and IQ sites which include a series of seagull trenches, mushroom and octagonal pill boxes in the SAM nearest to the SPY site; and a little distance beyond this, and adjacent to the eastern boundary of the wider airfield site, lies another SAM, consisting of a series of bomb stores.
- 3.37. For further details on the SAM please refer to the New Technical Site at Bicester Heritage, Buckingham Road, Bicester, Oxfordshire Archaeological Desk Based Assessment – Oxford Archaeology 2018, and the Heritage Impact Report prepared by Worlledge Associates 2019, and the Heritage Impact Assessment Addendum submitted in support of this application.

See Figure 9.0 – Heritage Assets

Landscape Receptors

- 3.38. In response to analysis of the landscape baseline conditions a series of landscape receptors have been identified.
- 3.39. As the scope of the original ASA LVIA Addendum document reference ASA-704-RP-901 D3 included the wider airfield site and proposals for a wider masterplan, a series of character area ‘parcels’ within the airfield site were also identified as receptors; parcels which included the Heritage/Technical Site, and the wider airfield, among others.
- 3.40. However, for the purposes of this addendum, the principal receptors, relative to the SPY development proposals, are considered, following assessment of the baseline conditions outlined in this report, to include the active airfield area (part of the wider Conservation Area), Heritage/Technical site area (including the Watch Tower to the edge) and the Scheduled Ancient Monument (which includes the airfield defence structures) immediately north of the development site area only as receptors relative to the wider airfield site.
- 3.41. These landscape receptors are considered to have a High landscape value, as part of the wider Conservation Area, the unique open character of the airfield and as host to a large number of Listed buildings. However, these receptors are considered to have Medium susceptibility to change, as the wider RAF Bicester Heritage site has historically been host to a variety of built interventions, and is active with new commercial enterprises, and small aircraft activity.
- 3.42. In addition, based on the landscape baseline studies set out above, the following receptors have also been identified:
- The residential area to the south of Skimmingdish Lane.
 - The Skimmingdish Lane road corridor and the footpath and cycleway which runs between the road and the housing area to the south.
- 3.43. The residential area to the south of Skimmingdish Lane is considered to be of Medium value, by virtue of its low density, and not unattractive setting of trees and green spaces. This area does not directly front onto the development site of either the SPY or IQ proposals, and as such, it is considered that its susceptibility to change is Low.
- 3.44. The highway landscape associated with Skimmingdish Lane has been assessed in this report as being of Medium value as the existing cycleway and footpath which runs along the southern edge of Skimmingdish Lane in part, is relatively well used, and provides intermittent views into the site areas is considered to have local value to be susceptible to change, albeit the road itself is quite busy with fast moving traffic. However, as the cycleway and footway, is in a section, set behind a screen fence, the susceptibility to change is considered Low.

3.45. While the landscape to the north and east of the site (Oxfordshire Estate Farmlands) and associated rural landscape does not benefit from any statutory landscape designation or protection, though it is recognised within the CDLA landscape report as being an Area of High Landscape Importance (this designation has now been removed from the Cherwell Local Plan, the landscape is nevertheless locally valued and is relatively susceptible to change. However, these rural landscape areas north of the wider airfield site and boundary planting associated with the SSSI are sufficiently far removed from the wider airfield boundary and the SPY and IQ sites in particular, that they are not considered as receptors for assessment.

3.46. In summary, the following table identifies key landscape characteristics and/or character areas (landscape receptors) as having potential to be impacted by the proposed development and are used to inform the overall impact assessment.

Summary table of Landscape Receptors

Landscape Receptor	Value	Susceptibility to Change	Sensitivity
SAM	High	Medium	Medium
Active airfield area	High	Medium	Medium
Heritage/Technical Site including Watch Tower	High	Medium	Medium
Residential area to the south of <u>Skimmingdish Lane</u>	Medium	Low	Low
<u>Skimmingdish Lane</u> road corridor and the footpath and cycleway	Medium	Low	Low

Fig 3.0 Site Location

- KEY**
- SPY Site Boundary
 - IQ Site Boundary
 - Bicester Heritage Ownership Boundary
 - Allocated Green Space
 - Woodland
 - Site of Special Scientific Interest
 - Conservation areas
 - Scheduled Ancient Monument (SAM)
 - Surface Water
 - Flood Risk Zone
 - Schools



Fig 4.0 Landscape Designations

KEY

- SPY Site
- IQ Site Boundary
- Bicester heritage Ownership Boundary
- Allocated Green Space
- Woodland
- Site of Special Scientific Interest (SSSI)
- Conservation areas
- Scheduled Ancient Monument (SAM)
- Local Nature Reserve
- Surface Water
- Flood Risk Zone
- Railway Line
- ≡ Train Stations

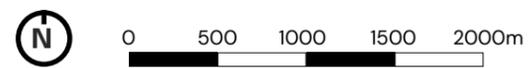
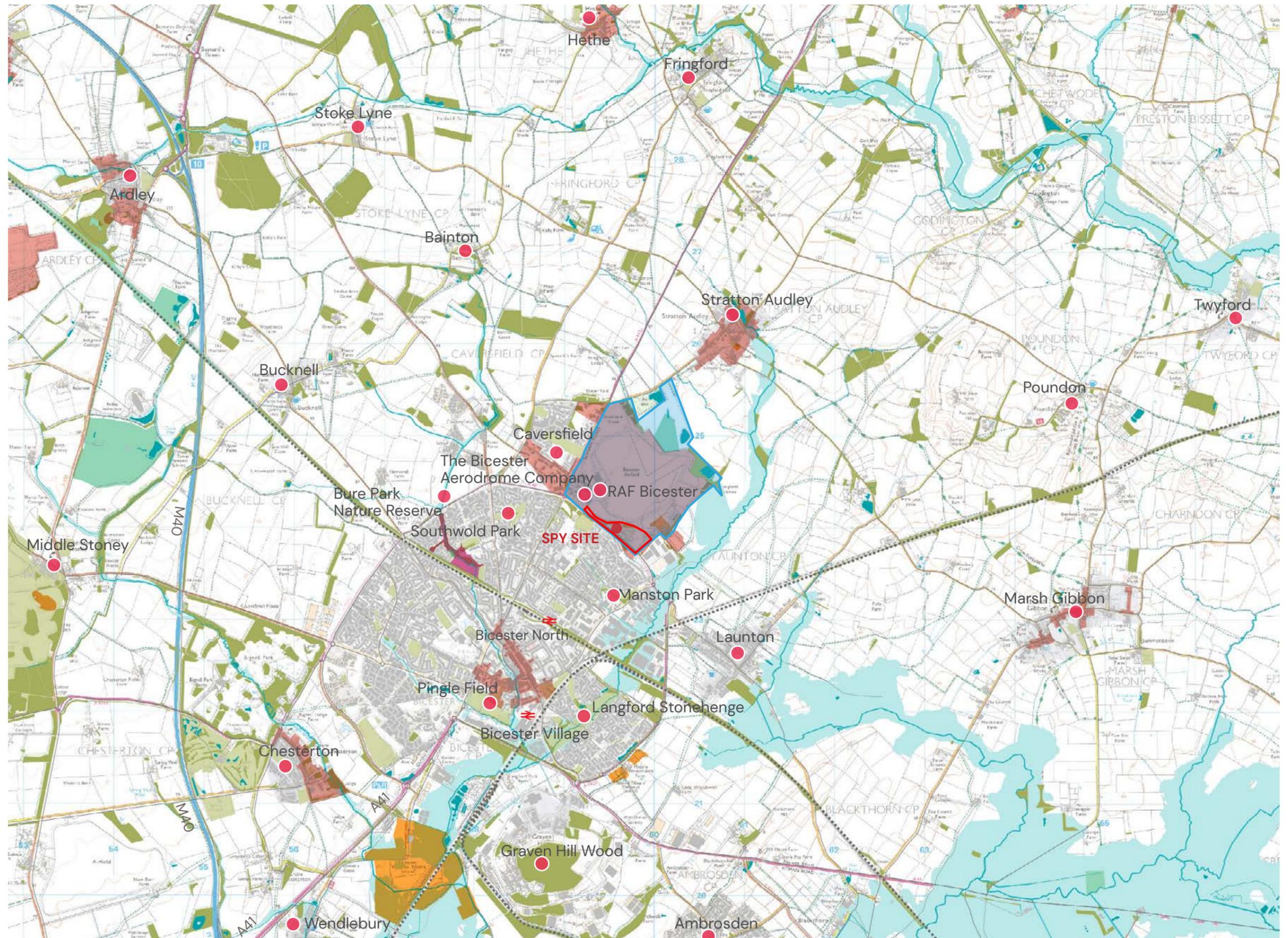


Fig 5.0 Topography

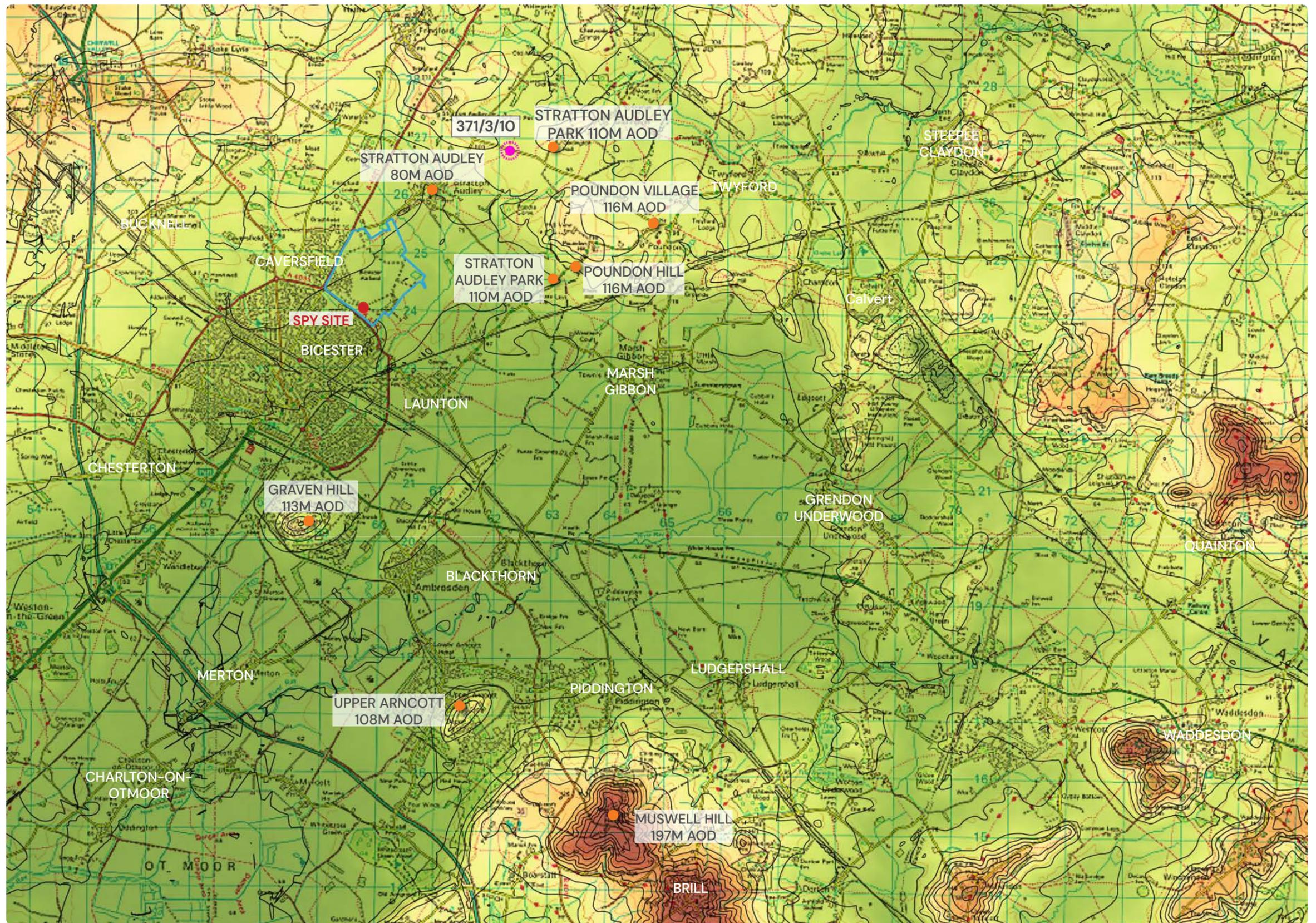
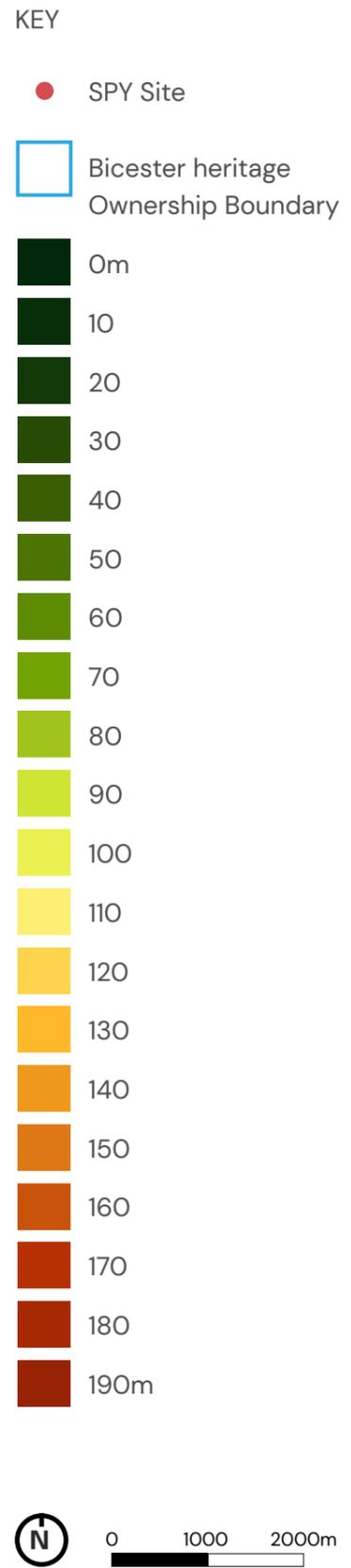


Fig 6.0 Landuse

KEY

- SPY Site
- IQ Site Boundary
- Bicester Heritage Ownership Boundary
- Conservation areas
- Education
- Existing green space
- Approved Housing Sites
- Strategic Housing Sites
- Approved Employment Sites
- Strategic Employment Sites
- Existing Strategic Employment Sites
- Existing Retail Parks (Indicative)
- Mixed Use (Housing and Employment)
- green buff
- Tourism Development
- Existing Town Centre
- Town Centre Extension (Area of Search)

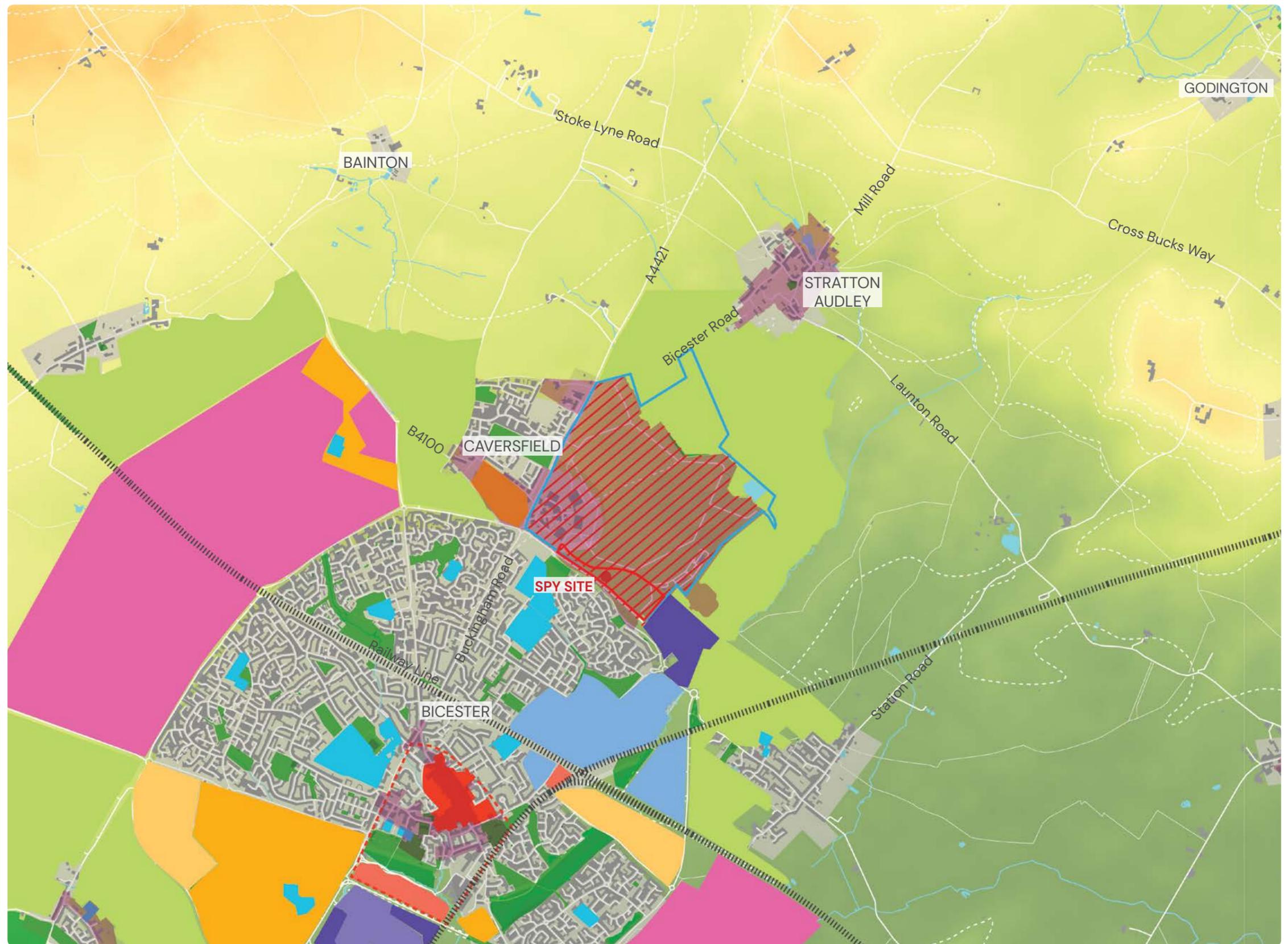


Fig 7.0 Public Rights of Way

KEY

- SPY Site
- IQ Site Boundary
- Bicester Heritage Ownership Boundary
- Footpath
- - - Bridleway
- Way ID
<https://publicrightsofway.oxfordshire.gov.uk/standardmap.aspx#>



Fig 8.0 Vegetation

KEY

- SPY Site
- IQ Site Boundary
- Bicester Heritage Ownership Boundary
- Green Space
- Woodland
- Statton Audley Quarries SSSI
- ▨ Local Wildlife Sites



Fig 9.0 Heritage Assets

KEY

-  SPY Site Boundary
-  IQ Site Boundary
-  Bicester Heritage Ownership Boundary
-  Listed Building
-  Scheduled Ancient Monument
-  Conservation Area



4.0 Visual Baseline Conditions

Visual Receptors

- 4.1. The potential viewpoints assessed in the ASA LVIA Addendum were determined by ASA following several site visits. The viewpoints selected by, and assessed by ASA in their Addendum Document are representative of views from within overall airfield site, providing context and character; the immediate site area, including the SAM, and areas bordering and beyond the site – which might be impacted – including roads and cycleway/footways; and long-distance views located close to existing footpaths and roads within the rising rural landscape north and northeast of the wider RAF Bicester Heritage site.
- 4.2. The methodology for the visual appraisal undertaken by ASA and reported in their LVIA addendum – document remains valid.
- 4.3. The ASA Addendum included a selection of airfield site photographs to facilitate the assessment of the visual impact of the proposed IQ site proposals on the Heritage /Technical site and the historic airfield, while other local context and remote views were taken to establish context and views or otherwise of the site proposals.
- 4.4. Although the proposals for the SPY site are smaller in scale to those for the more extensive IQ site, the viewpoints selected and recorded in the ASA Addendum are still valid.
- 4.5. For the purposes of this Addendum prepared in respect of the SPY proposals, MacgregorSmith have retaken photographs from these same viewpoints to verify that the conclusions reached in the ASA Addendum, dated July 2023, are still valid, given that the photographs upon which the Addendum was based, were taken in 2018 and 2019. It was felt to be important in preparing this Addendum in respect of the SPY scheme, that the views of the site could be shown to not have significantly changed in the intervening years.
- 4.6. MacgregorSmith also prepared a diagram to show the potential of Zone of Theoretical Visibility in order to check that all potential viewpoints had been identified relative to the SPY proposals.

See Figure 10 – Zone of Theoretical Visibility

- 4.7. These new photographs are organised as follows:
 - Local Views from SAM VP1-2
 - Airfield Views – VP 3-12
- 4.8. In practical terms the wider Bicester Motion site is generally well screened from most views from the south due to existing buildings, limited local views from the west and north, with only more remote views being possible from receptors to the northeast and east – primarily public footpaths. Some local views into the site from the Skimmingdish Lane (towards the SPY site) and from housing west of the A4421

Buckingham Road are possible.

- 4.9. Private viewpoints have not been accessible and all viewpoints (apart from within the site itself) have been taken from public points of access. No photographs have been taken from private property and the impacts from private property (i.e. from upper storeys) has been estimated from the site visit on the 16 January 2024.

Representative Viewpoints

- 4.10. The viewpoints and views are described below, with an assessment of the sensitivity of each view to the proposed development.

SAM, Airfield, SSSI and Local Views Summary Table

	View Reference	Description	Sensitivity
Local Views from SAM	VP1	View looking towards commercial development associated with the Longlands Road industrial estate and the Bakel Bakery beyond eastern boundary. Commercial development dominates skyline, with intermittent hedge vegetation to the foreground	Medium/High due to SAM status and proximity to SPY site
	VP2	View looking north across SAM and over airfield, with northern boundary and vegetation forming the backdrop, and restricting views beyond.	Low/Medium due to SAM status and proximity to SPY site but looking north
Airfield Views	VP3	View looking south along eastern boundary of airfield site, over bomb shelters and towards the SPY and IQ sites.	Medium Direct view but existing commercial buildings dominate already.
	VP4	View looking northwest towards the A4421 Buckingham Road and Caversfield residential area. This wide view includes the Watch Tower and Heritage/Technical Site to the left of the view, and the SPY and IQ sites immediately in front of the boundary planting to Skimmingdish Lane	Low/Medium SPY site seen in distance and in context of existing Heritage buildings to the west and commercial buildings to the east.
	VP5	View looking east from the perimeter track, showing the condition of the boundary planting, and with Muswell Hill in the distance beyond.	Low Local context view. The Spy site is not seen in this view.
	VP6	View looking northwest towards the A4421 and Caversfield residential area. This wide view includes the Watch Tower and Heritage/Technical Site to the left of the view, and the SPY and IQ sites immediately in front of the boundary planting to Skimmingdish Lane	Low/Medium SPY site seen in distance and in context of existing Heritage buildings to the west and commercial buildings to the east.
	VP7	View from the northern boundary of the airfield looking southwest directly towards the Spy and IQ sites. The Heritage/Technical site and outer hangars are clearly seen. The commercial building associated	Medium/High View looks over SAM and although Heritage and Technical site is dominant, the SPY (and IQ sites) would be visible directly in front of this view.

		with the Bakel Boundary are dominant in the left of the view.	
	VP8	View looking southeast directly towards the Spy and IQ sites. The Heritage/Technical site and outer hangars are clearly seen. The commercial building associated with the Bakel Boundary are dominant in the left of the view.	Medium View looks over airfield, which is dominant in view, with hangars to the middle ground. The SPY site would be set back against the boundary to Skimmingdish Road.
	VP9	View from the western edge of the airfield perimeter track looking southeast towards the SPY and IQ sites. The backdrop formed by vegetation along Skimmingdish Lane. The Heritage/Technical site are dominant elements in this view.	Medium View looks over airfield, which is dominant in view, with hangars to the middle ground. The SPY site would be set back against the boundary to Skimmingdish Road.
	VP10	View looking north from the Watch Tower over the northeast corner of the airfield towards the A4421 uckinghameRoad and residential area of Caversfield. The horizon is formed by hedge planting to the road and vegetation associated with the Stratton Audley SSSI	Low This is a context view of the wider airfield site and the SPY development area is not visible.
	VP11	View from the Watchtower looking east over the wider airfield site. The horizon is largely formed by hedge planting and vegetation along the eastern boundary of the airfield site. There are distant glimpses of Muswell Hill and the telecoms tower and Poundon. The SPY and IQ sites are to the far right of this view, set against boundary planting to Skimmingdish Road.	Medium View looks over airfield, which is dominant in view, with hangars to the middle ground. The SPY site would be set back against the boundary to Skimmingdish Road.
	VP12	View from the Watchtower looking southeast over the southern half of the wider airfield towards the PSY and IQ sites. The backdrop to the site is formed by hedge planting along Skimmingdish Road, with the Bakel Bakery buildings clearing seen to the left of the site in this view. Muswell Hill and Graven Hill can be seen on the horizon.	Medium/High View looks over SAM and although Heritage and Technical site is dominant, the SPY (and IQ sites) would be visible directly in front of this view, which is important to the setting of the Bicester Heritage site.
Views from within the SSSI area which falls within the	VP13	View from inside the SSSI area. This viewpoint was inaccessible on the 16 January 2024 site visit. However, it is assumed that this view has	Low

Bicester Heritage site ownership boundary		largely remained unchanged, and that neither the wider airfield or SPY and IQ sites are visible.	The wider airfield and SPY sites are not visible in this view.
	VP14	View from inside the SSSI area. This viewpoint was inaccessible on the 16 January 2024 site visit. However, it is assumed that this view has largely remained unchanged, and that neither the wider airfield or SPY and IQ sites are visible	Low The wider airfield and SPY sites are not visible in this view.
	VP15	View from inside the SSSI area. This viewpoint was inaccessible on the 16 January 2024 site visit. However, it is assumed that this view has largely remained unchanged, and that neither the wider airfield or SPY and IQ sites are visible.	Low The wider airfield and SPY sites are not visible in this view.
Local Context Views Views from roads and cycle/footpaths in the local vicinity of the site., including Skimmingdish Lane, and the Buckingham Road in the proximity of Caversfield	VP16	View from cycle/footpath along edge of residential area to the south of Skimmingdish Lane. The view is dominated by the large electricity compound. The eastern edge of the IQ site lies beyond, with the commercial buildings of the Bakel Bakery just visible to the right of the view forming the eastern boundary of the IQ site	Low Views from the cycle/footway do not directly look towards the site, and any views of roofscape of the development would be oblique and not direct and are currently dominated by the electricity compound.
	VP17	View looking east along cycle/footpath along edge of residential area to the south of Skimmingdish Lane. View shows the vegetation which forms a buffer to Skimmingdish Lane, and the orientation of much of the housing in this area which only intermittently faces north towards the site. The site is not visible in this view.	Low Views from the cycle/footway do not directly look towards the site, and any views of roofscape of the development would be oblique and not direct.
	VP18	View looking north from cycle/footpath along edge of residential area to the south of Skimmingdish Lane, looking in the direction of the site, which is screened by the intervening fence. Some existing boundary planting associated with the SPY site is just visible.	Low View towards the site is dominated by the screen fence. While roofscape of the proposed SPY buildings may be visible in this view, the character of the view will not fundamentally be changed.
	VP19	View looking east along cycle/footpath along edge of	Low

		residential area to the south of Skimmingdish Lane. View shows the vegetation which forms a buffer to Skimmingdish Lane, and the orientation of much of the housing in this area which only intermittently faces north towards the site. The site is not visible in this view.	Views from the cycle/footway do not directly look towards the site, and any views of roofscape of the development would be oblique and not direct.
	VP20	View looking northeast towards the airfield and site from cycle/footway on Skimmingdish Lane. Hangar 113 is dominant to the left of this view, with the wider airfield site clearly visible through the fragmented vegetation along the Skimmingdish Lane boundary. The SPY site would be visible to the middle and left of this view.	Medium/High This view is characterised by a relatively open view of Hangar 113 and the wider airfield. While the immediate view will remain open, there will be a sense of the SPY development to the middle to right of this view, reducing the sense of openness.
	VP21	View from the A4421 Bedford Road, Bicester Heritage Gate 3 looking eastwards over the wider airfield. The northern and eastern boundaries of the wider airfield form the backdrop to the view, with the commercial buildings of Bakel Bakery visible to the far right. The telecoms tower at Poundon is just visible and Muswell Hill is seen beyond the Bakel Bakery buildings.	Low The SPY site would have limited impact on this view and the sense of openness of the airfield, as the site is to the far right of the view and largely screened by the Heritage/Technical site which would sit in the middle distance.
	VP22	View from the A4421 Bedford Road, Bicester Heritage Gate 3 looking southeast over the wider airfield. The northern and eastern boundaries of the wider airfield form the backdrop to the view, with the commercial buildings of visible at the furthest edge of the airfield, and Hangar xxx and Watchtower in the foreground. Muswell Hill is seen beyond the Bakel Bakery buildings. The SPY site would sit between the commercial buildings and the Heritage/Technical site in this view.	Low/Medium The SPY site would have limited impact on this view and the sense of openness of the airfield, as the site is to the far right of the view and largely screened by the Heritage/Technical site which would sit in the middle distance, with the commercial buildings of the Bakel Bakery more dominant than any new development would be.
	VP23	View from the A4421 Buckingham Road, looking towards Bicester Heritage Gate 3. The hedge planting to the roadside boundary of the airfield in this location screens in	Low The SPY site would have limited impact on this view as both the wider airfield and the SPY site itself is not visible in this view.

		and the Spy site from any views, looking in this direction.	
VP24	View from Skimmingdish Lane looking northeast directly into the Heritage/Technical site. The Spy site and entrance would be to the far right of this view.	Low The SPY site would have limited impact on this view as both the wider airfield and the SPY site itself are not visible in this view.	
VP25	View from Skimmingdish Lane looking northeast directly into the Heritage/Technical site. The Spy site and entrance would be to the far right of this view.	Low The SPY site would have limited impact on this view as both the wider airfield and the SPY site itself are not visible in this view. There may be glimpsed views of the entrance to the SPY site via Gate 8.	
VP26	View from Skimmingdish Lane looking northeast towards Hangar 113 on the eastern edge of the Heritage/Technical site. Gate 3 of the Bicester Heritage site is to the left of this view and would form the entrance to the SPY site. The SPY site lies beyond the intermittent vegetation along this boundary.	Low The SPY site would have limited impact on this view as both the wider airfield and the SPY site itself are not visible in this view. There may be glimpsed views of the entrance to the SPY site via Gate 8.	
VP27	View from Skimmingdish Lane looking northwest past the Longlands Road industrial estate and Bakel Bakery factory buildings, and the Longlands Road industrial estate. The SPY and IQ sites lie beyond the hedge planting beyond these buildings.	Low The SPY site is largely screened by existing vegetation in this oblique view. The dominant feature in this view is the Bakel Bakery commercial unit, in the foreground, with Hangar 113 on the Heritage site forming a second focal point.	
VP 28	View looking west along the cycle/footpath which runs along the northern edge of the residential area south of Skimmingdish Lane. View shows the vegetation which forms a buffer to Skimmingdish Lane, and the housing in this area which set behind screen planting. The site is not visible in this view.	Low The SPY site and wider airfield are not visible in this view.	
View 29	View looking northeast from cycle/footpath along edge of residential area to the south of Skimmingdish Lane, past pumping station. Glimpsed view of the SPY/IQ	Low This view is dominated by the pumping station in the foreground,	

		site from this gap in the boundary vegetation to both sides of Skimmingdish Lane in this location.	with only a glimpsed view towards the SPY site over intervening vegetation.
View 30	View looking south from cycle/footpath which runs along edge of residential area to the south of Skimmingdish Lane. View is looking away from the site and shows intermittent screen planting which forms buffer to views looking northeast towards the site.	Low This view looks away from the SPY site.	
View 31	View looking west along the cycle/footpath which runs along the northern edge of the residential area south of Skimmingdish Lane. View shows the vegetation which forms a buffer to Skimmingdish Lane, and the housing in this area which set behind screen planting. The site is not visible in this view.	Low Views from the cycle/footway do not directly look towards the site, and any views of roofscape of the development would be oblique and not direct.	
View 32	View looking northeast from cycle/footpath along edge of residential area to the south of Skimmingdish Lane, towards site. Traffic on Skimmingdish Lane is visible in this view, with the SPY and IQ site lying beyond.	Low/Medium Views of the roofscape of the SPY site may be possible from this location, but the impact is not high as cyclists and pedestrians would not normally see this view 'head on'	
View 33	View looking northeast from cycle/footpath along edge of residential area, to the south of Skimmingdish Lane, looking towards site. Traffic on Skimmingdish Lane is visible in this view on the other side of the fence, with the SPY and IQ site lying beyond.	Low The view is compromised by the screen/buffer fence in the immediate foreground and does not reflect the experience of a cyclist or pedestrian using this route.	
View 34	View looking northeast from cycle/footpath along edge of residential area, to the south of Skimmingdish Lane, looking towards site. Traffic on Skimmingdish Lane is visible in this view on the other side of the fence, with the SPY and IQ site lying beyond.	Low The view is compromised by the screen/buffer fence in the immediate foreground and does not reflect the experience of a cyclist or pedestrian using this route.	
View 35	View looking northwest towards the SPY and IQ sites, which lie just beyond the intermittent hedge planting in the foreground This view	Low The SPY site is screened in part by existing vegetation in this view. The	

		<p>was inaccessible on the site visit of 16 January 2024, and is believed to be taken from a service access point to the pumping station. That is, not a publicly accessible location.</p> <p>However, the view is not anticipated to have changed since it was taken in August 2019, with the vegetation having grown little in the intervening years.</p>	<p>dominant feature in this view is the Bakel Bakery commercial unit, in the foreground, with Hangar 113 on the Heritage site forming a second focal point. The existing vegetation provides partial screening to the SPY and IQ sites, and the experience of the viewer would be that of a driver moving at some speed on this A road.</p>
	View 36	<p>View looking northwest towards the SPY and IQ sites, which lie just beyond the intermittent hedge planting in the foreground This view was inaccessible on the site visit of 16 January 2024, and is believed to be taken from a service access point to the electricity compound. That is, it is not a publicly accessible location. However, the view is not anticipated to have changed since it was taken in August 2019, with the vegetation having grown little in the intervening years.</p>	<p>Low</p> <p>The SPY site is screened in part by existing vegetation in this view. The dominant feature in this view is the Bakel Bakery commercial unit, in the foreground, with Hangar 113 on the Heritage site forming a second focal point. The existing vegetation provides partial screening to the SPY and IQ sites, and the experience of the viewer would be that of a driver moving at some speed on this A road.</p>

Remote Viewpoints RVPS 1-5

- 4.11. RVP1 is taken from a public right of way 3km from the site. The view is from elevated ground and views are mostly obscured by intervening vegetation, although some glimpses are possible of the tops of the existing heritage/technical site hangars. The new SPY buildings are not predicted to be visible to a degree that would have a significant visual impact.
- 4.12. RPVP2 is 3.2km away taken from minor road east of the A4421 Buckingham Road. The topography is raised in the foreground and the site is viewed through a veil of tree canopies making it difficult to pick out although the wall of one of the historic hangars (108) is visible and other hangars can also be made out. The SPY buildings are potentially visible from this view, however there is intervening vegetation, and set against the Skimmingdish Lane boundary hedge.
- 4.13. RPVP3 4.2km from the site is taken from a PRoW to the northeast of the site. It is just possible to pick out one of the historic hangars (108) and other hangars can also just be made out. The SPY buildings are potentially visible from this view, set against the Skimmingdish Lane boundary hedge. 4.14 RPVP4 is 4.2km from the site to the east on a minor road and from elevated ground. The view is remote however the extent of the airfield can clearly be made out in this view together with the larger buildings of the Heritage/Technical site. The SPY buildings may be glimpsed in this view. There is however intervening vegetation in the view. The viewing receptor in this instance is a road user (less sensitive) and not on a PRoW.
- 4.15. RVP 5 is 3.8m away on a minor road and is on the route of long distance right of way. The receptor is at a lower level compared to RVP4 and the view is largely obscured by vegetation with only the barest glimpses of the hanger roofs of the Heritage/Technical possible.
- 4.16. A summary description of the Remote Viewpoints and assessment of the Sensitivity of each view is provided below:

Visual Receptor Location	View Reference	Description	Sensitivity
View from footpath near road leading to Stratton Audley Park This viewpoint was not accessible on the site visit of the 16 th of January 2024.	RVP1	Long distant view looking southeast towards Bicester Heritage site and airfield. The northern most hangars are just visible, with the commercial buildings associated with the Bakel Bakery site visible in the middle distance. Muswell Hill is visible on the horizon. The SPY site is just visible and would be seen in the distance set against vegetation along Skimmingdish Road, but the Hangars of the Heritage and Technical site and Bakel Bakery site would be dominant.	Low This is a long distant view, and the SPY site is barely visible. Other commercial development is visible in the view and would be more dominant in views than any development on the SPY site.
Long distant view looking southwest from the junction of footpath 371/3/10 and the Poundon Road.	RVP2	The Bicester Heritage site and airfield are discernible in the middle to long distance with the trees around Heritage and Technical site marking the edge of the airfield perimeter track. Mature trees in the middle-distance mark the location of the village of Stratton Audley.	Low This is a long distant view, and the SPY site is barely visible. Other commercial development is visible in the view and would be more dominant in views than any development on the SPY site.
Long distance view from lane (which leads to Godington) looking southwest towards the Bicester Heritage site and wider airfield	RVP3	The SPY site is difficult to see in this view with intervening hedges and topography making the site difficult to see.	Low This is a long distant view, and the SPY site is barely visible. Other commercial development is visible in the view and would be more dominant in views than any development on the SPY site.
Long distance	RVP4	The wider Bicester Heritage site can be seen in the distance in this view,	Low

view from close to the Poundon Telecoms tower, and private property drive of 'Poundon Pastures'. The ASA view taken in February 2019 could not be found, so similar view taken from elevated position on road to Poundon.		but it is long distance view, and the wider site is barely visible, with the SPY site itself very difficult to pick out.	This is a long distant view, and the SPY site is barely visible. Other commercial development is visible in the view and would be more dominant in views than any development on the SPY site, which would be seen in the with a backdrop of vegetation.
---	--	--	---

Additional Viewpoints

4.17. A number of additional photographs were taken on the site visit of 16th January 2024, to ensure that any views likely to be impacted by the SPY development were recorded. These views are not dissimilar to the original ASA views but take account of the confirmed location of the SPY site, where some of the original photographs taken in 2018 and 2019 were potentially more generic photographs of the wider airfield.

4.18. A summary of these additional views and assessment of the Sensitivity of each view is provided below:

Visual Receptor Location	View Reference	Description	Sensitivity
View from foot/cycleway on Skimmingdish Lane looking towards Bicester Heritage Gate 8 and the location of the access road entrance to the SPY site	AVP 37	The buildings associated with the SPY development would be set back from this entrance and to the right of this view	Medium This entrance is already impacted by storage areas and spoil mounds. However, this view looks into the wider airfield site, and has a sense of openness which is a key characteristic of the airfield.
View looking southeast along foot/cycleway which runs parallel to Skimmingdish Lane.	AVP 38	This view is a general character view showing the informal arrangement of housing, gardens and parking areas within the residential area south of Skimmingdish Lane. Only a few houses have windows which overlook the airfield site, and these all at upper floor levels. Much of the housing area is set lower than Skimmingdish Lane with the screen fence dominating views where there is no planting immediately adjacent	Low The orientation most of the properties results in few having views towards the airfield, with the screen fence and planting in many places resulting in a sense of enclosure rather than openness in this residential area.
View from the residential	AVP 39	Neither the airfield nor the SPY site can be directly seen in this view.	Low

area serving Cosford Gardens in the residential area south of Skimmingdish Lane, looking towards the airfield		The screen fence to Skimmingdish Lane is the dominant feature, although there may be potential for glimpsed views of the roofscape of the SPY buildings.	This is a view from a parking area, which is compromised by the screen fence separating the area from Skimmingdish Lane
View from the east side of the airfield perimeter track looking southwest towards the SPY site area	AVP 40	This viewpoint gives clear sight of the SPY development area, which would be located between the large-scale buildings of the Longlands Road industrial estate, to the right of the view, and the outer fringes of the Heritage/Technical site, with the Watchtower just visible in the view to the right	Medium While this view characterises the openness of the airfield and includes elements of the Heritage/Technical site, it is compromised by the commercial buildings to the left which are dominant, and the backdrop is of moderate quality with intermittent hedge planting forming the boundary between the site and Skimmingdish Lane beyond
View from one of the defence structures in the SAM area, looking towards the SPY site which would sit in the immediate foreground.	AVP 41	The SPY development would be very clearly seen in this view, with a number of ancillary buildings around Bicester Heritage Gate 8 and Hangar 137 just visible to the right of the view. Some properties in the residential area south of Skimmingdish Lane are visible over the intervening hedges. This view is currently open and free of development.	High This view, which is currently free of development and has a sense of openness beyond the boundary hedge planting
View looking from the roadside footway near to Thompson Drive (Caversfield) looking south over the airfield with Bicester Heritage Gate 3 in the foreground.	AVP 42	The SPY development site would be seen against the furthest boundary of the airfield in this view, set against the hedge to Skimmingdish Lane. The large scale buildings of the Longlands Road industrial estate are the most dominant feature close to the airfield boundary, with Muswell Hill behind on the horizon.	Medium This view is representative of the sense of openness of the airfield and the glimpsed views of local hills beyond the vegetated boundary of the airfield site.

4.19. While updating the photographs taken from the same viewpoints as recorded in ASA's Addendum viewpoint documents, a number of additional photographs were taken as a visual record of the site, and immediate context, to confirm or otherwise whether the SPY proposals might be visible from any locations not identified by the original LVIA study.

4.20. Following appraisal of the viewpoints subsequent to the site visit of 16 January 2024, the following table identifies key views or view locations (visual receptors), as having potential to be impacted by the proposed development, and which will be used to inform the conclusions of the overall impact assessment.

Visual Receptor	Viewpoints	Sensitivity (Value + Susceptibility to Change)	Magnitude of Change (Scale/extent/duration)	Level of Effect	Significant Y/N
Site Context Views					
Local Views from SAM	VP 1-2 AVP 41	Medium/High	High	Medium	Yes
Airfield Views	VP 3-12 AVP 40	Medium	Medium	Low/Medium	No
Views from roads and cycle/footpaths in the local vicinity of the site, including Skimmingdish Lane and Buckingham Road near Caversfield (Additional View)	VP 16-36 AVP 37 AVP 42	Low/Medium	Low	Low/Medium	No
Remote Views					
Long distant view looking southwest from the junction of footpath 371/3/10 and the road to Poundon.	RVP 2	Low	Low	Negligible/Low	No

Fig 10.0 Zone of Theoretical Sensitivity

- KEY
- SPY Site
 - IQ Site Boundary
 - Bicester Heritage Ownership Boundary
 - Theoretical Zone of Visual Influence - Approximate



Airfield Site Viewpoints

Figure 11.0 Viewpoint Location Plan 1

Viewpoint Locations

- VP 1 View from south defence structure towards south-east.
- VP 2 View from south defence structure towards airfield.
- VP 3 View south towards bomb stores.
- VP 4 Extent of airfield view from corner of perimeter track near bomb stores.
- VP 5 View from east of airfield looking through external track intersecting perimeter track.
- VP 6 View from east perimeter of airfield looking south-west to north-east.
- VP 7 View from north-east point outside perimeter track looking south-west to north-east through airfield.
- VP 8 View from north corner point of perimeter track looking south-east to south-west over airfield.
- VP 9 View east to south-west from north-west point of perimeter track.
- VP 10 View from watchtower looking north towards residential area at Thompson Drive to east of airfield.
- VP 11 View from the watchtower looking east over the airfield.
- VP 12 View from watchtower looking east and south-east over airfield.
- VP 21 View from end of Thompson Drive, looking north-east along A4421 & east over airfield.
- VP 22 View from end of Thompson Drive, looking east through airfield & south-west along A4421.
- VP 23 View from A4421 roadside looking north towards Thompson Drive & east to airfield.
- VP 24 View from Skimmingdish Lane looking north-east towards new technical site.
- VP 25 View from near western entrance of Skimmingdish Lane looking north-east towards Bicester gliding centre.
- VP 26 View from Skimmingdish Lane looking north-east towards technical site.
- VP 27 View from Skimmingdish Lane, looking north towards industrial units & I.Q.
- VP 28 View looking north-west along pedestrian & cycleway.

Additional Viewpoint Locations

- AVP 40 - View from east perimeter of airfield looking south-west.
- AVP 41 - View from north defence structure towards south-west.
- AVP 42 - View from A4421 roadside north of Thompson Drive, looking south through airfield.

Inaccessible Viewpoint Locations

- VP 13 - View from near south point of lake adjacent to Bicester Road, looking south over expanse of Elm Farm Quarry towards airfield.
- VP14 - View from gated entry point adjacent to Bicester Road, east to south-west looking over Elm Farm Quarry.
- VP 15 - View from east of site overlooking lake.

Key

-  Site Ownership Boundary
-  I.Q Site Boundary
-  SPY Site Boundary
-  Viewpoint Location
-  Additional Viewpoint Location (Macgregor Smith 16th January 2024)
-  Inaccessible Viewpoint Location



Airfield Site Viewpoints

Figure 12.0i Viewpoint 1

Longlands Road Commercial Area

Approximate location of IQ site



View from south defence structure towards south-east towards Longlands Road Industrial Estate and Bakel Bakery commercial unit

Airfield Site Viewpoints

Figure 12.ii Viewpoint 2



View from south defence structure looking towards active airfield

Airfield Site Viewpoints
Figure 12.0iii Viewpoint 3

Longlands Road Industrial Estate

Approximate location of SPY site



View south towards bomb stores, Longlands Road Industrial Estate, IQ and SPY

Airfield Site Viewpoints

Figure 12.0iv Viewpoint 4

Hangar 108

Caversfield

Buckingham Road



Extent of airfield view from corner of perimeter track near bomb stores to eastern boundary looking west /northwest towards Caversfield

Airfield Site Viewpoints
Figure 12.0v Viewpoint 5

Stratton Audley SSSI

Muswell Hill 197m AOD



View from east of airfield looking east across through external track to Stratton Audley SSSI intersecting perimeter track

Airfield Site Viewpoints

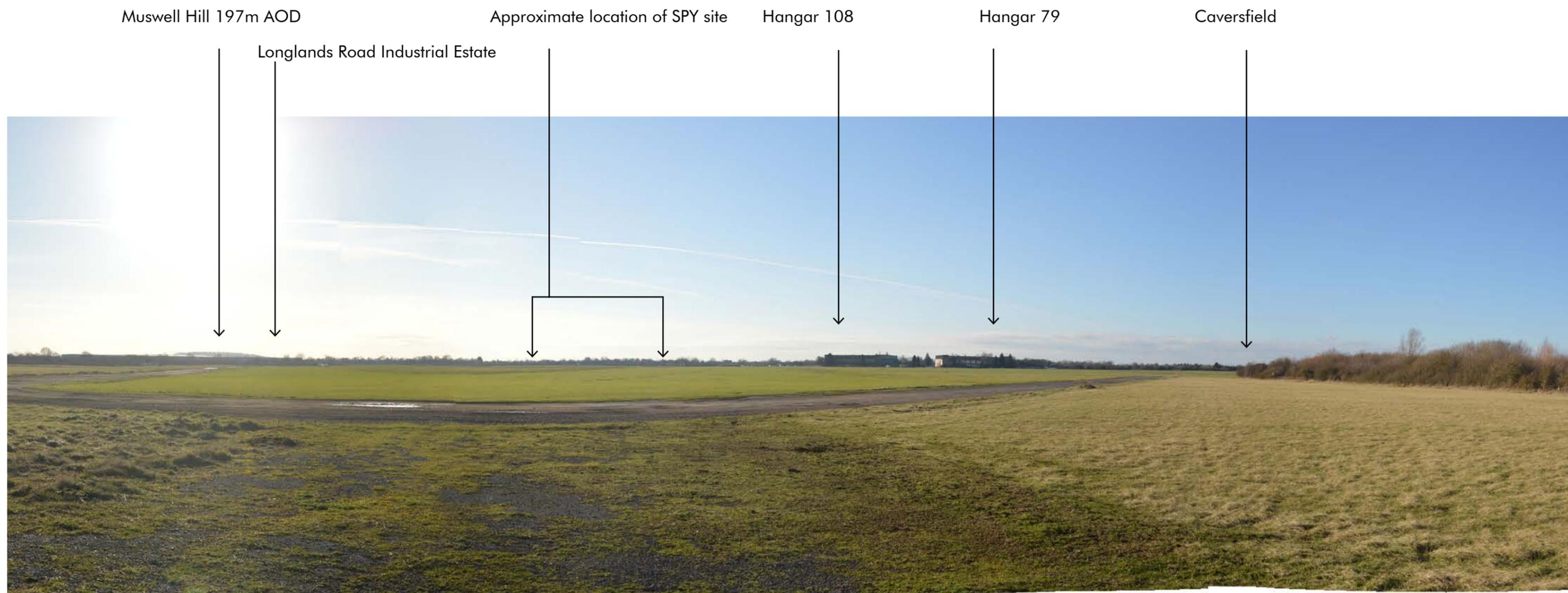
Figure 12.0vi Viewpoint 6



View from east perimeter track of airfield looking towards Heritage/Technical Site with Hangars 108 and 79 clearly seen dominating the view. The SPY site sits to the left of the view.

Airfield Site Viewpoints

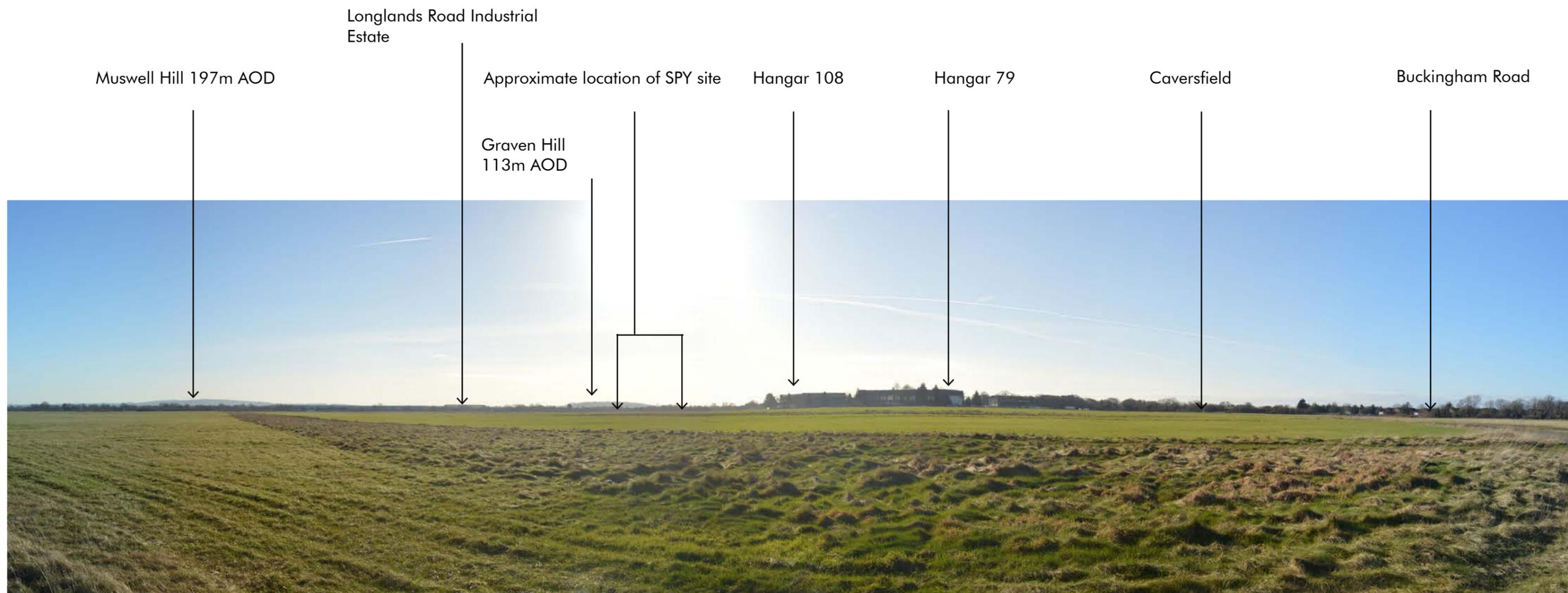
Figure 12.0vii Viewpoint 7



View from north-east point outside perimeter track looking south towards SPY and IQ sites. The large scale buildings of the Longlands Industrial Estate mark the south eastern corner of the IQ site, with Muswell Hill visible in the distance

Airfield Site Viewpoints

Figure 12.0viii Viewpoint 8



View from north corner point of perimeter track looking towards Heritage/ Technical site, with the SPY site to the left

Airfield Site Viewpoints

Figure 12.0ix Viewpoint 9



View from north west corner of perimeter track looking south east towards the SPY site .
The Hangars of the Heritage/Technical site are clearly seen in the foreground.

Airfield Site Viewpoints

Figure 12.0x Viewpoint 10



View from watchtower looking north towards residential area of Thompson Drive, Caversfield, to east of airfield

Airfield Site Viewpoints

Figure 12.0xi Viewpoint 11

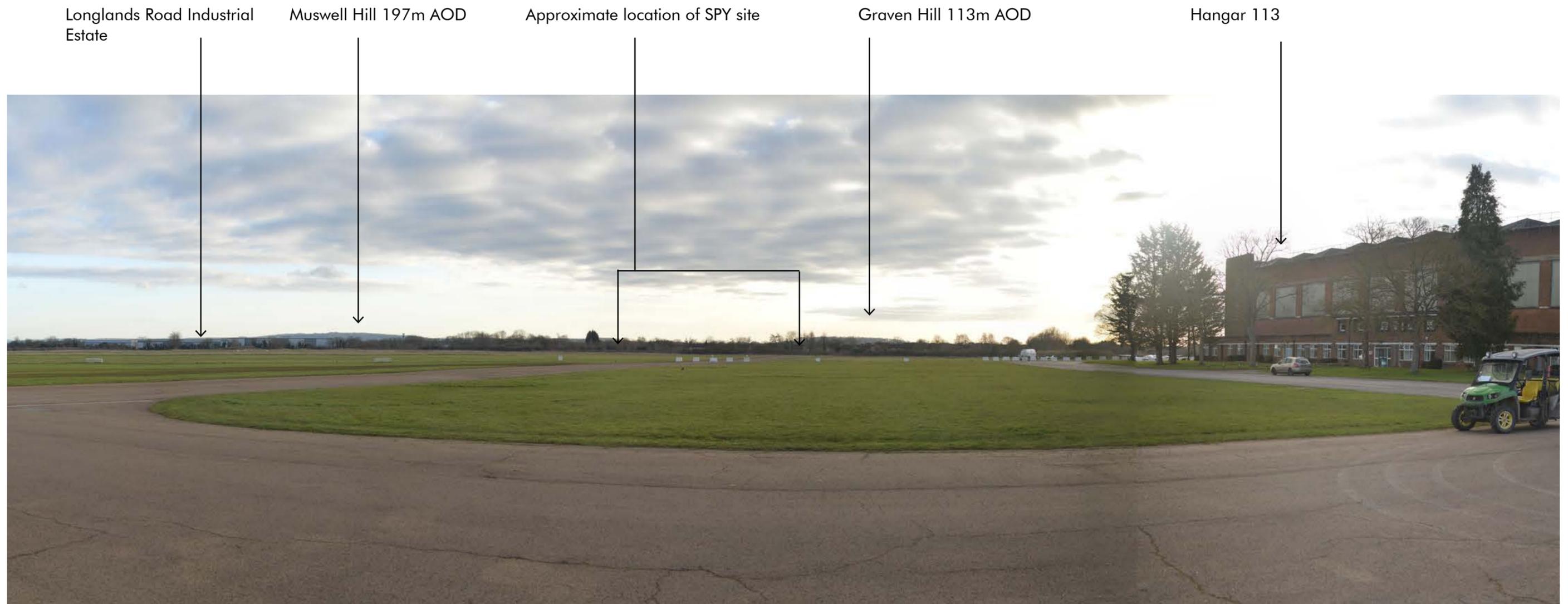
Longlands Road Industrial Estate Muswell Hill 197m AOD



View from the watchtower looking east over the airfield, with the Longlands Road Industrial Estate to the right of the view

Airfield Site Viewpoints

Figure 12.0xii Viewpoint 12



View from watchtower looking south east towards the IQ and SPY sites

Airfield Site Viewpoints
Figure 12.0xiii Viewpoint 21



View from end of Thompson Drive (Caversfield), looking into the northern area of the Bicester Heritage site through Gate 3, across the Buckingham Road

Airfield Site Viewpoints

Figure 12.Oxiv Viewpoint 22

Muswell Hill 197m AOD Approximate location of SPY site

Longlands Road Industrial Estate WatchTower Hangar 79



View from end of Thompson Drive (Caversfield), looking into the northern area of the Bicester Heritage site through Gate 3, across the Buckingham Road A 4421. The Spy and IQ sites may be visible beyond the Watchtower in this view.

Airfield Site Viewpoints

Figure 12.0xv Viewpoint 23

Thompson Drive

Bicester Heritage Gate 3

Buckingham Road A4421



View looking north along the Buckingham Road A4421, with the airfield to the right of the boundary hedge which forms the western boundary of the airfield, and the entrance to Thompson Drive seen to the left of the view

Airfield Site Viewpoints
Figure 12.0xvi Viewpoint 24

Heritage/Technical Site

Gate 8 and SPY site beyond



View from foot/cycleway running along the south side of Skimmingdish Lane
looking north-east towards the Heritage/Technical site

Airfield Site Viewpoints
Figure 12.0xvii Viewpoint 25

Heritage/Technical Site



View from foot/cycleway running along the south side of Skimmingdish Lane looking north-east towards the Heritage/Technical site

Airfield Site Viewpoints
Figure 12.0viii Viewpoint 26



View from foot/cycleway running along the south side of Skimmingdish Lane looking south-east towards the Heritage/Technical site , and SPY and IQ sites

Airfield Site Viewpoints

Figure 12.Oxix Viewpoint 27

Approximate location of SPY site

Longlands Road Industrial Estate



View from footway running along the south side of Skimmingdish Lane looking northwest towards the Heritage/Technical site , and SPY and IQ sites

Airfield Site Viewpoints

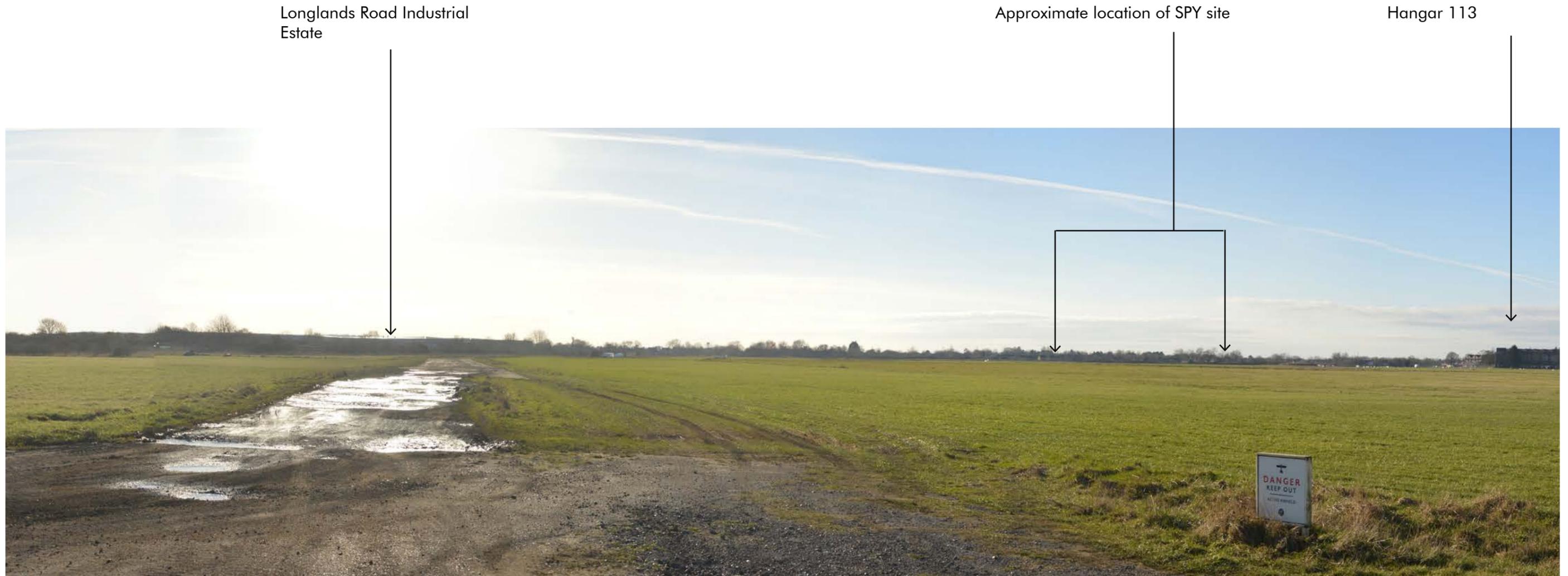
Figure 12.0xx Viewpoint 28



View looking north-west along foot/cycleway south of Skimmingdish Lane. Neither the SPY or IQ sites can be seen in this view with the vegetation to the cycle way forming a dense screen

Airfield Site Viewpoints

Figure 12.0xxi Additional Viewpoint 40



View from east perimeter of airfield looking south-east towards the SPY and IQ sites, with hedge planting to Skimmingdish Road forming the vegetated backdrop in this view

Airfield Site Viewpoints

Figure 12.0xxii Additional Viewpoint 41



View from north defence structure in SAM looking directly at the SPY site

Airfield Site Viewpoints

Figure 12.0xxiii Additional Viewpoint 42



View from footway immediately north of the vehicle entrance to Thompson Drive (Caversfield), looking into the northern area of the Bicester Heritage site, across the Buckingham Road A 4421. The Spy and IQ sites may be visible beyond the Watchtower in this view.

Airfield Site Viewpoints

Figure 12.0xxiv Inaccessible Viewpoint 13



View from near south point of lake adjacent to Bicester Road, looking south over expanse of Elm Farm Quarry towards airfield (ASA Viewpoint photographed 25th February 2019)

Airfield Site Viewpoints

Figure 12.0xxv Inaccessible Viewpoint 14



View from gated entry point adjacent to Bicester Road, east to south-west
looking over Elm Farm Quarry
(ASA Viewpoint photographed 25th February 2019)

Airfield Site Viewpoints

Figure 12.0xxvi Inaccessible Viewpoint 15



View from east of site overlooking lake
(ASA Viewpoint photographed 25th February 2019)

Local Viewpoints

Figure 13.0 Viewpoint Location Plan 2

Viewpoint Location

- VP 16 - View from Skimmingdish Lane pedestrian & cycle path looking towards bomb stores at Bicester Heritage site.
- VP 17 - View from Skimmingdish Lane pedestrian & cycle path intersected by Duxford Close pedestrian path towards a south-east direction.
- VP 18 - View from Skimmingdish Lane pedestrian & cycle path near Duxford close, looking north to east towards airfield.
- VP 19 - View from high fence separating A4221 Skimmingdish lane from residential area, looking towards Curtiss Close.
- VP 20 - View from near high fence separating A4221 Skimmingdish Lane from residential area, looking towards Bicester Heritage gliding centre.
- VP 29 - View from pedestrian & cycleway, opposite new housing development looking north-east towards Skimmingdish Lane and I.Q.
- VP 30 - View from pedestrian cycleway looking south-west onto new housing development.
- VP 31 - View near Duxford Close looking north-west along pedestrian cycleway.
- VP 32 - View taken from pedestrian cycleway near Duxford Close looking north-east towards I.Q.
- VP 33 - View from pedestrian cycleway looking north-east towards I.Q.
- VP 34 - View from pedestrian cycleway looking north-east towards I.Q.

Additional Viewpoint Location

- AVP 37 - View from near western entrance of Skimmingdish Lane looking north-east towards Bicester gliding centre.
- AVP 38 - View from pedestrian cycleway looking south-east
- AVP 39 - View from residential parking area off Cosford Gardens.

Inaccessible Viewpoint Location

- VP 35 - View from Skimmingdish Lane looking north to east towards I.Q. and industrial units.
- VP 36 - View from north-west to south-east along Skimmingdish Lane towards I.Q. and industrial units.

Key

-  Site Ownership Boundary
-  I.Q. Site Boundary
-  SPY Site Boundary
-  Viewpoint Location
-  Additional Viewpoint Location (Macgregor Smith 16th January 2024)
-  Inaccessible Viewpoint Location

Macgregor Smith



Local Viewpoints

Figure 14.0i Viewpoint 16

Approximate location of SPY site

Electricity Compound

Longlands Road Industrial Estate



View from Skimmingdish Lane cycle /footway path looking towards southeast corner of IQ site

Local Viewpoints

Figure 14.0ii Viewpoint 17

Foot/cycleway to the south
of Skimmingdish Lane

Residential Area to the south of
Skimmingdish Lane

Footpath



View from foot/cycleway to the south of Skimmingdish Lane looking south east from the intersection with the footway which connects south to Duxford Close

Local Viewpoints

Figure 14.0iii Viewpoint 18

Approximate location of SPY site



View from foot/cycleway to the south of Skimmingdish Lane looking towards the SPY site

Local Viewpoints

Figure 14.0iv Viewpoint 19

Approximate location of SPY site

Foot/cycleway to the south
of Skimmingdish Lane

Residential Area to the south of
Skimmingdish Lane



View from location where the foot/cycleway running along the south side of Skimmingdish Lane cuts behind a screen fence separating the route from the road for a long section of the road, where it runs adjacent to the SPY and IQ sites.

Local Viewpoints

Figure 14.0v Viewpoint 20



View from foot/cycleway running along the south side of Skimmingdish Lane looking south-east towards the Heritage/Technical site , and SPY and IQ sites

Local Viewpoints

Figure 14.0vi Viewpoint 29

Approximate location of SPY site

Longlands Road Industrial
Estate



View from foot/cycleway running along the south side of Skimmingdish Lane
looking towards the IQ sites, past the pumping station